



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

Thursday, May 28, 2026, at 10:30 a.m.

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

AGENDA

10:30 A. CALL TO ORDER BY SHANNON SOKOLOWSKI, Ph.D., PRESIDING CHAIR (BPAC)

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

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

C. REVIEW AND APPROVAL OF PREVIOUS MEETING MINUTES – APRIL 23, 2026

10:40 D. ACTION ITEMS

1. Review and Recommendation of Revision 4 to the FY 2026-FY 2030 Transportation Improvement Program (TIP) for Section 5307 Capital Funds for the Hernando County Transit System (TheBus) and the Citrus County Transit System, and Reflection of Section 5339 Funds for the Hernando County Transit System (TheBus) and for the Citrus County Transit System
2. Review and Recommendation of the Congestion Management Process (CMP), as prepared by the General Planning Consultant, Benesch & Associates
3. Review and Recommendation of the Complete Streets Update, as prepared by the General Planning Consultant, Benesch & Associates
4. Review and Recommendation of the Annual Update of the Draft List of Priority Projects (LOPP)
5. Review and Recommendation of the Draft Transportation Improvement Program (TIP) FY 2027-FY 2031, as prepared by the General Planning Consultant, Benesch & Associates
6. Review and Recommendation of the Traffic Counts and Level of Service Analysis for Citrus County, as prepared by the General Planning Consultant, Kimley-Horn
7. Review and Recommendation of the Traffic Counts and Level of Service Analysis for Hernando County, as prepared by the General Planning Consultant, Kimley-Horn

12:00 E. CITIZEN COMMENTS

F. COMMITTEE MEMBER COMMENTS

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

G. MPO STAFF UPDATES

12:15 H. ADJOURNMENT AND NEXT MEETING – The next joint meeting of the Citizens Advisory Committee and Bicycle/Pedestrian Advisory Committee is scheduled for Thursday, June 25, 2026, beginning at 10:30 a.m., in the Lecanto Government Building, 3600 W. Sovereign Path, Room 166, Lecanto, Florida. The meeting agenda and back-up material are available online at approximately one week before the meeting at <http://www.hernandocitrusmpo.us>.

REVIEW AND APPROVAL OF PREVIOUS MEETING MINUTES – APRIL 23, 2026

Attached for review and approval are the Minutes of the April 23, 2026, regular joint public meeting of the Citizens Advisory Committee (CAC) and Bicycle/Pedestrian Advisory Committee (BPAC).

Staff Recommendation: It is recommended the CAC and BPAC, separately by committee, review and approve the Minutes of the April 23, 2026, regular joint public meeting.

Attachment: 4-23-26 Joint Mtg CAC_BPAC Minutes



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

Thursday, April 23, 2026

MINUTES

The Citizens Advisory Committee (CAC) and the Bicycle/Pedestrian Advisory Committee (BPAC) held a joint public meeting on Thursday, February 26, 2026, at 10:30 a.m., at the Lecanto Government Building, 3600 W. Sovereign Path, Room 166, Lecanto, Florida. The meeting was publicly noticed on the Hernando County, Citrus County, and Hernando-Citrus MPO websites.

BPAC MEMBERS PRESENT

Sherry Bechtel, City of Inverness
Jim McLean, Citrus County Citizen-at-Large
Dennis Reiland, Citrus County Citizen-at-Large

BPAC MEMBERS ABSENT

Bailey Grzyb, Hernando County Parks and Recreation
Terri Moore, Citrus County Parks and Recreation, Alternate
Deputy Fischer, Non-Voting Citrus County Sheriff's Office

CAC MEMBERS PRESENT

Shannon Sokolowski, Ph.D., Chair, Low Income and/or Minority Representative-Hernando County
Ana Arias-Cáseres, Vice Chair, Low Income and/or Minority Representative-Citrus County
Jim Reynold, Citrus County – Unincorporated
Ron Lawson, City of Brooksville

CAC MEMBERS ABSENT

Stephen Hohman, Hernando County – Unincorporated
Karen Esty, City of Inverness
Scarlett Sharpe, Hernando County – Unincorporated

OTHERS PRESENT

Bob Esposito, MPO Executive Director
Mary Elwin, MPO Coordinator
Joy Turner, MPO Executive Assistant
Holly Kowalczyk, Florida Department of Transportation, District 7
Loren Hughes, Florida's Turnpike Enterprise
Rob Cursey, AICP, Transit and Transportation Group Manager, Benesch & Associates
Rich Wilson, AICP, Project Manager, Benesch & Associates
William Roll, AICP, Project Manager, Kimley-Horn & Associates

MEETING CALLED TO ORDER

- The Pledge of Allegiance and the introductions of the Committee members and staff followed the Moment of Silence.
- A quorum was declared for the CAC and BPAC, 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

CAC Motion: A motion was made by Mr. Lawson to approve the agenda. The motion was seconded by Mr. Reynold, and the motion passed 4-0.

BPAC Motion: A motion was made by Mr. Reiland to approve the agenda. The motion was seconded by Mr. McLean, and the motion passed 3-0.

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) ANNUAL ELECTION OF THE CHAIR AND VICE CHAIR FOR 2026

BPAC Motion: A motion was made by Ms. Bechtel to approve Bailey Grzyb as BPAC Chair for 2026. The motion was seconded by Mr. McLean, and the motion passed 3-0.

BPAC Motion: A motion was made by Mr. Reiland to approve Jim McLean as BPAC Vice Chair for 2026. The motion was seconded by Ms. Bechtel, and the motion passed 3-0.

BPAC Vice Chair for 2026, Jim McLean, administrated the balance of the meeting.

REVIEW AND APPROVAL OF PREVIOUS JOINT MEETING MINUTES

1. Bicycle/Pedestrian Advisory Committee (BPAC) Review and Approval of the October 23, 2025, Meeting Minutes

The Citizens Advisory Committee (CAC) approved the October 23, 2025, meeting minutes at the joint meeting held on February 26, 2026. The Bicycle/Pedestrian Advisory Committee (BPAC) did not have a quorum at that joint meeting and therefore approved their minutes at today's meeting.

BPAC Motion: A motion was made by Mr. Reiland to approve the October 23, 2025, Minutes. The motion was seconded by Ms. Bechtel, and the motion passed 3-0.

2. Review and Approval of the February 26, 2026, Meeting Minutes

CAC Motion: A motion was made by Mr. Lawson to approve the February 26, 2026, Minutes. The motion was seconded by Dr. Sokolowski, and the motion passed 4-0.

BPAC Motion: A motion was made by Mr. Reiland to approve the February 26, 2026, Minutes. The motion was seconded by Ms. Bechtel, and the motion passed 3-0.

PRESENTATION BY THE GENERAL PLANNING CONSULTANT, BENESCH & ASSOCIATES, ON THE STATUS OF THE CONGESTION MANAGEMENT PROCESS (CMP)

Rob Cursey, Vice President, with Benesch & Associates, and Rich Wilson, AICP, Project Manager at Benesch & Associates, provided an update on the Congestion Management Process (CMP) in progress. Mr. Wilson outlined the congestion screening methodology and provided mitigation strategies and recommendations for the top nine congestion 'Hot Spots.' He noted that Wiscon Road at SR 50/Cortez Boulevard in Hernando County and Dunnellon Road at US 19/US 98 in Citrus County have replaced two previously identified congestion hot spots, as upgrades in those earlier locations were recently completed and may positively affect congestion concerns (H-1 County Line Road from Holden Drive to Mariner Boulevard in Hernando County and C-5 Lecanto Highway from Novell Bryant Highway to Fennessy Lane in Citrus County). Mr. Cursey pointed out that for Hernando County Project ID #H-3 (Mariner Boulevard) from Northcliffe Boulevard to Linden Drive in Hernando County was a high crash area, and that H-8 (Wiscon Road) at SR 50/Cortez Boulevard and California Street may warrant a future traffic study. Additionally, he noted that in Citrus County, Project ID #C-8 (Dunnellon Road from US 19 to Chabaud Terrace) may need an evaluation for access management.

Mr. Cursey reviewed demand management and roadway capacity strategies but noted that traffic Operations Strategies are a focal point for mitigating congestion. He reviewed School Congestion Strategies to alleviate peak hour bottlenecks.

Mr. Rich Wilson with Benesch & Associates, reviewed the individual projects and potential strategies to mitigate congestion in the 'hot spot' areas.

Vice Chair McLean opened the floor for public comment on the presentation. Hernando County resident, John Sarch, addressed the committees to share his concerns about the Florida Department of Transportation's (FDOT) feasibility study for the Ayers Road Extension, stating that he did believe Ayers/Hayman Roads and Spring Lake Highway/Lake Lola Road would not serve as suitable corridors between US 41 and I-75.

The final draft CMP will be presented to the Committees (CAC & BPAC) during the regular joint public meeting on May 28, 2026, and subsequently brought to the MPO Board for approval on June 4, 2026.

ACTION ITEMS

1. Review and Recommendation of the Traffic Counts and Level of Service Analysis for Citrus County, as prepared by the General Planning Consultant, Kimley-Horn

William Roll, MPO General Planning Consultant with Kimley-Horn & Associates, provided an overview of Context Classification and the metrics used to determine Level of Service. He provided a Powerpoint Presentation reflecting both Hernando and Citrus counties. He also presented preliminary maps depicting the Context Classification designations and current Level of Service for roadways in Hernando and Citrus Counties and requested committee feedback.

Discussion ensued regarding the draft maps contained in the presentation. Needed clarification would occur after Mr. Roll met with representatives in each County in order to finalize the maps. The final Level of Service documentation and traffic counts will be presented to the Committees (CAC & BPAC) during the regular joint public meeting on May 28, 2026, and subsequently brought to the MPO Board for approval on June 4, 2026.

CAC Motion: A motion was made by Mr. Lawson to accept the preliminary findings of the Level of Service for Citrus County, pending updates suggested by the committees and final completion of the Level of Service by the General Planning Consultant. The motion was seconded by Ms. Arias-Cáseres and the motion passed 4-0.

BPAC Motion: A motion was made by Ms. Bechtel to accept the preliminary findings of the Level of Service for Citrus County, pending updates suggested by the committees and final completion of the Level of Service by the General Planning Consultant. The motion was seconded by Mr. Reiland and the motion passed 3-0.

2. Review and Recommendation of the Traffic Counts and Level of Service Analysis for Hernando County, as prepared by the General Planning Consultant, Kimley-Horn

CAC Motion: A motion was made by Mr. Reynold to accept the preliminary findings of the Level of Service for Hernando County, pending updates suggested by the committees and final completion of the Level of Service by the General Planning Consultant. The motion was seconded by Mr. Lawson and the motion passed 4-0.

BPAC Motion: A motion was made by Mr. Reiland to accept the preliminary findings of the Level of Service for Hernando County, pending updates suggested by the committees and final completion of the Level of Service by the General Planning Consultant. The motion was seconded by Ms. Bechtel and the motion passed 3-0.

3. Review and Recommendation on the FY2027-FY2028 Adoption of the Unified Planning Work Program (UPWP)

Ms. Elwin presented the agenda item and staff recommendation. She specifically noted that the 30-day public review period began on April 3, 2026, and the MPO had not received any public comment

leading up to this meeting. She noted that the Hernando County Transit System (TheBus) has requested the use of Section 5307 funding in the amount of \$375,000 specific for the use of Metropolitan Planning Funds to apply for Special Projects under Task 5 as follows:

- 1) Professional planning, engineering, and design services to support the continued expansion and enhancement of public transportation within Hernando County, including route development, transit infrastructure improvements, bus stop and shelter design, accessibility upgrades, and long-range transit service planning. \$200,000
- 2) Professional planning services to support the continued expansion and enhancement of public transportation within Hernando County, including route development, transit infrastructure improvements, accessibility upgrades, and long-range transit service planning. \$175,000

The Citrus County Transit system did not request the use of Section 5307 Metropolitan Planning Funds in their Section 5307 applications.

Comments received from the FDOT, Federal Highway Administration and the Federal Transit Administration have been addressed and reflected in the draft document.

CAC Motion: A motion was made by Dr. Sokolowski to recommend the MPO Board review and approve the FY2027-FY2028 adoption of the Unified Planning Work Program (UPWP) with the inclusion of the \$375,000 for use of Section 5307 Planning Funds by the Hernando County Transit system (TheBus) in Task 5, Special Projects, and subject to any required revisions based upon comments received from the Florida Department of Transportation, Federal Highway Administration, and the Federal Transit Administration. The motion was seconded by Ms. Arias-Cáseres and the motion passed 4-0.

BPAC Motion: A motion was made by Mr. Reiland to recommend the MPO Board approve the FY2027-FY2028 Adoption of the Unified Planning Work Program (UPWP) with the inclusion of the \$375,000 for use of Section 5307 Planning Funds by the Hernando County Transit system (TheBus) in Task 5, Special Projects, and subject to any required revisions based upon comments received from the Florida Department of Transportation, Federal Highway Administration, and the Federal Transit Administration. The motion was seconded by Ms. Bechtel and the motion passed 3-0.

4. Review and Recommendation on the Draft List of Priority Projects (LOPP)

Mr. Esposito presented the agenda item and staff recommendation and noted that the MPO's is proposing the following approach to the draft annual List of Priority Projects (LOPP):

- Maintain the current list without expanding it, while identifying cost-feasible, smaller-scale improvements that can be advanced (e.g., turn signals, adding turn lanes, intersection improvements), especially where roads connect with or cross State and US roadways.
- Move some larger, locally focused projects to a secondary list to position them for potential advancement if local and state funding becomes available.
- Reduce the number of projects on the Transportation Alternative (TA) list by removing items that will unlikely be able to receive TA funding noting that the Hernando-Citrus MPO annual approximation of TA funds from the FDOT is only \$500,000, cumulative for both counties.

Mr. Esposito noted that the Withlacoochee State Trail improvements in Citrus County consumed nearly 5 years of allocations and had some funding available and contributed by FDOT to finish the project.

Mr. Esposito emphasized that counties and municipalities should be receiving notifications from the Florida Department of Transportation (FDOT) when projects enter the design phase, which is the appropriate time for local jurisdictions to provide input on additional needs or enhancements to projects in workflow. He reviewed the new format and consideration factors added to the LOPP, including the new "Project Ready to Receive Funding" column in the TA LOPP.

Mr. Esposito also acknowledged written comments on the Congestion Management and Transportation Alternatives LOPP submitted by Jim McLean, a member of the Hernando-Citrus Bicycle/Pedestrian Advisory Committee representing Citrus County.

Discussion followed regarding the LOPP, and Ms. Elwin noted the updates requested by the Technical Advisory Committee (TAC) during its meeting earlier that morning:

- Members concurred to moving Cardinal off the active LOPP and putting it onto the Anticipated Projects listing that is not included in the adopted LOPP document.
- The Hernando County bus system (TheBus) has a new route on Sunshine Grove Road providing for 'yes' on the transit proximity consideration factor column on that TA project.
- Project #13 (an intersection improvement located on SR 44 at S. Otis Avenue) and Project #14 (an intersection improvement at US 41 at CR 491) be added to the Major Improvements and Congestion Management List for Citrus County.
- TAC members concurred of funding the design only at this time for the North Independence Highway Sidewalk and changing its priority from #1 to #2 and recommending project #1 be the California Street Project instead of priority #4, that Sunshine Grove Road be listed as priority #3 and Three Sisters Springs be moved from #3 to priority #4.

Ms. Elwin noted for the record that the amount of allocation of TA funding for the counties is based upon population. FDOT may also supplement funding based upon available remaining funds if possible.

A motion to approve the Draft 2026 LOPP will occur during the May 28, 2026, joint meeting of the CAC and BPAC.

CITIZENS COMMENTS

There were no further citizen comments.

COMMITTEE MEMBER COMMENTS

Citizens Advisory Committee (CAC)

- Vice Chair McLean reported that he and CAC member Mr. Lawson had inspected the rehabilitation work performed on the Good Neighbor Trail by Duke Energy between Jasmine Drive and Mondon Hill Road, and he noted that the work was nicely completed.

Bicycle/Pedestrian Advisory Committee (BPAC)

- There were no further committee member comments.

MPO STAFF UPDATES

Mr. Esposito shared the following updates:

- The draft Letter of Understanding (LOU) provided by FDOT for County Line Road has been reviewed by Pasco County and is currently being reviewed by Hernando County.
- Mr. Esposito will be attending the Metropolitan Planning Organization Advisory Council (MPOAC) meeting on Thursday, April 30, in Orlando.
- MPO staff will participate in the Florida Metropolitan Planning Partnership (FMPP) meeting on Wednesday, April 29, in Orlando.

- The Centralia Road Interchange Study being conducted by the Florida Turnpike Enterprise is still in progress and is expected to be completed by the end of April. The results will be shared as soon as they become available.
- An audible pedestrian signal (APS) has been warranted at SR 50/Cortez Boulevard and US 41/Broad Street. FDOT will coordinate with Hernando County regarding concurrence and implementation, as Hernando County is the maintaining agency. Currently, there are no APS installations in Hernando County, so this would be the first; both countywide and within the City of Brooksville.
- Mr. Esposito reminded committee members not to discuss committee business with other members by email or to copy members on such communications outside of a public meeting, as doing so would violate the Florida Sunshine Law.

ADJOURNMENT AND NEXT MEETING

The next regular joint meeting of the Citizens Advisory Committee (CAC) and Bicycle/Pedestrian Advisory Committee (BPAC) is tentatively scheduled for Thursday, May 28, 2026, beginning at 10:30 a.m., in the Hernando County Building Division Training Facility, 1661 Blaise Drive, Brooksville, Florida.

Vice Chair McLean and Mr. Reiland announced that they would be unable to attend the May 28 meeting.

Vice Chair McLean adjourned the meeting at 1:06 p.m.

REVIEW AND RECOMMENDATION OF REVISION 4 TO THE FY 2026-FY 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR SECTION 5307 CAPITAL FUNDS FOR THE HERNANDO COUNTY TRANSIT SYSTEM (TheBus) AND THE CITRUS COUNTY TRANSIT SYSTEM, AND REFLECTION OF SECTION 5339 FUNDS FOR THE HERNANDO COUNTY TRANSIT SYSTEM (TheBus) AND FOR THE CITRUS COUNTY TRANSIT SYSTEM

The Florida Department of Transportation's District 7 Office has requested an amendment to the FY2026-FY2030 Transportation Improvement Program (TIP) to add the following new projects:

Category: Transit
County: Citrus
FDOT Project ID: 402628 4
Project Description: Citrus County BOCC – FTA Section 5307 – Capital - Formula
Amendment Impact: Add \$712,014 to FY2026

Category: Transit
County: Hernando
FDOT Project ID: 408715 2
Project Description: Hernando County BOCC – FTA Section 5307 – Capital - Formula
Amendment Impact: Add \$712,014 to FY2026

Category: Transit
County: Citrus
FDOT Project ID: 458249 1
Project Description: Citrus County BOCC – FTA Section 5339 – Capital
Amendment Impact: Add \$401,595 to FY2026

Category: Transit
County: Hernando
FDOT Project ID: *To Be Provided by FDOT*
Project Description: Hernando County BOCC – FTA Section 5339 – Capital - Formula
Amendment Impact: Add \$262,953 to FY2026

The amendment is reflected in Appendix A Index of TIP Amendments and Modifications Post Adoption of the Transportation Improvement Program (TIP) and the projects as required in the TIP document. Projects are required to be identified in the Transportation Improvement Program for funding purposes.

Staff Recommendation: It is recommended the CAC and BPAC, separately by committee, review and recommend the MPO Board approve Revision 4 to the FY 2026-FY 2030 Transportation Improvement Program (TIP) and authorize MPO Staff to transmit it as required to the applicable state and federal agencies.

Attachment: Draft FY2026-FY2030 Transportation Improvement Program (TIP) Revision 4 shown in redline/strikethrough text.



TRANSPORTATION IMPROVEMENT PROGRAM

Fiscal Years 2026-2030

Adoption Date: June 5, 2025
 Revision 1 (Amendment): September 4, 2025
 Revision 2 (Modification): September 16, 2025
 Revision 3 (Modification): November 6, 2025

Revision 4 (Amendment): June 4, 2026

Hernando/Citrus Metropolitan Planning Organization
 789 Providence Boulevard, Brooksville, Florida 34601



METROPOLITAN PLANNING ORGANIZATION
HERNANDO/CITRUS

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2026 - 2030 JULY 1, 2025 – JUNE 30, 2030

Adoption Date: June 5, 2025

Revision 1 (Amendment) – September 4, 2025

Revision 2 (Modification) – September 16, 2025

Revision 3 (Modification) – November 6, 2025

Revision 4 (Amendment) – June 4, 2026

Hernando/Citrus Metropolitan Planning Organization

**APPENDIX A
INDEX OF TIP AMENDMENTS AND MODIFICATIONS POST ADOPTION**

**TIP FY 2026-FY 2030
HERNANDO/CITRUS MPO**

DATE	REVISION #	CHANGE TYPE	EXPLANATION OF THE CHANGE
9/4/2025	1	Annual Roll-Forward Amendment	Annual roll-forward amendment to the adopted FY2026-FY2030 Transportation Improvement Program (TIP) for funding that was not committed in the previous fiscal year (FY2025) and have automatically rolled into FY2026 of the FDOT Work Program. This amendment ensures that year one of the TIP, adopted by the MPO Board on June 5, 2025, effective October 1, 2025, matches year one of the FDOT Work Program. Edited pages: Cover Page, Page 3, and Appendix A.
9/16/2025	2	Modification	Add Appendix K containing the Eastern Federal Lands document that was provided by FHWA to add \$1,655,000 in construction in FY2025. Edited pages: Cover Page, Page 3 & 10, Appendix A, Appendix A-Page 8, and added Appendix K.
11/6/2025	3	Modification	FDOT provided additional funding of \$20,172 PL (Transportation Planning) funds for FY26. This modification is pursuant to the Public Participation Plan (PPP) as updated 5-1-25. Modified pages: Cover, Page 3, Appendix A, and Appendix E Pages 27, 39-43
6/4/2026	4	Amendment	FDOT requested the addition of projects #408715-2 FTA Section 5307-Capital-Formula for Hernando County, #402628-6 FTA Section 5307-Capital-Formula for Citrus County, #458249-1 FTA Section 5339-Capital for Citrus County, and FTA Section 5339-Capital for Hernando County upon programming and project ID assignment. Amended pages: Cover, Page 3, Appendix A, and Appendix E pages 35-43

FLP: TRANSIT

Item Number: 402628 1 **Project Description:** FTA SECTION 5311 OPERATING
District: 07 **County:** CITRUS **Type of Work:** CAPITAL FOR FIXED ROUTE **Project Length:** 0.000
Extra Description: CITRUS COUNTY BOCC
LRTP 2050 Reference: LRTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
OPERATIONS / MANAGED BY BOARD CO COMMISSNRS CITRUS CO									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$ 31,314							\$ 31,314
	DU-STATE PRIMARY/FEDERAL REIMB	\$ 5,303,828	\$ 119,301	\$ 119,301	\$ 119,301	\$ 119,301	\$ 119,301		\$ 5,900,333
	LF-LOCAL FUNDS	\$ 5,429,078	\$ 119,301	\$ 119,301	\$ 119,301	\$ 119,301	\$ 119,301		\$ 6,025,583
	Phase: OPERATIONS Totals	\$ 10,764,220	\$ 238,602	\$ 238,602	\$ 238,602	\$ 238,602	\$ 238,602	\$ 238,602	\$ 11,957,230
	Item: 402628 1 Totals	\$ 10,764,220	\$ 238,602	\$ 238,602	\$ 238,602	\$ 238,602	\$ 238,602	\$ 238,602	\$ 11,957,230

Item Number: 402628 2 **Project Description:** FTA SECTION 5311
District: 07 **County:** CITRUS **Type of Work:** OPERATING/ADMIN. ASSISTANCE **Project Length:** 0.000
Extra Description: CITRUS COUNTY BOCC - FTA SECTION 5311
LRTP 2050 Reference: LRTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency		Fiscal Year							All Years
		<2026	2026	2027	2028	2029	2030	>2030	
OPERATIONS / MANAGED BY BOARD CO COMMISSNRS CITRUS CO									
Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB	\$ 602,296	\$ 58,218	\$ 128,471	\$ 128,471	\$ 128,471	\$ 128,471		\$ 1,174,398
	LF-LOCAL FUNDS	\$ 602,296	\$ 58,218	\$ 128,471	\$ 128,471	\$ 128,471	\$ 128,471		\$ 1,174,398
	Phase: OPERATIONS Totals	\$ 1,204,592	\$ 116,436	\$ 256,942	\$ 256,942	\$ 256,942	\$ 256,942	\$ 256,942	\$ 2,348,796

CAPITAL / MANAGED BY BOARD CO COMMISSNRS 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	\$ 4,227,962							\$ 4,227,962
	Item: 402628 2 Totals	\$ 5,432,554	\$ 116,436	\$ 256,942	\$ 256,942	\$ 256,942	\$ 256,942	\$ 256,942	\$ 6,576,758

Item Number: 402628 4 **Project Description:** CITRUS COUNTY BOCC - FTA SECTION 5307
District: 07 **County:** CITRUS **Type of Work:** OPERATING/ADMIN. ASSISTANCE **Project Length:** 0.000
Extra Description: SMALL URBANIZED AREA GOVERNOR'S APPORTIONMENT
LRTP 2050 Reference: LRTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency		Fiscal Year							All Years
		<2026	2026	2027	2028	2029	2030	>2030	
OPERATIONS / MANAGED BY CITRUS COUNTY TRANSIT									
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION	\$ 3,750,000	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000			\$ 8,750,000
	LF-LOCAL FUNDS	\$ 1,050,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000			\$ 2,450,000
	Phase: OPERATIONS Totals	\$ 4,800,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000			\$ 11,200,000

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	\$ 12,290,330							\$ 12,290,330
	Item: 402628 4 Totals	\$ 17,090,330	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000			\$ 23,490,330

FLP: TRANSIT

Item Number: 402628 6 **Project Description:** CITRUS COUNTY BOCC - FTA SECTION 5307 - CAPITAL - FORMULA
District: 07 **County:** CITRUS **Type of Work:** CAPITAL PROJECT **Project Length:** 0.000
LRTP 2050 Reference: **LRTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)**

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	
CAPITAL / MANAGED BY CITRUS COUNTY TRANSIT								
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION		\$ 712,014						\$ 712,014
Phase: CAPITAL Totals	\$ -	\$ 712,014						\$ 712,014
Item: 402628 6 Totals	\$ -	\$ 712,014						\$ 712,014
Project Totals	\$ 33,287,104	\$ 2,667,052	\$ 2,095,544	\$ 2,095,544	\$ 2,095,544	\$ 495,544		\$ 42,736,332

Item Number: 438845 1 **Project Description:** CITRUS COUNTY BOCC - STATE TRANSIT BLOCK GRANT
District: 07 **County:** CITRUS **Type of Work:** OPERATING/ADMIN. ASSISTANCE **Project Length:** 0.000
Extra Description: HOMOSSASSA SPRINGS
LRTP 2050 Reference: **LRTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)**

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	
OPERATIONS / MANAGED BY CITRUS COUNTY TRANSIT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$ 688,236	\$ 389,003	\$ 399,320	\$ 411,300	\$ 224,823	\$ 436,348		\$ 2,549,030
DPTO-STATE - PTO	\$ 1,618,662				\$ 198,816			\$ 1,817,478
LF-LOCAL FUNDS	\$ 2,416,889	\$ 389,003	\$ 399,320	\$ 411,300	\$ 423,639	\$ 436,348		\$ 4,476,499
Phase: OPERATIONS Totals	\$ 4,723,787	\$ 778,006	\$ 798,640	\$ 822,600	\$ 847,278	\$ 872,696		\$ 8,843,007
Item: 438845 1 Totals	\$ 4,723,787	\$ 778,006	\$ 798,640	\$ 822,600	\$ 847,278	\$ 872,696		\$ 8,843,007
Project Totals	\$ 4,723,787	\$ 778,006	\$ 798,640	\$ 822,600	\$ 847,278	\$ 872,696		\$ 8,843,007

Item Number: 458249 1 **Project Description:** CITRUS COUNTY BOCC - FTA SECTION 5339 - CAPITAL
District: 07 **County:** CITRUS **Type of Work:** TRANSIT IMPROVEMENT **Project Length:** 0.000
LRTP 2050 Reference: **LRTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)**

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	
CAPITAL / MANAGED BY CITRUS COUNTY TRANSIT								
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION		\$ 401,595						\$ 401,595
Phase: CAPITAL Totals		\$ 401,595						\$ 401,595
Item: 458249 1 Totals		\$ 401,595						\$ 401,595
Project Totals		\$ 401,595						\$ 401,595

FLP: TRANSIT

Item Number: 401982 1 **Project Description:** HERNANDO COUNTY SECTION 5311
District: 07 **County:** HERNANDO **Type of Work:** OPERATING/ADMIN. ASSISTANCE **Project Length:** 0.000
Extra Description: FTA SECTION 5311
L RTP 2050 Reference: L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years
OPERATIONS / MANAGED BY HERNANDO								
Fund Code: DU-STATE PRIMARY/FEDERAL REIMB	\$ 2,884,838	\$ 315,527	\$ 315,527	\$ 315,527	\$ 315,527	\$ 315,527		\$ 4,462,473
LF-LOCAL FUNDS	\$ 2,914,289	\$ 315,527	\$ 315,527	\$ 315,527	\$ 315,527	\$ 315,527		\$ 4,491,924
Phase: OPERATIONS Totals	\$ 5,799,127	\$ 631,054	\$ 631,054	\$ 631,054	\$ 631,054	\$ 631,054		\$ 8,954,397
CAPITAL / MANAGED BY HERNANDO								
Fund Code: LF-LOCAL FUNDS	\$ 22,000							\$ 22,000
Item: 401982 1 Totals	\$ 5,821,127	\$ 631,054	\$ 631,054	\$ 631,054	\$ 631,054	\$ 631,054		\$ 8,976,397

Item Number: 401982 2 **Project Description:** HERNANDO COUNTY BOCC - FTA SECTION 5311
District: 07 **County:** HERNANDO **Type of Work:** CAPITAL FOR FIXED ROUTE **Project Length:** 0.000
Extra Description: THE BUS
L RTP 2050 Reference: L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years
OPERATIONS / MANAGED BY HERNANDO COUNTY MPO								
Fund Code: DU-STATE PRIMARY/FEDERAL REIMB	\$ 265,059	\$ 25,000	\$ 130,083	\$ 130,083	\$ 130,083	\$ 130,083		\$ 810,391
LF-LOCAL FUNDS	\$ 265,059	\$ 25,000	\$ 130,083	\$ 130,083	\$ 130,083	\$ 130,083		\$ 810,391
Phase: OPERATIONS Totals	\$ 530,118	\$ 50,000	\$ 260,166	\$ 260,166	\$ 260,166	\$ 260,166		\$ 1,620,782
Item: 401982 2 Totals	\$ 530,118	\$ 50,000	\$ 260,166	\$ 260,166	\$ 260,166	\$ 260,166		\$ 1,620,782
Project Totals	\$ 6,351,245	\$ 681,054	\$ 891,220	\$ 891,220	\$ 891,220	\$ 891,220		\$ 10,597,179

Item Number: 408104 1 **Project Description:** HERNANDO COUNTY BLOCK GRANT
District: 07 **County:** HERNANDO **Type of Work:** OPERATING FOR FIXED ROUTE **Project Length:** 0.000
Extra Description: HERNANDO COUNTY BOCC - STATE TRANSIT BLOCK GRANT - THE BUS
L RTP 2050 Reference: L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years
OPERATIONS / MANAGED BY HERNANDO COUNTY MPO								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$ 2,763,680	\$ 102,375	\$ 440,689	\$ 542,228		\$ 575,250		\$ 4,424,222
DPTO-STATE - PTO	\$ 2,708,339	\$ 410,381	\$ 85,746		\$ 558,495			\$ 3,762,961
DS-STATE PRIMARY HIGHWAYS & PTO	\$ 1,397,737							\$ 1,397,737
LF-LOCAL FUNDS	\$ 7,200,457	\$ 512,756	\$ 526,435	\$ 542,228	\$ 558,495	\$ 575,250		\$ 9,915,621
Phase: OPERATIONS Totals	\$ 14,070,213	\$ 1,025,512	\$ 1,052,870	\$ 1,084,456	\$ 1,116,990	\$ 1,150,500		\$ 19,500,541
Item: 408104 1 Totals	\$ 14,070,213	\$ 1,025,512	\$ 1,052,870	\$ 1,084,456	\$ 1,116,990	\$ 1,150,500		\$ 19,500,541
Project Totals	\$ 14,070,213	\$ 1,025,512	\$ 1,052,870	\$ 1,084,456	\$ 1,116,990	\$ 1,150,500		\$ 19,500,541

FLP: TRANSIT

Item Number: 408715 1 **Project Description:** HERNANDO COUNTY BOCC - FTA SECTION 5307
District: 07 **County:** HERNANDO **Type of Work:** TRANSIT IMPROVEMENT **Project Length:** 0.000
Extra Description: THE BUS - SMALL URBANIZED GOV. APPROPRIATION
L RTP 2050 Reference: L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years
OPERATIONS / MANAGED BY HERNANDO								
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION	\$ 3,200,000	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000			\$ 8,200,000
LF-LOCAL FUNDS	\$ 1,750,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000			\$ 3,150,000
Phase: OPERATIONS Totals	\$ 4,950,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000			\$ 11,350,000
CAPITAL / MANAGED BY HERNANDO								
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION	\$ 10,248,621							\$ 10,248,621
Item: 408715 1 Totals	\$ 15,198,621	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000			\$ 21,598,621

Item Number: 408715 2 **Project Description:** HERNANDO COUNTY BOCC - FTA SECTION 5307 - CAPITAL - FORMULA
District: 07 **County:** HERNANDO **Type of Work:** CAPITAL PROJECT **Project Length:** 0.000
L RTP 2050 Reference: L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years
CAPITAL / MANAGED BY HERNANDO								
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION		\$ 712,014						\$ 712,014
Phase: CAPITAL Totals	\$ -	\$ 712,014						\$ 712,014
Item: 408715 2 Totals	\$ -	\$ 712,014						\$ 712,014
Project Totals	\$ 15,198,621	\$ 2,312,014	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ -	\$ -	\$ 22,310,635

Item Number: TBD* **Project Description:** HERNANDO COUNTY BOCC - FTA SECTION 5339 - CAPITAL - FORMULA
District: 07 **County:** HERNANDO **Type of Work:** CAPITAL PROJECT **Project Length:** 0.000
L RTP 2050 Reference: L RTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years
CAPITAL / MANAGED BY HERNANDO								
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION		\$ 262,953						\$ 712,014
Phase: CAPITAL Totals	\$ -	\$ 262,953						\$ 712,014
Item: TDB* Totals	\$ -	\$ 262,953						\$ 712,014
Project Totals	\$ -	\$ 262,953	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 262,953
TOTAL FLP: TRANSIT PROJECTS	\$ 73,630,970	\$ 8,128,186	\$ 6,438,274	\$ 6,493,820	\$ 6,551,032	\$ 3,409,960	\$ -	\$ 104,652,242

*Pending Final Authorization and Project Number Assignment from the Florida Department of Transportation

SUMMARY BY FUND TYPE/FUND NAME PER FISCAL YEAR									
Fund		<2026	2026	2027	2028	2029	2030	>2030	All Years
ACCM	ADVANCE CONSTRUCTION (CM)	\$ 21,469							\$ 21,469
ACNP	ADVANCE CONSTRUCTION NHPP	\$ 268,542	\$ 7,272,904		\$ 6,242,420	\$ 57,918,020			\$ 71,701,886
ACNR	AC NAT HWY PERFORM RESURF		\$ 1,417,981	\$ 19,965,715					\$ 21,383,696
ACSA	ADVANCE CONSTRUCTION (SA)	\$ 7,193							\$ 7,193
ACSM	STBG AREA POP. W/ 5K TO 49,999	\$ 610,758							\$ 610,758
ACSN	ADVANCE CONSTRUCTION (SN)	\$ 1,925,571							\$ 1,925,571
ACSS	ADVANCE CONSTRUCTION (SS,HSP)		\$ 71,181						\$ 71,181
BA	DONOR BONUS, ANY AREA	\$ 740,031							\$ 740,031
BRRP	STATE BRIDGE REPAIR & REHAB	\$ 707							\$ 707
CARN	CARB FOR RURAL AREAS < 5K	\$ 779,352							\$ 779,352
CM	CONGESTION MITIGATION - AQ	\$ 2,524,021	\$ 1,951,460						\$ 4,475,481
D	UNRESTRICTED STATE PRIMARY	\$ 73,963,802	\$ 3,763,656	\$ 3,733,656	\$ 3,733,656	\$ 3,784,905	\$ 3,113,275		\$ 92,092,950
DDR	DISTRICT DEDICATED REVENUE	\$ 17,706,436	\$ 13,713,527	\$ 33,030,301	\$ 3,131,528	\$ 16,316,456	\$ 1,011,598		\$ 84,909,846
DEM	ENVIRONMENTAL MITIGATION	\$ 931							\$ 931
DIH	STATE IN-HOUSE PRODUCT SUPPORT	\$ 1,644,900	\$ 278,641	\$ 1,026,406	\$ 108,582	\$ 236,942	\$ 58,450		\$ 3,353,921
DPTO	STATE - PTO	\$ 4,327,001	\$ 410,381	\$ 2,518,171		\$ 757,311			\$ 8,012,864
DS	STATE PRIMARY HIGHWAYS & PTO	\$ 6,663,086		\$ 21,762,278		\$ 2,332,150			\$ 30,757,514
DU	STATE PRIMARY/FEDERAL REIMB	\$ 12,687,489	\$ 518,046	\$ 693,382	\$ 693,382	\$ 693,382	\$ 693,382		\$ 15,979,063
FAA	FEDERAL AVIATION ADMIN		\$ 108,000	\$ 972,000					\$ 1,080,000
FC5	OPEN GRADE FRICTION COURSE FC5	\$ 170,808	\$ 119,626						\$ 290,434
FTA**	FEDERAL TRANSIT ADMINISTRATION	\$ 23,343,786	\$ 2,500,000 \$ 4,592,576	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000			\$ 33,343,786 \$ 35,436,362
GMR	GROWTH MANAGEMENT FOR SIS					\$ 4,944,153			\$ 4,944,153
GRSC	GROWTH MANAGEMENT FOR SCOP		\$ 948,457	\$ 991,447	\$ 991,447	\$ 991,447			\$ 3,922,798
LF	LOCAL FUNDS	\$ 28,391,727	\$ 5,912,310	\$ 4,823,762	\$ 7,124,910	\$ 2,985,476	\$ 1,704,980		\$ 50,943,165
LFP	LOCAL FUNDS FOR PARTICIPATING			\$ 2,333,332					\$ 2,333,332
NHPP	IM, BRDG REPL, NATNL HWY-MAP21	\$ 2,040,768							\$ 2,040,768
PKBD	TURNPIKE MASTER BOND FUND	\$ 162,874,783	\$ 191,594,077						\$ 354,468,860
PKED	2012 SB1998-TURNPIKE FEEDER RD	\$ 19,766,380							\$ 19,766,380
PKLF	LOCAL SUPPORT FOR TURNPIKE	\$ 1,792,301							\$ 1,792,301
PKYI	TURNPIKE IMPROVEMENT	\$ 251,680,154	\$ 81,011,843	\$ 1,062	\$ 1,910,000				\$ 334,603,059
PKYR	TURNPIKE RENEWAL & REPLACE	\$ 2,114,245	\$ 26,789,353						\$ 28,903,598
PL*	METRO PLAN (85% FA; 15% OTHER)	\$ 697,924	\$ 1,385,103	\$ 705,133	\$ 705,133	\$ 705,133	\$ 705,133		\$ 4,903,559
ROWR	ROW LEASE REVENUES		\$ 8,178						\$ 8,178
SA	STP, ANY AREA	\$ 2,864,536	\$ 8,862,481	\$ 3,134,351			\$ 440,000		\$ 15,301,368
SCED	2012 SB1998-SMALL CO OUTREACH		\$ 256,410	\$ 256,410	\$ 256,410	\$ 256,410			\$ 1,025,640
SCHR	SCOP - HURRICANES		\$ 1,538,461						\$ 1,538,461
SCOP	SMALL COUNTY OUTREACH		\$ 247,117	\$ 230,989	\$ 232,528	\$ 233,553			\$ 944,187
SCWR	2015 SB2514A-SMALL CO OUTREACH		\$ 256,848	\$ 330,769	\$ 326,282	\$ 319,744			\$ 1,233,643

*Revision 3 (Modification) to add \$20,172 PL into FY2026 - November 6, 2025

**Revision 4 (Amendment) to add FTA Section 5307 capital funding for Hernando & Citrus County (\$712,014 each), and FTA Section 5339 capital for Citrus County (\$401,595) and Hernando County (\$262,953)

SUMMARY BY FUND TYPE/FUND NAME PER FISCAL YEAR									
Fund		<2026	2026	2027	2028	2029	2030	>2030	All Years
SL	STP, AREAS <= 200K	\$ 3,184,674	\$ 3,167,591	\$ 24,762	\$ 319,458				\$ 6,696,485
SM	STBG AREA POP. W/ 5K TO 49,999	\$ 2,086,884	\$ 764,852	\$ 632,565					\$ 3,484,301
SN	STP, MANDATORY NON-URBAN <= 5K	\$ 6,264,766	\$ 2,842,439	\$ 2,625,314	\$ 1,468,593	\$ 2,631,346	\$ 2,100,000		\$ 17,932,458
SR2T	SAFE ROUTES - TRANSFER	\$ 467,396	\$ 1,315,792						\$ 1,783,188
TALM	TAP AREA POP. 5K TO 50,000			\$ 30,244					\$ 30,244
TALN	TRANSPORTATION ALTS- < 5K			\$ 321,642					\$ 321,642
Grand Total:		\$ 631,612,421	\$ 359,026,715 \$ 361,115,291	\$ 102,643,691	\$ 29,744,329	\$ 97,606,428	\$ 9,826,818		\$ 1,230,460,402 \$ 1,232,548,978

*Revision 3 (Modification) to add \$20,172 PL into FY2026 - November 6, 2025

**Revision 4 (Amendment) to add FTA Section 5307 capital funding for Hernando & Citrus County (\$712,014 each), and FTA Section 5339 capital for Citrus County (\$401,595) and Hernando County (\$262,953)

SUMMARY BY PROJECT CATEGORY PER FISCAL YEAR

Phase / Responsible Agency	Fiscal Year							
	<2026	2026*	2027	2028	2029	2030	>2030	All Years
TOTAL HIGHWAY PROJECTS	\$ 44,933,011	\$ 47,761,975	\$ 84,338,916	\$ 12,545,720	\$ 86,565,358	\$ 2,598,450	\$ -	\$ 278,743,430
TOTAL TURNPIKE PROJECTS	\$ 438,589,621	\$ 299,395,273	\$ 1,062	\$ 1,910,000	\$ -	\$ -	\$ -	\$ 739,895,956
TOTAL TRANSPORTATION PLANNING PROJECTS*	\$ 697,924	\$ 1,385,103	\$ 705,133	\$ 705,133	\$ 705,133	\$ 705,133	\$ -	\$ 4,903,559
TOTAL MAINTENANCE PROJECTS	\$ 73,760,895	\$ 3,874,754	\$ 3,733,656	\$ 3,733,656	\$ 3,784,905	\$ 3,113,275	\$ -	\$ 92,001,141
TOTAL FLP: AVIATION PROJECTS	\$ -	\$ 570,000	\$ 7,426,650	\$ 4,356,000	\$ -	\$ -	\$ -	\$ 12,352,650
TOTAL FLP: TRANSIT PROJECTS**	\$ 73,630,970	\$ 6,039,310 \$ 8,128,186	\$ 6,438,274	\$ 6,493,820	\$ 6,551,032	\$ 3,409,960	\$ -	\$ 102,563,666 \$ 104,652,242
Total All Categories for 5-Year TIP FY 2026-FY 2030	\$ 631,612,421	\$ 359,026,415 \$ 361,115,291	\$ 102,643,691	\$ 29,744,329	\$ 97,606,428	\$ 9,826,818		\$ 1,230,460,402 \$ 1,232,548,978

*Revision 3 (Modification) to add \$20,172 PL into FY2026 - November 6, 2025

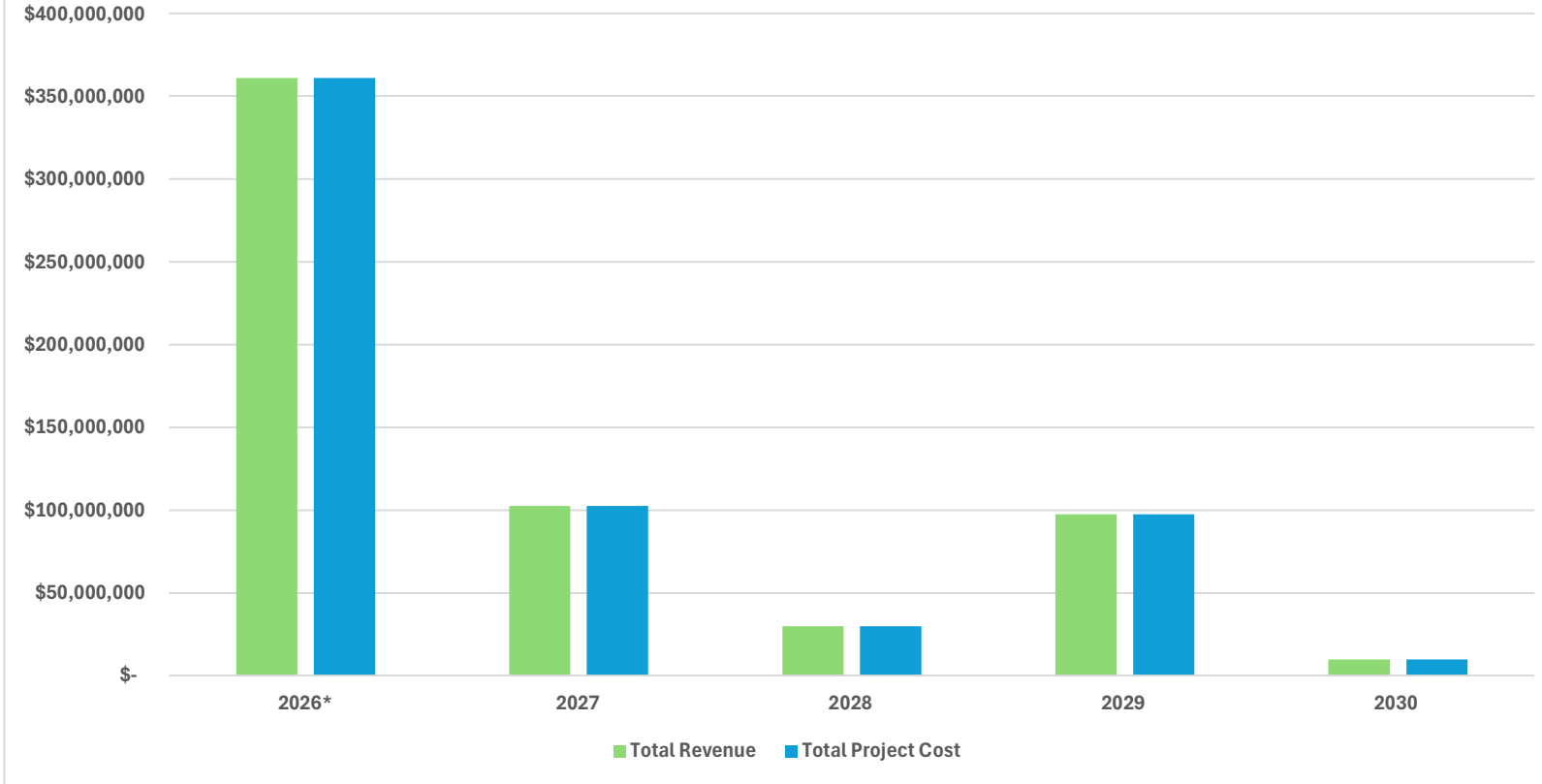
**Revision 4 (Amendment) to add FTA Section 5307 capital funding for Hernando & Citrus County (\$712,014 each), and FTA Section 5339 capital for Citrus County (\$401,595) and Hernando County (\$262,953)

SUMMARY BY FUNDING SOURCE PER FISCAL YEAR								
Fund Type	<2026	2026	2027	2028	2029	2030	>2030	All Years
Federal (Rev 3* and Rev 4**)	\$ 60,515,160	\$ 32,177,830 \$ 34,266,406	\$ 31,605,108	\$ 11,928,986	\$ 64,447,881	\$ 3,938,515		\$ 204,613,480 \$ 206,702,056
Local	\$ 30,184,028	\$ 5,912,310	\$ 7,157,094	\$ 7,124,910	\$ 2,985,476	\$ 1,704,980		\$ 55,068,798
State 100%	\$ 124,244,051	\$ 21,541,302	\$ 63,880,427	\$ 8,780,433	\$ 30,173,071	\$ 4,183,323		\$ 252,802,607
Toll/Turnpike	\$ 416,669,182	\$ 299,395,273	\$ 1,062	\$ 1,910,000				\$ 717,975,517
Grand Total:	\$ 631,612,421	\$ 359,026,715 \$ 361,115,291	\$ 102,643,691	\$ 29,744,329	\$ 97,606,428	\$ 9,826,818		\$ 1,230,460,402 \$ 1,232,548,978

*Revision 3 (Modification) to add \$20,172 PL into FY2026 - November 6, 2025

**Revision 4 (Amendment) to add FTA Section 5307 capital funding for Hernando & Citrus County (\$712,014 each), and FTA Section 5339 capital for Citrus County (\$401,595) and Hernando County (\$262,953)

Hernando/Citrus MPO Total Revenue vs. Project Cost



5-YEAR FUNDED PROJECTS FISCAL CONSTRAINT						
Fund Type	2026*	2027	2028	2029	2030	All Years
Total Revenue	\$ 359,026,715 \$ 361,115,291	\$ 102,643,691	\$ 29,744,329	\$ 97,606,428	\$ 9,826,818	\$ 598,847,681 \$ 600,936,557
Total Project Cost	\$ 359,026,715 \$ 361,115,291	\$ 102,643,691	\$ 29,744,329	\$ 97,606,428	\$ 9,826,818	\$ 598,847,681 \$ 600,936,557

*Revision 3 (Modification) to add \$20,172 PL into FY2026 - November 6, 2025

**Revision 4 (Amendment) to add FTA Section 5307 capital funding for Hernando & Citrus County (\$712,014 each), and FTA Section 5339 capital for Citrus County (\$401,595) and Hernando County (\$262,953)

Hernando/Citrus MPO Goal, Objectives, and Performance Measures

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

LRTP Goal

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



Goal, Objectives, & Performance Measures

L RTP OBJECTIVES

1



Safety

Increase safety of the counties' transportation system.

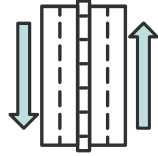
2



Economy

Support economic development and tourism.

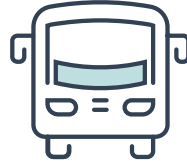
3



Mobility

Provide for mobility needs of the community.

4



Intermodal

Maintain existing transportation system.

5



Livability

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

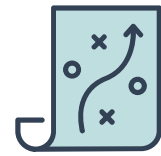
6



Preservation

Preserve and maintain a resilient transportation infrastructure and transit assets.

7



Implementation

Ensure effective execution of improvements and maintenance

Development of The Goal, Objectives, and Performance Measures

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

Mary Elwin

From: Joyner, Elisa <Elisa.Joyner@dot.state.fl.us>
Sent: Wednesday, April 15, 2026 2:15 PM
To: Bob Esposito; Mary Elwin; Joy Turner
Cc: Ziegler, Suzanne; Kowalczyk, Holly; Olinger, Kelsey
Subject: TIP/STIP Needed: 408715-2 FTA Section 5307 for Hernando County and 402628-6 FTA Section 5307 for Citrus County
Attachments: 408715-2_TIP.xlsm; 402628-6_TIP.xlsm

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon, Hernando-Citrus MPO!

FDOT is requesting that Hernando-Citrus MPO amend their FY2026-2030 TIP to add the following projects:

- 408715-2 FTA SECTION 5307 – CAPITAL – FORMULA (for Hernando County)
- 402628-6 FTA SECTION 5307 – CAPITAL – FORMULA (for Citrus County)

These amendments are to add new projects to the current TIP. Maria DeJesus (Maria.DeJesus@dot.state.fl.us) is the project manager for both projects and can be contacted if you have any project questions.

The attached excel sheets are the TIP pages for the projects. Please update them to match your TIP branding and return them as PDFs formatted how they will appear in the TIP. Additionally, please send me a PDF of the goal/policy in the 2050 LRTP that supports the inclusion of these projects in the TIP. As discussed at this morning's coordination call, we can set up a meeting to discuss the amendment process further. Please let us know your availability in the next couple of days and we can get a meeting on the calendar to walk through the process and determine when these amendments can be presented to the committees and Board.

Thank you,

Elisa Joyner
Government Liaison
Florida Department of Transportation, District 7
11201 N. McKinley Drive, Tampa, FL 33612
Office - (813) 975-6449

FLP: TRANSIT									
Item Number: 408715 2 Project Description: FTA SECTION 5307 - CAPITAL - FORMULA District: 07 County: HERNANDO Type of Work: CAPITAL PROJECT Project Length: 0.000									
Fiscal Year									
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years	
CAPITAL / MANAGED BY HERNANDO									
Fund Code: FTA - FEDERAL TRANSIT ADMINISTRATION		712,014							712,014
Item: 408715 2 Totals		712,014							712,014
Project Totals		712,014							712,014
Grand Total		712,014							712,014

Reason for TIP/STIP Amendment: New Project

Project Manager: Maria DeJesus

MPO MEETING DATES

TAC:	
CAC:	
MPO Board:	

FLP: TRANSIT									
Item Number: 402628 6 Project Description: FTA SECTION 5307 - CAPITAL - FORMULA									
District: 07 County: CITRUS Type of Work: CAPITAL PROJECT Project Length: 0.000									
Fiscal Year									
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years	
CAPITAL / MANAGED BY CITRUS COUNTY TRANSIT									
Fund Code: FTA - FEDERAL TRANSIT ADMINISTRATION		712,014							712,014
Item: 402628 6 Totals		712,014							712,014
Project Totals		712,014							712,014
Grand Total		712,014							712,014

Reason for TIP/STIP Amendment: New Project

Project Manager: Maria DeJesus

MPO MEETING DATES

TAC:

CAC:

MPO Board Meeting:

Joy Turner

From: Joyner, Elisa <Elisa.Joyner@dot.state.fl.us>
Sent: Wednesday, May 20, 2026 2:21 PM
To: Bob Esposito; Mary Elwin; Joy Turner
Cc: Ziegler, Suzanne; Kowalczyk, Holly; Olinger, Kelsey
Subject: TIP/STIP Needed: 458249-1 CitrusCT-FTA Section 5339 - Capital
Attachments: 458249-1_TIP.xlsm

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon, Hernando-Citrus MPO!

FDOT is requesting that Hernando-Citrus MPO amend their FY2026-2040 TIP to add the following project:

- 458249-1 CitrusCT – FTA Section 5339 – Capital

This amendment is to add a new project to the current TIP. Chris Leffert (Chris.Leffert@dot.state.fl.us) is the project manager and can be contacted if you have any questions.

We are anticipating the MPO will be taking this TIP/STIP Amendment to the following committee/board meetings:

- CAC: May 28th, 2026
- TAC: May 28th, 2026
- Board: June 4th, 2026

The attached excel sheet is the TIP page for the project. Please update them to match your TIP branding and return them as PDFs formatted how they will appear in the TIP. Additionally, please send me a PDF of the goal/policy in the 2050 LRTP that supports the inclusion of this project in the TIP.

Thank you,

Elisa Joyner
Government Liaison
Florida Department of Transportation, District 7
11201 N. McKinley Drive, Tampa, FL 33612
Office - (813) 975-6449 | Cell - (813) 892-7628

FLP: TRANSIT							
Item Number: 458249 1 Project Description: CITRUSCT-FTA SECTION 5339 - CAPITAL District: 07 County: CITRUS Type of Work: TRANSIT IMPROVEMENT Project Length: 0.000							
	Fiscal Year						
Phase / Responsible Agency	<2026	2026	2027	2028	2029	>2029	All Years
CAPITAL / MANAGED BY CITRUS COUNTY TRANSIT							
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION		401,595					401,595
Item: 458249 1 Totals		401,595					401,595
Project Totals		401,595					401,595
Grand Total		401,595					401,595

Reason for TIP/STIP Amendment: New Project

Project Manager: Chris Leffert

MPO MEETING DATES

TAC 5/28/2026
CAC 5/28/2026
MPO Board 6/4/2026

Joy Turner

From: Joyner, Elisa <Elisa.Joyner@dot.state.fl.us>
Sent: Thursday, May 21, 2026 4:27 PM
To: Joy Turner
Cc: Mary Elwin; Ziegler, Suzanne
Subject: Re: TIP/STIP Needed: 458249-1 CitrusCT-FTA Section 5339 - Capital

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Joy! I haven't received any updated information regarding the Hernando 5339 funds amendment yet. Mary and I discussed the time crunch due to the necessary public notice for the amendment and had presented the possibility of still including the Hernando amendment in the public notice even without the supporting documentation. The project is in our system and will process prior to the Board meeting but I don't have a more specific timeline right now. If that is something allowable on your end, then it will be fine on our end as well!

I copied in Suzanne so she's up to date with where this request is and can provide an update if anything additional comes through tomorrow!

Have a fabulous long weekend 😊

Elisa Joyner
Government Liaison
Florida Department of Transportation, District 7
11201 N. McKinley Drive, Tampa, FL 33612
Office - (813) 975-6449 | Cell - (813) 892-7628

FLP: TRANSIT							
Item Number: TBD* Project Description: HERNANDO CT-FTA SECTION 5339 - CAPITAL District: 07 County: HERNANDO Type of Work: TRANSIT IMPROVEMENT Project Length: 0.000							
Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	>2029	All Years
CAPITAL / MANAGED BY CITRUS COUNTY TRANSIT							
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION		262,953					262,953
Item: XXXXXX X Totals		262,953					262,953
Project Totals		262,953					262,953
Grand Total		262,953					262,953

Reason for TIP/STIP Amendment: New Project

Project Manager: Chris Leffert

MPO MEETING DATES

TAC: 5/28/2026

CAC: 5/28/2026

MPO Board: 6/4/2026

**FTA Section 5339 Capital for Hernando County upon programming and project ID assignment.*

REVIEW AND RECOMMENDATION OF THE CONGESTION MANAGEMENT PROCESS (CMP), AS PREPARED BY THE GENERAL PLANNING CONSULTANT, BENESCH & ASSOCIATES

Benesch & Associates, serving as the MPO's General Planning Consultant, has prepared the updated Congestion Management Process (CMP) report.

Under federal regulations (23 CFR 450.322), the Congestion Management Process (CMP) is required of all metropolitan areas with a population greater than 200,000 and is a statewide requirement for all MPOs in the state of Florida (Florida Statutes, Section 339.175). The CMP is a systematic approach, collaboratively developed and implemented throughout an MPO's planning area to provide for the safe and effective management and operation of new and existing transportation facilities by using travel demand reduction and operational management strategies.

The CMP is a detailed process that addresses eight action-oriented steps that an urban area follows to improve the performance of its transportation system:

1. Develop Regional Objectives
2. Define the CMP Network
3. Develop Multimodal Performance Measures
4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness

A CMP helps an MPO identify improvement projects that provide the most benefit to the multimodal transportation network and then allocate funds to these projects accordingly. Collectively, these projects benefit the region by helping to reduce congestion, improve safety, and enhance quality of life.

The CMP Policy and Procedures Handbook is customarily updated every five years, in coordination with or following the development of the MPO's Long Range Transportation Plan, which is also updated on a five-year cycle.

Staff Recommendation: It is recommended the CAC and BPAC, separately by committee, review and recommend the MPO Board accept the update of the Congestion Management Process (CMP) report.

Attachment: Congestion Management Process (CMP) draft report



Hernando/Citrus MPO

Congestion Management Process

DRAFT

May 2026





Congestion Management Process Update

May 2026

Prepared for:

Hernando/Citrus Metropolitan Planning Organization (MPO)

789 Providence Boulevard
Brooksville, Florida 34601

(352) 754-4082

mpo@hernandocounty.us

www.hernandocitrusmpo.us

Prepared by:



1000 North Ashley Drive, Suite 700
Tampa, Florida 33602

(813) 224-8862

www.benesch.com

The preparation of this document was supported in part with funds provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), United States Department of Transportation (USDOT), under the State Planning and Research Program, Section 505 or Metropolitan Planning Program, Section 104(f) of Title 23, US Code. The contents of this report do not necessarily reflect the official views or policies of the USDOT.



CONTENTS

Introduction	1
What is a CMP?	1
Benefits of a CMP	1
Causes of Congestion	2
Federal Guidelines.....	3
CMP Objectives.....	4
CMP Network	5
Congestion Management Performance Measures.....	12
Network Performance	13
Roadway Safety	13
Roadway Capacity	15
Roadway Reliability.....	15
Signal Technology	16
Multimodal Transportation	17
Congestion Analysis	18
Approach	18
Local Causes of Congestion.....	18
Tier 1 Congestion Screening	19
Tier 2 Congestion Screening	21
Congestion Management Strategies.....	24
Strategy Toolbox.....	24
Corridor-Specific Recommendations	26
Hernando County Locations.....	27
Citrus County Locations	31
Next Steps.....	36



TABLES

Table 1: CMP Objectives	4
Table 2: CMP Performance Measures	12
Table 3: 2019-2023 Five-Year Traffic Crash Summary	13
Table 4: Centerline Miles of Roadway by Level of Service.....	15
Table 5: Reliability Performance Measures.....	16
Table 6: Transit Performance Measures.....	17
Table 7: Non-Motorized Performance Measures	17
Table 8: Corridors Identified by Tier 1 Congestion Screening.....	20
Table 9: Top-Priority Corridors Identified by Tier 2 Congestion Screening	21
Table 10: CMP Strategy Toolbox.....	25
Table 11: CMP Strategy Toolbox for School-Related Congestion	26

FIGURES

Figure 1: Congestion Management Process Framework	2
Figure 2: Typical Causes of Congestion Nationwide	3
Figure 3: Causes of Weekday Congestion in Hernando & Citrus Counties	18

MAPS

Map 1: CMP Network - Functional Classification.....	6
Map 2: CMP Network - Number of Lanes (2028 Existing + Committed).....	7
Map 3: CMP Network - Annual Average Daily Traffic (AADT) for All Vehicles	8
Map 4: CMP Network - Annual Average Daily Traffic (AADT) for Trucks Only	9
Map 5: CMP Network - Citrus County Transit Routes	10
Map 6: CMP Network - Hernando County Transit Routes.....	11
Map 7: 2019-2023 Five Year Crash Heat Map	14
Map 8: Top-Priority Congestion Corridor Locations - Citrus County	22
Map 9: Top-Priority Congestion Corridor Locations - Hernando County	23

APPENDICES

- Appendix A: Congestion Screening Data Maps
- Appendix B: Programmed Improvement Projects
- Appendix C: Strategy Toolbox Descriptions



Introduction

A Metropolitan Planning Organization (MPO) is defined as a transportation policy-making body comprised of representatives from local government and transportation agencies with authority and responsibility in metropolitan planning areas. Mandated by the Federal Highway Act of 1973, MPOs are designated for urbanized areas with populations exceeding 50,000 to guide transportation development. The Hernando/Citrus MPO was established in 2014 when the Hernando County MPO was reapportioned to include Citrus County and to serve as the body for facilitating transportation planning decisions in Hernando and Citrus counties. The Hernando/Citrus MPO functions as a regional planning partner in a manner that is coordinated, comprehensive, and continuous with the member jurisdictions and stakeholder agencies in both counties.

What is a CMP?

Under federal regulations (23 CFR 450.322), the Congestion Management Process (CMP) is required of all metropolitan areas with a population greater than 200,000 and is a statewide requirement for all MPOs in the state of Florida (Florida Statutes, Section 339.175). The CMP is a systematic approach, collaboratively developed and implemented throughout an MPO's planning area to provide for the safe and effective management and operation of new and existing transportation facilities by using travel demand reduction and operational management strategies.

The CMP is a detailed process that addresses eight action-oriented steps, illustrated in **Figure 1**, that an urban area follows to improve the performance of its transportation system by reducing the negative impacts of traffic congestion. A CMP is developed to improve traffic flow and safety conditions by using an objective-driven, performance-based approach. It provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.¹

This report identifies the transportation network being analyzed as a part of the 2026 CMP update. It provides a baseline understanding of the regional congestion issues and travel behavior by covering the first six steps of the CMP framework. Steps seven and eight of the CMP become the implementation of projects as they are prioritized and funded in the MPO's Transportation Improvement Program (TIP). Once completed, these improvements are evaluated for effectiveness and the ability to manage congestion.

Benefits of a CMP

An agency-specific CMP benefits the regional transportation system by providing a defined process for an MPO to address congestion concerns linked to transportation, livability, and land use. It allows an MPO to respond to congestion or other operational issues by using a systematic, measurable approach. The Federal Highway Administration (FHWA) identifies the following benefits of a successful CMP:

- A structure to analyze congestion issues
- Increased collaboration and coordination
- Effective resource allocation
- Providing an objective-driven and performance-based approach
- Links to subsequent project development and environmental review activities
- Improved safety

¹ Federal Highway Administration (FHWA), "Congestion Management Process: A Guidebook", 2011.



Figure 1: Congestion Management Process Framework



Source: FHWA, 2011

Additionally, a CMP helps an MPO identify improvement projects that provide the most benefit to the multimodal transportation network and then allocate funds to these projects accordingly. Collectively, these projects benefit the region by helping to reduce congestion, improve safety, and enhance quality of life. Reducing travel delays improves air quality conditions by reducing emissions from idling vehicles and helps motorists reduce fuel cost by spending less time in congested conditions.

Causes of Congestion

The process of congestion management begins by understanding the causes of the congestion. Congestion results from interactions between many different sources, but can be broadly classified into two categories:

1. Recurring congestion - Occurs when the number of vehicles attempting to use a roadway exceeds the capacity of that roadway during peak travel periods (e.g. commute hours). This type of congestion is predictable because travel routes follow a specific pattern with regards to time of day and route selection.
2. Non-recurring congestion - Occurs when there are unexpected or non-regular disruptions to the normal flow of traffic on a roadway (e.g. traffic incidents, weather, road construction and maintenance, special events). This type of congestion is more difficult to measure and predict.

Figure 2 shows the results of a national study conducted by FHWA on the sources of congestion and the type/category of congestion. It shows that, while bottlenecks account for the largest source disruption, non-recurring congestion events (e.g. special events, work zones, weather, incidents) account for over half of the causes of congestion. These national benchmarks are widely used in CMP updates due to the lack of



comprehensive local studies on the causes of congestion. The underlying data suggests that local causes are likely to be similar, with bottlenecks and traffic incidents typically being the top two causes of congestion.

Federal Guidelines

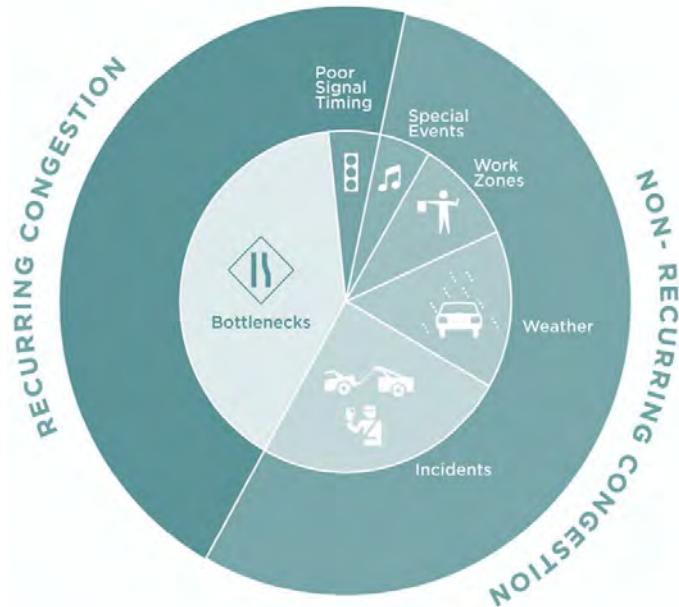
The initial federal requirements for congestion management were introduced by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and were continued under its successor, the Transportation Equity Act for the 21st Century (TEA-21), enacted in 1998. The Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was passed into law in August 2005, and the requirements were further expanded under Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law on July 6, 2012.

One of the significant changes included in the federal surface transportation program, SAFETEA-LU, was the updated requirement for a “congestion management process” in urban areas with greater than 200,000 people or TMAs, as opposed to a “congestion management system.” According to FHWA, the change in name was intended to be a substantive change in perspective and practice to address congestion management through a process that provides for effective management and operations, an enhanced linkage to the planning process based on cooperatively developed travel demand reduction and operational management strategies and capacity increases.

The Fixing America’s Surface Transportation (FAST) Act was passed on December 4, 2015. The FAST Act and FHWA guidance stress the importance of identifying performance measures and targets to monitor network performance by evaluating the effect of implemented strategies. The CMP creates a structured process for incorporating congestion issues into the metropolitan planning process – addressing congestion by developing congestion management objectives, developing performance measures to support the objectives, collecting data, analyzing problems, identifying solutions, and evaluating the effectiveness of implemented strategies.

Most recently passed, the Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, and continues the performance-driven approach to addressing congestion. Future opportunities included in this legislation, which aim to address carbon emissions and congestion management technologies, expand the strategies and funding opportunities available to MPOs for addressing congestion. It should be noted that the IIJA is set to expire in September 2026, with reauthorization discussions currently underway at the time of this CMP update. Any changes in subsequent legislation resulting from this process may impact CMP requirements and expectations in the future.

Figure 2: Typical Causes of Congestion Nationwide



Source: FHWA, 2015



CMP Objectives

The first action of the CMP is to identify regional objectives, which are used to guide the process of monitoring congestion and improving mobility within the MPO’s planning area. Clear regional objectives also inform the selection of CMP performance measures used to quantify congestion levels, as well as to identify and prioritize congestion management strategies.

The overall goal of the CMP is to identify SAFE and EFFECTIVE congestion management and operational strategies for the transportation system.

The more specific objectives developed to support this goal are shown below in **Table 1**. Collectively, these objectives form a holistic approach to managing roadway congestion by addressing related factors such as safety considerations, improving the operational aspects of the roadway network, and providing viable multimodal transportation options.

Table 1: CMP Objectives

Objective
Reduce the number and severity of vehicle crashes
Reduce the congested vehicle miles traveled
Improve Peak Period Travel Time Reliability on the National Highway System for automobiles and freight vehicles
Increase the number of coordinated traffic signals and installation of Advanced Traffic Management Systems
Increase miles of congested corridors with frequent transit service
Increase walking and cycling facilities along transit routes and within activity centers
Incorporate projects identified through the CMP into the Five-Year Transportation Improvement Program (TIP)
Promote and support local development decisions that include integrated land uses



CMP Network

Identifying the CMP Network includes defining both the geographic scope and transportation network being analyzed in the CMP.

The Hernando/Citrus MPO's Planning Area covers 1,362 square miles. This includes the City of Brooksville in Hernando County, the cities of Crystal River and Inverness in Citrus County, and 34 distinct communities known as Census-Designated Places (CDPs) throughout the unincorporated portions of both counties. According to the most recent Census estimates, the two-county Planning Area had a combined population of 393,367 in 2025, which represents a 58% increase during the 25 years since the 2000 Decennial Census. When looking ahead to the next 25 years, the total population in Hernando and Citrus counties is expected to grow collectively by another 21% to 476,209 based on projections developed as part of the MPO's 2050 Long Range Transportation Plan (LRTP), which was adopted on October 3, 2024.

The characteristics of the CMP roadway network, which include all functionally classified roadways in Hernando and Citrus counties, are illustrated by the series of maps on the following pages. This information is important both for providing a better understanding of the roadways in the MPO's Planning Area and is also used when developing potential congestion mitigation strategies for consideration later in the process.

Map 1 shows the functional classification of network roadways. Functional classification is a system used by the Florida Department of Transportation (FDOT) to group roadways into categories based on the character of service they provide and how they facilitate travel. Larger roadways, such as Interstates or Principal Arterials, provide a high level of mobility and travel speeds, but a limited level of access to nearby land uses. Smaller roadways, such as Minor Collectors, provide better access at the expense of mobility and travel speeds.

Map 2 provides information on the number of lanes for each roadway segment. Based on data from the Tampa Bay Regional Planning Model (TBRPM v10.1.1), this map shows the future network capacity based on the projects that had funding committed for construction through 2028 in the MPO's 2050 LRTP.

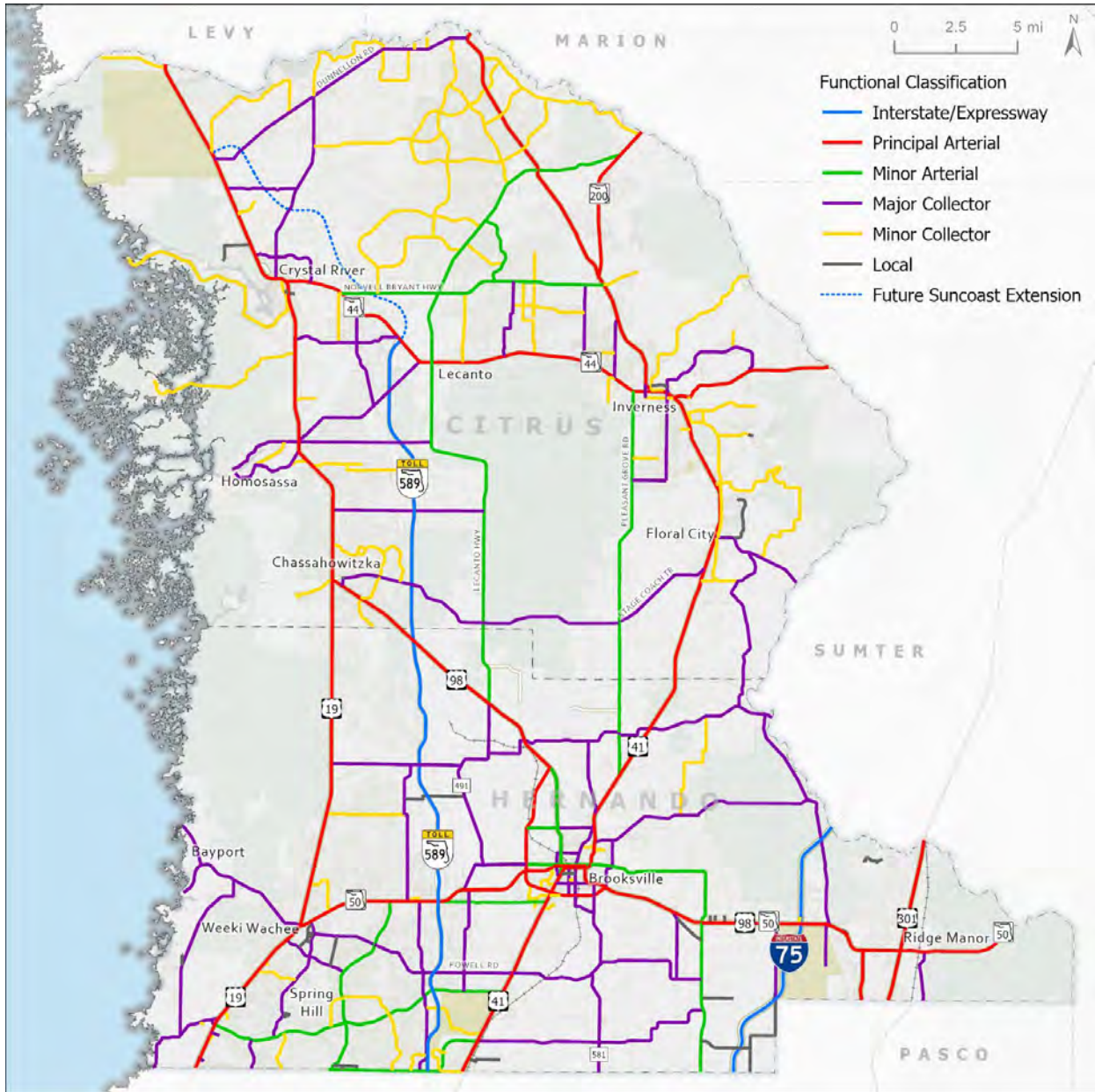
Map 3 and **Map 4** show Annual Average Daily Traffic (AADT) volumes on the CMP network roadways. AADT is a common metric for understanding a roadway segment's typical daily usage. It represents bidirectional counts, which are seasonally adjusted to estimate the total number of vehicles for a given year and then divided by 365 to show the average per day. **Map 3** includes all vehicles using the roadway, while **Map 4** only shows freight trucks and large commercial vehicles.

Finally, **Map 5** and **Map 6** provide a summary of the public transportation (or transit) services provided in each county. These transit routes are mostly fixed-route local bus service, in addition to an on-demand microtransit service zone in the Brooksville area provided by Hernando County Transit (*TheBus*).

It should be noted that new roadway segments that are programmed for construction are included as part of the CMP Network for the purpose of the congestion analysis described later in this document. These future network segments, however, are only shown in **Map 1** and **Map 2**. The other maps in the series only show roadways that were operational when the most recent performance data was collected in 2026.



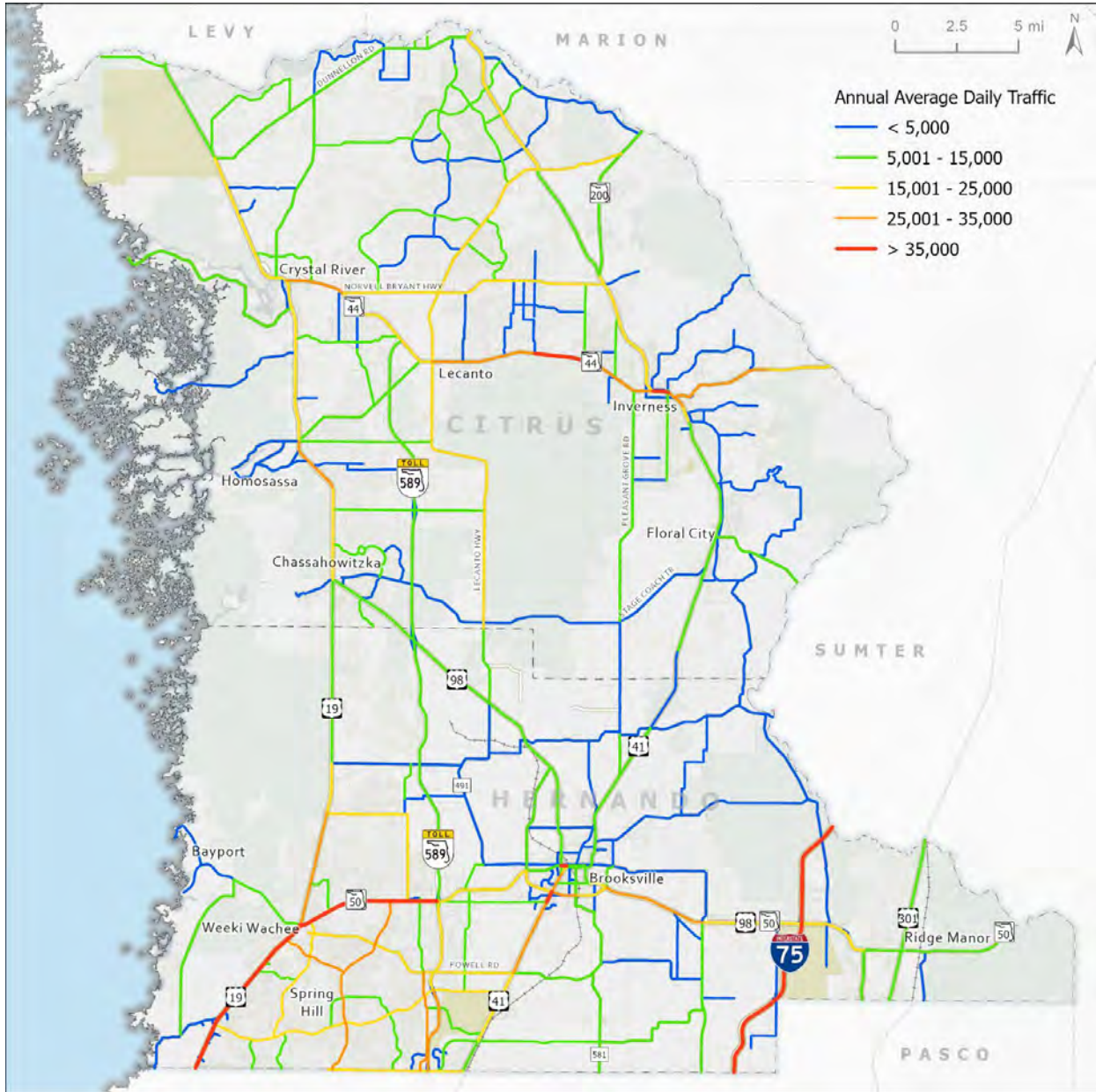
Map 1: CMP Network - Functional Classification



Source: FDOT Roadway Characteristics Inventory, 2025



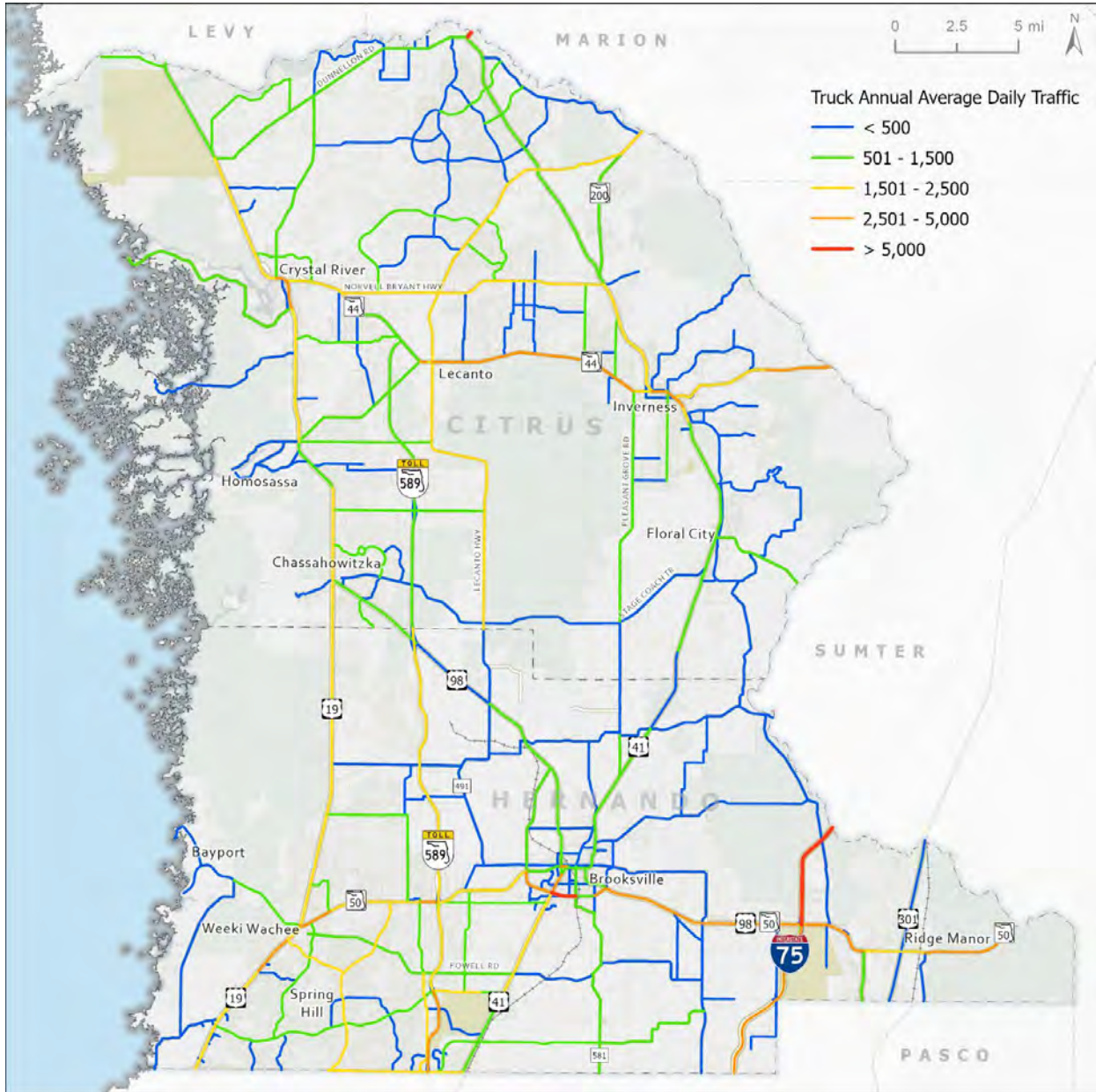
Map 3: CMP Network - Annual Average Daily Traffic (AADT) for All Vehicles



Source: FDOT Roadway Characteristics Inventory, 2025



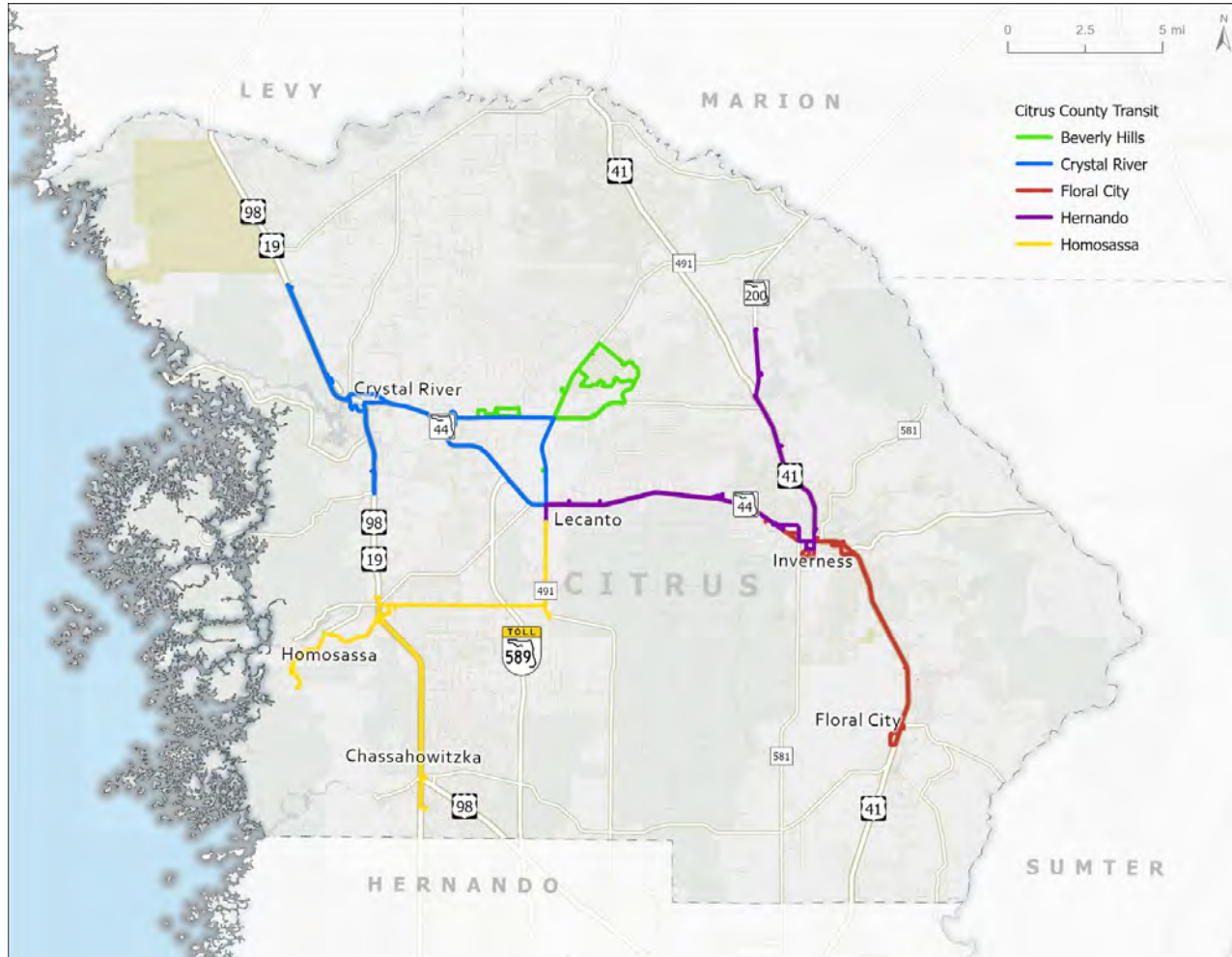
Map 4: CMP Network - Annual Average Daily Traffic (AADT) for Trucks Only



Source: FDOT Roadway Characteristics Inventory, 2025



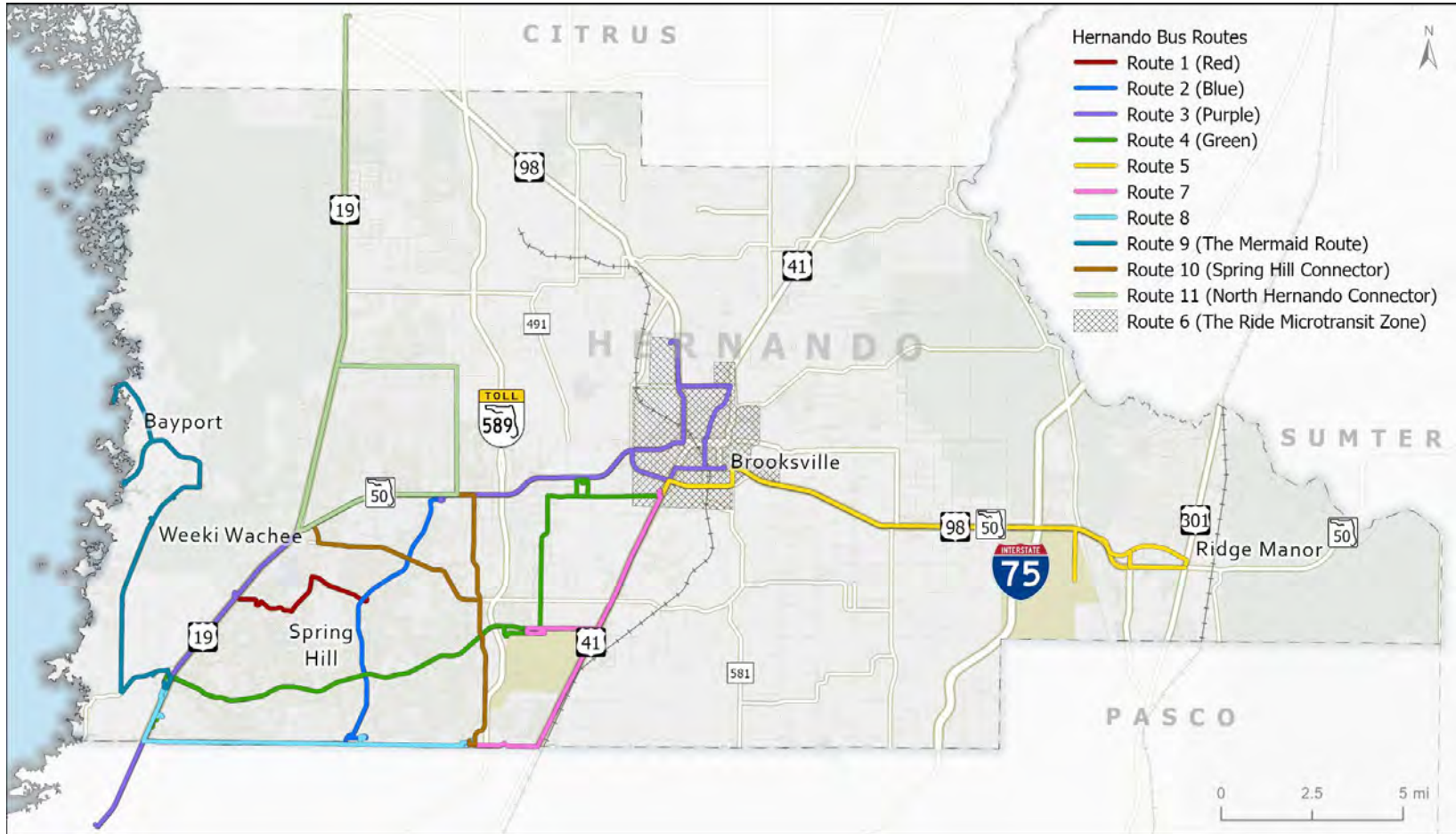
Map 5: CMP Network - Citrus County Transit Routes



Source: Citrus County, 2026



Map 6: CMP Network - Hernando County Transit Routes



Source: Hernando County, 2026



Congestion Management Performance Measures

Performance measures provide the basis for evaluating a transportation system and identifying the location and severity of congestion. Measuring performance within the CMP is a primary method of communicating current system conditions with the public and local policymakers. According to the Federal Highway Administration (FHWA), establishing multimodal performance measures should guide the identification of an acceptable level of system performance. Factors to consider when selecting performance measures include:

- Characterizing the existing and anticipated conditions of the regional transportation system
- Tracking progress towards meeting regional objectives
- Identifying specific locations with congestion to address
- Addressing congestion mitigation strategies, programs, and projects
- Communicating system performance to decisions makers and the public.

As discussed earlier, congestion is the result of multiple factors and can occur at recurring times and locations, or randomly. Four major dimensions of congestion: intensity, duration, extent, and variability are noted by FHWA in the Congestion Management Process Guidebook. Traditional ways of measuring congestion include the use of volume/capacity ratios or level of service, which are good metrics for describing the intensity dimension, while travel time reliability is generally used to measure the variability dimension experienced by motorists. Both are useful for summarizing systemwide performance. The duration and extent of congestion are more applicable when measuring at the corridor or location-specific scale.

Based on the availability of data and the emphasis for developing a safe and effective multimodal transportation system consistent with the CMP objectives, the metrics shown in **Table 2** were identified to measure key systemwide performance aspects related to managing congestion.

Table 2: CMP Performance Measures

CMP Objective	Data for Measuring Performance
Reduce the number and severity of vehicle crashes	5-year rolling crash averages 5-year rolling non-motorized crash averages
Reduce the congested vehicle miles traveled	Current Traffic Counts and Roadway Length
Improve Peak Period Travel Time Reliability on the National Highway System for automobiles and freight vehicles	National Highway System Travel Time Reliability Freight Route Travel Time Reliability
Increase the number of coordinated traffic signals and installation of Advanced Traffic Management Systems	Number of signalized intersections connected to a regional traffic management center
Increase miles of congested corridors with frequent transit service	Transit Route Coverage
Increase walking and cycling facilities along transit routes and within activity centers	Miles of Sidewalks, Bike Lanes, Multi-Use Trails
Incorporate projects identified through the CMP into the Five-Year Transportation Improvement Program (TIP)	Annual Review of the MPO Transportation Improvement Program (TIP) and Funded Work Program Projects
Promote and support local development decisions that include integrated land uses	Continued Coordination with Stakeholders Related to Development Plan Reviews; Presentations to MPO Board and Board of County Commissioners.



Network Performance

Using the CMP framework, the first three actions provide direction for conducting the analysis of roadway conditions and system performance that leads to identification of congestion locations. Following this framework leads to more effective investment decisions resulting in a safer and more efficient transportation system. Data collection and monitoring existing conditions provide insight into the performance of the region’s transportation system as the fourth action of the CMP. With respect to congestion management planning, system monitoring is an all-inclusive term meant to encompass all the various activities that transportation planners engage in to collect data relevant to transportation system performance for the entire network.

The sections below include the categorized data used to assess multimodal network performance. It should be noted that performances measures related to Transportation Improvement Program (TIP) review and land use coordination are not included in the network performance evaluation. These are instead addressed through items that are reviewed on an annual basis as part of the MPO’s regular planning process or through ongoing activities that occur as part of the MPO’s regular coordination efforts with its planning partners.

Roadway Safety

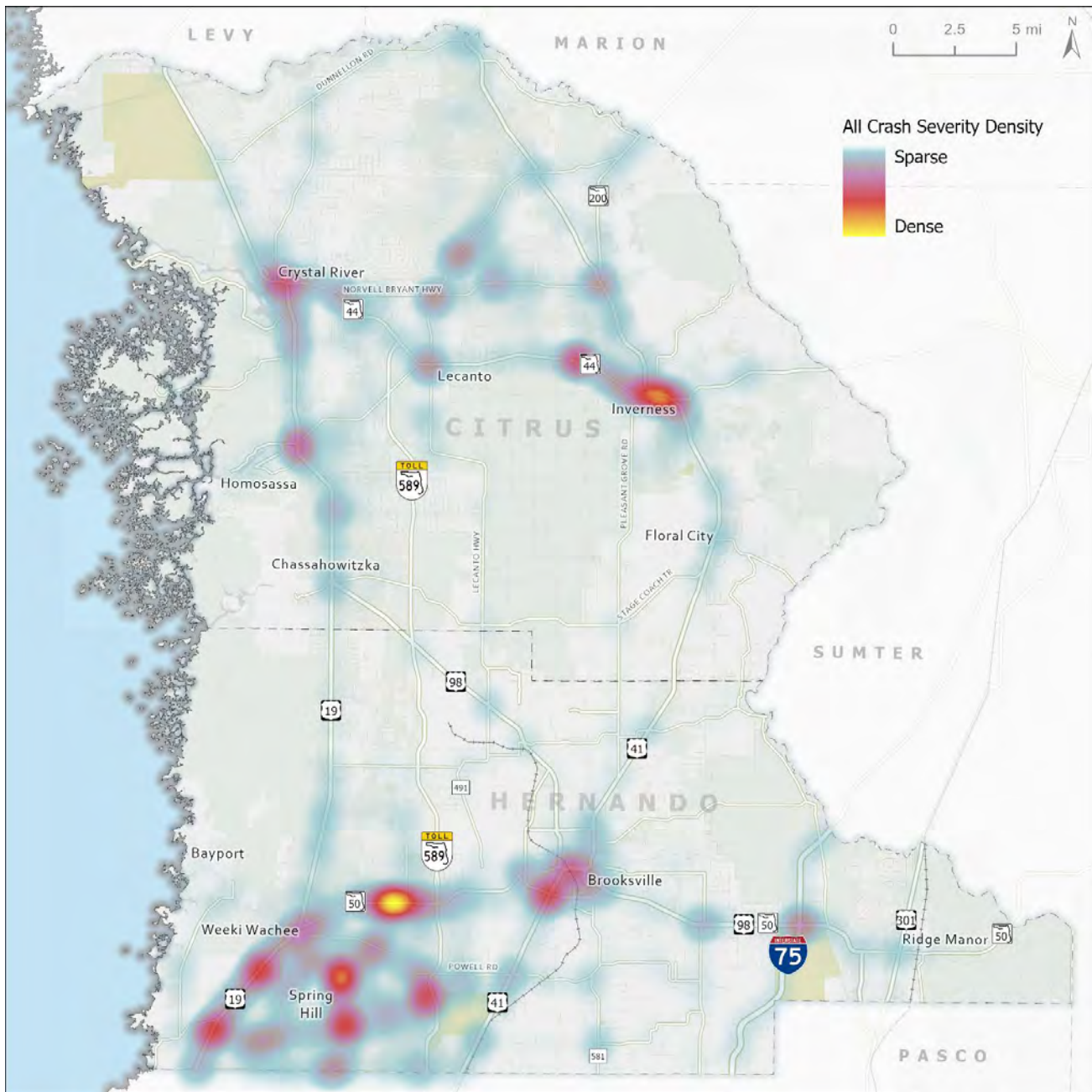
Understanding the location, frequency, and severity of roadway crashes guides the selection of non-recurring congestion locations and highlights areas of safety concern on the roadway network. **Table 3** and **Map 7** summarize the characteristics and most common locations of crashes within Hernando and Citrus counties.

Table 3: 2019-2023 Five-Year Traffic Crash Summary

Crash Category	Hernando County	Citrus County	Two-County Total	% of Total
Crash Severity				
Fatal	193	141	334	1.08%
Severe Injury	1,107	706	1,813	5.85%
Non-Severe Injury	2,295	1,490	3,785	12.22%
Possible Injury	2,599	1,880	4,479	14.46%
No Injury	12,483	8,072	20,555	66.38%
Total:	18,677	12,289	30,966	100.00%
Crash Type				
Angle	1,803	1,803	3,606	11.65%
Animal	363	280	643	2.08%
Bicycle	175	125	300	0.97%
Head On	352	212	564	1.82%
Left Turn	2,087	1,645	3,732	12.05%
Off Road	2,058	1,510	3,568	11.52%
Other	1,961	1,383	3,344	10.80%
Pedestrian	186	152	338	1.09%
Rear End	6,092	3,945	10,037	32.41%
Right Turn	363	189	552	1.78%
Rollover	289	324	613	1.98%
Sideswipe	2,316	1,335	3,651	11.79%
Unknown	632	260	892	2.88%
Total:	18,677	12,289	30,966	100.00%

Source: FLHSMV / Signal 4 Analytics

Map 7: 2019-2023 Five Year Crash Heat Map



Source: FLHSMV / Signal 4 Analytics

Using the most recent, validated five-year crash data from Florida Department of Highway Safety & Motor Vehicles (FLHSMV) crash reports, this information was compiled to help identify trends and high-crash cluster locations. Beyond informing CMP improvement strategies, it can also help guide other MPO planning and safety study efforts to define hazardous driving locations and the factors which contribute to roadway crashes.



Roadway Capacity

The capacity of the roadway network when compared against the travel demand, or the number of vehicles regularly using the network, is a common method for assessing congestion levels. From a systemwide perspective, network performance can be measured by assessing each roadway’s Level of Service (LOS). LOS is a letter-grade assigned to a roadway segment to represent quality of service and recurring congestion, with LOS A representing free-flow speed with no congestion and LOS F representing operational failure with severe levels of congestion. **Table 4** shows both the centerline mileage and percentage of network roadways by LOS for existing (2025) and projected future (2030) conditions. This information is based on the most recent traffic counts conducted in both counties compared against FDOT’s generalized service volume capacity for each roadway type. In each county, the percentage of roadways operating at a LOS E or LOS F is expected to increase by 2030, even when accounting for the additional capacity projects programmed for construction. Routine monitoring of roadway Level of Service is conducted by the MPO through annual data collection activities.

Table 4: Centerline Miles of Roadway by Level of Service

Level of Service (LOS)	2025		2030	
	Centerline Miles	% of Centerline Miles	Centerline Miles	% of Centerline Miles
Hernando County				
B	128.1	33.3%	133.6	34.7%
C	171.3	44.5%	166.1	43.2%
D	57.4	14.9%	51.0	13.3%
E	8.2	2.1%	8.2	2.1%
F	19.8	5.1%	26.0	6.8%
TOTAL	384.9	100.0%	384.9	100.0%
TOTAL (LOS E or F)	28.0	7.3%	34.2	8.9%
Citrus County				
B	53.8	16.5%	43.2	13.3%
C	199.9	61.5%	206.2	63.4%
D	37.4	11.5%	32.0	9.8%
E	14.4	4.4%	22.8	7.0%
F	19.7	6.1%	21.0	6.5%
TOTAL	325.2	100.0%	325.2	100.0%
TOTAL (LOS E or F)	34.2	10.5%	43.8	13.5%

Source: Hernando/Citrus MPO - Major Roadway Network Quality / Level of Service Analysis, 2026

Roadway Reliability

Another way of measuring the effects of congestion on roadway performance is reliability. A roadway network’s reliability indicates the predictability of traffic conditions. Reliability does not represent the presence or lack of congestion conditions, but rather how consistent conditions are during the same time(s) on any given day.

Table 5 summarizes multiple metrics for expressing network reliability over different time periods, as well as for different combinations of roadways and vehicle types. Although these measures differ slightly, they have



commonalities in that they use probe speed data measurements to determine travel times, and thus, roadway performance on a daily basis throughout the year.

In general, the Level of Travel Time Reliability (LOTTR) is a ratio comparing longer travel times (80th percentile) to “normal” travel times (50th percentile). LOTTR assesses the consistency, or dependability, of travel times from day to day or across different times of the day. A higher LOTTR indicates a larger difference between these two measured travel times for the same roadway, and thus, more unpredictability in expected traffic conditions. Similarly, Planning Time Index (PTI), represents the total travel time that a traveler should budget for a trip to ensure on-time arrival to their destination at least 95% of the time. A higher PTI indicates a less reliable arrival time, which requires travelers to set aside more time to ensure on-time arrival at their destination.

Table 5: Reliability Performance Measures

Measure	2024	
	Hernando County	Citrus County
Weekday AM Peak Period (6-10AM) Level of Travel Time Reliability on the State Highway System	1.04	1.04
Weekday PM Peak Period (4-8PM) Level of Travel Time Reliability on the State Highway System	1.04	1.05
Average Daily Planning Time Index on the National Highway System	1.13	1.14
Average Daily Truck Planning Time Index on the National Highway System	1.16	1.15
% of Interstate Person Miles Traveled that are Reliable	100.0%	
% of Non-Interstate National Highway System Person Miles Traveled that are Reliable	99.0%	
Truck Travel Time Reliability Index	1.08	

Source: FDOT Source Book, 2026

Signal Technology

According to the FHWA, Poor traffic signal timing contributes to traffic congestion and delay. Conventional signal systems use pre-programmed, daily signal timing schedules. Adaptive signal control technology adjusts the timing of red, yellow and green lights to accommodate changing traffic patterns and ease traffic congestion.² As part of the FDOT District Seven ITS (Intelligent Transportation System) Architecture, Citrus County and Hernando County Traffic Control Centers are integrated into the FDOT Tampa Bay SunGuide Center network. These centers manage traffic flow, detect incidents, and coordinate with local 911 dispatch operators.

The traditional signal timing process is time consuming and requires substantial amounts of manually collected traffic data. Advanced signal technology allows for continued collection of data and allows for more dynamic signal timing updates. Projects like the addition Arterial Traffic Management on US 19 that is included in the

² Federal Highway Administration. (n.d.). Adaptive signal control technology. U.S. Department of Transportation. Retrieved May 11, 2026, from [FHWA Adaptive Signal Control Technology](https://www.fhwa.dot.gov/innovation/everydaycounts/edc-1/asct.cfm) (https://www.fhwa.dot.gov/innovation/everydaycounts/edc-1/asct.cfm)



MPO’s TIP is an example of an advanced signal technology deployment that will aid in future congestion management.

Coordinating with FDOT, Citrus County, and Hernando County to understand the systemwide plans for upgrading and implementing advanced traffic signal technologies will allow the MPO to better identify the most appropriate locations for future investments.

Multimodal Transportation

In addition to roadway infrastructure, a well-planned and connected multimodal transportation network is a critical component of congestion management. Transit service and non-motorized transportation facilities, such as bike lanes, shared-use paths, trails, and sidewalks, provide travel options other than driving which can help reduce overall travel demand in key areas of traffic congestion.

Hernando County’s transit system, *TheBus*, and Citrus County Transit, regularly collect and maintain information related to various transit services and operational data. Reported on as part of each agency’s Transit Development Plan, transit service characteristics are evaluated annually to determine system performance. For the CMP, **Table 6** includes the total revenue miles of transit service in the MPO Planning Area. Based on data reported to the National Transit Database (NTD) by each transit agency, total annual revenue miles of service is a metric that combines the systemwide miles of route coverage with the service frequency provided by each route.

Table 6: Transit Performance Measures

Measure	2024	
	Hernando County	Citrus County
Total Annual Revenue Miles of Service	561,288	229,654

Source: FDOT Florida Transit Information & Performance Handbook, 2025

Table 7 provides metrics summarizing the non-motorized network. They include the share of non-limited access (i.e. non-interstate) roadways on the State Highway System that have pedestrian or bicycle facilities on at least one side. Additionally, the total centerline miles of major network roadways complete with sidewalks on both sides, as well as the total centerline miles complete with a bike lane or adjacent shared-use path are both provided for each county.

Table 7: Non-Motorized Performance Measures

Measure	2024	
	Hernando County	Citrus County
% Pedestrian Facility Coverage on the State Highway System	77.2%	57.1%
% Bicycle Facility Coverage on the State Highway System	80.2%	82.4%
Network Centerline Miles with Sidewalks on Both Sides	62.0	54.1
Network Centerline Miles with Bicycle Facilities (Bike Lane or Shared-Use Path)	108.5	93.4

Source: FDOT Source Book and Hernando/Citrus MPO, 2026

Congestion Analysis

Approach

Once the relevant data have been collected and compiled to identify congestion causing factors, the fifth action of the CMP is to analyze the network to identify highly congested locations, prioritize the top problem areas, and assess the potential causes of congestion.

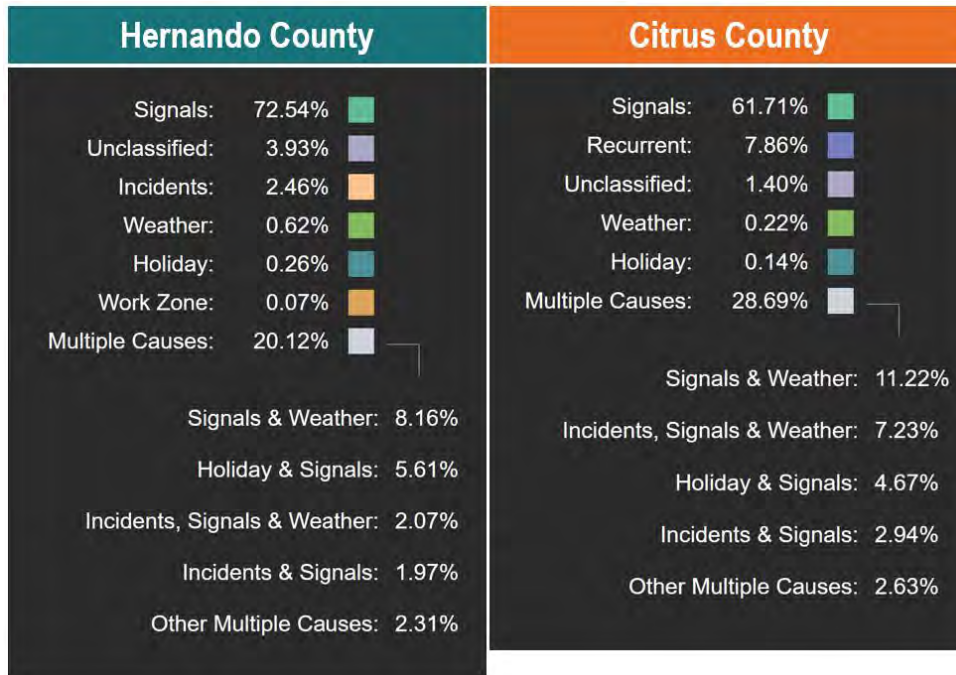
Congestion is traditionally understood to be the level at which the performance of the transportation system is no longer acceptable due to traffic delays. Consistent with the multimodal nature of congestion and the causes of congestion, the CMP includes a multi-data approach for identifying areas of congestion. In addition to multiple sources of data, the congestion analysis approach also includes a two-step process for first identifying congested roadway segments and then determining the top-priority locations for further evaluation.

The data sources chosen to evaluate and provide context to congestion are described in the following sections along with the results of the two-tier screening process. Maps providing additional information and data for the larger CMP network can be found in **Appendix A**.

Local Causes of Congestion

Prior to conducting the location-specific congestion analysis on the CMP roadway network, a broader review of the most common causes of congestion in Hernando and Citrus counties was conducted to better understand the factors influencing traffic delays at the local level. 2024 average weekday speed measurements from the RITIS traffic data application were used to generate sources of congestion on the roadway network within each county. Shown in **Figure 3**, the results indicate that traffic signals or intersection throughput are the overwhelming leading cause of congestion.

Figure 3: Causes of Weekday Congestion in Hernando & Citrus Counties



Source: RITIS, 2025



Tier 1 Congestion Screening

The initial congestion screening process consisted of evaluating the full CMP roadway network to identify highly congested segments throughout the MPO's Planning Area. Multiple sources of data were used to provide a more balanced approach when defining congestion conditions throughout the network. The three primary indicators of a highly congested location are described in more detail below:

1. Volume-to-Capacity (V/C) Ratio - This measure considers both the travel demand and the transportation infrastructure supply by establishing a ratio to identify locations with insufficient capacity, which results in congestion. A V/C ratio which exceeds 1.0 is a location where the measured vehicle volume over a period of time is greater than the amount of traffic the roadway facility can carry, resulting in congestion and delay. Data from the regional travel demand model (TBRPM v10.1.1), also used for developing the MPO's 2050 LRTP, was projected through the year 2030 for the purposes of this analysis to determine the estimated V/C ratio for the CMP roadway network. Highly congested locations were defined as those with a V/C ratio of 1.20 or greater.
2. Recurring Bottleneck Conditions - This measure is based on probe speed data from the RITIS application. Traffic conditions for every weekday in 2024 were averaged to identify locations where recurring traffic delays occur when comparing free-flow travel speeds to measured travel speeds during times of congestion. The results provide information on traffic bottlenecks, including the duration, queue length, and severity of occurrences, which is then used to rank them based on a combination of the conditions. Highly congested locations were defined as those that experience the 10 worst or most severe bottleneck conditions in either county.
3. Stakeholder Feedback - This measure incorporates the results of information received from MPO partner agency stakeholders. As part of the CMP's coordination efforts, a series of meetings was held with agency staff from the MPO's Technical Advisory Committee (TAC), representing a variety of local, county, and state agencies that understand local traffic conditions and regularly receive feedback from the public on related issues. During a meeting on November 20, 2025, stakeholders provided feedback on congested locations by marking a map of Hernando and Citrus counties to indicate areas that experience the worst recurring congestion. For the purposes of this congestion screening, highly congested locations were defined as those appearing on at least one of these maps.

If a roadway segment or group of segments met the criteria associated with any of these three indicators, it was identified for further consideration. The Tier 1 screening resulted in thirteen corridors in each county (26 in total). These corridors and their limits are provided in **Table 8** on the next page.



Table 8: Corridors Identified by Tier 1 Congestion Screening

ID #	Roadway	From	To	2030 Maximum Volume/Capacity Ratio	2024 County Bottleneck Ranking	Stakeholder Feedback (# of Maps)
Hernando County						
H-1	County Line Rd	Holden Dr	Mariner Blvd	1.21	N/A	4
H-2	County Line Rd	Linden Dr	Oak Chase Blvd	1.27	N/A	4
H-3	Mariner Blvd	Northcliffe Blvd	Linden Dr	1.24	#1	1
H-4	US 98 / Ponce de Leon Blvd	Fort Dade	Jefferson St	1.26	N/A	0
H-5	US 41 / Broad St	Grubbs Rd	CR 581 / Snow Memorial Hwy	1.33	N/A	0
H-6	Northcliffe Blvd	Mariner Blvd	Deltona Blvd	0.98	#3	1
H-7	Barclay Ave	Elgin Blvd / Powell Rd	Spring Hill Dr	0.50	#2 & #4	5
H-8	Wiscon Rd	SR 50 / Cortez Blvd	California St	0.39	#5	2
H-9	California Blvd	Powell Rd	Spring Hill Dr	0.51	#7	2
H-10	Main St / Howell Blvd	North Ave	US 98 / Broad St	1.09	#6	1
H-11	Main St	Us 98 / Broad St	MLK Jr Blvd	0.52	#9	1
H-12	SR 50 / Cortez Blvd	US 301 / Treiman Blvd	Burwell Rd	0.12	#8	1
H-13	Emerson	US 98 / Jefferson St	SR 50 / Cortez Blvd	0.16	#10	1
Citrus County						
C-1	US 41 / Florida Ave	Castlelake Ave	Sunray Ln	1.23	N/A	0
C-2	US 41 / Main St	Grace Street (Citrus Hospital)	SR 44 / Gulf to Lake Hwy	1.45	#7	5
C-3	US 41 / Florida Ave	David St	Independence Hwy	1.27	N/A	1
C-4	SR 200 / Carl G Rose Hwy	Aero Pl	Lecanto Hwy	1.37	N/A	1
C-5	Lecanto Hwy	Norvell Bryant Hwy	Fennessy Ln	1.34	#5	2
C-6	Dunnellon Rd	US 19 / US 98	Chabaud Ter	1.23	N/A	0
C-7	US 98 / Suncoast Blvd	SR 44 / Gulf to Lake Hwy	Venable St	0.74	#4	3
C-8	SR 44 / Gulf to Lake Hwy	US 19 / US 98	Norvell Bryant Hwy	1.00	#3	5
C-9	SR 44 / Gulf to Lake Hwy	Norvell Bryant Hwy	Rock Crusher Rd	0.53	#8	3
C-10	Deltona Blvd	Elkcam Blvd	G Martinelli Blvd	N/A	#10	0
C-11	Hampshire Blvd	Lecanto Hwy	McNeal Dr	0.32	#9	0
C-12	SR 44 / Gulf to Lake Hwy	Independence Hwy	Pleasant Grove Rd	0.77	#6 & #2	4
C-13	SR 44 / Gulf to Lake Hwy / Main St	Pleasant Grove Rd	Citrus High School	1.09	#1	4



Tier 2 Congestion Screening

The next step in the congestion screening process used the data from the previously described indicators to determine which of the 26 Tier-1 corridors should be considered a top priority for further evaluation to determine the more specific factors contributing to congestion and eventually develop a series of improvement strategies for addressing them. The Tier 2 screening process used the criteria below to prioritize the larger group of highly congested locations. Roadway segments meeting any two of the three criteria were considered for further evaluation:

- Having a projected 2030 V/C ratio of 1.20 or greater,
- Experiencing the Top 5 worst recurring bottleneck conditions in each county, or
- Being identified on at least 4 stakeholder maps of regularly congested areas.

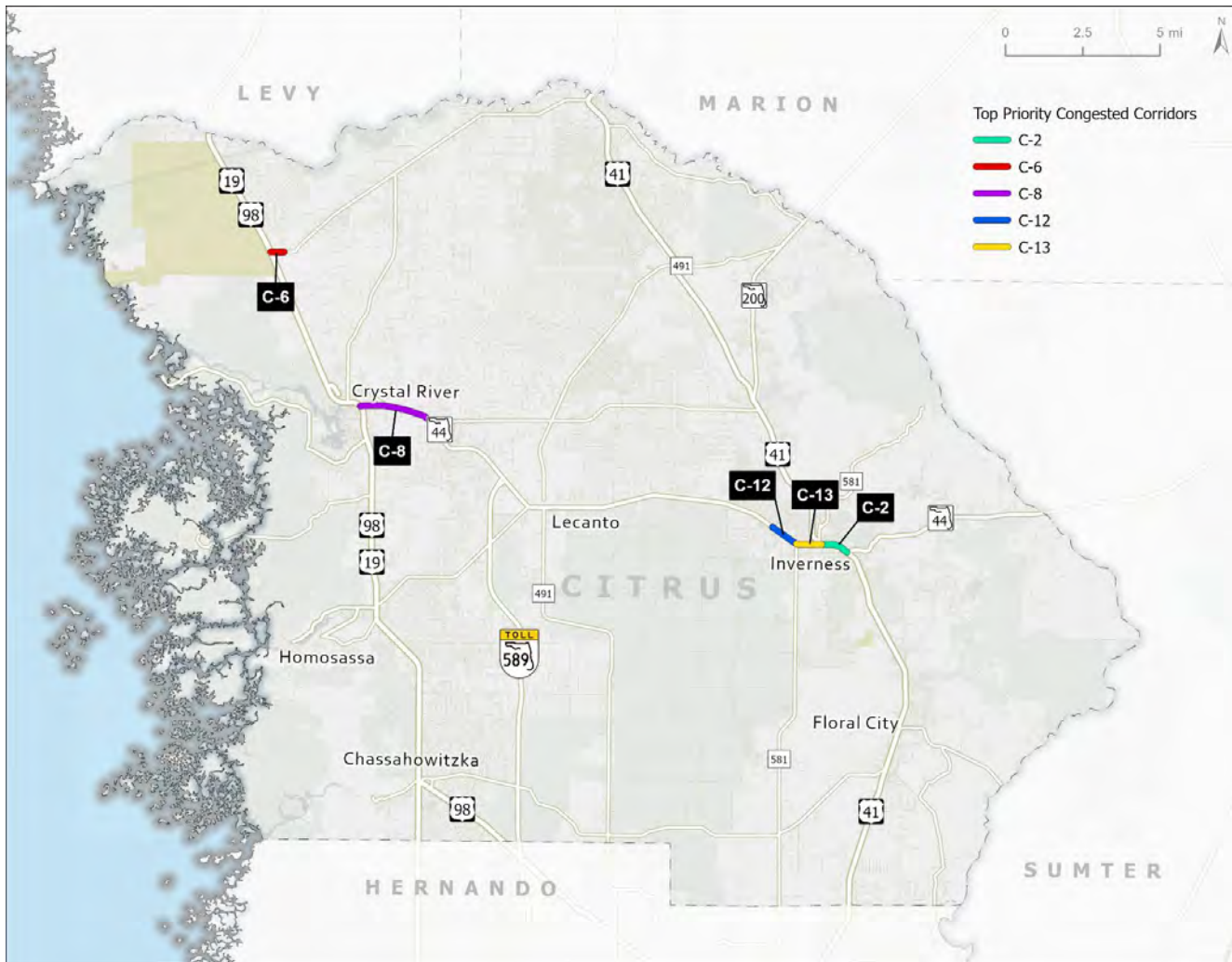
The results of the Tier 2 congestion screening process are summarized in **Table 9**, and shown in **Map 8** and **Map 9** on the following pages. It should be noted that two corridors, H-1 (County Line Road from Holden Drive to Mariner Boulevard) and C-5 (Lecanto Highway from Norvell Bryand Highway to Fennessy Lane), met the criteria for top-priority corridors, but were removed from consideration because of capacity-adding projects that were recently constructed or are programmed for funding in the next five years. They were replaced by an additional priority corridor in each county: H-8 (Wiscon Road from SR 50 / Cortez Boulevard) and C-6 (Dunnellon Road from US 19 / US 98 to Chabaud Terrace). Additional information about future capacity-adding projects listed in the MPO's 2050 LRTP can be found in **Appendix B**.

Table 9: Top-Priority Corridors Identified by Tier 2 Congestion Screening

ID #	Roadway	From	To	2030 Maximum Volume/Capacity Ratio	2024 County Bottleneck Ranking	Stakeholder Feedback (# of Maps)
Hernando County						
H-2	County Line Road	Linden Dr	Oak Chase Blvd	1.27	N/A	4
H-3	Mariner Blvd	Northcliffe Blvd	Linden Dr	1.24	#1	1
H-7	Barclay Ave	Elgin Blvd / Powell Rd	Spring Hill Dr	0.50	#2 & #4	5
H-8	Wiscon Rd	SR 50 / Cortez Blvd	California St	0.39	#5	2
Citrus County						
C-2	US 41 / Main St	Grace Street (Citrus Hospital)	SR 44 / Gulf to Lake Hwy	1.45	#7	5
C-6	Dunnellon Rd	US 19 / US 98	Chabaud Ter	1.23	N/A	0
C-8	SR 44 / Gulf to Lake Hwy	US 19 / US 98	Norvell Bryant Hwy	1.00	#3	5
C-12	SR 44 / Gulf to Lake Hwy	Independence Hwy	Pleasant Grove Rd	0.77	#6 & #2	4
C-13	SR 44 / Gulf to Lake Hwy / Main St	Pleasant Grove Rd	Citrus High School	1.09	#1	4

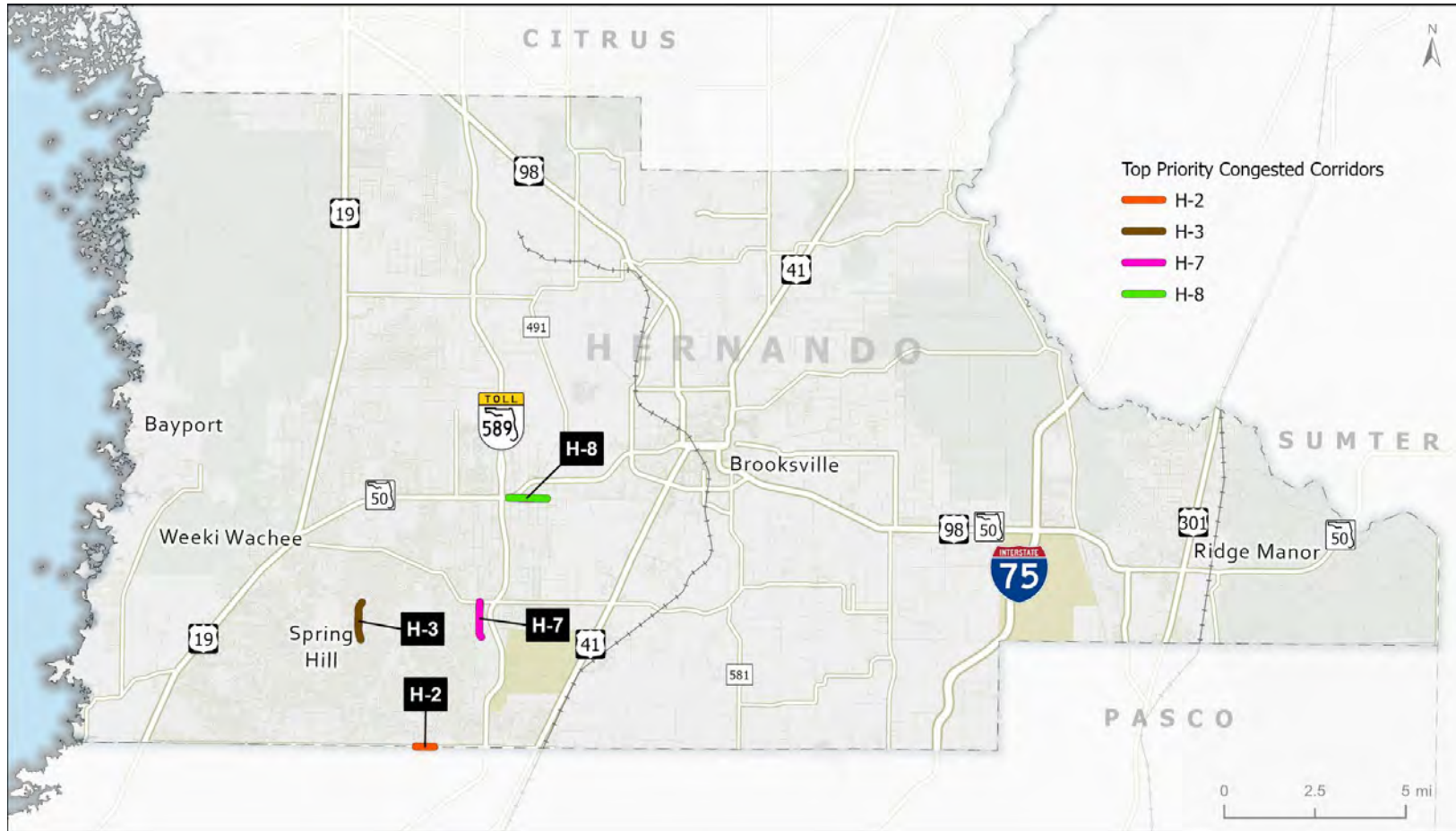


Map 8: Top-Priority Congestion Corridor Locations - Citrus County





Map 9: Top-Priority Congestion Corridor Locations - Hernando County





Congestion Management Strategies

Federal guidance recommends that the identification of congestion management strategies be based on their ability to support regional congestion management objectives, meet local context, and contribute to other regional goals and objectives. Federal regulations governing the MPO's CMP (23 CFR 450.322(c)4) development categorizes strategies into the following classifications:

- Demand management strategies,
- Traffic operational improvements,
- Public transportation improvements,
- ITS/signal technologies as related to the regional ITS architecture, and
- Where necessary, additional system capacity.

Strategy Toolbox

In carrying out this requirement, a variety of more specific congestion management strategies are evaluated to determine which are likely to be the most viable options based on contextual factors such as existing infrastructure, travel patterns, and the characteristics of data collected during the congestion analysis process. These strategy types for consideration are listed in **Table 10**, which serves as a toolbox for developing the recommendations described in this section. Using the full list of strategies in the toolbox available for managing congestion, the primary purpose of the CMP's sixth action is to identify a set of recommended strategies for managing congestion on the CMP Network and achieve the CMP Objectives. A brief description of the example strategies listed in the toolbox can be found in **Appendix C**.

Although all strategy types were considered when developing recommendations for top-priority corridors, a primary focus was placed on Traffic Operational Improvements since signals and intersection-related delays are a significant cause of congestion in both Hernando and Citrus counties. These types of improvement strategies also tend to have lower costs, shorter implementation timeframes, and can be easily customized to fit the needs of specific corridors or intersection locations.

Additionally, a common cause of traffic delays for many of the priority corridors evaluated is school-related congestion. As such, a separate toolbox was developed to summarize congestion management strategies specifically for addressing these conditions. The strategies described in **Table 11** can be applied not only to the corridors described in this section, but to other roadways near one or more major schools anywhere in the MPO Planning Area.



Table 10: CMP Strategy Toolbox

Strategy Classification	Representative Strategies
Demand Management	Carpool/Vanpool Assistance and Incentives Flexible Work Hours Telecommuting Transit Vouchers Guaranteed Ride Home Programs Parking Management Land Use Planning (jobs/housing balance, mixed-use)
Public Transportation Improvements	Improved Frequency (more buses per hour) Park-n-Ride Lots Transit Station/Stop Amenities Extended Hours of Operations Variable Transit Fares (age-based discounts, week pass) Improved Transit Access for Pedestrians and Cyclists Expanded Coverage Area (new routes)
Traffic Operational Improvements	Improved Signalization Intersection Geometry (number of turn lanes) Alternative Intersection Concepts (including roundabouts) Incident Management Access Management (median and driveway access) Congestion Pricing Freight/Commercial Vehicle Enforcement Construction Management (Maintenance of Traffic) Roadway Signage Multimodal infrastructure (bike lanes / sidewalks)
ITS Technologies	Advanced Traffic Management System (ATMS) Traffic Management Center Operations Ramp Metering Traveler Information Devices Expanded Traffic Signal Timing and Coordination
System Capacity	New Roadway Alignments Additional Travel Lanes on Existing Roadways HOV / Special Use Lanes



Table 11: CMP Strategy Toolbox for School-Related Congestion

Strategy Classification	Representative Strategies
Roadway Network	Circulation Improvement: <ul style="list-style-type: none"> Evaluate and optimize traffic signals around school dismissal times Evaluate pedestrian signal timing (crossing times and wait times) Evaluate the street network to optimize routing to and from school sites
	Infrastructure Tools: <ul style="list-style-type: none"> Traffic calming measures (curb extensions, chicanes, lateral shifts, roundabouts, etc.) Traffic control devices (traffic signals, variable message signs, pedestrian hybrid beacons) Pavement markings and signage (Marked crosswalks, guidance signage, warning signage, speed feedback signage)
School Site	Site Design: <ul style="list-style-type: none"> Establish off-site waiting lots and curbing and parking zones Designate separate entrances and additional entrances for different modes of travel (bus, drop-off/ pick-up, pedestrians/ bicyclists) Establish a priority parking and loading zone for carpool vehicles Provide a pull-through lane to the left side of the on-site drop-off zones to permit passing
	Demand Scheduling: <ul style="list-style-type: none"> Stagger dismissal times School Dismissal Automation Software (e.g. PikMyKid, School Pass)
Transportation Mode	Encouragement Solutions: <ul style="list-style-type: none"> Awareness campaign about school bus routes among eligible students School Carpooling Apps (e.g GoKid, KiD CarPool, Carpool to School, Carpools-Kids, Zūm, Hop Skip Drive, Sheprd, Kango) Walking/biking school bus Walk/ride to school days
	Infrastructure Solutions: <ul style="list-style-type: none"> Fill gaps in the pedestrian and bicycle network Path and trail connection from school to adjacent properties Secure and convenient bicycle parking

Corridor-Specific Recommendations

Potential strategies for the Tier 2 congested locations were developed based on a review of the current transportation system including multimodal infrastructure and transit services, and local land-use considerations. Listed on the following pages are a series of corridor conditions, observations, and strategies for developing future congestion management projects.



Hernando County Locations

H-2 - County Line Road from Linden Drive to Oak Chase Boulevard

Corridor Summary		Observations/Recommendations
Segment Length	0.5 Miles	<ul style="list-style-type: none"> County Line Road tapers from 4-lanes to 2-lanes Widening of County Line Road from Mariner to Suncoast (FY 2031) Potential interim strategies: <ul style="list-style-type: none"> Westbound right-turn lane on Greymanor Road (Avalon West) Completion of Newbridge Street West to Linden (Frontage Road)
Existing # of Lanes	2	
2030 Max Volume Capacity Ratio	1.27	
2024 County Bottleneck Rank	N/A	
2030 Max Total Vehicle Volume	19,315	
2040 Max Trucks Share	4.7%	
2024 Max Travel Time Index	1.3 (WB @ 5:15 PM)	
Transit Service	Route 8	
Crash Hot Spot	No	
Non-Motorized Facilities	None	
Land Use Factors	Residential, New Development	





H3 - Mariner Boulevard from Northcliffe Boulevard to Linden Drive

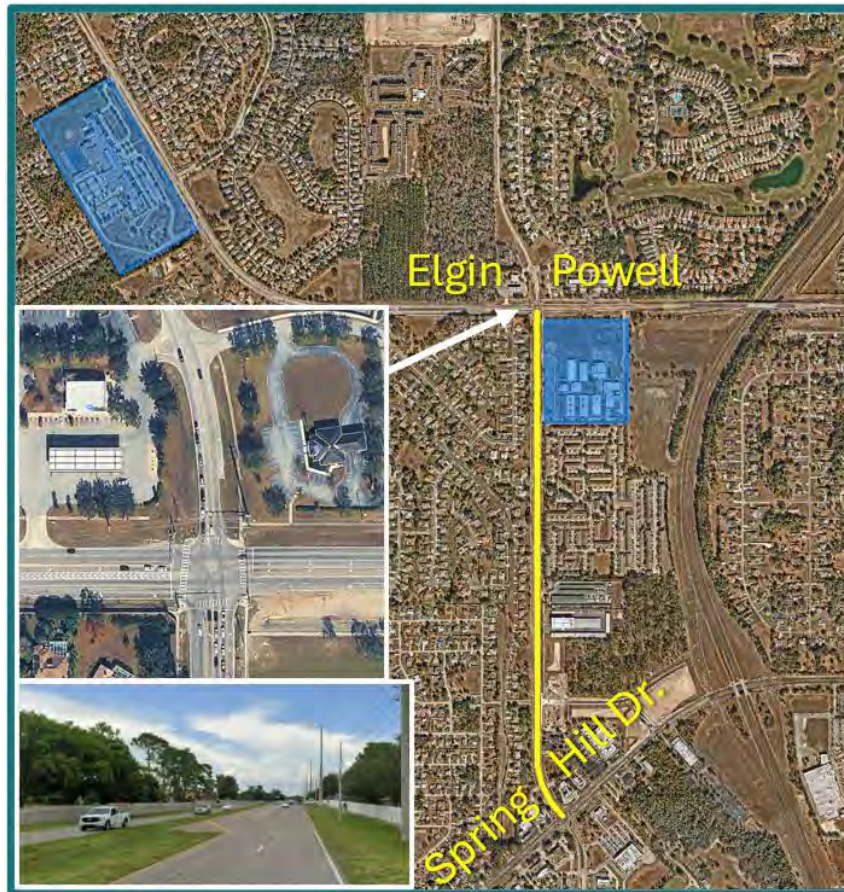
Corridor Summary		Observations/Recommendations
Segment Length	1.1 Miles	<ul style="list-style-type: none"> Bottleneck associated with school dismissal time <ul style="list-style-type: none"> Coordinate with schools to promote transportation options Intersection at Northcliffe constrained <ul style="list-style-type: none"> Quadrant intersection using Chalmer St & Lamson Ave for NB to WB and EB to SB movements Monitor impacts from completion of Chalmer St / Bay Drive to Deltona Blvd Median Modification (Landover to Elgin) in Tentative Work Program (FY 29)
Existing # of Lanes	4 (w/ Center Turn Lane)	
2030 Max Volume Capacity Ratio	1.24	
2024 County Bottleneck Rank	#1	
2030 Max Total Vehicle Volume	35,230	
2040 Max Trucks Share	2.5%	
2024 Max Travel Time Index	1.6 (NB @ 2:15 PM)	
Transit Service	Route 2 (Blue)	
Crash Hot Spot	Yes	
Non-Motorized Facilities	Sidewalks	
Land Use Factors	Schools (x2), Residential, Shopping/Activity Centers, New Development	





H-7 - Barclay Avenue from Elgin Boulevard / Powell Road to Spring Hill Drive

Corridor Summary		Observations/Recommendations
Segment Length	1.0 Miles	<ul style="list-style-type: none"> • Bottleneck associated with school start time <ul style="list-style-type: none"> ○ Coordinate with schools to promote transportation options • Barclay 2-lanes north of Elgin / Powell <ul style="list-style-type: none"> ○ Construct additional SB storage and NB receiving lane on Barclay ○ Convert NB to EB right to shared thru/right
Existing # of Lanes	4 (w/ Center Turn Lane)	
2030 Max Volume Capacity Ratio	0.50	
2024 County Bottleneck Rank	#2 and #4	
2030 Max Total Vehicle Volume	25,438	
2040 Max Trucks Share	2.3%	
2024 Max Travel Time Index	1.6 (NB @ 7:15 AM)	
Transit Service	Route 4 (Green) and Route 10 (New)	
Crash Hot Spot	No	
Non-Motorized Facilities	Sidewalks	
Land Use Factors	Schools (x2), Residential, Shopping/Activity Centers, New Development	





H-8 - Wiscon Road from SR 50 / Cortez Boulevard to California Street

Corridor Summary		Observations/Recommendations
Segment Length	1.1 Miles	<ul style="list-style-type: none"> • Delay associated with SR 50 signal occurs throughout the day • Wiscon Rd serves as local bypass of SR 50 • Traffic Study of Wiscon Rd and Winter St intersection <ul style="list-style-type: none"> ○ Lane utilization ○ Effect of uncontrolled EB movement ○ Evaluate Origin-Destination of trips
Existing # of Lanes	2	
2030 Max Volume Capacity Ratio	0.39	
2024 County Bottleneck Rank	#5	
2030 Max Total Vehicle Volume	6,198	
2040 Max Trucks Share	1.7%	
2024 Max Travel Time Index	1.4 (WB; multiple times throughout the day)	
Transit Service	Route 3 (Purple) and Route 4 (Green)	
Crash Hot Spot	No	
Non-Motorized Facilities	None	
Land Use Factors	Residential, Shopping/Activity Centers, New Development	





Citrus County Locations

C-2 - US 41 / Main Street from Grace Street (Citrus Hospital) to SR 44 / Gulf to Lake Highway

Corridor Summary		Observations/Recommendations
Segment Length	0.9 Miles	<ul style="list-style-type: none"> • High traffic demand <ul style="list-style-type: none"> ○ US 41 and SR 44 traffic merging together ○ Both US 41/SR 44 intersections under construction in 2024 • Conduct corridor traffic study <ul style="list-style-type: none"> ○ Consider Highland Blvd / Montgomery Ave as an alternative route ○ Include advanced travel time information for routing options • Extend Multi-Use Path on Highland Blvd east of Apopka St (0.25 miles) • Implement Citrus County TDP Recommendations <ul style="list-style-type: none"> ○ Cross County Shuttle – connect Inverness and Crystal River ○ Bus shelters at high ridership stops • Coordinate with schools to promote transportation options • Incorporate median islands to improve safety
Existing # of Lanes	4 (w/ Center Turn Lane)	
2030 Max Volume Capacity Ratio	1.24	
2024 County Bottleneck Rank	#7	
2030 Max Total Vehicle Volume	39,848	
2040 Max Trucks Share	6.6%	
2024 Max Travel Time Index	1.4 (NB @ 5:15 PM)	
Transit Service	Floral City Route	
Crash Hot Spot	Yes	
Non-Motorized Facilities	Sidewalks	
Land Use Factors	Schools, Hospital, Parks, Shopping/ Activity Centers, Residential	





C-6 - Dunnellon Road from US 19 / US 98 to Chabaud Terrace

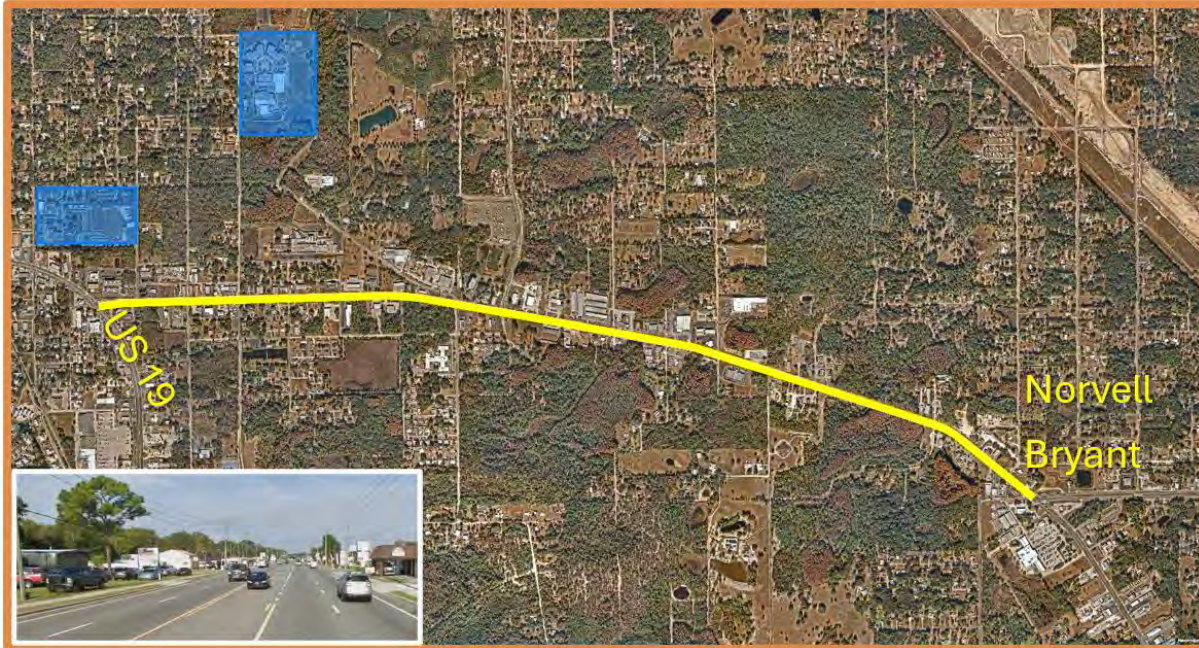
Corridor Summary		Observations/Recommendations
Segment Length	0.7 Miles	<ul style="list-style-type: none"> • High truck percentage <ul style="list-style-type: none"> ○ Identify destinations and potential turning movement delays • US 19 Resurfacing (NW 7th Ave to S of Withlacoochee River Bridge) programmed in FY 2027 • Suncoast Parkway Phase 3 Extension to US 19 <ul style="list-style-type: none"> ○ Realignment of Dunnellon Rd ○ Construction Programmed FY 2028 • Complete Traffic Study <ul style="list-style-type: none"> ○ Determine need for the addition of a WB right-turn lane ○ Signal re-timing options ○ Adaptive traffic signal consideration for random arrivals ○ Confirm changes to future travel patterns
Existing # of Lanes	2	
2030 Max Volume Capacity Ratio	1.23	
2024 County Bottleneck Rank	N/A	
2030 Max Total Vehicle Volume	6,675	
2040 Max Trucks Share	5.2%	
2024 Max Travel Time Index	1.3 (EB @ 11:30 AM)	
Transit Service	N/A	
Crash Hot Spot	No	
Non-Motorized Facilities	None	
Land Use Factors	Residential	





C-8 - SR 44 / Gulf to Lake Highway from US 19 / US 98 to Norvell Bryant Highway

Corridor Summary		Observations/Recommendations
Segment Length	1.1 Miles	<ul style="list-style-type: none"> • High traffic demand <ul style="list-style-type: none"> ○ Norvell Bryant and SR 44 traffic merging • Regional option once Suncoast Phase 3 is completed • Advance recommendations from Turkey Oak Dr Corridor Evaluation <ul style="list-style-type: none"> ○ Extend SB to EB left-turn at SR 44 ○ Adjust signal phases at US 19 and at SR 44 to reduce crashes • Evaluate Access Management and two-way left turn lane • Implement Citrus County TDP Recommendations <ul style="list-style-type: none"> ○ Cross County Shuttle – connect Inverness and Crystal River ○ Bus shelters at high ridership stops • Coordinate with schools to promote transportation options
Existing # of Lanes	4 (w/ Center Turn Lane)	
2030 Max Volume Capacity Ratio	1.45	
2024 County Bottleneck Rank	#3	
2030 Max Total Vehicle Volume	24,328	
2040 Max Trucks Share	2.6%	
2024 Max Travel Time Index	1.1 (WB @ 2:15 PM)	
Transit Service	Crystal River Route	
Crash Hot Spot	Yes	
Non-Motorized Facilities	Sidewalks	
Land Use Factors	Schools (x2), Residential, Shopping/Activity Centers, New Development	





C-12 - SR 44 / Gulf to Lake Highway from Independence Highway to Pleasant Grove Road

Corridor Summary		Observations/Recommendations
Segment Length	0.9 Miles	<ul style="list-style-type: none"> • Split Phase Signal at Pleasant Grove Rd <ul style="list-style-type: none"> ○ NB and SB operating at different times • Conduct Signal Timing Study <ul style="list-style-type: none"> ○ Coordination of arrivals to accommodate EB to SB right turns • Potential intersection modifications at Pleasant Grove Rd <ul style="list-style-type: none"> ○ Move crosswalks and stop bars closer to intersection ○ Reduce all red clearance interval ○ Can an EB to SB right-turn lane be added (limited ROW)
Existing # of Lanes	4 (w/ Center Turn Lane)	
2030 Max Volume Capacity Ratio	0.77	
2024 County Bottleneck Rank	#6 and #2	
2030 Max Total Vehicle Volume	22,358	
2040 Max Trucks Share	3.9%	
2024 Max Travel Time Index	1.6 (EB @ 5:15 PM)	
Transit Service	Floral City Route and Hernando Route	
Crash Hot Spot	Yes	
Non-Motorized Facilities	Sidewalks	
Land Use Factors	Residential, Parks, Shopping/Activity Centers, New Development	





C-13 - SR 44 / Gulf to Lake Highway / Main Street from Pleasant Grove Road to Citrus High School

Corridor Summary		Observations/Recommendations
Segment Length	0.8 Miles	<ul style="list-style-type: none"> Split Phase Signal at Pleasant Grove Road <ul style="list-style-type: none"> NB and SB operating at different times Conduct Signal Timing Study <ul style="list-style-type: none"> Coordination of arrivals to accommodate EB to SB right turns Potential intersection modifications at Pleasant Grove Rd <ul style="list-style-type: none"> Move crosswalks and stop bars closer to intersection Reduce all red clearance interval Add EB to SB right-turn lane Incorporate median islands to improve safety Coordinate with schools to promote transportation options
Existing # of Lanes	4 (w/ Center Turn Lane)	
2030 Max Volume Capacity Ratio	1.09	
2024 County Bottleneck Rank	#1	
2030 Max Total Vehicle Volume	31,580	
2040 Max Trucks Share	4.3%	
2024 Max Travel Time Index	1.9 (WB @ 5:15 PM)	
Transit Service	Floral City Route and Hernando Route	
Crash Hot Spot	Yes	
Non-Motorized Facilities	Sidewalks	
Land Use Factors	Schools (x2), Residential, Parks, Shopping/Activity Centers, New Development	





Next Steps

The final actions of the CMP are to develop recommended strategies into implementable projects that can be prioritized and funded through the MPO's TIP and evaluate the effectiveness of the implemented projects through regular evaluation and assessment of performance measures. Projects selected for implementation should focus primarily on addressing existing areas of congestion with strategic solutions, providing viable multimodal transportation options, and incorporating safety upgrades in key locations to reduce crashes and fatalities. These projects typically have a lower cost and a shorter implementation timeframe than roadway widening and capacity projects.

This step of the process helps determine whether operational or policy adjustments are needed to make the current strategies work better and provides information about how various strategies work in order to implement future approaches within the CMP study area. Data collection and performance monitoring are ongoing with the various periodic assessments of roadway, transit, bicycle/pedestrian/trail, freight network performance in Hernando and Citrus Counties.

As future challenges associated with traffic congestion in the region continue to grow, funding for the future needed capacity and congestion management projects will also continue to be a challenge for transportation planning agencies throughout the country. Federal formula funds have been the traditional way that MPOs are able to advance transportation projects. To maintain system performance and supplement available funding, the Hernando/Citrus MPO should continue to work with FDOT to identify funding opportunities for addressing needs on the State Highway System. Additional funding has been made available by the US Department of Transportation as well on a competitive basis through the Federal transportation bill, Infrastructure Investment and Jobs Act (IIJA).

Future Action items for the Congestion Management Process may include, but are not limited to:

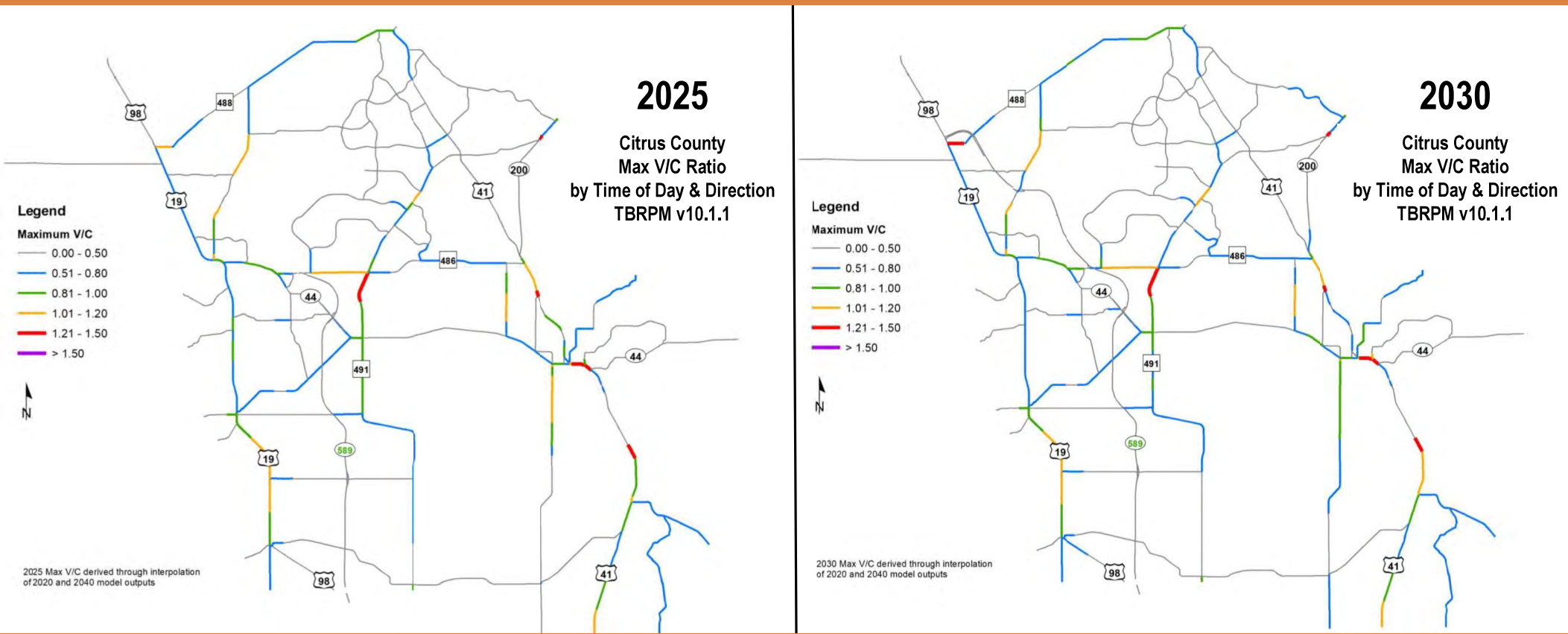
1. Integrating the recommendations of the Hernando/Citrus MPO Congestion Management Process for the ongoing monitoring of the transportation system by key stakeholders including the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC),
2. Monitoring the availability of data from the Florida Department of Transportation, especially as it relates to travel time reliability measures,
3. Monitoring Federal and state requirements pertaining to performance evaluation and Congestion Management Process requirements including the updates to performance targets,
4. Programming corridor/intersection studies based on the mitigation strategy recommendations as permitted and based on projected funding listed in the MPO's Unified Planning Work Program,
5. Emphasizing the MPO's view of evaluating existing infrastructure needs in advance of capacity expansion and incorporating strategies for more efficient movement of traffic (i.e. TSM&O),
6. Encouraging focused coordination with local municipalities and stakeholders to incorporate congestion management strategies (i.e. sidewalks, transit infrastructure expansion, median modifications, etc.) during project planning, scoping, and design, including maintenance projects (i.e. resurfacing), as potential 'add-on' elements, and
7. Incorporating a review of the Congestion Management Process during development of the 2055 Long Range Transportation Plan update to better inform future funding decisions and project prioritization activities.



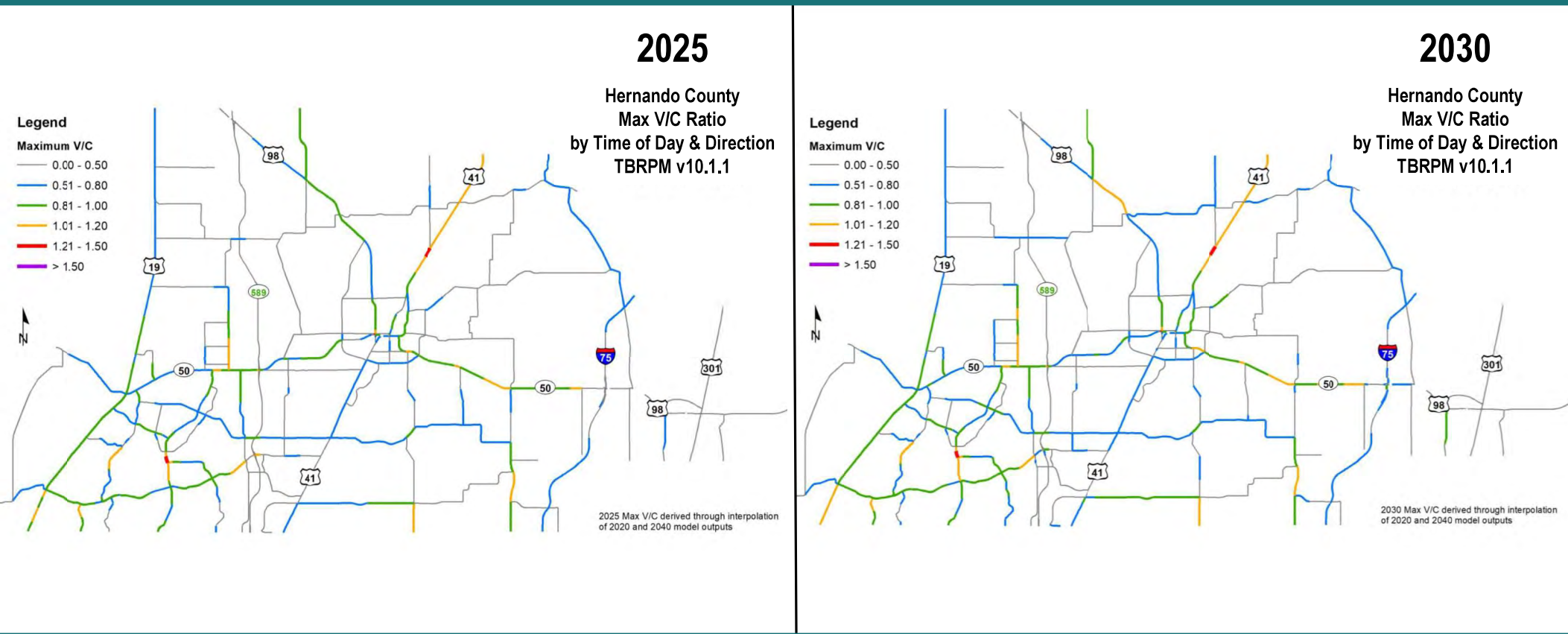
APPENDIX A

Congestion Screening Data Maps

Roadway Network Volume-to-Capacity Ratio



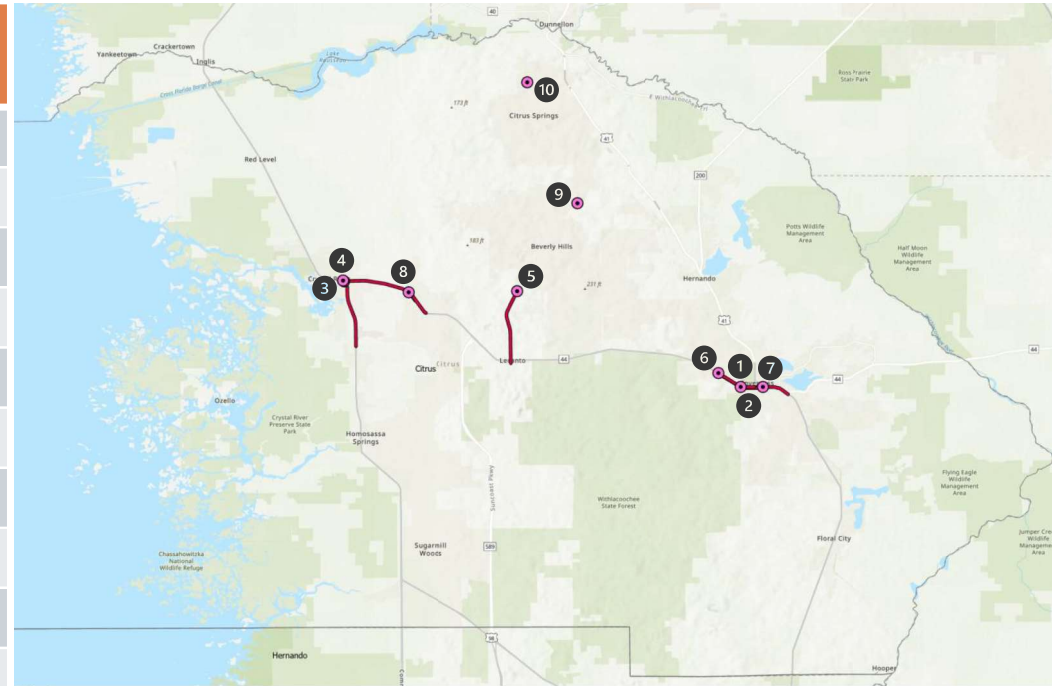
Roadway Network Volume-to-Capacity Ratio



Roadway Network Bottleneck Locations

Worst Recurring Bottlenecks in Citrus County – 2024 Weekdays

LOCATION	AVG DAILY DURATION (MINUTES)	AVG DAILY MAX QUEUE (MILES)	AVG DAILY VOLUME ESTIMATE
1. SR 44 WB @ CR 581 / Pleasant Grove Rd	55	0.89	14,691
2. SR 44 EB @ CR 581 / Pleasant Grove Rd	26	0.95	18,902
3. SR 44 WB @ US 19 / US 98 / Suncoast Blvd	8	2.77	13,665
4. US 98 WB @ SR 44	7	2.75	14,116
5. CR 491 NB @ CR 486 / Norvell Bryant Hwy	8	3.00	10,311
6. SR 44 WB @ Independence Hwy / Crystal Blvd	7	1.44	17,782
7. US 41 NB @ SR 44	8	0.97	19,203
8. SR 44 WB @ CR 486 / Norvell Bryant Hwy	5	1.09	9,926
9. Hampshire Blvd WB @ Lecanto Hwy	131	0.14	<i>No Data</i>
10. Deltona Blvd SB @ Elkcam Blvd	12	0.16	<i>No Data</i>

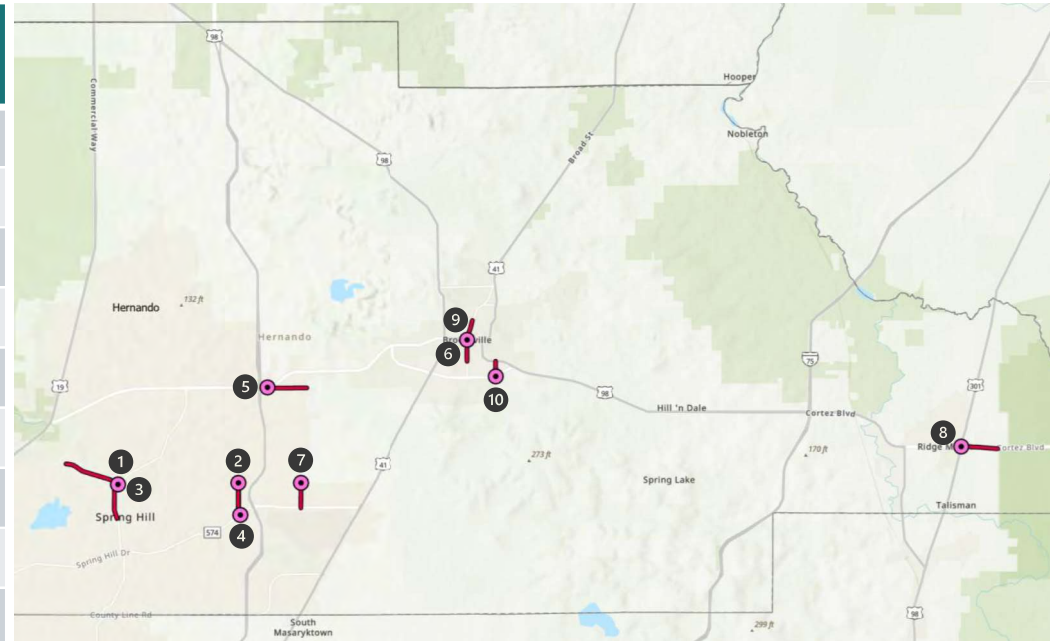


Source: RITIS, 2025

Roadway Network Bottleneck Locations

Worst Recurring Bottlenecks in Hernando County – 2024 Weekdays

LOCATION	AVG DAILY DURATION (MINUTES)	AVG DAILY MAX QUEUE (MILES)	AVG DAILY VOLUME ESTIMATE
1. CR 587 NB @ Northcliffe Blvd	21	1.08	15,000
2. CR 585 NB @ CR 572 / Elgin Blvd / Powell Rd	15	0.98	13,625
3. Northcliffe Blvd EB @ CR 587 / Mariner Blvd	9	1.54	9,403
4. CR 585 SB @ CR 574 / Spring Hill Dr	7	0.99	13,473
5. CR 570 WB @ SR 50 / Cortez Blvd	18	1.07	2,254
6. CR 445 SB @ US 41 / US 98 / SR 45 / SR 50A	10	0.63	2,826
7. CR 583 NB @ CR 572 / Powell Rd	10	0.75	2,737
8. SR 50 WB @ US 301 / SR 35 / Treiman Blvd	6	1.01	2,870
9. CR 445 NB @ US 41 / US 98 / SR 45 / SR 50A	10	0.71	1,113
10. Emerson Rd SB @ SR 50 / Cortez Blvd	13	0.45	945



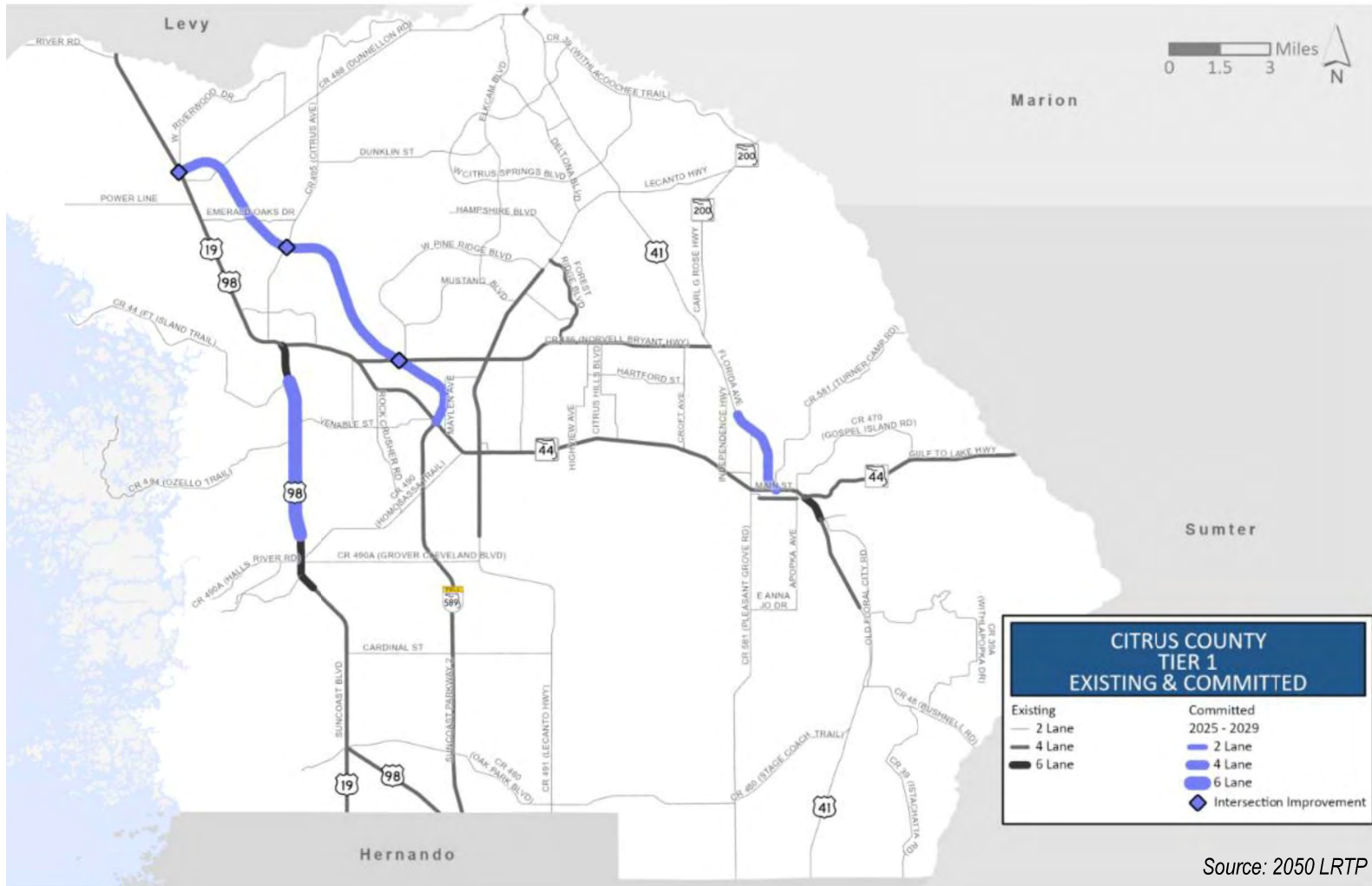
Source: RITIS, 2025



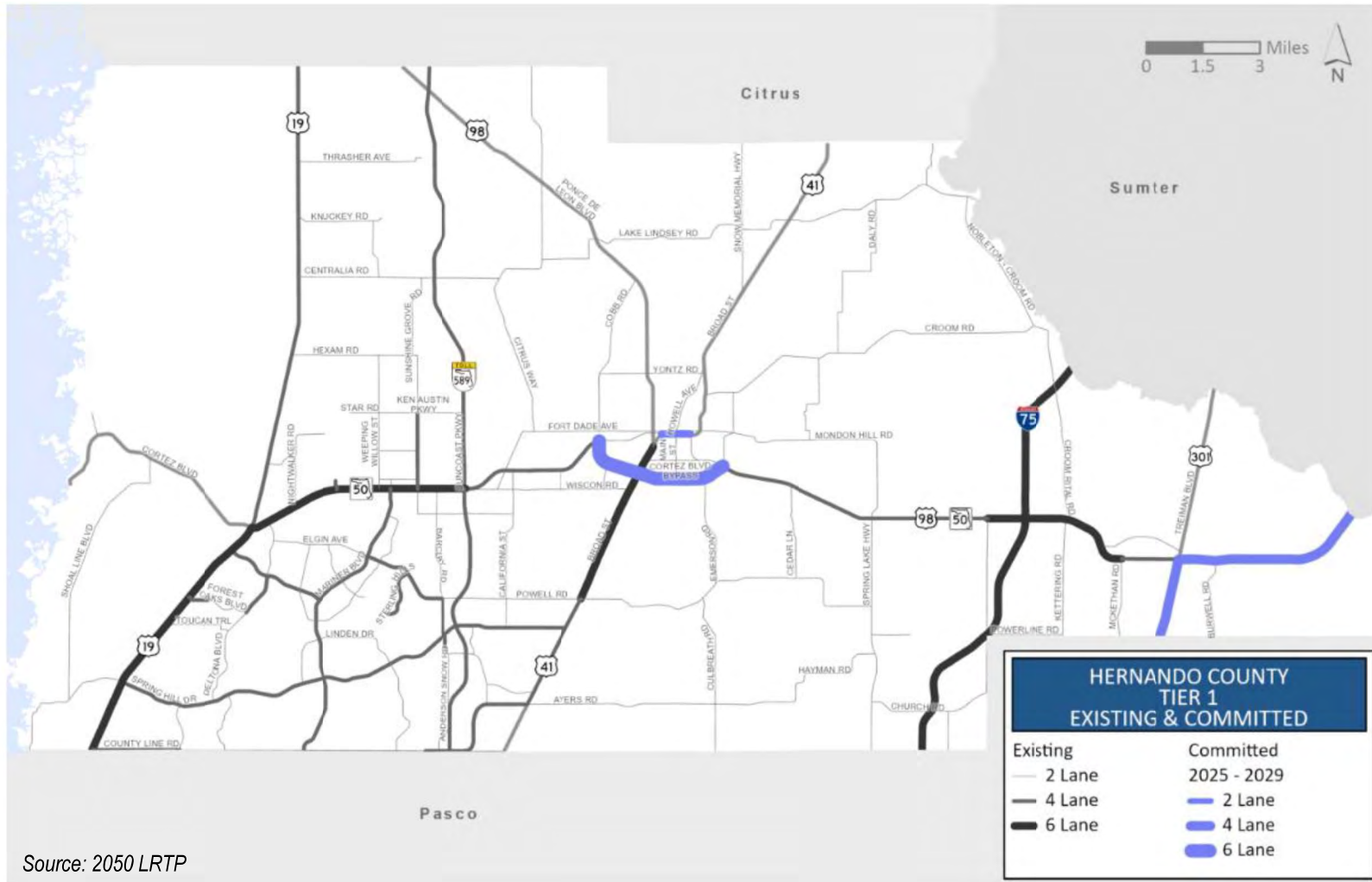
APPENDIX B

Programmed Improvement Projects

Committed Transportation Investments



Committed Transportation Investments





APPENDIX C

Strategy Toolbox Descriptions

Congestion Management Process

Strategy Classification	Representative Strategy	Description
Demand Management	Carpool/Vanpool Assistance and Incentives	In ridesharing programs, participants are matched with potential candidates for sharing rides. This typically is arranged/encouraged through employers or transportation management agencies that provide ride-matching services. These programs are more effective if combined with HOV lanes, parking management, guaranteed ride home policies, and employer-based incentive programs.
	Flexible Work Hours	Flexible work schedules allow employees to arrive and leave outside of the traditional commute period.
	Telecommuting	Telecommuting policies allow employees to work at home or a regional telecommute center instead of going into the office, all the time or only one or more days per week.
	Transit Vouchers	This strategy encourages additional transit use, to the extent that high fares are a real barrier to transit. However, due to the direct financial impact on the transit system operating budgets, employer subsidies or reductions only in selected fare categories may be a more feasible strategy to implement.
	Guaranteed Ride Home Programs	These programs provide a safety net for those people who carpool or use transit to work so that they can get to their destination if unexpected work demands or an emergency arises.
	Parking Management	This strategy reduces the instance of free parking to encourage other modes of transportation. Options include reducing the minimum number of parking spaces required per development, increasing the share of parking spaces for HOVs, introducing or raising parking fees, providing cash-out options for employees not using subsidized parking spaces, and expanding parking at transit stations or park-and-ride lots.
	Land Use Planning (jobs/housing balance, mixed-use)	This strategy includes policies and regulations that would decrease the total number of auto trips and trip lengths while promoting transit and non-motorized transportation options.
Public Transportation Improvements	Improved Frequency (more buses per hour)	This strategy provides more convenience for potential riders. Increasing frequency makes transit more attractive to use.
	Park-n-Ride Lots	These lots can be used in conjunction with HOV lanes and/or express bus services. They are particularly helpful when coupled with other commute alternatives such as carpool/ vanpool programs, transit, and/or HOV lanes.
	Transit Station/Stop Amenities	Comfortable, accessible, and safe bus stops improve the value of transit to the community. Amenities can include benches, trash receptacles, shelters, lighting, bicycle racks, bus schedules, maps, real time/next bus arrival information, newspaper boxes and public art.
	Extended Hours of Operations	This strategy provides more convenience for potential riders. Extending service hours makes transit more attractive for those who work early and/or late hours.
	Variable Transit Fares (age-based discounts, week pass)	This strategy encourages additional transit use, to the extent that high fares are a real barrier to transit. However, due to the direct financial impact on the transit system operating budgets, reductions only in selected fare categories may be a more feasible strategy to implement.
	Improved Transit Access for Pedestrians and Cyclists	Bicycle racks and bicycle lockers at transit stations and other trip destinations increase security. Additional amenities such as locker rooms with showers at workplaces provide further incentives for using bicycles.
	Expanded Coverage Area (new routes)	This strategy provides better accessibility to transit to a greater share of the population. Increasing route coverage makes transit more attractive to use.

Strategy Classification	Representative Strategy	Description
Traffic Operational Improvements	Improved Signalization	Signals can be pre-timed and isolated, pre-timed and synchronized, actuated by events (such as the arrival of a vehicle, pedestrian, bus or emergency vehicle), set to adopt one of several pre-defined phasing plans based on current traffic conditions, or set to calculate an optimal phasing plan based on current conditions.
	Intersection Geometry (number of turn lanes)	Intersections can be widened and lanes restriped to increase intersection capacity and safety. This may include auxiliary turn lanes (right or left) and widened shoulders.
	Alternative Intersection Concepts (including roundabouts)	This strategy provides innovative intersection and signal design to reduce vehicle conflict points, minimize crashes, and improve traffic flow. It includes the use of roundabouts, which are circular intersections designed for lower speeds and yield-controlled entry.
	Incident Management	This strategy addresses primarily non-recurring congestion, typically includes video monitoring and dispatch systems, and may also include roving service patrol vehicles.
	Access Management (median and driveway access)	This strategy includes adoption of policies to regulate driveways and limit curb cuts and/or policies that require continuity of sidewalk, bicycle, and trail networks.
	Congestion Pricing	Congestion pricing varies the cost of roadway tolls to account for times of increased usage. Static congestion pricing requires that tolls are higher during traditional peak periods. Dynamic congestion pricing allows toll rates to vary depending upon actual traffic conditions. The more congested the road, the higher the cost to travel on the road. Dynamic congestion pricing works best when coupled with real-time information on the availability of alternative routes.
	Freight/Commercial Vehicle Enforcement	This strategy restricts delivery or pickup of goods in certain areas to reduce congestion.
	Construction Management (Maintenance of Traffic)	This strategy involves managing traffic safely and efficiently in work zones so that traffic operations can be maintained during construction activities.
	Roadway Signage	Improving or removing signage to clearly communicate location and direction information can improve traffic flow.
	Multimodal infrastructure (bike lanes / sidewalks)	This strategy provides a network of well-connected, non-motorized facilities and amenities that can encourage non-automobile usage for short trips, which can improve traffic operations on the adjacent roadway network.
ITS Technologies	Advanced Traffic Management System (ATMS)	An ATMS is an integrated technological platform used at regional Transportation Management Centers (TMCs) to monitor traffic flow, control roadside equipment, manage incidents, and disseminate traveler information, which can help improve the flow and reliability of traffic conditions.
	Traffic Management Center Operations	This strategy involves continuous monitoring, coordination, and management of regional transportation networks using real-time data from intelligent transportation systems (ITS).
	Ramp Metering	Ramp metering is a traffic management strategy that uses traffic signals on freeway on-ramps to regulate the rate at which vehicles merge onto the highway.
	Traveler Information Devices	Dynamic messaging uses changeable message signs to warn motorists of downstream queues; it provides travel time estimates, alternate route information, and information on special events, weather, or accidents.
	Expanded Traffic Signal Timing and Coordination	Signals can be pre-timed and isolated, pre-timed and synchronized, actuated by events (such as the arrival of a vehicle, pedestrian, bus or emergency vehicle), set to adopt one of several pre-defined phasing plans based on current traffic conditions, or set to calculate an optimal phasing plan based on current conditions.

Strategy Classification	Representative Strategy	Description
System Capacity	New Roadway Alignments	Extending or re-aligning roadways can be used as a strategy for making connections within the existing roadway network and relieve overcapacity segments by providing additional routing options for connectivity between highly traveled origin/destination areas.
	Additional Travel Lanes on Existing Roadways	This strategy increases the capacity of congested roadways through additional general purpose travel lanes. Strategies to add capacity are the most expensive and least desirable strategies. They should be considered as last-resort methods for reducing congestion. As the strategy of cities trying to “build” themselves out of congestion has not provided the intended results, capacity-adding strategies should be applied after determining the demand and operational management strategies identified earlier are not feasible solutions.
	HOV / Special Use Lanes	This increases corridor capacity while, at the same time, providing an incentive for single-occupant drivers to shift to ridesharing. These lanes are most effective as part of a comprehensive effort to encourage HOVs, including publicity, outreach, park-and-ride lots, rideshare matching services, and employer incentives.

REVIEW AND RECOMMENDATION OF THE COMPLETE STREETS UPDATE, AS PREPARED BY THE GENERAL PLANNING CONSULTANT, BENESCH & ASSOCIATES

Benesch & Associates, serving as the MPO's General Planning Consultant, has prepared the Complete Streets Policy and Implementation Guidance Update.

A Complete Streets Plan is a guide to build transportation networks that are safe, accessible, equitable, and sustainable for all users, including pedestrians, bicyclists, transit riders, and motorists of all ages and abilities. Key benefits include enhanced public health through increased active transportation, improved local economies due to more accessible and attractive areas, better environmental quality from reduced vehicle miles traveled, and greater community equity by providing mobility options for non-drivers.

Additionally, the Consultant has provided in the update an Appendix A, a list that identifies locations by County of the pedestrian facility gaps, and an Appendix B which is a completely revised Project Evaluation Checklist that can serve as a resource tool when identifying context-based solutions for projects.

Staff Recommendation: It is recommended the CAC and BPAC, separately by committee, review and recommend the MPO Board accept the Complete Streets Policy and Implementation Guidance Update.

Attachment: Complete Streets Policy and Implementation Guidance Update - Draft



Complete Streets Policy and Implementation Guidance Update

DRAFT April 2026



Complete Streets Policy and Implementation Guidance Update

DRAFT April 2026

Prepared For:



Prepared By:



Contract No. G2V07

FPN No. 439335-5-14-01

Task No. 1

Table of Contents

- Introduction.....1
 - Federal Planning Requirements.....1
 - Context-Based Transportation Efforts in Hernando and Citrus Counties.....3
- Establishing and Measuring Performance6
 - Completed and Planned Projects6
 - Safety Trends and Metrics8
 - Transit Ridership18
 - Transportation Mode Share18
 - Zero-Vehicle Households19
 - School Transportation Statistics.....20
- Moving Forward with Context-Based Solutions.....21
 - Context Classification.....21
 - Non-Motorized Facility Gaps Update22
 - Evaluating Potential Projects for Context-Based Solutions.....27
 - Planning for Context-Based Solutions.....27
 - Funding Context-Based Solutions.....29
- Conclusion.....30

Appendices

- Appendix A – Non-Motorized Facility Gap Evaluation
- Appendix B – Project Evaluation Checklist

List of Tables

Table 1: Total Crashes, Serious Injuries, and Fatalities (2015–2024).....	10
Table 2: Annual Vehicle Miles Traveled (2015–2024)	12
Table 3: Total Crashes, Serious Injuries, and Fatalities per 100 Million Vehicle Miles Traveled (2015–2024).....	13
Table 4: Pedestrian and Bicycle Crashes, Serious Injuries, and Fatalities (2015–2024)	16
Table 5: Percentage of Crashes Involving Pedestrians and Bicyclists	17
Table 6: Annual Unlinked Transit Passenger Trips	18
Table 7: Means of Transportation to Work.....	19
Table 8: Zero-Vehicle Households	19
Table 9: School District Transportation Statistics	20
Table 10: Non-Motorized Gap Prioritization Factors and Scoring Matrix	24

List of Figures

Figure 1: Total Crashes by Year	11
Figure 2: Serious Injuries by Year	11
Figure 3: Fatalities by Year	11
Figure 4: Total Crashes per 100 Million Vehicle Miles Traveled	14
Figure 5: Serious Injuries per 100 Million Vehicle Miles Traveled.....	14
Figure 6: Fatalities per 100 Million Vehicle Miles Traveled	14
Figure 7: FDOT Context Classification System	21

List of Maps

Map 2: Pedestrian Facilities and Gaps	22
Map 3: Bicycle Facilities and Gaps.....	23
Map 4: Pedestrian Facility Gap Prioritization	25
Map 5: Bicycle Facility Gap Prioritization	26

Introduction

Complete streets is a context-based transportation planning, design, and operation approach that combines multiple disciplines to create a safe, connected, and accessible transportation network that reflects the character and context of the communities and people it serves. By understanding how a street fits within a community and the overall transportation network helps transportation professionals identify infrastructure needs to better serve the community and the people traveling within it.

In addition to integrating land use and transportation into infrastructure decisions, a context-based transportation strategy aligns with the U.S. Department of Transportation's (USDOT) Safe System Approach which anticipates human mistakes by designing and managing transportation infrastructure to mitigate the risk of those mistakes and reduce the injury severity if a crash does occur. This approach establishes a goal of routinely providing for the safety of all users and recognizes that the name of the approach, whether it be Complete Streets, Context-Based, or Safe Streets, is less important than the intent of elevating safety and providing people with safe transportation options.

Federal Planning Requirements

The Federal Highway Administration (FHWA) has advanced the implementation of complete streets primarily through policy guidance, funding eligibility, performance management, and technical assistance rather than through a single mandate. FHWA has historically encouraged states, metropolitan planning organizations (MPOs), and local jurisdictions to design, operate, and maintain roadways that safely accommodate all users across all ages and abilities. This approach is embedded within broader federal priorities and is reinforced through various guidance documents, design flexibility, and promotion of context-sensitive solutions.

FHWA emphasizes complete streets through performance-based planning requirements, encouraging agencies to use data like safety and accessibility to inform project prioritization and investment decisions. Additionally, the federal government has funded complete streets implementation by encouraging multimodal investments through programs like the Surface Transportation Block Grant (STBG), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TA), and Safe Streets and Roads for All (SS4A) to explicitly fund projects and planning activities that improve safety and accessibility for nonmotorized users.

The enactment of the Infrastructure Investment and Jobs Act (IIJA) in November 2021, for the first time, defined the term *Complete Streets Standards and Policies* as measures that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

As part of the IIJA (Section 11206), states and metropolitan planning organizations (MPOs) are required to adopt complete streets policies and develop complete streets prioritization plans. Further, Section 11206 includes a complete streets funding set-aside, "to spend no less than the 2.5% of funding apportioned to states through 23 U.S.C. §505, State Planning and Research, and no less than the 2.5% of funding granted to MPOs under 23 U.S.C. §104(d), Metropolitan Planning, to carry out activities as described in Section 11206(c).

These activities include:

- (1) Adoption of Complete Streets standards or policies;*
- (2) Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;*
- (3) Development of transportation plans to...*
 - (A) Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;*
 - (B) Integrate active transportation facilities with public transportation service or improve access to public transportation;*
 - (C) Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities;*
 - (D) Increase public transportation ridership; and*
 - (E) Improve the safety of bicyclists and pedestrians.*
- (4) Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and*
- (5) Development of transportation plans and policies that support transit-oriented development.*

Context-Based Transportation Efforts in Hernando and Citrus Counties

Through its current and long-range transportation planning efforts, the Hernando/Citrus MPO has progressively expanded its framework to better support a safe, connected, and multimodal transportation system through efforts like the Congestion Management Process (CMP), Bikeways and Trails Master Plan, Complete Streets Policy and Implementation Guidance, Non-Motorized Facility Gap Analysis & Complete Streets Implementation, and the 2050 Long Range Transportation Plan (LRTP).

Congestion Management Process: Policy and Procedures Handbook (CMP)

Adopted in 2017, the CMP was the first jointly developed CMP for the newly consolidated MPO. The CMP identified short and long-term projects aimed at improving local and regional traffic operations and safety using strategies that reduce travel demand, increase capacity, and/or improve operations of the transportation network. The 2017 CMP integrated a Complete Streets approach consistent with state and local agency initiatives at the time. The CMP established the framework for context-based projects in Hernando and Citrus counties through the development of a Complete Streets Vision, Action Plan, and Evaluation Matrix. The Vision, as established in the CMP, is as follows:

The Hernando/Citrus MPO envisions streets and highways that take a context sensitive approach to provide safe travel for all appropriate modes of travel and users, regardless of their age or abilities; to promote economic development through the creation of a livable community with a sense of place that also promotes public health and fitness.

Hernando/Citrus MPO Bikeways and Trails Master Plan (BTMP)

Adopted in 2018, the BTMP was a collaborative effort to develop a plan that established a vision for the future of bicycling in the two-county region. The BTMP identified a connected network of trails and on-street bicycle facilities that would benefit the economy, public health, and quality of life for all. The BTMP serves as a jumping-off point for implementing complete streets; many of the goals, objectives, and policy recommendations regarding bikeway and trail infrastructure and operations are aligned with complete street principles by focusing on developing a transportation network that is well-connected, safe, and accessible for users of all ages and abilities.

Complete Streets Policy and Implementation Guidance

In June 2020, the Hernando/Citrus MPO adopted the Complete Streets Policy and Implementation Guidance to articulate how multimodal and safety-focused roadway planning could be integrated into the MPO's transportation planning process. The Guidance was intended to formalize the MPO's support for complete streets, identify

conceptual design principles, and suggest actions to better accommodate people walking, biking, using transit, and driving within the MPO's two-county region. The Guidance document also aimed to help local partners understand and implement complete streets elements in local and regional transportation projects by providing a framework for planning, coordination, and evaluation.

The Guidance document outlined potential goals, objectives, and tools for incorporating complete streets into reoccurring planning activities and programs and into the project development process. In addition to developing draft policy language and statements of vision and objectives, the Guidance document reviewed existing conditions and policies, provided descriptions of facility types and design contexts, and implementation strategies that would align complete streets with the MPO's long-range planning and project prioritization.

Non-Motorized Facility Gap Analysis & Complete Streets Implementation

The Non-Motorized Facility Gap Analysis & Complete Streets Implementation, completed in 2022, included a comprehensive review of the MPO's previous complete streets efforts, suggestions on how to advance context-based initiatives, and an assessment of non-motorized transportation network needs throughout the two-county region.

The effort revisited the MPO's 2020 Complete Streets Policy and Implementation Guide making suggestions for continued integration into future planning efforts and an outline for implementing near-term and longer-term actions for incorporating complete streets principles. These included the development of a complete streets project evaluation checklist, performance monitoring, expanded public engagement, further integration of context-based principles into local and regional plans, and continued collaboration with local agency partners and FDOT.

A major component of the effort was a detailed inventory of the existing sidewalk and bicycle facility network along the region's major roadways. The evaluation found that approximately 9% of the evaluation network had complete sidewalks (sidewalks along both sides of the roadway) and that approximately 23% of the network has complete bicycle facilities. Using a data-driven approach and limited quantitative field reviews, features like system completeness, facility condition, context, and factors like traffic volumes, speeds, transit access, equity, crash history were documented for each segment. To guide future investment, a prioritization methodology was developed to identify and rank critical sidewalk and bicycle facility gaps. Prioritization scoring incorporated factors like safety risk, connectivity, roadway characteristics, equity considerations, proximity to schools and parks, and opportunities for trail integration. Each network gap was scored and placed into tiers that were designed to help the MPO's partner agencies focus on segments with the greatest need while still accounting for project feasibility and funding opportunities.

2050 Long Range Transportation Plan (LRTP)

Adopted in October 2024, the 2050 LRTP is a strategic planning document that identifies and addresses short- and long-term multimodal transportation needs within the MPO's local jurisdictions. In addition to the LRTP's goal to provide a safe and efficient transportation system that addresses the priorities of the community, and objectives of Safety, Economy, Mobility, Livability, Preservation, and Implementation, the plan supports a context-based multimodal transportation approach through its identified Transportation Improvement Program (TIP) projects, references to prior planning initiatives, and alignment with federal and state policy.

In alignment with the goal of enhancing safety for all transportation system users, the 2050 LRTP's Key Safety Emphasis and Strategies clearly states safety focus areas and crash factors that include intersection-related crashes, vulnerable road users (pedestrian, bicyclist, and motorcyclist) crashes, and lane departure crashes. Recommended strategies for mitigating these safety concerns maintain key safety synergies with elements associated with context-based solutions.

Florida Department of Transportation Coordination

In 2025 the Florida Department of Transportation (FDOT) adopted Context-Based Solutions to support the statewide goal of eliminating fatalities and serious injuries on Florida's roadways and to better align with USDOT's Safe System Approach. Context-Based Solutions are not a specific type of project; this approach uses context-based design to ensure that all roadway projects are context-sensitive and consider the needs of all users. Context-Based Solutions are a part of all FDOT decisions and are in place to help promote safety, enhance mobility, improve quality of life, and promote economic development. Continued coordination and partnership with FDOT is, and will continue to be, an essential component of the Hernando/Citrus MPO's approach to transportation project delivery and ability to ensure a regionally connected transportation system.

Establishing and Measuring Performance

Demonstrating and documenting efforts and progress towards integrating context-based roadway solutions into the planning, design, and implementation of transportation projects is an essential aspect of implementing a safe multimodal network. Previous Hernando/Citrus MPO planning efforts identified monitoring, measuring, and reporting on performance measures as an actionable strategy for evaluating progress. The previous planning effort also identified potential performance measures and metric that could be considered in the MPO’s long-range planning efforts to assist in the evaluation and reporting of performance measures, these included the following:

Performance Measure	Target
Construction Performance Measures	
Miles of Sidewalk Constructed or Reconstructed	Increase
Number of New Mid-Block Crossings	Increase
Miles of Shared Use Paths Constructed or Reconstructed	Increase
Miles of Bicycle Lanes Constructed or Reconstructed	Increase
Percentage of Bicycle Network Considered "Low Stress"	Increase
User Performance Measures	
Share of Bicyclists	Increase
Share of Pedestrians	Increase
Share of Transit Users	Increase
Crash-Related Performance Measures	
Total Share of Bicycle-Involved Crashes	Decrease
Total Share of Pedestrian-Involved Crashes	Decrease

Source: Hernando/Citrus MPO Non-Motorized Facility Gap Analysis & Complete Streets Implementation (2022)

To assist in establishing trends and baseline measures, the following sections look to help the MPO understand trends and establish some baseline metrics that could be used to evaluate community and infrastructure needs. Evaluating information like completed and planned projects, crash history, examining shifts in how people travel, and monitoring other travel-related data can help position the MPO to identify when, where, and what transportation improvements are needed to best serve the community.

Completed and Planned Projects

Reporting on the miles of new sidewalks, bicycle lanes, and shared use paths was identified as a potential performance measure in the MPO’s previous planning efforts. This section identifies and highlights recently completed and planned transportation projects that contribute to an improved multimodal transportation network. These projects include both standalone sidewalk, shared use path, and bicycle facility improvements and larger roadway projects that have multimodal elements integrated into them. Moving forward,

being able to effectively isolate and document multimodal improvements could help the MPO track progress toward its safety, accessibility, and connectivity goals and communicate progress towards developing a multimodal transportation network that serves a variety of modes and users. The following is not intended to serve as a comprehensive list of completed and planned projects but was used in helping to identify and highlight standalone projects and how capacity projects can be used to help complete and enhance the multimodal transportation network.

Project Location	Project Details
<i>Projects within Citrus County</i>	
Forest Ridge Blvd, CR 486 to Lake Beverly Dr	Safe Routes to School Sidewalk Project
Forest Ridge Blvd, Lake Beverly Dr to Colbert Ct	Safe Routes to School Sidewalk Project
Halls River Rd, S Riverview Cir to US 19	Shared Use Path Project
CR 491/Lecanto Hwy, Pine Ridge Blvd to SR 200	Roadway Widening Project that includes Sidewalks and Shared Use Path
SR 44, E. of US 41 to Sumter County	Resurfacing Project that includes new Sidewalk construction and repairs
US 19, Jump Ct to Ft Island Trail	Roadway Widening Project that includes Sidewalks and Shared Use Path
US 19/US 98 (N. Suncoast Blvd), S. of NE 1 st Ter to S. of Snug Harbor Rd	Resurfacing Project that includes Sidewalk reconstruction and Mid-Block Pedestrian Crossings
US 41, N. of Sportsman Point to E. of Arlington St	Roadway Widening Project that includes Sidewalks and Bicycle Lanes
US 41, S. of Withlacoochee Trail Bridge to N. of Sportsman Point	Roadway Widening Project that includes Sidewalks, Bicycle Lanes, and Mid-Block Pedestrian Crossings
US 41, CR 48/Citrus Ave to SR 44	Roadway Widening Project that includes Sidewalks
<i>Projects within Hernando County</i>	
Linden Dr, County Line Rd to Spring Hill Dr	Sidewalk Project
Eastside Elementary School Area Sidewalk Improvements	Sidewalk Projects along Raley Rd, Dakota Dr, and Boxwood St
Freeport Dr, Deltona Blvd to Northcliffe Blvd	Sidewalk Project (Fox Chapel Middle School Safety Improvements)
Fox Chapel Ln, Freeport Dr to Deltona Blvd	Sidewalk Project (Fox Chapel Middle School Safety Improvements)
Moongate Rd, Freeport Dr to Deltona Blvd	Sidewalk Project (Fox Chapel Middle School Safety Improvements)
Kass Circle Community	Sidewalk and Shared Use Path Projects
Deltona Blvd, Elgin Blvd to SR 50/Cortez Blvd	Sidewalk Project

Project Location	Project Details
W. Landover Blvd, Northcliffe Blvd to Elgin Blvd	Sidewalk Project
Elgin Blvd, Deltona Blvd to Mariner Blvd	Sidewalk Project
Good Neighbor Trail, SR 50/Cortez Blvd to Main St/Russell St	Shared Use Path/Trail Project
Good Neighbor Trail at SR 50/Cortez Blvd	Grade-Separated Trail Crossing
US 98/SR 50/Cortez Blvd at Mondon Hill Rd	Intersection Improvement Project that includes ADA Improvements, Pedestrian Curb Rams, Roadway Lighting, and Signage
SR 50/Cortez Blvd, Buck Hope Rd to W. of Jefferson St	Roadway Widening Project that includes Sidewalks and Bicycle Lanes
SR 50, W. of I-75 to US 301 (SR 35/Treiman Blvd)	Roadway Widening Project that includes Sidewalks
SR 50 Frontage Rd, E. of I-75	New Roadway that includes Sidewalks
SR 50, US 301 to Sumter County	Roadway Widening Project that includes a Shared Use Path
US 301/SR 35, S. of US 98 to SR 50/Cortez Blvd	Roadway Widening Project that includes Pedestrian, Bicycle, and Transit Improvements
US 41/Broad St at SR 50A/Jefferson St	Intersection Improvement Project that includes ADA and Pedestrian Safety Improvements
US 41, S. of County Line Rd to S. of Powell Rd	Resurfacing Project that includes ADA Improvements, Roadway Lighting, and New Traffic Signals
County Line Rd, US 19 to US 41	Roadway Widening Project that includes Shared Use Path and Sidewalks

Safety Trends and Metrics

FHWA's National Road Safety Strategy (NRSS), adopted in 2022, recognizes Complete Streets as an integral element in the planning, design, and operations of the nation's transportation network and as an important component of the Safe System approach. The recognition that a one-size-fits-all approach to roadway design and operation has not and will not work; the shift towards context-based design provides the flexibility to address variations in the purpose and use of roads while accounting for factors like existing and future land uses and the natural environment. This approach acknowledges that people's mobility needs may vary and that a comprehensive transportation system that prioritizes safety and mobility is an important component in reducing the risk of crashes.

Identifying and tracking crash data trends and key safety metrics can be beneficial in identifying systemic and site-specific treatments to mitigate common safety issues throughout the two-county region. Initiating safety projects that incorporate context-

based design and operational solutions can be an effective approach to improving the way people move about the region. The following is intended to serve as a baseline for reviewing general crash and safety trends and should not be viewed as an in-depth analysis of crashes and safety issues.

Total Crashes, Serious Injuries, and Fatalities

Ten years (2015–2024) of crash data, including the number of serious injuries and fatalities as a result of crashes, was charted and reviewed for each county and as a combined MPO region (Table 1). As previously mentioned, this review is intended to help establish performance measures and metric and aid in identifying overall trends, an analysis into causes, factors, and conditions related to the crashes was not completed as part of this effort.

As shown in Table 1 and Figure 1, total crashes in Citrus County, Hernando County, and the MPO region have demonstrated an increasing trend during the 10-year crash history analysis period, with an average annual increase of 3.1%. In the most recent year (2024) there were 8,005 crashes in the MPO region, 3,022 in Citrus County and 4,983 in Hernando County; this is up from the 6,196 crashes in 2015, but lower than the peak of 8,010 crashes in 2022.

The number of crash related serious Injuries has been trending down (Figure 2), especially during the second half of the analysis period. 2019 had the highest number of serious injuries with 562. 2023 had the lowest number of serious injuries with 322, while there was an increase in 2024 to 404 serious injuries, the MPO region has seen an average annual decrease of approximately 1% in the number of serious injuries from crashes.

Unfortunately, the number of crash-related fatalities has been increasing over the past decade (Figure 3). On average, fatalities have increased approximately 6% a year during the 10-year analysis period. 2020 had the most crash-related fatalities with 83, which follows a similar statewide and regional trend where fatalities increased during the COVID-19 pandemic. While the subsequent years saw fewer fatalities, the number of crash-related fatalities is increasing.

Table 1: Total Crashes, Serious Injuries, and Fatalities (2015–2024)

Year	Jurisdiction	Total Crashes	Serious Injuries	Fatalities
2015	Citrus	2,706	252	29
	Hernando	3,490	252	35
	Combined	6,196	504	64
2016	Citrus	2,937	224	24
	Hernando	3,708	266	25
	Combined	6,645	490	49
2017	Citrus	3,107	259	31
	Hernando	4,009	268	34
	Combined	7,116	526	65
2018	Citrus	3,017	219	37
	Hernando	4,225	328	31
	Combined	7,242	547	68
2019	Citrus	2,971	225	22
	Hernando	4,126	337	25
	Combined	7,097	562	47
2020	Citrus	2,845	239	39
	Hernando	3,864	252	44
	Combined	6,709	491	83
2021	Citrus	3,129	190	37
	Hernando	4,870	362	33
	Combined	7,999	552	70
2022	Citrus	3,088	165	25
	Hernando	4,922	323	45
	Combined	8,010	488	70
2023	Citrus	2,914	111	26
	Hernando	4,825	211	45
	Combined	7,739	322	71
2024	Citrus	3,022	127	32
	Hernando	4,983	277	45
	Combined	8,005	404	77

Source: Signal Four Analytics

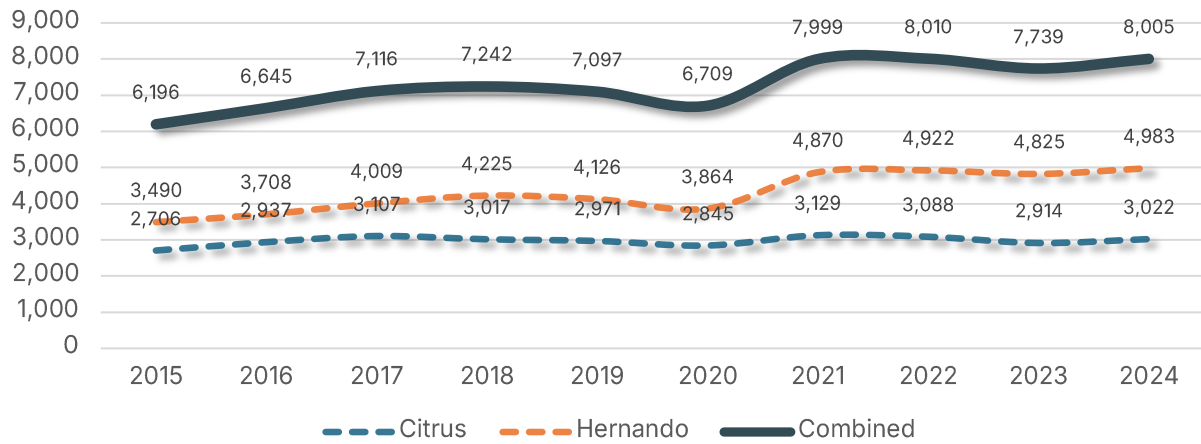


Figure 1: Total Crashes by Year

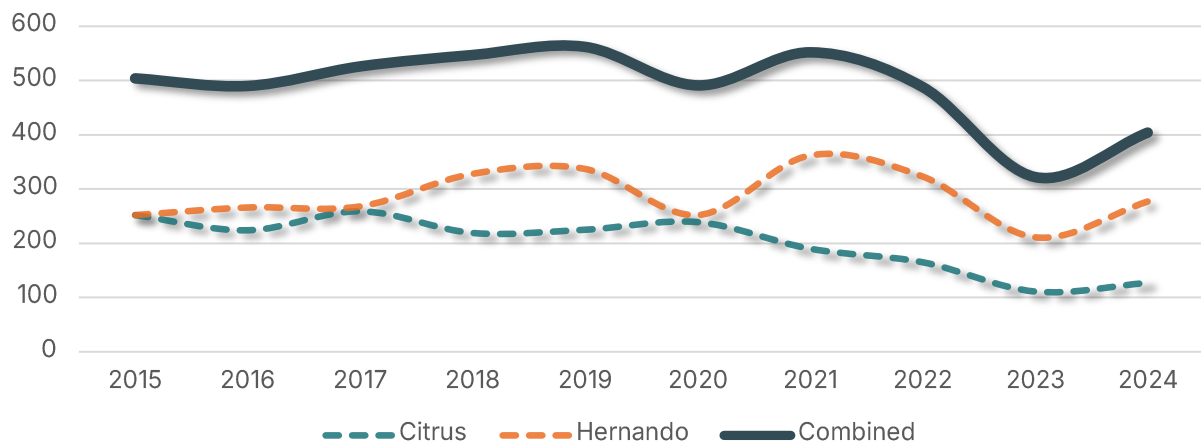


Figure 2: Serious Injuries by Year

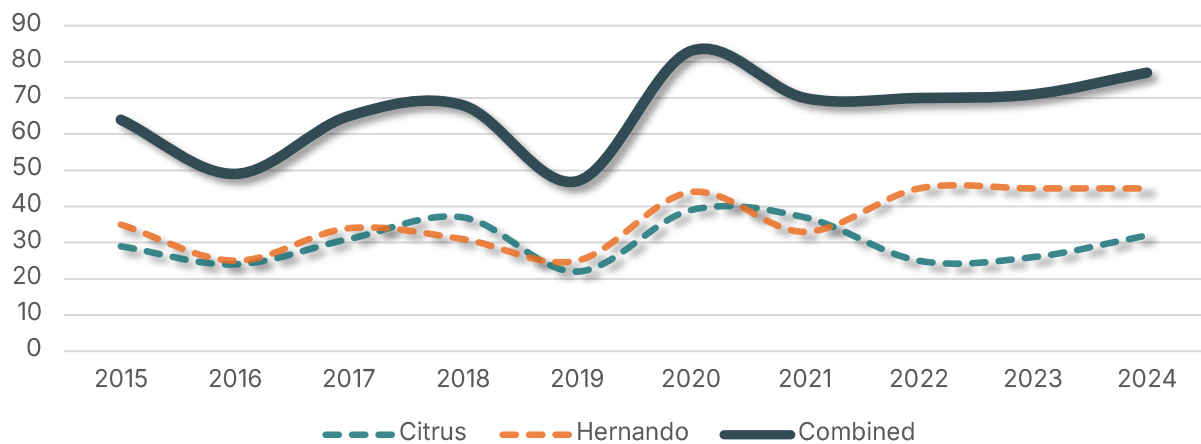


Figure 3: Fatalities by Year

Crash, Injury, and Fatality Rates

Annual crashes, serious injuries, and fatalities were plotted against annual vehicle miles traveled (VMT) (Table 2) to calculate annual crash, serious injury, and fatality rates. Evaluating rates along with total numbers helps in understanding if increases or decreases in crash totals is a result of more or less people driving or if it is indicative of other factors. Table 3 lists the annual total crash rate, serious injury rate, and fatality rate for Citrus County, Hernando County, and the combined MPO area. To help illustrate trends over time, Figures 4 – 6 chart the annual rates. As shown in the table and charts, the total crash rate for the combined MPO area has remained relatively constant over the past 10 years with the highest crash rate in 2021 with 209.27 crashes per 100 million VMT and 2024 having the lowest crash rate with 173.81 crashes per 100 million VMT. The rate of serious injuries within the MPO area has declined over the past decade; in 2015 there were 14.47 serious injuries per 100 million VMT, in 2024 that number decreased to 8.77 serious injuries per 100 million VMT. The rate of fatalities within the two-county MPO area has an increasing trend over the past 10 years but has experienced a consistent decline over the last few years.

Table 2: Annual Vehicle Miles Traveled (2015–2024)

Year	Citrus	Hernando	Combined
2015	1,708,135,760	1,776,122,120	3,484,257,880
2016	1,751,418,336	1,884,658,806	3,636,077,142
2017	1,802,164,140	1,941,310,535	3,743,474,675
2018	1,826,435,180	1,973,033,780	3,799,468,960
2019	1,813,868,960	2,025,963,525	3,839,832,485
2020	1,718,542,020	1,897,776,978	3,616,318,988
2021	1,804,708,920	2,017,662,330	3,822,371,250
2022	1,910,409,635	2,091,478,835	4,001,888,470
2023	1,950,765,495	2,238,381,115	4,189,146,610
2024	2,256,077,070	2,349,645,336	4,605,722,406

Source: Calculated from FDOT Daily Vehicle Miles Traveled Reports

Table 3: Total Crashes, Serious Injuries, and Fatalities per 100 Million Vehicle Miles Traveled (2015–2024)

Year	Jurisdiction	Total Crash Rate	Serious Injury Rate	Fatality Rate
2015	Citrus	158.42	14.75	1.70
	Hernando	196.50	14.19	1.97
	Combined	177.83	14.47	1.84
2016	Citrus	167.69	12.79	1.37
	Hernando	196.80	14.11	1.33
	Combined	182.75	13.48	1.35
2017	Citrus	172.40	14.37	1.72
	Hernando	206.51	13.88	1.75
	Combined	190.09	14.05	1.74
2018	Citrus	165.19	11.99	2.03
	Hernando	214.14	16.62	1.57
	Combined	190.61	14.40	1.79
2019	Citrus	163.79	12.40	1.21
	Hernando	203.66	16.63	1.23
	Combined	184.83	14.64	1.22
2020	Citrus	165.55	13.91	2.27
	Hernando	203.61	13.28	2.32
	Combined	185.52	13.58	2.30
2021	Citrus	173.38	10.53	2.05
	Hernando	241.37	17.94	1.64
	Combined	209.27	14.44	1.83
2022	Citrus	161.64	8.64	1.31
	Hernando	235.34	15.44	2.15
	Combined	200.16	12.19	1.75
2023	Citrus	149.38	5.69	1.33
	Hernando	215.56	9.43	2.01
	Combined	184.74	7.69	1.69
2024	Citrus	133.95	5.63	1.42
	Hernando	212.07	11.79	1.92
	Combined	173.81	8.77	1.67

Source: Signal Four Analytics and FDOT

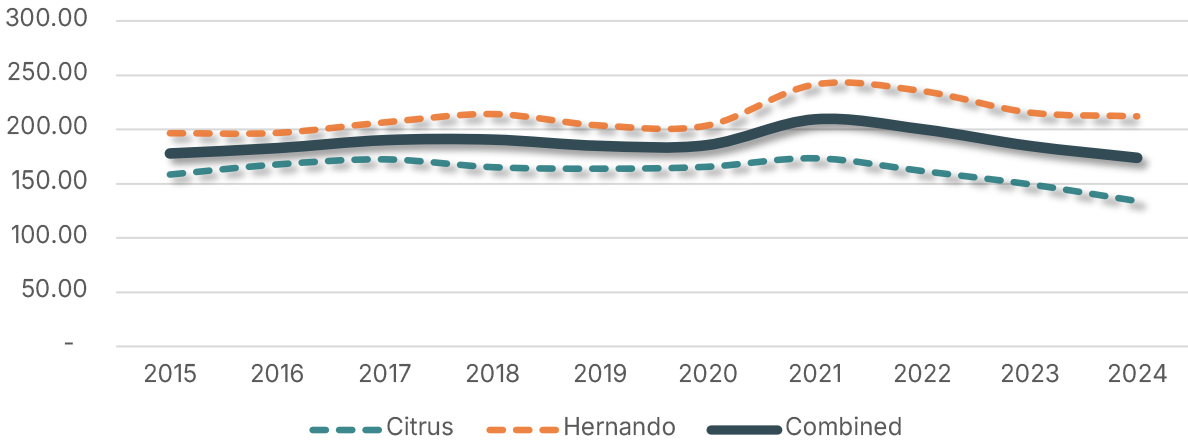


Figure 4: Total Crashes per 100 Million Vehicle Miles Traveled

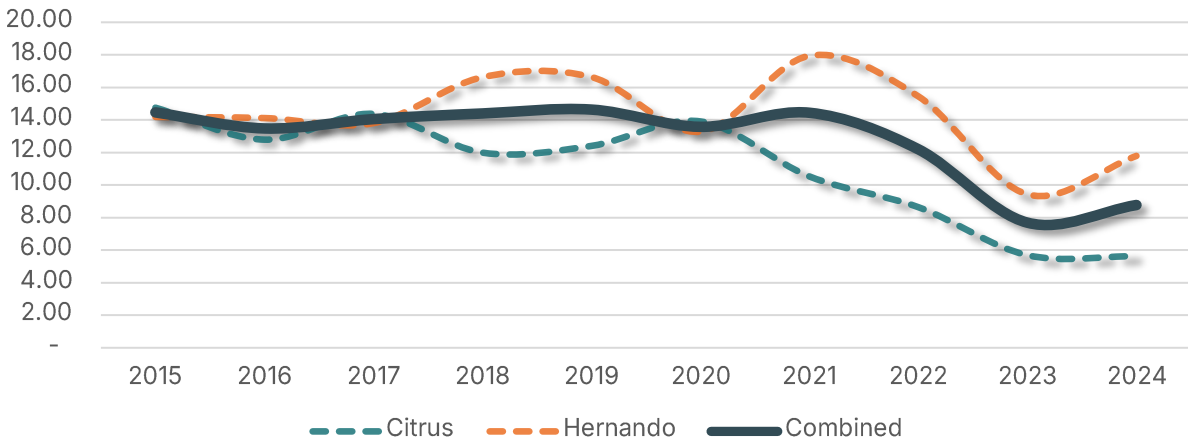


Figure 5: Serious Injuries per 100 Million Vehicle Miles Traveled

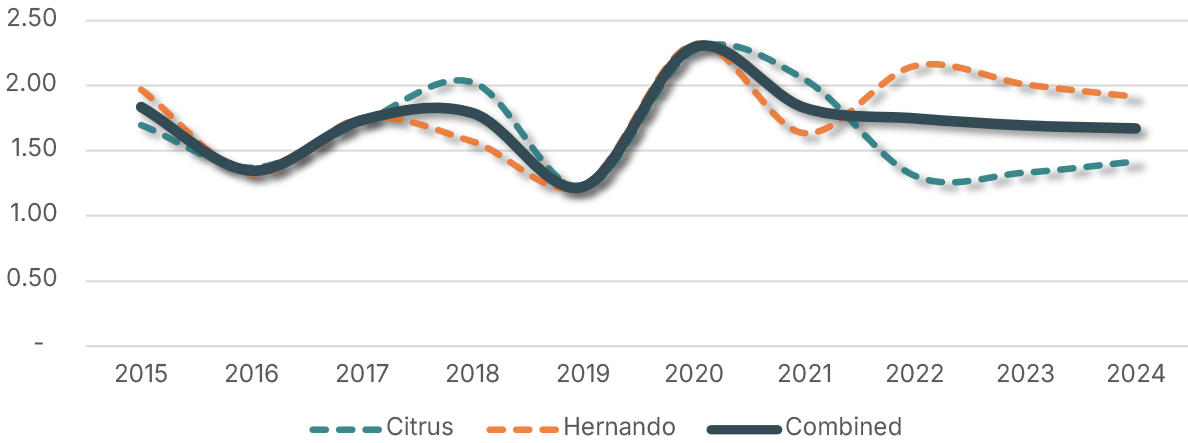


Figure 6: Fatalities per 100 Million Vehicle Miles Traveled

Pedestrian and Bicycle Crash Statistics and Trends

Examining trends related to the most vulnerable users, pedestrians and bicyclists, is an important factor in evaluating a context-based transportation system. Table 4 shows the annual number of total pedestrian and bicycle related crashes, serious injuries, and fatalities over the 10 year crash evaluation period (2015–2024). As shown, the overall number of crashes involving pedestrians and bicyclists have more than doubled over the past 10 years, with 158 crashes in the MPO region in 2015 and 344 crashes in 2024; this increasing trend has been more prevalent during the more recent years. While serious injuries and fatalities have had an increasing trend, they have not increased as much as total crashes.

The percentages of pedestrian and bicycle related crashes, serious injuries, and fatalities for Citrus County, Hernando County, and the MPO region were calculated as a way of tracking if increases and decreases in pedestrian and bicycle related incidents are a mere factor of overall crashes or if they are becoming a more or less frequent occurrence. As shown in Table 5, the percentage of crashes, serious injuries, and fatalities that involve a pedestrian or bicyclist have been increasing over the past 10 years. In 2015, within the MPO region, 2.6% of all crashes, 7.5% of all serious injuries, and 15.6% of all traffic-related fatalities involved a pedestrian or bicyclist. In 2024, the percentage of pedestrian and bicycle related incidents increased to 4.3% of all crashes, 9.2% of serious injuries, and 19.5% of fatalities.

Table 4: Pedestrian and Bicycle Crashes, Serious Injuries, and Fatalities (2015–2024)

Year	Jurisdiction	Total Crashes	Serious Injuries	Fatalities
2015	Citrus	78	18	6
	Hernando	80	20	4
	Combined	158	38	10
2016	Citrus	75	20	7
	Hernando	125	10	2
	Combined	200	30	9
2017	Citrus	79	15	4
	Hernando	121	19	7
	Combined	200	34	11
2018	Citrus	73	15	5
	Hernando	104	20	5
	Combined	177	35	10
2019	Citrus	87	21	3
	Hernando	104	20	8
	Combined	191	41	11
2020	Citrus	81	19	9
	Hernando	131	15	6
	Combined	212	34	15
2021	Citrus	83	17	9
	Hernando	123	22	3
	Combined	206	39	12
2022	Citrus	95	14	9
	Hernando	161	23	7
	Combined	256	37	16
2023	Citrus	92	23	5
	Hernando	195	20	12
	Combined	287	43	17
2024	Citrus	125	14	7
	Hernando	219	23	8
	Combined	344	37	15

Source: Signal Four Analytics

Table 5: Percentage of Crashes Involving Pedestrians and Bicyclists

Year	Jurisdiction	% Total Crashes	% Serious Injuries	% Fatalities
2015	Citrus	2.9%	7.1%	20.7%
	Hernando	2.3%	7.9%	11.4%
	Combined	2.6%	7.5%	15.6%
2016	Citrus	2.6%	7.1%	20.7%
	Hernando	3.4%	3.8%	8.0%
	Combined	3.0%	6.1%	18.4%
2017	Citrus	2.5%	5.8%	12.9%
	Hernando	3.0%	7.1%	20.6%
	Combined	2.8%	6.5%	16.9%
2018	Citrus	1.2%	6.8%	13.5%
	Hernando	2.5%	6.1%	16.1%
	Combined	2.4%	6.4%	14.7%
2019	Citrus	2.9%	9.3%	13.6%
	Hernando	2.5%	5.9%	32.0%
	Combined	2.7%	7.3%	23.4%
2020	Citrus	2.8%	7.9%	23.1%
	Hernando	3.4%	6.0%	13.6%
	Combined	3.2%	6.9%	18.1%
2021	Citrus	2.7%	8.9%	24.3%
	Hernando	2.5%	6.1%	9.1%
	Combined	2.6%	7.1%	17.1%
2022	Citrus	3.1%	8.5%	36.0%
	Hernando	3.3%	7.1%	15.6%
	Combined	3.2%	7.6%	22.9%
2023	Citrus	3.2%	20.7%	19.2%
	Hernando	4.0%	9.5%	26.7%
	Combined	3.7%	13.4%	23.9%
2024	Citrus	4.1%	11.0%	21.9%
	Hernando	4.4%	8.3%	17.8%
	Combined	4.3%	9.2%	19.5%

Source: Signal Four Analytics

Transit Ridership

Transit ridership can be used as a metric for determining non-motorized demand, as many transit riders access transit as either pedestrians or bicyclists. Monitoring increases in transit ridership and determining locations with higher levels of ridership can offer additional insight into multimodal improvements may be needed. Using information from the National Transit Database, annual transit passenger trips in Citrus and Hernando counties were obtained and is shown in Table 6. The data shows that in Citrus County overall transit ridership has declined since 2016 but has witnessed increases over the past couple of years since a low in 2021. One notable observation in Citrus County is that in 2024 demand response riders were higher than traditional transit ridership. Hernando County has experienced consistent gains in the number of transit passenger trips, with exceptions in 2020 and 2021. Unlike in Citrus County, these trip gains are from bus ridership; demand response trips have decreased over the evaluated time period.

Table 6: Annual Unlinked Transit Passenger Trips

Year	Citrus County			Hernando County		
	Bus	Demand Response	Total	Bus	Demand Response	Total
2016	63,061	25,869	88,930	109,242	16,055	125,297
2017	55,239	25,401	80,640	126,109	14,113	140,222
2018	47,189	22,886	70,075	127,072	14,219	141,291
2019	45,994	21,293	67,287	140,220	13,208	153,428
2020	19,498	20,393	39,891	134,710	9,131	143,841
2021	1,278	26,018	27,296	111,602	8,169	119,771
2022	15,446	23,883	39,332	122,298	7,715	130,013
2023	23,817	27,591	51,408	134,242	7,661	141,903
2024	27,355	28,731	56,086	147,488	7,740	155,228

Source: National Transit Database

Transportation Mode Share

Mode share is the distribution of people using a mode of transportation. The U.S. Census Bureau’s American Community Survey (ACS) tracks mode county-level mode share as a means of transportation to work. Understanding and monitoring modal share can provide insights on how people are traveling and utilizing the transportation network and can help to indicate potential shifts in transportation preferences that can inform decisions on transportation infrastructure needs. Table 7 compares the distribution of modal share as a means of transportation to work for the combined two-county region. The biggest noticeable difference in travel mode was the shift to working from home (WFH) verse driving alone; between 2018 and 2023 it is estimated that 6.24% more employees are working from home and that 6.88% fewer employees are driving alone to work.

Table 7: Means of Transportation to Work

Commute Mode	2018	2023	% Change
Drove Alone	82.00%	75.12%	-6.88%
Worked from Home	6.26%	12.50%	+6.24%
Carpooled	8.45%	9.03%	+0.58%
Other (Taxi, Rideshare, Motorcycle, Etc.)	1.83%	1.73%	-0.10%
Walked	0.94%	1.04%	+0.10%
Bicycle	0.21%	0.32%	+0.11%
Bus	0.31%	0.27%	-0.04%

Source: U.S. Census Bureau American Community Survey (2018 and 2023)

Zero-Vehicle Households

Households that do not own a motorized vehicle, either because of unaffordability or by choice, are considered “zero-vehicle households” and are more likely to walk, bicycle, or utilize transit as a mode of transportation. Monitoring changes to the percentage of zero-vehicle households and examining geographic areas with higher percentages could help the MPO and its partners evaluate potential need and demand for non-motorized transportation facilities. Table 8 shows the percentage of zero-vehicle households for both counties based on data from the U.S. Census Bureau’s 2018 and 2023 5-year ACS. As shown, the percentage of households without access to motorized vehicles has decreased in Citrus County by 1.46%, increased by 0.75% in Hernando County, and for the combined two-county region has decreased by 0.27% from 4.96% zero-vehicle households in 2018 to 4.69% in 2023.

Table 8: Zero-Vehicle Households

Zero-Vehicle Households	2018	2023	% Change
Citrus County	5.82%	4.36%	-1.46%
Hernando County	4.22%	4.97%	+0.75%
Combined	4.96%	4.69%	-0.27%

Source: U.S. Census Bureau American Community Survey (2018 and 2023)

School Transportation Statistics

The Florida Department of Education publishes an annual school district transportation profile that highlights statistics like the number of enrolled students, the number of students who are eligible for transport (by school bus), the percentage of enrollment who are transported, and a myriad of other statistics and figures related to each school district's bus fleet. According to the fiscal year 2023–2024 transportation profiles, on an average daily basis Citrus County transported approximately 60% of their 15,899 enrolled students (Pre-K to 12th grade) and Hernando County transported approximately 43% of their 24,015 enrolled students. Many of the students who are transported by bus to and from school walk or bike to and from their bus stops; additionally, many other students who are not transported to and from school either walk or bike to and from school. Gaining a sense on the number of students who are being transported, the location of school bus stops, and information on the number of students who either walk or bike to and from school could help in making decisions on investments in multimodal infrastructure.

Table 9: School District Transportation Statistics

School Year	County	Total District Membership	Avg. Number of Total Membership Transported	% Membership Transported	Number of District Bus Stop Locations
2019-20	Citrus	15,611	10,082	64.6%	3,261
	Hernando	22,973	11,469	49.9%	2,511
2020-21	Citrus	15,413	7,520	48.8%	2,978
	Hernando	22,261	6,942	31.2%	2,150
2021-22	Citrus	15,691	9,236	58.9%	2,666
	Hernando	23,415	9,399	40.1%	2,410
2022-23	Citrus	15,951	9,644	60.5%	3,339
	Hernando	24,058	9,784	40.6%	1,872
2023-24	Citrus	15,889	9,557	60.1%	3,328
	Hernando	24,015	10,396	43.3%	1,530

Source: Florida Department of Education

Moving Forward with Context-Based Solutions

Context Classification

The context classification of a roadway informs and guides the decisions made during the various planning, engineering, design, construction, and maintenance phases of a project to support safe and comfortable mobility for the anticipated users. Context classification helps to identify the anticipated users of the roadway and informs key design decisions such as target and design speed, travel lane widths, pedestrian and bicycle infrastructure, features needed to support transit operations, and considerations for freight.

Understanding the design and operational needs of a roadway early in the project development stages helps to ensure that the project's scope defines all necessary design features and elements and that the project reasonably meets the needs of existing and anticipated users.

The Hernando/Citrus MPO and its partner agencies are currently working on establishing context classification for the major roadway network as part of the MPO's traffic counts update. Having an established context classification will allow the MPO and its local partners to better understand and evaluate how it is currently addressing the community's transportation needs, assist in prioritizing where improvements may be needed, and inform design decisions for future projects.

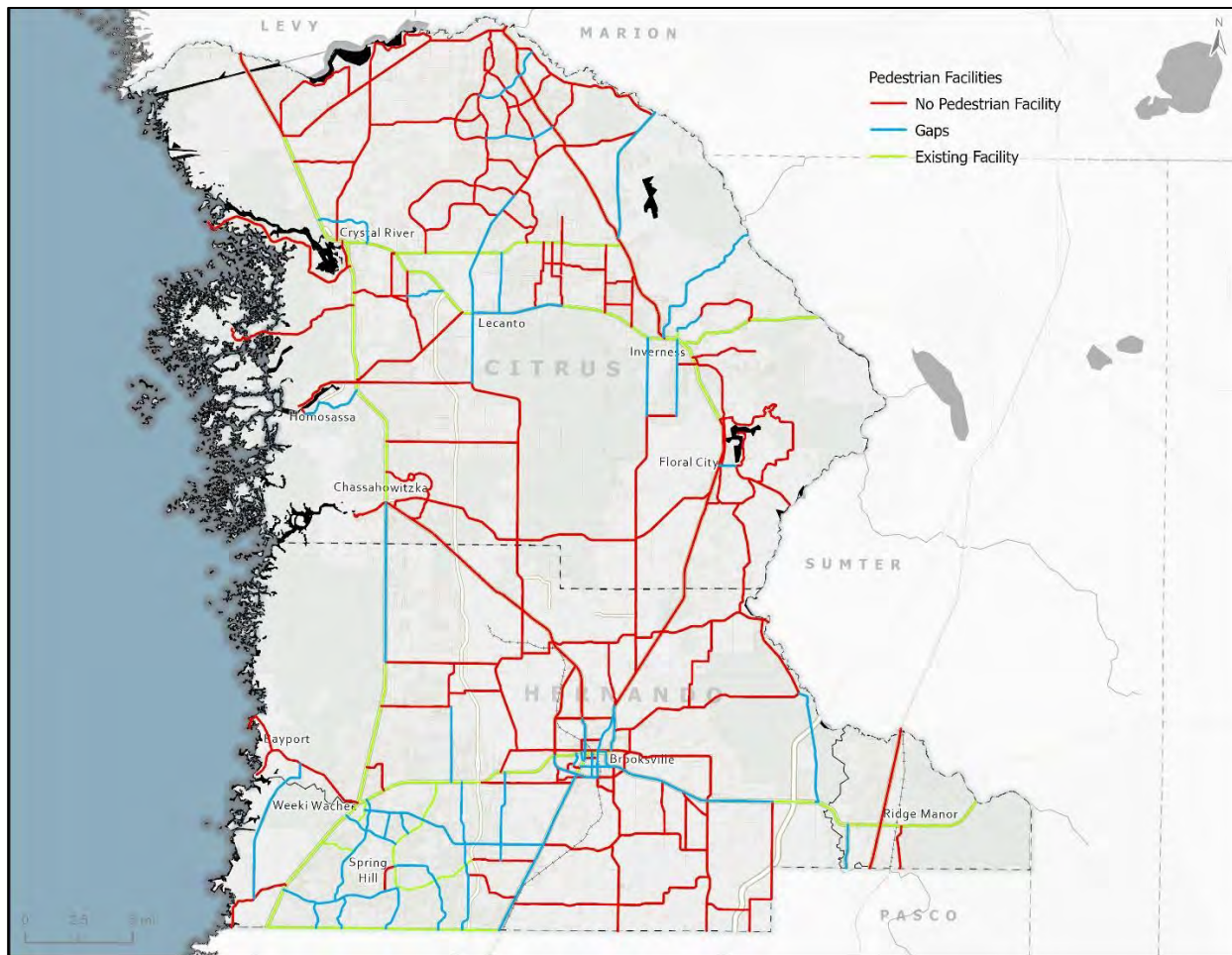


Figure 7: FDOT Context Classification System

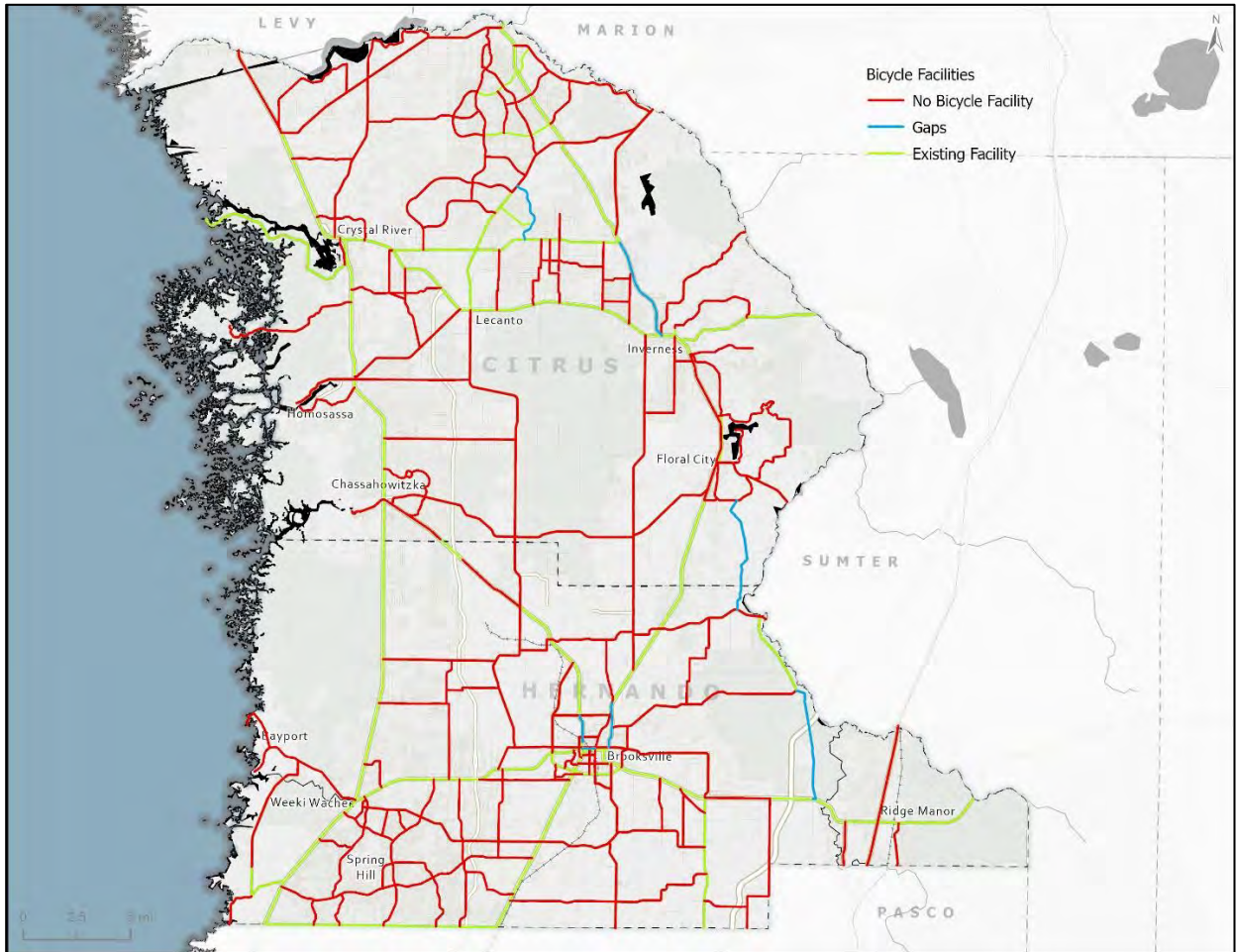
Non-Motorized Facility Gaps Update

The 2022 Non-Motorized Facility Gap Analysis completed an assessment of the MPO area's pedestrian and bicycle network to identify existing sidewalks, shared-use paths, and bicycle facilities to aid in identifying a data-driven process to address gaps and complete the multimodal network. The inventory and gap analysis was completed along the area's major roadway network that primarily consists of arterial and collector roadways.

Using multimodal project information and available data, the non-motorized facility gaps along Hernando and Citrus county's major roads were reviewed and updated to reflect recently completed and planned (funded) projects. Map 1 shows the updated pedestrian facility gaps, Map 2 shows the updated bicycle facility gaps.



Map 1: Pedestrian Facilities and Gaps



Map 2: Bicycle Facilities and Gaps

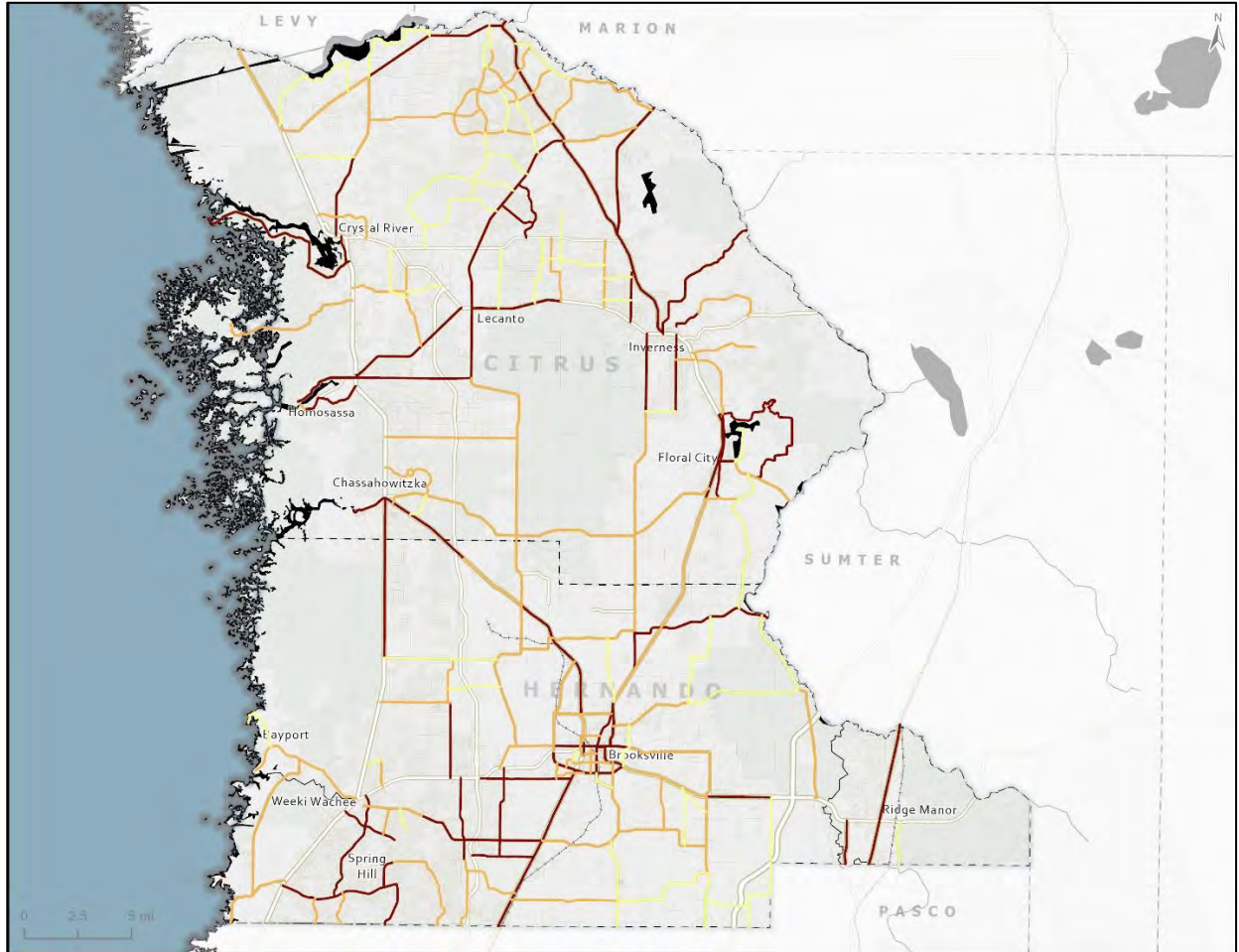
Gap Prioritization

Based on the gap prioritization methodology used in the 2022 planning effort, the updated pedestrian and bicycle facility gaps were evaluated based on a series of factors and criteria to help inform decision-making on where facilities may be needed the most. The factors and scoring, shown in Table 10, were applied to the roadway segments that were identified as having either no facilities or facility gaps. Based on the results of the scoring, the roadway segments were assigned into prioritization tiers, with segments in tier 1 considered the highest priority. The results of the prioritization are shown in Maps 3 and 4; a detailed list of the segments is included in Appendix A.

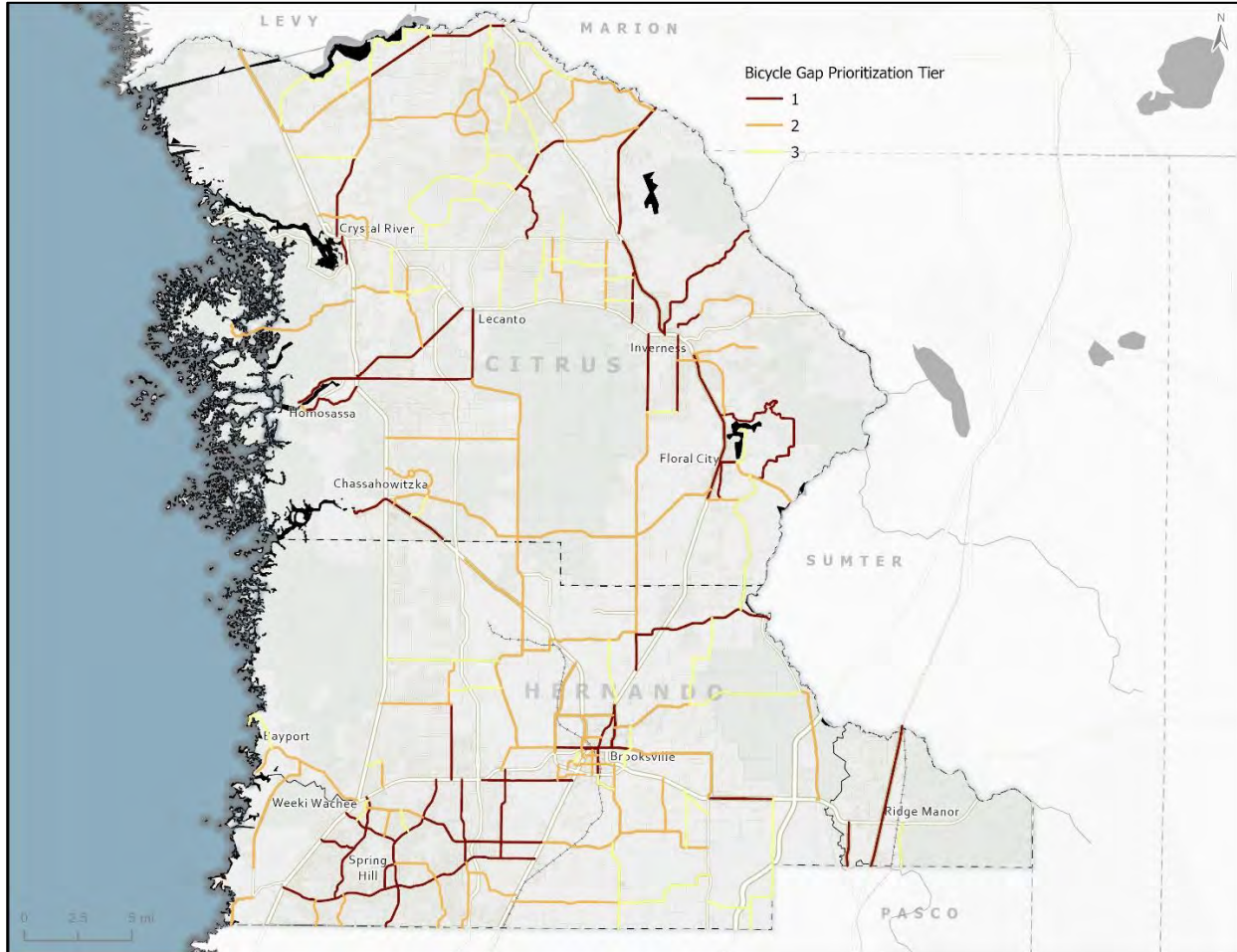
As noted in the 2022 plan, the purpose of the prioritization is to help the MPO, and its partner agencies identify and prioritize potential improvements and to help highlight areas with the greatest potential need for multimodal facilities. However, it is understood that partnership opportunities, funding, project complexity, and many other factors could influence the timing and ability of implementing multimodal improvements, and that the MPO and its partners should remain opportunistic when approaching opportunities to expand the area’s walking and bicycling infrastructure.

Table 10: Non-Motorized Gap Prioritization Factors and Scoring Matrix

Measure	Factor	Score
Segment Length	<1 Mile	3
	1–2 Miles	2
	>2 Miles	1
AADT	<5,000	1
	5,000–15,000	2
	>15,000	3
Posted Speed Limit	≤30 mph	1
	35–40 mph	2
	≥45 mph	3
Functional Classification	Arterial	3
	Collector	2
	Local	1
Context Classification	C2T or C4	3
	C3C or C3R	2
	C1 or C2	1
Trail Adjacent	Yes	3
	No	1
Park Adjacent	Yes	3
	No	1
School Adjacent	Yes	3
	No	1
Transit Adjacent	Yes	3
	No	1
Pedestrian and Bicycle Crash History	Yes	3
	No	1
Fatal and Serious Injury Pedestrian and Bicycle Crash History	Yes	3
	No	1



Map 3: Pedestrian Facility Gap Prioritization



Map 4: Bicycle Facility Gap Prioritization

Evaluating Potential Projects for Context-Based Solutions

The 2022 Plan introduced a preliminary project evaluation checklist as a planning tool to guide the assessment of potential transportation projects during the scoping and development phases. The checklist was designed to ensure consideration of key factors such as context, multimodal connectivity, safety, and access to key destinations.

By design, the preliminary checklist required a comprehensive evaluation of a wide range of data, including roadway context and functional classification, existing and proposed traffic volumes, multimodal accessibility, crash history and safety features, proximity to key land uses, and existing and proposed roadway design elements. While intentionally thorough, the preliminary checklist was recognized as resource-intensive for MPO and local government staff. As such, it was developed as a means to engage in dialog and as a guide that could be refined for practical, real-world application.

Based on this understanding, the preliminary checklist was reviewed and streamlined to create a simplified evaluation tool that could be more easily applied to assess how well potential transportation projects incorporate context-based design features, elements, and principles.

Appendix B contains the updated project evaluation checklist. As with the development of the preliminary checklist, the updated checklist is intended to be used as a planning tool that encourages coordination and dialog regarding considerations for context appropriate design features and to help ensure that transportation projects are considering the needs of the entire Hernando-Citrus community.

Planning for Context-Based Solutions

Implementing context-based solutions is not accomplished through a standalone policy or plan. Rather, it is achieved by integrating context-sensitive, multimodal principles into the MPO's day-to-day planning activities and decision-making processes. Progress towards a transportation network that delivers the right street in the right place requires a shift in focus, from whether certain facilities should be included to how streets can be designed to reflect their surrounding context and better serve the community.

Incorporating context-based solutions into the MPO's core planning efforts strengthens the region's ability to provide an efficient, multimodal transportation system that meets the needs of all users.

Long Range Transportation Plan (LRTP)

Updated every five years, the MPO's Long Range Transportation Plan (LRTP) is the region's primary strategic document for addressing short- and long-term multimodal transportation needs across the two-county area. As the guiding transportation plan for the region, the LRTP provides an important opportunity to prioritize context-based

solutions and multimodal investments so that future projects and planning efforts reflect the character and needs of the communities they serve.

Incorporating context classification into future LRTPs can help guide appropriate roadway design decisions and support the identification and prioritization of pedestrian and bicycle networks, transit corridors, and other multimodal improvements. The LRTP can also help establish a regional multimodal vision and define measurable performance targets.

Transportation Improvement Program (TIP) and List of Priority Projects (LOPP)

The Transportation Improvement Program (TIP) identifies transportation needs and priorities within the MPO area and documents the process for prioritizing, selecting, and funding projects in accordance with federal requirements. Updated annually, the TIP serves as a five-year project funding and implementation program that is consistent with the LRTP and its goals and objectives.

The List of Priority Projects (LOPP) is the mechanism used to identify which projects from the LRTP advance into the TIP. Including information such as context classification and whether a corridor is included on the non-motorized facility gap list can help the MPO and its partners ensure that appropriate roadway design features and multimodal elements are considered before projects advance to construction funding.

Additional opportunities within the TIP and LOPP process may include scoring criteria that reward projects improving safety, multimodal access and connectivity, and access to key destinations. Consideration could also be given to set-aside funding for quick-build projects on local facilities, including treatments such as pavement markings, signage, temporary vertical delineators, and traffic calming measures.

Additional Plans and Studies

The Hernando/Citrus MPO routinely conducts special studies and planning efforts to support its core planning functions. Many of these activities can advance the region's goal of creating a safe and efficient multimodal transportation system.

Safety studies, safety action plans, and corridor safety reviews can help identify both systemic and location-specific safety issues while developing actionable strategies to address them. Prioritizing locations with a higher likelihood of vulnerable road users, such as areas near schools, parks, and trial, can help direct safety and mobility investments to places with existing demand and need.

Corridor and subarea studies can also help the MPO identify transportation needs at a broader yet manageable scale. Conducting these studies in coordination with local and state partners can further inform future roadway design and investment decisions.

Local Comprehensive Plan Coordination

A comprehensive plan establishes a community's goals, policies, priorities, and vision for future growth and development. These plans provide the policy foundation for local decisions related to land use, capital improvements, conservation, recreation, housing, transportation, public facilities, and intergovernmental coordination.

Context-based solutions help align transportation and land use planning by informing design decisions based on the users of a street and the surrounding existing or planned development pattern. Coordination with local governments to integrate context-based transportation design principles can help ensure that transportation investments align with future land use plans, support community goals, and recognize areas likely to experience growth, redevelopment, or reinvestment.

Funding Context-Based Solutions

Recognizing and identifying the need for context-based solutions is an important process, but just having an interest in delivering these solutions isn't enough to get projects built. The demand for transportation infrastructure continues to increase and the availability of funds to complete these projects continues to be limited and competitive. This reality often requires local government agencies to identify innovative and various funding and financing strategies and to deliver needed transportation improvements. The following funding sources and programs are frequently used to implement multimodal and context-based transportation solutions.

Highway Safety Improvement Program (HSIP) – The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roadways. HSIP requires a data-driven, strategic approach to improving roadway safety with a focus on performance. HSIP funding is allocated to local governments by FDOT through a competitive project-based application process that is designed to identify and deliver safety improvements with the greatest benefit to the public.

Surface Transportation Block Grant Program (STBG) – The Surface Transportation Block Grant (STGB) program provides flexible funding that may be used by states and local governments for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. STBG funding is made available through state transportation agencies and is an apportioned (formula) program.

Transportation Alternatives (TA) – The Transportation Alternatives (TA) Set-Aside program, from the STBG program, funds a variety of smaller-scale transportation projects and activities that expand and integrate accessible non-motorized travel

choices and make them safer, including on- and off-road bicycle and pedestrian facilities, recreational trails, safe routes for non-drivers, safe routes to schools, and accessibility improvements to help achieve Americans with Disabilities Act (ADA) compliance.

Safe Routes to Schools (SRTS) – The Safe Routes to Schools (SRTS) program is an HSIP set-aside used to fund walking and biking safety improvement near schools with the goal of encouraging more students to walk or bike to/from school. Given the limited program budget and competition for funds, the program typically prioritizes smaller projects and larger-scale projects that are anticipated to make a major impact on the number of students walking and biking to/from school. Proposed improvements must be located within two miles of a school, and the application process requires extensive coordination with nearby schools and parents. SRTS funds are available to provide sidewalks, shared-use paths, crosswalks, and bicycle racks.

Active Transportation Infrastructure Investment Program (ATIIP) – The Active Transportation Infrastructure Investment Program (ATIIP) is a newer competitive grant program created by the IIJA to construct projects to provide safe and connected active transportation facilities in active transportation networks, or active transportation spines. ATIIP projects help improve the safety, efficiency, and reliability of active transportation networks and communities, improve connectivity between active transportation modes and public transportation, enhance the resiliency of on- and off-road active transportation infrastructure, help protect the environment, and improve quality of life through the delivery of connected active transportation networks and expanded mobility opportunities.

While not specifically listed, there are other innovative funding and financing sources and strategies that could be further considered and explored by the MPO's local partners, as they see fit. These include options like mobility fees, local sales tax, public-private partnerships, and private/philanthropic grants. Additionally, coordination with routine maintenance projects and non-transportation projects within roadway right-of-way, such as drainage and utility projects, could provide an opportunity to address multimodal transportation needs.

Conclusion

This Implementation and Guidance Update is a living document that will require monitoring and updates to better address changing trends, evolving engineering and design techniques, and the needs of the local community. The Hernando/Citrus MPO and its partners will need to continue to assess priorities, strategies, goals, and their core planning and project delivery process to ensure that the region's transportation network reflects the community's needs and considers the safe and efficient movement of all users.

Appendix A – Non-Motorized Facility Gap Evaluation

Pedestrian Facility Gaps

On Street	From/To	Length (miles)	Type	Tier
Citrus County Segments				
Florida Ave (US 41)	Norvell Bryant Hwy To Florida Ave/Main St	4.952	None	1
Florida Ave (US 41)	E Floral Park Dr To Cobbler Dr	4.070	None	1
N Citrus Ave	Suncoast Blvd/US 19 To Emerald Oaks Dr	3.864	None	1
S Pleasant Grove Rd	Anna Jo Dr To Gulf To Lake Hwy	3.620	Gaps	1
Florida Ave (US 41)	Lecanto Hwy To Norvell Bryant Hwy	5.445	None	1
N Carl G Rose Hwy	Florida Ave (US 41) To Marion County Line	6.511	Gaps	1
W Fort Island Trl	Western Terminus To Suncoast Blvd/US 19	9.186	None	1
E Orange Ave	Florida Ave (US 41) To Bushnell Rd	0.775	Gaps	1
N Lecanto Hwy	Pine Ridge Blvd To Florida Ave (US 41)	3.489	None	1
Gospel Island Rd	Pine Ave To Belair Dr	1.342	Gaps	1
Florida Ave (US 41)	Marion County Line To Lecanto Hwy	6.505	None	1
N Forest Ridge Rd	Lecanto Hwy To Norvell Bryant Hwy	3.074	None	1
Tompkins St	Florida Ave (US 41) To Withlacoochee River	7.111	Gaps	1
W Grover Cleveland Blvd	Suncoast Blvd/US 19 To Lecanto Hwy	5.381	None	1
W Roosevelt Blvd	Lecanto Hwy To Forest Ridge Rd	1.778	None	1
S Lecanto Hwy	Grover Cleveland Blvd To Gulf To Lake Hwy	3.248	Gaps	1
N Independence Hwy	Florida Ave/Main St To Gulf To Lake Hwy	2.406	None	1
W Gulf To Lake Hwy	Lecanto Hwy To Reehill St	4.205	Gaps	1
N Lecanto Hwy	Gulf To Lake Hwy To Pine Ridge Blvd	6.100	Gaps	1
W Halls River Rd	Riverhaven Dr To Suncoast Blvd/US 19	3.160	None	1
S Old Floral City Rd	Gobbler Dr To Orange Ave	2.218	None	1
W Dunnellon Rd	Citrus Ave To Florida Ave (US 41)	6.936	None	1
S Apopka Ave	Anna Jo Dr To Florida Ave/Main St	3.563	Gaps	1
S Great Oaks Dr	Floral Park Dr To Orange Ave	1.750	None	1
W Miss Maggie Dr	Western Terminus To US 19	1.780	None	1
W Homosassa Trl	Suncoast Blvd/US 19 To Gulf To Lake Hwy	6.187	None	1
W Yulee Dr	S Cherokee Way To Suncoast Blvd/US 19	3.192	Gaps	1
Three Sisters Spring	Suncoast Blvd/US 19 To Fort Island Trl	1.293	None	2
CR 39A/E Trails End	Florida Ave (US 41) To Bushnell Rd	9.629	None	2
N Citrus Springs Blv	Elkcam Blvd To W Withlacoochee Trl	3.694	Gaps	2
S Croft Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	3.129	None	2
S Pleasant Grove Rd	Lake Lindsey Rd To Stage Coach Trl	4.496	None	2
Old Floral City Rd	Eden St To Gobbler Dr	3.660	None	2
W Citrus Springs Blv	Elkcam Blvd To Florida Ave (US 41)	3.274	Gaps	2
N Turkey Oak Dr	Suncoast Blvd/US 19 To Gulf To Lake Hwy	3.284	Gaps	2
Suncoast Blvd/US 19	Levy County Line To Dunnellon Rd	4.364	None	2
W Ozello Trl	Western Terminus To Suncoast Blvd/US 19	6.971	None	2
W Withlacoochee Trl	Citrus Springs Blvd To N Carl G Rose Hwy	4.391	None	2
S Cherokee Way	S Boulevard Dr To Seminole Pl	0.279	None	2
E Bushnell Rd	S Duval Island Rd To Sumter County Line	3.256	None	2
N Citrus Ave	Emerald Oaks Dr To Dunnellon Rd	3.933	None	2
W Venable St	Suncoast Blvd/US 19 To Rock Crusher Rd	2.602	None	2
W Citrus Springs Bl	N Elkcam Blvd To N Elkcam Blvd	3.934	None	2
E Moccasin Slough Rd	Florida Ave (US 41) To Martins Dr	3.067	None	2
S Rock Crusher Rd	W Crystal Oaks Dr To W Homosassa Trl	2.427	None	2
W Dunnellon Rd	Suncoast Blvd/US 19 To Citrus Ave	4.924	None	2

On Street	From/To	Length (miles)	Type	Tier
W Cardinal St	Suncoast Blvd/US 19 To Lecanto Hwy	6.149	None	2
W Country Club Blvd	Santos Dr To Florida Ave (US 41)	1.281	None	2
N Lecanto Hwy	Florida Ave (US 41) To N Carl G Rose Hwy	3.505	None	2
E Floral Park Dr	Florida Ave (US 41) To Lingle Rd	1.567	None	2
S Lecanto Hwy	W Oak Park Blvd To Grover Cleveland Blvd	9.022	None	2
W Dunklin St	Citrus Ave To Elkcam Blvd	5.389	None	2
N Rock Crusher Rd	Crystal Oaks Dr To Gulf To Lake Hwy	1.420	None	2
Citrus Springs Blvd	Florida Ave (US 41) To W Withlacoochee Trl	2.391	None	2
S Pleasant Grove Rd	Stage Coach Trl To Anna Jo Dr	5.905	None	2
E Stage Coach Trl	Lecanto Hwy To Pleasant Grove Rd	5.652	None	2
E Stage Coach Trl	Pleasant Grove Rd To Florida Ave (US 41)	4.262	None	2
W Oak Park Blvd	US 98 To S Lecanto Hwy	6.686	None	2
N Elkcam Blvd	W Deltona Blvd To N Deltona Blvd	0.875	None	2
W Country Club Blvd	Florida Ave (US 41) To W Withlacoochee Trl	1.467	None	2
N Elkcam Blvd	Citrus Springs Blvd To Deltona Blvd	3.342	None	2
E Gospel Island Rd	Belair Dr To E Gulf To Lake Hwy	3.708	None	2
Iverness Blvd	Apopka Ave To Florida Ave (US 41)	0.848	None	2
E Cypress Blvd	Suncoast Blvd/US 19 To W Oak Park Blvd	4.118	None	2
N Deltona Blvd	N Elkcam Blvd To W Country Club Blvd	2.186	None	2
E Reehill St	Norvell Bryant Hwy To Gulf To Lake Hwy	3.367	None	2
W Crystal Oaks Dr	Rock Crusher Rd To Gulf To Lake Hwy	1.761	Gaps	3
W Pine Ridge Blvd	W Norvell Bryant Hwy To Lecanto Hwy	7.963	None	3
Perry St	S Croft Ave To N Independence Hwy	1.301	None	3
N Deltona Blvd	W Country Club Blvd To Lecanto Hwy	2.666	None	3
N Northcut Ave	Basswood Ave To Dunnellon Rd	1.340	None	3
E Dawson Dr	S Croft Ave To Independence Hwy	1.252	None	3
N Dunkenfield Ave	Venable St To Gulf To Lake Hwy	2.111	None	3
W Mustang Blvd	Pine Ridge Blvd To Lecanto Hwy	4.443	None	3
N Elkcam Blvd	W Dunnellon Rd To Tanager St	1.118	None	3
E Anna Jo Dr	S Pleasant Grove Rd To S Apopka Ave	1.386	None	3
Oak Village Blvd	US 98 To Oak Park Blvd	1.328	None	3
Hampshire Blvd	Elkcam Blvd To Lecanto Hwy	2.239	None	3
N Elkcam Blvd	Mustang Blvd To Citrus Spring Blvd	3.352	None	3
N Fresno Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	3.399	None	3
E Steven St	Fresno Ave To Croft Ave	2.986	None	3
Seven Rivers Dr	Venable St To Rock Crusher Rd	0.769	None	3
S Istachata Rd	Lingle Rd To Bushnell Rd	1.641	None	3
N Emerald Oaks Dr	Suncoast Blvd/US 19 To Citrus Ave	2.880	None	3
W Withlacoochee Trl	Florida Ave (US 41) To Citrus Springs Blvd	3.243	None	3
W Riverbend Rd	W Dunnellon Rd To W Dunnellon Rd	5.324	None	3
S Duval Island Rd	Bushnell Rd To E Bella Vista Ct	2.143	None	3
N Basswood Ave	Suncoast Blvd/US 19 To Northcut Ave	5.231	None	3
Santos Dr	N Citrus Springs Blvd To W Citrus Springs Blvd	2.074	None	3
Martinelli Blvd	Elkcam Blvd To Elkcam Blvd	1.442	None	3
N Annapolis Ave	Indian Head Rd To Liberty St	2.659	None	3
N Quartz Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	2.865	Gaps	3
Hernando County Segments				
Mariner Blvd	County Line Rd To Spring Hill Dr	2.103	Gaps	1
Cortez Blvd	Jefferson St To Main St	2.531	Gaps	1
E Jefferson St	Main St To Cortez Blvd	1.858	Gaps	1
CR 574/Spring Hill Dr	US 19 To Mariner Blvd	5.620	Gaps	1
Wiscon Rd	Cortez Blvd To Broad St (US 41)	4.219	None	1
Main St	Cortez Blvd To Jefferson St	1.200	Gaps	1
Deltona Dr	Forest Oaks Blvd To Cortez Blvd	2.644	Gaps	1

On Street	From/To	Length (miles)	Type	Tier
E Fort Dade Ave	Main St To Mcintyre Rd	1.496	None	1
Northcliffe Blvd	US 19 To Mariner Blvd	2.732	Gaps	1
California St	Spring Hill Dr To Cortez Blvd	4.190	Gaps	1
US 98 / SR 700	Broad St (US 41) To Oakdale Ave	0.641	Gaps	1
CR 574/Spring Hill Dr	Suncoast Pkwy To Broad St (US 41)	2.860	None	1
Cortez Blvd	Mondon Hill Rd To Croom Rital Rd	5.048	Gaps	1
Powell Rd	Barclay Ave To Broad St (US 41)	3.636	Gaps	1
Elgin Blvd	Mariner Blvd To Barclay Ave	2.467	Gaps	1
Broad St (US 41)	Powell Rd To Cortez Blvd	3.649	Gaps	1
Commercial Way/US 19	Centralia Rd To US 98	7.449	Gaps	1
Howell Ave	Fort Dade Ave To Broad St (US 41)	1.954	Gaps	1
Deltona Dr	Spring Hill Dr To Forest Oaks Blvd	2.669	Gaps	1
US 98/SR 700	Yontz Rd To Citrus Way	6.206	None	1
Cortez Blvd	Main St To Cortez Blvd	1.326	None	1
Snow Memorial Hwy	Broad St (US 41) To Lake Lindsey Rd	1.770	None	1
US 98/SR 700	US 19 To Grass St	3.245	None	1
Mckethan Rd	Pasco County Line To Cortez Blvd	2.034	Gaps	1
Treiman Blvd	Pasco County Line To Sumter County Line	6.672	None	1
Broad St (US 41)	County Line Rd To Powell Rd	4.493	Gaps	1
W Fort Dade Ave	US 98 To Howell Ave	0.598	None	1
Broad St (US 41)	Fort Dade Ave To Old Crystal River Rd	2.109	Gaps	1
Barclay Ave	Spring Hill Dr To Cortez Blvd	3.908	Gaps	1
Sunshine Grove Rd	Cortez Blvd To Hexam Rd	3.511	Gaps	1
Ft Dade Ave	Cobb Rd To US 98	1.403	None	1
US 98/SR 700	Grass St To E Of Suncoast Pkwy	1.415	None	2
Linden Dr	Spring Hill Dr To Mariner Blvd	1.448	None	2
Lake Lindsey Rd	S Pleasant Grove Rd To Sumter County Line	6.722	None	2
US 98/SR 700	Oakdale Ave To Yontz Rd	1.277	Gaps	2
Linden Dr	Mariner Blvd To Spring Hill Dr	2.296	Gaps	2
US 98/SR 700	E Of Suncoast Pkwy To Citrus Way	3.475	None	2
Cortez Blvd	Jasmine Dr To Mondon Hill Rd	4.195	Gaps	2
Cortez Blvd	Western Terminus To US 19	6.331	None	2
Ft Dade Ave	Cortez Blvd To Cobb Rd	3.191	None	2
Cobblestone Dr	Springhill Dr To County Line Rd	1.247	Gaps	2
Nightwalker Rd	Cortez Blvd To Ridge Rd	1.260	None	2
Hale Rd	Cortez Blvd To Broad St (US 41)	1.143	Gaps	2
Cobb Rd	Cortez Blvd To US 98	4.448	None	2
Shoal Line Blvd	Osowaw Blvd To N Of Jewfish Dr	1.345	Gaps	2
Anderson Snow Rd	County Line Rd To Spring Hill Dr	3.181	Gaps	2
Dr M L King Jr Blvd	Broad St (US 41) To Jefferson St	1.387	Gaps	2
Broad St (US 41)	Lake Lindsey Rd To Stage Coach Trl	6.461	None	2
Shoal Line Blvd	N Of Jewfish Dr To Cortez Blvd	5.916	Gaps	2
Mondon Hill Rd	Mcintyre Rd To Mondon Hill Rd	5.941	None	2
Sgt Lea Mills Blvd	Anderson Snow Rd To Broad St (US 41)	2.852	None	2
Hexam Rd	US 19 To Sunshine Grove Rd	3.289	None	2
Linden Dr	Spring Hill Dr To County Line Rd	2.607	Gaps	2
Emerson Rd	Mitchell Rd To E Jefferson St	1.169	None	2
Manecke Rd	East Ave To Howell Ave	0.892	None	2
Elgin Blvd	Freeport Dr To Mariner Blvd	2.783	Gaps	2
Candlelight Blvd	Cortez Blvd To Broad St (US 41)	0.922	None	2
Citrus Way	US 98 To Stage Coach Trl	3.349	None	2
Powell Rd	Broad St (US 41) To Emerson Rd	3.875	None	2
Spring Lake Hwy	Hayman Rd To Cortez Blvd	3.579	None	2
Veterans Ave	Broad St (US 41) To Jefferson St	0.468	Gaps	2

On Street	From/To	Length (miles)	Type	Tier
Yontz Rd	Cobb Rd To US 98	1.244	None	2
Broad St (US 41)	Old Crystal River Rd To Lake Lindsey Rd	4.112	None	2
Lake Lindsey Rd	Lake Lindsey Rd To S Pleasant Grove Rd	4.093	None	2
Osoaw Blvd	Pasco County Line To US 19	3.862	None	2
Osoaw Blvd	Pasco County Line To US 19	3.862	None	2
Citrus Way	US 98 To Ft Dade Ave	7.719	None	2
Sunshine Grove Rd	Sunshine Grove Rd To Centralia Rd	2.145	None	2
Ayers Rd	Broad St (US 41) To Culbreath Rd	4.962	None	2
Waterfall Drive	County Line Rd To Spring Hill Dr	1.638	Gaps	2
Emerson Rd	Powell Rd To Mitchell Rd	2.198	None	2
Croom Rd	Broad St (US 41) To Daly Rd	3.869	None	2
Landover Blvd	Northcliffe Blvd To Elgin Blvd	1.233	Gaps	2
Yontz Rd	US 98 To Howell Ave	1.431	None	2
Croom Rital Rd	Croom Rd To Cortez Blvd	5.542	Gaps	2
Powell Road	Emerson Rd To Spring Lake Hwy	4.814	None	2
East Ave	Jefferson St To Manecke Rd	0.548	None	2
Barnett Rd	Horse Lake Rd To Broad St (US 41)	0.867	None	2
Cedar Ln	Powell Rd To Cortez Blvd	2.471	None	2
Lake Lindsey Rd	Citrus Way To US 98	1.973	None	2
Horse Lake Rd	Wiscon Rd To Cortez Blvd	0.722	None	2
Barnett Rd	Broad St (US 41) To Cortez Blvd	0.454	None	2
Lamar Ave	Broad St (US 41) To Main St	0.565	None	2
Ridge Rd	US 19 To Nightwalker Rd	0.807	None	3
Pine Island Dr	Sandcastle Ln To Cortez Blvd	2.457	None	3
Lingle Rd	Lake Lindsey Rd To E Floral Park Dr	5.607	None	3
Burwell Rd	Pasco County Line To Cortez Blvd	2.049	None	3
Mcintyre Rd	Mondon Hill Rd To Croom Rd	1.063	None	3
Jasmine Dr	Mondon Hill Rd To Cortez Blvd	1.003	None	3
Old Crystal River Rd	Broad St (US 41) To Lake Lindsey Rd	3.010	None	3
Centralia Rd	US 19 To Citrus Way	5.280	None	3
Edgewater Ave	Lake Lindsey Rd To Croom Rd	4.009	None	3
Spring Lake Hwy	Pasco County Line To Hayman Rd	2.537	None	3
Elwood Rd	Elgin Blvd To Mariner Blvd	1.061	Gaps	3
Darby Ln	Candlelight Blvd To Jefferson St	0.654	Gaps	3
Croom Rd	Daly Rd To Edgewater Ave	5.393	None	3
Daly Rd	Croom Rd To Lake Lindsey Rd	5.035	None	3
Mitchell Rd	Emerson Rd To Cortez Blvd	1.225	None	3
Neff Lake Rd	Powell Rd To Olympia Rd	2.454	None	3
Culbreath Rd	Pasco County Line To Powell Rd	4.128	None	3
Hayman Rd	Culbreath Rd To Spring Lake Hwy	5.215	None	3
Church Rd	Spring Lake Hwy To Myers Rd	2.090	None	3
Myers Rd	Pasco County Line To Lockhart Rd	2.491	None	3
Olympia Rd	Cortez Blvd To Spring Lake Hwy	1.628	None	3
Sedate St	Sunshine Grove Rd To Citrus Way	2.572	None	3
Lockhart Rd	Myers Rd To Cortez Blvd	4.571	None	3

Bicycle Facility Gaps

On Street	From/To	Length (miles)	Type	Tier
Citrus County Segments				
Florida Ave (US 41)	Norvell Bryant Hwy To Florida Ave/Main St	4.952	Gaps	1
Florida Ave (US 41)	E Floral Park Dr To Cobbler Dr	4.070	None	1
N Citrus Ave	Suncoast Blvd/US 19 To Emerald Oaks Dr	3.864	None	1
S Pleasant Grove Rd	Anna Jo Dr To Gulf To Lake Hwy	3.620	None	1
N Carl G Rose Hwy	Florida Ave (US 41) To Marion County Line	6.511	None	1
E Orange Ave	Florida Ave (US 41) To Bushnell Rd	0.775	None	1
N Lecanto Hwy	Pine Ridge Blvd To Florida Ave (US 41)	3.489	None	1
Gospel Island Rd	Pine Ave To Belair Dr	1.342	None	1
Florida Ave (US 41)	Eden Dr To Gobbler Dr	3.183	None	1
N Forest Ridge Rd	Lecanto Hwy To Norvell Bryant Hwy	3.074	Gaps	1
Tompkins St	Florida Ave (US 41) To Withlacoochee River	7.111	None	1
W Grover Cleveland B	Suncoast Blvd/US 19 To Lecanto Hwy	5.381	None	1
S Lecanto Hwy	Grover Cleveland Blvd To Gulf To Lake Hwy	3.248	None	1
N Independence Hwy	Florida Ave/Main St To Gulf To Lake Hwy	2.406	None	1
W Halls River Rd	Riverhaven Dr To Suncoast Blvd/US 19	3.160	None	1
W Dunnellon Rd	Citrus Ave To Florida Ave (US 41)	6.936	None	2
S Apopka Ave	Anna Jo Dr To Florida Ave/Main St	3.563	None	2
S Great Oaks Dr	Floral Park Dr To Orange Ave	1.750	None	2
W Miss Maggie Dr	Western Terminus To US 19	1.780	None	2
W Homosassa Trl	Suncoast Blvd/US 19 To Gulf To Lake Hwy	6.187	None	2
W Yulee Dr	S Cherokee Way To Suncoast Blvd/US 19	3.192	None	2
Three Sisters Spring	Suncoast Blvd/US 19 To Fort Island Trl	1.293	None	2
CR 39A/E Trails End	Florida Ave (US 41) To Bushnell Rd	9.629	None	2
S Croft Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	3.129	None	2
S Pleasant Grove Rd	Lake Lindsey Rd To Stage Coach Trl	4.496	None	2
Old Floral City Rd	Eden St To Gobbler Dr	3.660	None	2
N Turkey Oak Dr	Suncoast Blvd/US 19 To Gulf To Lake Hwy	3.284	None	2
Suncoast Blvd/US 19	Levy County Line To Dunnellon Rd	4.364	None	2
W Ozello Trl	Western Terminus To Suncoast Blvd/US 19	6.971	None	2
W Withlacoochee Trl	Citrus Springs Blvd To N Carl G Rose Hwy	4.391	None	2
S Cherokee Way	S Boulevard Dr To Seminole Pl	0.279	None	2
E Bushnell Rd	S Duval Island Rd To Sumter County Line	3.256	None	2
N Citrus Ave	Emerald Oaks Dr To Dunnellon Rd	3.933	None	2
W Venable St	Suncoast Blvd/US 19 To Rock Crusher Rd	2.602	None	2
W Citrus Springs Bl	N Elkcam Blvd To N Elkcam Blvd	3.934	None	2
E Moccasin Slough Rd	Florida Ave (US 41) To Martins Dr	3.067	None	2
S Rock Crusher Rd	W Crystal Oaks Dr To W Homosassa Trl	2.427	None	2
W Dunnellon Rd	Suncoast Blvd/US 19 To Citrus Ave	4.924	None	2
W Cardinal St	Suncoast Blvd/US 19 To Lecanto Hwy	6.149	None	2
W Country Club Blvd	Santos Dr To Florida Ave (US 41)	1.281	None	3
N Lecanto Hwy	Florida Ave (US 41) To N Carl G Rose Hwy	3.505	None	3
E Floral Park Dr	Florida Ave (US 41) To Lingle Rd	1.567	None	3
S Lecanto Hwy	W Oak Park Blvd To Grover Cleveland Blvd	9.022	None	3
W Dunklin St	Citrus Ave To Elkcam Blvd	5.389	None	3
N Rock Crusher Rd	Crystal Oaks Dr To Gulf To Lake Hwy	1.420	None	3
Citrus Springs Blvd	Florida Ave (US 41) To W Withlacoochee Trl	2.391	None	3
S Pleasant Grove Rd	Stage Coach Trl To Anna Jo Dr	5.905	None	3
E Stage Coach Trl	Lecanto Hwy To Pleasant Grove Rd	5.652	None	3
E Stage Coach Trl	Pleasant Grove Rd To Florida Ave (US 41)	4.262	None	3
W Oak Park Blvd	US 98 To S Lecanto Hwy	6.686	None	3
N Elkcam Blvd	W Deltona Blvd To N Deltona Blvd	0.875	None	3

On Street	From/To	Length (miles)	Type	Tier
W Country Club Blvd	Florida Ave (US 41) To W Withlacoochee Trl	1.467	None	3
N Elkcaml Blvd	Citrus Springs Blvd To Deltona Blvd	3.342	None	3
E Gospel Island Rd	Belair Dr To E Gulf To Lake Hwy	3.708	None	3
Iverness Blvd	Apopka Ave To Florida Ave (US 41)	0.848	None	3
E Cypress Blvd	Suncoast Blvd/US 19 To W Oak Park Blvd	4.118	None	3
N Deltona Blvd	N Elkcaml Blvd To W Country Club Blvd	2.186	None	3
E Reehill St	Norvell Bryant Hwy To Gulf To Lake Hwy	3.367	None	3
W Crystal Oaks Dr	Rock Crusher Rd To Gulf To Lake Hwy	1.761	None	3
W Pine Ridge Blvd	W Norvell Bryant Hwy To Lecanto Hwy	7.963	None	3
Perry St	S Croft Ave To N Independence Hwy	1.301	None	3
N Deltona Blvd	W Country Club Blvd To Lecanto Hwy	2.666	None	3
N Northcut Ave	Basswood Ave To Dunnellon Rd	1.340	None	3
E Dawson Dr	S Croft Ave To Independence Hwy	1.252	None	3
N Dunkenfield Ave	Venable St To Gulf To Lake Hwy	2.111	None	3
W Mustang Blvd	Pine Ridge Blvd To Lecanto Hwy	4.443	None	3
N Elkcaml Blvd	W Dunnellon Rd To Tanager St	1.118	None	3
E Anna Jo Dr	S Pleasant Grove Rd To S Apopka Ave	1.386	None	3
Oak Village Blvd	US 98 To Oak Park Blvd	1.328	None	3
Hampshire Blvd	Elkcaml Blvd To Lecanto Hwy	2.239	None	3
N Elkcaml Blvd	Mustang Blvd To Citrus Spring Blvd	3.352	None	3
N Fresno Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	3.399	None	3
E Steven St	Fresno Ave To Croft Ave	2.986	None	3
Seven Rivers Dr	Venable St To Rock Crusher Rd	0.769	None	3
S Istachata Rd	Lingle Rd To Bushnell Rd	1.641	None	3
N Emerald Oaks Dr	Suncoast Blvd/US 19 To Citrus Ave	2.880	None	3
W Withlacoochee Trl	Florida Ave (US 41) To Citrus Springs Blvd	3.243	None	3
W Riverbend Rd	W Dunnellon Rd To W Dunnellon Rd	5.324	None	3
S Duval Island Rd	Bushnell Rd To E Bella Vista Ct	2.143	None	3
N Basswood Ave	Suncoast Blvd/US 19 To Northcut Ave	5.231	None	3
Santos Dr	N Citrus Springs Blvd To W Citrus Springs Blvd	2.074	None	3
Martinelli Blvd	Elkcaml Blvd To Elkcaml Blvd	1.442	None	3
N Annapolis Ave	Indian Head Rd To Liberty St	2.659	None	3
N Quartz Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	2.865	None	3
Hernando County Segments				
Mariner Blvd	County Line Rd To Spring Hill Dr	2.103	None	1
CR 574/Spring Hill Dr	Mariner Blvd To Suncoast Pkwy	3.974	None	1
Mariner Blvd	Northcliffe Blvd To Cortez Blvd	3.677	None	1
CR 574/Spring Hill Dr	US 19 To Mariner Blvd	5.620	None	1
Mariner Blvd	Spring Hill Dr To Northcliffe Blvd	2.097	None	1
Wiscon Rd	Cortez Blvd To Broad St (US 41)	4.219	None	1
Main St	Cortez Blvd To Jefferson St	1.200	None	1
Deltona Dr	Forest Oaks Blvd To Cortez Blvd	2.644	None	1
W Jefferson St	US 98 To Howell Ave	0.596	Gaps	1
E Fort Dade Ave	Main St To Mcintyre Rd	1.496	None	1
Northcliffe Blvd	US 19 To Mariner Blvd	2.732	None	1
California St	Spring Hill Dr To Cortez Blvd	4.190	None	1
CR 574/Spring Hill Dr	Suncoast Pkwy To Broad St (US 41)	2.860	None	1
Cortez Blvd	Mondon Hill Rd To Croom Rital Rd	5.048	None	1
Powell Rd	Barclay Ave To Broad St (US 41)	3.636	None	1
Elgin Blvd	Mariner Blvd To Barclay Ave	2.467	None	1
Howell Ave	Fort Dade Ave To Broad St (US 41)	1.954	None	1
Deltona Dr	Spring Hill Dr To Forest Oaks Blvd	2.669	None	1
Forest Oaks Blvd	US 19 To Deltona Dr	1.669	None	1
Snow Memorial Hwy	Broad St (US 41) To Lake Lindsey Rd	1.770	None	2

On Street	From/To	Length (miles)	Type	Tier
US 98 / SR 700	US 19 To Grass St	3.245	None	2
Mckethan Rd	Pasco County Line To Cortez Blvd	2.034	None	2
Treiman Blvd	Pasco County Line To Sumter County Line	6.672	None	2
W Fort Dade Ave	US 98 To Howell Ave	0.598	None	2
Broad St (US 41)	Fort Dade Ave To Old Crystal River Rd	2.109	Gaps	2
Barclay Ave	Spring Hill Dr To Cortez Blvd	3.908	None	2
Sunshine Grove Rd	Cortez Blvd To Hexam Rd	3.511	None	2
Ft Dade Ave	Cobb Rd To US 98	1.403	None	2
Linden Dr	Spring Hill Dr To Mariner Blvd	1.448	None	2
Lake Lindsey Rd	S Pleasant Grove Rd To Sumter County Line	6.722	None	2
US 98 / SR 700	Oakdale Ave To Yontz Rd	1.277	Gaps	2
Linden Dr	Mariner Blvd To Spring Hill Dr	2.296	None	2
US 98 / SR 700	E Of Suncoast Pkwy To Citrus Way	3.475	None	2
Cortez Blvd	Western Terminus To US 19	6.331	None	2
Ft Dade Ave	Cortez Blvd To Cobb Rd	3.191	None	2
Cobblestone Dr	Sprriinghill Dr To County Line Rd	1.247	None	2
Nightwalker Rd	Cortez Blvd To Ridge Rd	1.260	None	2
Hale Rd	Cortez Blvd To Broad St (US 41)	1.143	None	2
Cobb Rd	Cortez Blvd To US 98	4.448	None	2
Anderson Snow Rd	County Line Rd To Spring Hill Dr	3.181	None	2
Dr M L King Jr Blvd	Broad St (US 41) To Jefferson St	1.387	None	2
Shoal Line Blvd	N Of Jewfish Dr To Cortez Blvd	5.916	None	2
Mondon Hill Rd	Mcintyre Rd To Mondon Hill Rd	5.941	None	2
Sgt Lea Mills Blvd	Anderson Snow Rd To Broad St (US 41)	2.852	None	2
Hexam Rd	US 19 To Sunshine Grove Rd	3.289	None	2
Linden Dr	Spring Hill Dr To County Line Rd	2.607	None	2
Emerson Rd	Mitchell Rd To E Jefferson St	1.169	None	2
Manecke Rd	East Ave To Howell Ave	0.892	None	2
Elgin Blvd	Freeport Dr To Mariner Blvd	2.783	None	2
Candlelight Blvd	Cortez Blvd To Broad St (US 41)	0.922	None	2
Citrus Way	US 98 To Stage Coach Trl	3.349	None	2
Powell Rd	Broad St (US 41) To Emerson Rd	3.875	None	2
Veterans Ave	Broad St (US 41) To Jefferson St	0.468	None	2
Yontz Rd	Cobb Rd To US 98	1.244	None	3
Lake Lindsey Rd	Lake Lindsey Rd To S Pleasant Grove Rd	4.093	None	3
Osoaw Blvd	Pasco County Line To US 19	3.862	None	3
Citrus Way	US 98 To Ft Dade Ave	7.719	None	3
Sunshine Grove Rd	Sunshine Grove Rd To Centralia Rd	2.145	None	3
Ayers Rd	Broad St (US 41) To Culbreath Rd	4.962	None	3
Waterfall Drive	County Line Rd To Spring Hill Dr	1.638	None	3
Emerson Rd	Powell Rd To Mitchell Rd	2.198	None	3
Croom Rd	Broad St (US 41) To Daly Rd	3.869	None	3
Landover Blvd	Northcliffe Blvd To Elgin Blvd	1.233	None	3
Yontz Rd	US 98 To Howell Ave	1.431	None	3
Croom Rital Rd	Croom Rd To Cortez Blvd	5.542	Gaps	3
Powell Road	Emerson Rd To Spring Lake Hwy	4.814	None	3
East Ave	Jefferson St To Manecke Rd	0.548	None	3
Barnett Rd	Horse Lake Rd To Broad St (US 41)	0.867	None	3
Cedar Ln	Powell Rd To Cortez Blvd	2.471	None	3
Lake Lindsey Rd	Citrus Way To US 98	1.973	None	3
Horse Lake Rd	Wiscon Rd To Cortez Blvd	0.722	None	3
Barnett Rd	Broad St (US 41) To Cortez Blvd	0.454	None	3
Lamar Ave	Broad St (US 41) To Main St	0.565	None	3
Ridge Rd	US 19 To Nightwalker Rd	0.807	None	3

On Street	From/To	Length (miles)	Type	Tier
Pine Island Dr	Sandcastle Ln To Cortez Blvd	2.457	None	3
Lingle Rd	Lake Lindsey Rd To E Floral Park Dr	5.607	Gaps	3
Burwell Rd	Pasco County Line To Cortez Blvd	2.049	None	3
Mcintyre Rd	Mondon Hill Rd To Croom Rd	1.063	None	3
Jasmine Dr	Mondon Hill Rd To Cortez Blvd	1.003	None	3
Old Crystal River Rd	Broad St (US 41) To Lake Lindsey Rd	3.010	None	3
Centralia Rd	US 19 To Citrus Way	5.280	None	3
Elwood Rd	Elgin Blvd To Mariner Blvd	1.061	None	3
Darby Ln	Candlelight Blvd To Jefferson St	0.654	None	3
Croom Rd	Daly Rd To Edgewater Ave	5.393	None	3
Daly Rd	Croom Rd To Lake Lindsey Rd	5.035	None	3
Mitchell Rd	Emerson Rd To Cortez Blvd	1.225	None	3
Freeport Dr	Northcliffe Blvd To Deltona Dr	1.126	None	3
Neff Lake Rd	Powell Rd To Olympia Rd	2.454	None	3
Culbreath Rd	Pasco County Line To Powell Rd	4.128	None	3
Hayman Rd	Culbreath Rd To Spring Lake Hwy	5.215	None	3
Church Rd	Spring Lake Hwy To Myers Rd	2.090	None	3
Myers Rd	Pasco County Line To Lockhart Rd	2.491	None	3
Olympia Rd	Cortez Blvd To Spring Lake Hwy	1.628	None	3
Sedate St	Sunshine Grove Rd To Citrus Way	2.572	None	3
Lockhart Rd	Myers Rd To Cortez Blvd	4.571	None	3

Appendix B – Project Evaluation Checklist



Context-Based Solutions Project Evaluation Checklist

Project Information

Project Name:

Project Manager/Contact Name:

Name of Person Completing Form (if different from Project Manager/Contact):

Project Manager/Contact Email Address:

Project Manager/Contact Phone Number:

Project Limits/Study Area:

Project Location/Jurisdiction:

Project Purpose/Description:

Proposed Project Cost Estimate:

Proposed Date of Construction/Completion:

Project Functional Classification:

- Major/Principal Arterial
- Major Collector
- Major Local
- Minor Arterial
- Minor Collector
- Minor Local

Project Context Classification:

- C1 – Natural
- C2 – Rural
- C2T – Rural Town
- C3C – Suburban Commercial
- C3R – Suburban Residential
- C4 – Urban General
- C5 – Urban Center



Context-Based Solutions Project Evaluation Checklist

Existing Conditions

Existing Right-of-Way Width (ft):

Existing Pavement Width (ft):

Existing Number of Travel Lanes:

Existing Travel Lane Width (ft):

Existing Median Width (ft):

Existing Sidewalks/Paths Width (ft):

Existing Bicycle Lanes Type & Width (ft):

Existing Posted Speed Limit (MPH):

Existing Roadway/Intersection Lighting (Y/N):

Existing Number of Signalized/Controlled Intersections:

Proposed Conditions

Proposed Right-of-Way Width (ft):

Proposed Pavement Width (ft):

Proposed Number of Travel Lanes:

Proposed Travel Lane Width (ft):

Proposed Median Width (ft):

Proposed Sidewalks/Paths Width (ft):

Proposed Bicycle Lanes Type & Width (ft):

Proposed Posted Speed Limit (MPH):

Proposed Roadway/Intersection Lighting (Y/N):

Proposed Number of Signalized/Controlled Intersections:



Context-Based Solutions Project Evaluation Checklist

Typical Roadway Cross Sections

Insert an image or cross-section of the typical *existing conditions*:

Insert an image or cross-section of the typical *proposed conditions*:

Are there any unique features, qualities, and/or other information about the project that should be noted?



Context-Based Solutions Project Evaluation Checklist

Additional Considerations (Optional)

Is the project identified in the MPO's Long Range Transportation Plan?

- Yes | No | NA

Is the project identified in any other relevant planning documents, safety or engineering studies, master plans, and/or Capital Improvement Programs?

- Yes | No | NA

If yes, please list documents, studies, and/or plans here:

Are there any documented transportation safety issues/concerns along or close to the project corridor/area?

- Yes | No | NA

If yes, please provide a description of the issues/concerns here:

Are there any schools along or close to the project corridor/area?

- Yes | No | NA

If yes, provide names here:

Is there existing fixed route transit service along or close to the project corridor/area?

- Yes | No | NA

If yes, provide routes here:

Is the project along an identified non-motorized facility gap corridor?

- Yes | No | NA

Is the project along a designated truck/freight route?

- Yes | No | NA



Context-Based Solutions Project Evaluation Checklist

MPO Staff Evaluation/Feedback

Does the proposed project reasonably consider the mobility needs and incorporate context-based solutions for all expected existing and future users based on the context, function, and characteristics of the roadway/project area?

Yes | No

Are there any additional considerations that should be evaluated as part of this project?

Yes | No

If yes, provide additional considerations here:

Are there any additional MPO staff comments related to the proposed project?

MPO Staff Completing the Review:

MPO Review Date:



Context-Based Solutions Project Evaluation Checklist

Roadway Classifications Defined

Functional Classification

Functional Classification is the grouping of roadways by the character of service and connectivity they provide. Functional classification helps guide transportation planning, design, operations, and funding by helping define the balance between mobility and access. The following provides a summary of the primary characteristics of each functional classification.

Major/Principal Arterial: Major/principal arterials provide a high degree of mobility and connectivity in both urban and rural areas. They often have the highest traffic volumes and longest trip demands outside of the interstate highway system. They provide regional and intra-regional connectivity and often connect major activity centers, employment centers, freight hubs, cities, and regional destinations.

Minor Arterials: Minor arterials supplement the major arterial system by providing connections for moderate length trips and intra-community connections. They often have more frequent intersections compared to major arterials and provide connections to neighborhoods, commercial areas, schools, and employment centers. These roadways are often important transit and multimodal corridors.

Major Collectors: Major collectors help distribute traffic from local streets and minor collectors to the arterial roadway system. They provide circulation between neighborhoods, community destinations, and commercial areas. Major collectors typically support moderate trip lengths, have lower speeds compared to arterials, serve schools, parks, and other civic uses, and are important multimodal connectors.

Minor Collectors: Minor collectors provide more localized circulation and distribute traffic from local streets to major collectors and arterials. Compared to major collectors, they typically serve smaller community areas, have shorter trip lengths, lower traffic volumes and speeds, and have a greater emphasis on connections to abutting land uses.

Major Local: Major local roads primarily provide direct access to adjacent land uses while also serving as key internal circulation routes within neighborhoods, activity centers, town centers, and downtowns. They typically have higher traffic volumes and minor local roadways and while they serve short trip lengths may provide connections or serve as neighborhood main streets, especially within residential subdivisions.

Minor Local: Typically the most common roadway type, minor local roadways are the most access oriented in that their primary purpose is to provide direct access to individual properties and to support low speed local traffic circulation. While they can serve commercial areas, these roadways are often associated with residential areas and have a strong emphasis on multimodal access and neighborhood livability.



Context-Based Solutions Project Evaluation Checklist

Context Classification

Context Classification helps to ensure that roadways are planned and designed to reflect the surrounding land use characteristics and the intended use of the roadway. Once defined, context classification is used to determine key design criteria and elements.

C1 – Natural: Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2 – Rural: Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T – Rural Towns: Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

C3R – Suburban Residential: Mostly residential uses within large blocks and a disconnected/sparse roadway network.

C3C – Suburban Commercial: Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.

C4 – Urban General: Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

C5 – Urban Center: Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the community, town, or city of a civic or economic center.

REVIEW AND RECOMMENDATION OF THE ANNUAL UPDATE OF THE DRAFT LIST OF PRIORITY PROJECTS (LOPP)

A List of Priority Projects (LOPP) is developed on an annual basis and includes both Major Improvement/ Congestion Management Projects and Transportation Alternative Projects.

Pursuant to Section 339.175(8), Florida Statutes, Florida MPOs are required to annually develop and submit a list of priority projects to FDOT. The List of Priority Projects (LOPP) is developed based upon the following:

- the approved Long-Range Transportation Plan (2050 LRTP for Hernando-Citrus)
- the Strategic Intermodal System Plan
- the Transportation Regional Incentive Program (TRIP)
- transportation management systems, and
- the MPO's public involvement procedures.

Changes from the prior year's LOPP are reflected in redline/strikethrough text in the attached draft and items discussed at the April 23, 2026, meetings of the Committees have been incorporated. Additionally, the draft reflects additional consideration factors in columns for the Transportation Alternative projects providing information to assist in the decision making of the prioritization process.

Staff Recommendation: It is recommended the CAC and BPAC, separately by committee, review and recommend the MPO Board approve the annual update of the List of Priority Projects (LOPP) to the MPO Board.

Attachment: List of Priority Projects (LOPP) - draft

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026
MAJOR IMPROVEMENT & CONGESTION MANAGEMENT
MPO Board Adoption - June 4, 2026

PRIORITY	FDOT PROJECT #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY/ DESCRIPTION	PROJECT PHASE	ESTIMATED COST	YEAR	REASON FOR CHANGE/NOTES
1	257165-6	FDOT	US 41 (SR 45)	Citrus	North of E Arlington St	E Louisiana Lane	Add 2 lanes (existing 2) and Reconstruct; Includes bike lanes and sidewalks	Design 45% complete, ROW Deferred to FY2029	\$4,621,000 (Right-of-Way)	2029	Per FDOT Tentative Work Program 11-6-25
	257165-7	FDOT	US 41 (SR 45)	Citrus	E Louisiana Lane	S of CR 486	Add 2 lanes (existing 2); Includes bike lanes and sidewalks	Design 45% complete	To Be Determined (TBD)	TBD	Requesting Estimated Project Costs from FDOT
	257165-8	FDOT	US 41 (SR 45)	Citrus	CR 486	N of SR 200	Add 2 lanes (existing 2); Includes bike lanes and sidewalks	Design 45% complete	To Be Determined (TBD)	TBD	Requesting Estimated Project Costs from FDOT
2	257298-7-52-01	FDOT, HERN/PASCO	CR 578 (County Line Road)	Hern	East of Mariner Blvd	W of the Suncoast Parkway	Add 2 lanes (existing 2)	Right-of-Way	\$20,000,000	2029	\$10,000,000 FDOT, \$5,000,000 Each from Hernando and Pasco Co. Per FDOT TWP 11-6-25 and draft agreement.
	257298-3-52-01	FDOT, HERN/PASCO	CR 578 (County Line Road)	Hern	East of East Rd	Spring Time St	Add 2 lanes (existing 2)	Right-of-Way	To Be Determined (TBD)	TBD	
3		FDOT	SR 200 (N Carl G. Rose Hwy)	Citrus	US 41	Marion County Line	Add 2 lanes (existing 2)	TBD	To Be Determined (TBD)	TBD	SR 200 is a FDOT District 5 Priority
	454454-1	FDOT	SR 200 (N Carl G. Rose Hwy) Replace Bridge	Citrus	US 41	Marion County Line	Replace Bridge w 4 Lanes	Bridge Replacement	\$15,879,000	2031	Moved to Production Category
4		FDOT/City of Brooksville	US 41/SR 50A One Way Pairs	Hern	Mildred Avenue	May Avenue	Revert One-Way Pairs Back to Two-Way Traffic in Downtown Brooksville.		To Be Determined (TBD)	2027	Agreement executed; approved by City Council via Resolution 2026-01
5		FDOT	US 41 at Lake Lindsey Rd	Hern			Roundabout	To Be Determined (TBD)	To Be Determined (TBD)	TBD	FDOT D7 Requested Project Included in LOPP
6		FDOT	US 41/SR 45 (Broad Street) at CR 576 (Ayers Rd)	Hern			Intersection Improvement/add a turn lane				Project being completed as part of the US41 improvements
7		FDOT-CITRUS	CR 491 (N. Lecanto Hwy.)	Citrus	W. Pine Ridge Blvd.	SR 200	Add 2 lanes (existing 2)	TBD	To Be Determined (TBD)		Citrus County working on segment from Pine Ridge to N of Hampshire
8	429066-1	HERN	Barclay Avenue - Phase I	Hern	SR 50	Lucky Lane	Add 2 lanes (Construction) and Reconstruct	Construction Added to FY27	\$3,452,000	2027	Segment moved to Production.
		HERN	Barclay Avenue - Phase II & III	Hern	Lucky Lane	Elgin Boulevard/ Powell Road	Road Design, Right-of-Way Acquisition, Utilities (Roadway approximately 2.9 miles)	To Be Determined (TBD)	To Be Determined (TBD)	TBD	Hernando County working on negotiations for Design.

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026
MAJOR IMPROVEMENT & CONGESTION MANAGEMENT
MPO Board Adoption - June 4, 2026

PRIORITY	FDOT PROJECT #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY/ DESCRIPTION	PROJECT PHASE	ESTIMATED COST	YEAR	REASON FOR CHANGE/NOTES
9		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				Per FDOT only 2 phases warranted and completed. Moved off LOPP to Anticipated LOPP projects. Next warrant review is September 2028
10 8		FDOT-CITRUS	Cardinal St	Citrus	US 19	CR 491	Add 2 lanes (existing 2), approximately 6.9 miles.	TBD	To Be Determined (TBD)		Per TAC 4-23-26, Moved to Anticipated LOPP
11		FDOT	US 41 (SR 45)	Hern	Spring Hill Dr.	Powell Rd.	Add 2 lanes (existing 4)				Replaced with next Line
8	454840-1-52-01	FDOT	US 41 (SR 45)	Hern	County Line Road	Ayers Road	Add 2 Lanes (existing 2 lanes) - approximately 9.4 miles	Design	To Be Determined (TBD)		Per FDOT Project Description for Boundaries; Per FDOT-should be included in LOPP.
11 9	416735 1	FDOT	SR 50 Bypass	Hern	W. of Buck Hope Road	Jefferson Street (50A)	Add 2 lanes (existing 4)	CONST	\$41,323,243 \$50,198,000		
12	405822 5	FDOT	US 19 (SR 55)/US 98	Citrus	Cardinal Street	Green Acres	Add 2 lanes (existing 4)				Per FDOT, Moved to Production
13	257299	FDOT	CR 485 (Cobb Rd)/SR 50 (Project is phased below in segments for funding.)	Hern	SR 50	N of Fort Dade	4 lane or 3 lane cross section				Study completed
	257299-3		CR 485 (Cobb Rd)	Hern	SR 50/50A/Cortez Blvd	Brooksville Water Reclamation Dr	Add 2 lanes (existing 2)				Moved off LOPP to Projects Awaiting Prioritization
			CR 485 (Cobb Rd)	Hern	Brooksville Water Reclamation Dr	Yontz Rd	Add 2 lanes (existing 2)				Moved off LOPP to Projects Awaiting Prioritization
			CR 485 (Cobb Rd)	Hern	Yontz Rd	US 98 (Ponce de Leon Blvd)	Add 2 lanes (existing 2)				Moved off LOPP to Projects Awaiting Prioritization
14 10		FDOT	US 41 @ North Citrus Springs Blvd. (South of Dunnellon)	Citrus			Roundabout	Design/Const	To Be Determined (TBD)		
15		FDOT	CR 490 (Homesassa Trail)	Citrus	US 19 (SR 55)/US 98	SR 44 (W. Gulf to Lake Hwy.)	Add 2 lanes (existing 2)				Moved off LOPP to Projects Awaiting Prioritization
16		FDOT	Rock Crusher Road	Citrus	CR 490	SR 44	Add 2 lanes (existing 2)				Moved off LOPP to Projects Awaiting Prioritization
17		FDOT	Venable St. / Crystal Oaks Dr.	Citrus	US 19	SR 44	Add 2 lanes (existing 2)				Moved off LOPP to Projects Awaiting Prioritization
18		FDOT	CR 490A (W. Grover Cleveland Blvd.)	Citrus	US 19 (SR 55)/US 98	CR 491 (S. Lecanto Hwy.)	Add 2 lanes (existing 2)				Moved off LOPP to Projects Awaiting Prioritization

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026
MAJOR IMPROVEMENT & CONGESTION MANAGEMENT
MPO Board Adoption - June 4, 2026

PRIORITY	FDOT PROJECT #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY/ DESCRIPTION	PROJECT PHASE	ESTIMATED COST	YEAR	REASON FOR CHANGE/NOTES
11		FDOT	SR50 @ Evergreen Woods	Hern	SR50	Evergreen Woods/ Highline Drive	Intersection Improvement				New Project
12		FDOT	Cobb Road at Ft. Dade Avenue	Hern	Cobb Road	Ft. Dade Avenue	Intersection Improvement				New Project
13		FDOT	SR 44	Citrus	SR 44	at S. Otis Avenue	Add Right turn lane on SR44 at S. Otis Ave		TBD	TBD	New Project
14		FDOT	US 41	Citrus	US 41	CR 491	Intersection Improvement		TBD	TBD	New Project

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026
MAJOR IMPROVEMENT & CONGESTION MANAGEMENT PROJECTS IN PRODUCTION
MPO Board - Adoption June 4, 2026

Line #	PRIORITY	FDOT ITEM #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY	PROJECT PHASE	COST	YEAR	DISPOSITION
1	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		
2	Production	416733-2	FDOT	SR 50 Bypass	Hern	CR 485 (Cobb Rd.)	W. of Buck Hope Road	Design 45% complete, ROW underway	CONST	\$11,192,916	UNDERWAY	Completed
2	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	COMPLETED FOR HERNANDO COUNTY PORTION - CONFIRM WITH FDOT TO REMOVE FROM LIST
3	Production	448035-1	FDOT	SR 50 (Cortez Blvd.)	Hern	West of Buck Hope Road	West of E Jefferson Street	Resurfacing	CONST	To Be Determined	FY28	Per FDOT
	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	Per FDOT, can be removed.
4	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 \$34,700,000	Late 2027 2028	PER FDOT TENT WORK PROG 11-6-25
5	Production	257165-5	FDOT	US 41 (SR 45)	Citrus	N of N Sportsman Pt	E of Arlington St	Add 2 lanes (existing 2)	CONST-ROW	\$3,500,000	Late 2028 2027	PER FDOT TENT WORK PROG 11-6-25
6	Production	447536 3	FDOT	US 301	Hern	Pasco County Line	SR 50/Cortez Blvd	PE to Add 2 lanes (existing 2)	CONST		UNDERWAY	PER FDOT TENT WORK PROG 11-6-25
7	Production	452924-1	FDOT	US 41 at SR50A	Hern	North Broad Street	East Jefferson Street	Intersection Improvement	CONST	To Be Determined	Begin 2027	Per FDOT, being let with resurfacing project
8	Production	454454-1	FDOT	SR 200 (N Carl G. Rose Hwy) Replace Bridge	Citrus	US 41	Marion County Line	Replace Bridge w 4 Lanes	Bridge Replacement	\$15,879,000	2031	Per FDOT TWP 11-6-25; Move to Production Category
9	Production	429066-1	HERN	Barclay Avenue - Phase I	Hern	SR 50	Lucky Lane	Add 2 lanes (Construction) and Reconstruct	Construction Added to FY27	\$3,452,000	2027	Per FDOT Tentative Work Program 11-6-25; Segment moved to Production.
10	Production	457544-1	FDOT/ HERN	Ayers Road/Hayman Rd at Culbreath Rd	Hern	Ayers at Culbreath		Roundabout	Construction Added to FY28	\$3,171,999		In Production
11	Production	405822 5	FDOT	US 19 (SR 55)/US 98	Citrus	Cardinal Street	Green Acres	Add 2 lanes (existing 4)	Design, Construction	To Be Determined		In Production

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026

TRANSPORTATION ALTERNATIVES (TA)

MPO Board - Adoption June 4, 2026

Prior Year Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Project Phase/Year	Consideration Factors(s)						
						Status of Application	Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
1 2 (Per 4-23-26 Committee s)		N Independence Hwy-PS/Sidewalk (Design Only per Committee Recommendation 4-23-26)	E Gulf to Lake Hwy (SR 44)	N Florida Ave (US 41)	Citrus County	Application Submitted 2025	No	Commercial at each end; no transit proximity	2.4 miles	\$5.29 Million	Transp Alt Funds		No
	<i>Excerpt from submitted application:</i> The sidewalk will connect to an existing pedestrian facility along SR44 and extend to US41 with an interconnection to a current and recently rehabilitated Rails to Trails facility. The surrounding neighborhood is currently growing and mostly residential in nature with Commercial establishments at the North and South ends (US41 & SR44; respectively). Anticipated improvements include the construction of a five (5) to six (6)-foot-wide concrete sidewalk within the existing rural section right of way (ROW). Due to existing ROW limitations, the sidewalk may need to be constructed along alternating areas along the road; as such, closed drainage, lighting and ped-crossing improvements may be required. Maintenance would be responsibility of Citrus County and/or City of Inverness for respective jurisdictional areas. School bus stops exist along the Independence. Should homeowners be solicited for public support?												
2 3 (Per 4-23-26 Committee s)		Sunshine Grove Rd. - Sidewalk	Ken Austin Pkwy.	Hexam Rd.	Hernando County	Application Submitted 2022	Yes	Yes	1.38 miles	\$1.07 Million	Transp Alt Funds		No
	<i>Excerpt from submitted application:</i> There is a school complex on Ken Austin Parkway which includes an Elementary, Middle and High School. There is a signalized intersection at Ken Austin Parkway and Sunshine Grove Road. A sidewalk has been constructed on the west side of Sunshine Grove Road from Cortez Blvd to Ken Austin Parkway, and a small piece on the west side from Ken Austin Parkway to Sun Road. This project would complete the sidewalk along the entirety of Sunshine Grove Road providing pedestrian access into the school complex. Ownership and maintenance of sidewalk is responsibility of Hernando County. On 4/23/26, Transit Administrator Darlene Lollie noted the implementation of a bus route on Sunshine Grove Road resulting in proximity to transit for a consideration factor.												
3 4 (Per 4-23-26 Committee s)		Three Sisters Springs Connector - Multi-Use Trail	US 19 / Kings Bay Drive	CR 486	Citrus County (Crystal River)	No for Trans Alt Funding Application	No	No	2.4 Miles	\$2.67 Million plus PD&E (\$400,000), Right-of-Way, Trail Easements, Potential Wetland Mitigation	Transp Alt Funds		Yes (for Segment 2)
	<i>Excerpt from submitted application:</i> On May 9, 2017, the Citrus BOCC and City of Crystal River chose Alternative Route 1 for the route of the multi-use trail. Since there was not enough funding to move forward with the entire trail concept, the Board chose to move forward with a segment (Three Sisters to US 19 and/or Kings Bay to US 19 connecting to Jim Legrone Park). This project is listed on the Sun Coast Transportation Planning Alliance's Regional Multi-Use Trails Priority List of Projects (May 23, 2025 edition). Previous County Incentive Grant Funding (CIGP) application submitted; however, project did not receive award.												

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026

TRANSPORTATION ALTERNATIVES (TA)

MPO Board - Adoption June 4, 2026

Prior Year Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Project Phase/Year	Consideration Factors(s)						
						Status of Application	Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
4 1 (Per 4-23-26 Committee s)	450592-1	California St. / Powell Rd. - Sidewalk	Spring Hill Dr. / California St.	Powell Rd./Rowan Rd.	Hernando County	Application Submitted 2022; Per FDOT PE funded last cycle for FY27	Yes	Yes	.95 mile	\$584,000	Transp Alt Funds	Yes	No
		<i>Excerpt from submitted application:</i> Along California Street between Spring Hill Drive and Powell Road, the Hernando County School system has a bus complex, high school and elementary school. There are residential areas located proximate to the complex and the added sidewalk will provide better/safer pedestrian access to the schools as well as some of the commercial businesses in the area. A sidewalk along California Street from Powell Road to Sandusky has been constructed, and from Spring Parkway to California Street along Powell Road. A sidewalk is also constructed along Spring Hill Drive.											
5		Cobblestone Dr. - Sidewalk	Pinehurst Dr.	County Line Rd.	Hernando County	Application Submitted 2022	No	Yes	.61 mile	\$511,744	Transp Alt Funds		No
		<i>Excerpt from submitted application:</i> The project improvements include design, construction and construction engineering inspection services/materials testing for a 5' wide concrete sidewalk along Cobblestone Drive from Spring Hill Drive north to Pinehurst Drive. The length of the sidewalk is approximately .61 miles. The construction of this sidewalk would provide safe pedestrian access to neighborhood amenities and commercial areas for the residents living in the surrounding areas. Ownership and maintenance of sidewalk is responsibility of Hernando County.											
6		Good Neighbor Trail (GNT) - Rehabilitation	Jefferson St.	Jasmine St.	Hernando County	No Application					Transp Alt Funds		
7		W. Linden Dr. - Sidewalk	Spring Hill Dr.	Mariner Blvd.	Hernando County	Application Submitted 2016			.74 mile	\$367,151	Transp Alt Funds		No
		<i>Excerpt from submitted application:</i> Construct a five-foot wide sidewalk along the north/east side of Linden Drive From Mariner Boulevard to Spring Hill Drive a distance of approximately .74 miles. This project will be administered by Hernando County and the Engineering Department under its Local Agency Program (LAP) authority. This project will serve to provide pedestrian amenities in a residentially developed area. Maintenance of sidewalk is responsibility of Hernando County.											
8		Rock Crusher Sidewalk	W. Homosassa Trail (CR490)	W. Gulf to Bay Hwy (SR44)	Citrus County	No Application							
9		Amero Ln. - Sidewalk	Anderson Snow Road	Spring Hill Drive	Hernando County	Application Submitted 2016	No	No	1.5 Miles	\$454,061	Transp Alt Funds		No
		<i>Excerpt from submitted application:</i> The project was recently added to the Transportation Alternatives Priority List as it was seen as a needed connector between the residential development to the west and Anderson Snow Park to the east. This project was established through the joint efforts of the Bicycle/Pedestrian Advisory Committee (BPAC), the MPO's Technical Advisory Committee (TAC), and the Metropolitan Planning Organization. The project is owned and will be maintained by Hernando County.											

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026

TRANSPORTATION ALTERNATIVES (TA)

MPO Board - Adoption June 4, 2026

Prior Year Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Project Phase/Year	Consideration Factors(s)						
						Status of Application	Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
10		E. Vine St.& E. Gospel Is. Rd.- Sidewalk	N. Apopka Ave.	W. Gulf to Lake Hwy (SR 44)	Citrus County	No Application							
11		Nightwalker Rd. - Sidewalk	Cortez Blvd. (SR 50)	Madrid Rd.	Hernando County	Application Submitted 2016	No	No	3,800 ft.	\$258,734	Transp Alt Funds		No
<p><i>Excerpt from submitted application:</i> The project involves construction of 5' sidewalk along County Right of Way. The project was added to the Transportation Alternatives Priority List as it was seen as a needed connector between the residential development. This project was established through the joint efforts of the Bicycle/Pedestrian Advisory Committee (BPAC), the MPO's Technical Advisory Committee (TAC), and the Metropolitan Planning Organization his project will be administered by Hernando County and the Engineering Department under its Local Agency Program (LAP) authority. Maintenance of sidewalk is responsibility of Hernando County.</p>													
12		W. Cardinal St.	US 19 (S. Suncoast Blvd.)	S. Lecanto Hwy (CR 491)	Citrus County	No Application							
13		Sugarmill Woods - Multi-Use Trail along US 98	Oak Village Blvd.	Trailhead / Parking lot near the Suncoast Parkway II	Citrus County	No Application							
14		US 19 Trailhead & Crossing	Vicinity of Crosstown Trail at US 19 - (In City of Crystal		Citrus County (Crystal River)	No Application							
15		Withlacoochee State Trail (WST) – Reconstruction	Pasco/Hernando County Line	Citrus/Hernando County Line	Hernando County	No Application					Transp Alt Funds		
15a		Section a (3.15 Miles)	Pasco/Hernando Border	SR 50	Hernando County	No Application					Transp Alt Funds		
15b		Section b (5.15 Miles)	SR 50	Croom Rd.	Hernando County	No Application					Transp Alt Funds		
16		Section c (5.90 Miles)	Croom Rd.	Hernando/Citrus Border	Hernando County	No Application					Transp Alt Funds		
17		South Apopka Connector - Phase I	Dampier St.	Highland Blvd.	Citrus County (City of Inverness)	No Application							
18		W. Halls River Rd. (CR 490A) - Sidewalk	S. Riverview Circle	US 19 (S. Suncoast Blvd.)	Citrus County	No Application							
19		Spring Hill Dr. - Sidewalk	US 19	Ken Lake Ave.	Hernando County	No Application					Transp Alt Funds		
20		Eden Dr. Connector/Sidewalk	WST	Martinis Dr.	Citrus County (City of Inverness)	No Application							

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026

TRANSPORTATION ALTERNATIVES (TA)

MPO Board - Adoption June 4, 2026

Prior Year Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Project Phase/Year	Consideration Factors(s)						
						Status of Application	Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
21		Spring Hill Dr. - Sidewalk	Spring Park Way	US 41	Hernando County	Application Submitted					Transp Alt Funds		
22	-	Forest Dr. Sidewalk	W. Main St. (SR44)	Independence Hwy.	Citrus County	No Application - Per City of Inverness, Project Complete (Removed from List)							
23		Turner Camp Rd./Ella Ave. - PS/Sidewalk	US 41	Inverness MS	Citrus County	No Application							
24		Citrus Springs Blvd. - Bicycle Lane/PS	Dunklin Blvd.	W. Deltona Blvd.	Citrus County	No Application							
25		Suncoast Trail (SCT) – Rehabilitation	County Line Road	US 98	Hernando County	No Application					Transp Alt Funds		
25a		Section a	County Line Road	Spring Hill Drive	Hernando County						Transp Alt Funds		
25b		Section b	Spring Hill Drive	SR 50	Hernando County						Transp Alt Funds		
25c		Section c	SR 50	US 98	Hernando County						Transp Alt Funds		
25d		Section d	Centralia Rd.	US 98	Hernando County						Transp Alt Funds		
26		Elkcam Blvd. - Bicycle Lane/PS	Pine Ridge Blvd	N Citrus Springs Blvd.	Citrus County	No Application							
27		Pine Ridge Blvd. - Multiuse Trail	CR 486	CR 491	Citrus County	No Application							
28		South Apopka Connector - Phase II	Highland Blvd.	E Anna Jo Dr.	Citrus County (City of Inverness)	No Application							
29		Mossy Oak Sidewalk	US 41 and Eden Dr.	WST	Citrus County	No Application							
30		Sugarmill Woods Bicycle Lane along the following sections:	-	-	Citrus County	No Application							

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-2026
TRANSPORTATION ALTERNATIVES (TA)

MPO Board - Adoption June 4, 2026

Prior Year Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Project Phase/Year	Consideration Factors(s)						
						Status of Application	Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
30a		Section a. W. Oak Park Blvd.	Shoppes at Sugarmill Woods	Corkwood Blvd.	Citrus County	No Application	per Walt, no public support						
30b		Section b. Cypress Blvd. E	W. Oak Park Blvd.	Cypress Circle E	Citrus County	No Application							
31		W. Miss Maggie Dr. (CR 480) Sidewalk/PS	Chassahowitzka River Campground	US 19 (S. Suncoast Blvd.)	Citrus County	ROW issues, No Application Submitted							
32		North Ave. - Sidewalk	Howell Ave.	Zoller St.	Hernando County (City of Brooksville)	ROW issues, No Application Submitted							
33		Kass Circle Improvements	Kass Circle		Hernando County	Under Review							
34a		Shelter/Restroom Amenities	Cardinal Boulevard-Trailhead		Citrus County	Removed; Jurisdictional Responsibility							
34b		Shelter/Restroom Amenities	SR 44 @ Suncoast Parkway		Citrus County	Removed; Jurisdictional Responsibility							
35		Ft. Island Trail - Multi-Use Trail	Gulf of America	Three Sisters Trail	Citrus County (Crystal River)	Consultant Study Complete / ETDM							
36		West Inverness Trail Connector			Citrus County (City of Inverness)	No Application	.5 mile from Inverness Middle School, 1.5 miles from Citrus High School and Withlacoochee Tech, 1.75 miles from Inverness Primary School	1.25 miles to grocery store; transit within 1-1.5 miles	1.5 Miles	\$3,000,000	\$1,000,000 from City of Inverness for Design/Const.		No

Note: Applications for projects are the responsibility of the jurisdictional entity.

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-28-26
TRANSPORTATION ALTERNATIVE PROJECTS IN PRODUCTION
MPO Board - Adoption June 4, 2026

Line #	Status	FPN / Resp. Agency	Project/Corridor	From	To	Area	Project Type	Project Phase/Year	Disposition
1	Production	437484 1/FDOT	W. Landover Blvd.	Northcliffe Blvd.	Elgin Blvd.	Hernando County	TA	Scheduled for Completion 2026	
2	Production	438651 1/FDOT	S Linden Dr. - Sidewalk	County Line Rd.	Spring Hill Dr.	Hernando County	TA	Scheduled for Completion 2026	
3	Production	441107 1/FDOT	Eastside Elementary – Sidewalk, Raley Rd	US 98/SR 50/Cortez Blvd	Roper Road	Hernando County	SRTS	Scheduled for Completion 2026	
4	Production	441103 1/FDOT	Freeport Dr	Deltona Blvd	Northcliffe Blvd	Hernando County	SRTS	Scheduled for Completion 2026	
5	Production	441105-1	Forest Ridge Elementary Ph 2 Sidewalk	W Lake Beverly Dr	W Colbert Ct	Citrus County	SRTS	Scheduled for Completion 2026	

**REVIEW AND RECOMMENDATION OF THE DRAFT TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FY 2027-FY 2031, AS PREPARED BY THE GENERAL PLANNING CONSULTANT, BENESCH & ASSOCIATES**

Benesch & Associates, serving as the MPO's General Planning Consultant, has prepared the FY 2027-FY 2031 Transportation Improvement Program (TIP).

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 for the Hernando-Citrus Metropolitan Planning Organization (MPO) contains the funded Florida Department of Transportation (FDOT) Five-Year Work Program and the submitted local jurisdiction Capital Improvement Program (CIP) projects for Hernando, Citrus, and Crystal River jurisdictions. The TIP reflects the projects contained in the 2050 Long-Range Transportation Plan (LRTP). Projects are required to be shown in the TIP for inclusion into the State Transportation Improvement Program (STIP) and receive subsequent funding.

Beginning May 1, 2026, the 30-day public comment period required for the Draft TIP began and will conclude June 4, 2026, upon adoption of the TIP. The draft is undergoing review by the Florida Department of Transportation District 7 office and the Federal Highway Administration, and comments received from these agencies incorporated as appropriate for the adoption public hearing on June 4, 2026, by the MPO Board.

The Draft FY2027-FY2031 TIP begins with a narrative discussion of the contents of the five-year program including the supporting appendices contained therein. Performance measures are addressed in Appendix B which identifies safety initiatives represented by the projects in the TIP. It was prepared utilizing the FDOT's performance measures template. The TIP is consistent with the adopted 2050 LRTP and reflects the Hernando-Citrus MPO's goal which is to provide a safe and efficient transportation system that addresses the priorities of the community. The projects shown in the TIP also reflect the objectives of the 2050 LRTP goal which are: Safety, Economy, Mobility, Intermodal, Livability, Preservation, and Implementation.

The current draft List of Priority Projects (LOPP) is reflected in Appendix C. Appendix C of the TIP will be updated to include the version of the LOPP adopted by the MPO Board on June 4, 2026. A required glossary of terms is contained in Appendix D.

The 5-Year Funded Projects List for the work program is provided by FDOT and is contained in Appendix E. The draft work program for FY2027-FY2031 total is \$1,162,189,100 which includes the amount of funding that has occurred on the projects prior to FY2027 and the estimated costs through FY2031. Additionally, the work program reflects FDOT's indirect costs which is a new feature. The amount is a decrease by \$68,251,130 from the FY2026-FY2030 TIP work program amount of \$1,230,440,230.

The FDOT's annual list of obligated projects for the MPO's planning area is included in Appendix F. Appendix G contains the submitted lists of Local Agency Capital Improvement Plans for Citrus County, Hernando County, the City of Brooksville, and the City of Crystal River. Capital improvement lists are subject to the approval of the jurisdictional entities through their respective budget processes. Appendix H contains the transit system lists of capital for Hernando's TheBus and Citrus County Transit. Appendix I contains the Transportation Disadvantaged 5-Year program lists submitted by Hernando and Citrus Counties.

The projects reflected in the TIP are consistent with and serve to support the goal and objectives of the 2050 LRTP. The TIP for FY2027-FY2031 is in conformance with the state and federal regulations.

Staff Recommendation: It is recommended that the CAC and BPAC, separately by committee, review and recommend the MPO Board adopt the FY2027-FY2031 Transportation Improvement Program (TIP) and authorize MPO Staff to transmit it as required to the applicable state and federal agencies.

Attachment: Draft FY2027-FY2031 Transportation Improvement Program (TIP)



Transportation Improvement Program

Fiscal Years 2027 – 2031

DRAFT



Adoption Date: June 4, 2026

*Hernando/Citrus Metropolitan Planning Organization
789 Providence Boulevard, Brooksville, Florida 34601*

Page blank for printing purposes

TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2027 – 2031
JULY 1, 2026 – JUNE 30, 2031

Adoption Date: June 4, 2026

DRAFT for Public Review and Comment

Hernando/Citrus Metropolitan Planning Organization

789 Providence Boulevard, Brooksville, Florida 34601

www.hernandocitrusmpo.us

Page blank for printing purposes

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.

Page blank for printing purposes

HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION (MPO) BOARD and STAFF

Citrus County, Florida

Commissioner Rebecca Bays, MPO Board Vice Chair
Commissioner Diana Finegan
Commissioner Jeff Kinnard, Alternate

Hernando County, Florida

Commissioner John Allocco, MPO Board Chair
Commissioner Brian Hawkins
Commissioner Steve Champion
Commissioner Jerry Campbell
Commissioner Ryan Amsler, Alternate

City of Brooksville in Hernando County, Florida

Council Member Louis Hallal
Council Member Betty Erhard, Alternate
Mayor Christa Tanner, Alternate
Vice Mayor Thomas Bronson, Alternate
Council Member John "JW" McKethan, Alternate

City of Crystal River in Citrus County, Florida

Mayor Joe Meek
Council Member Robert Holmes, Alternate
Council Member Chris Ensing, Alternate

City of Inverness in Citrus County, Florida

Council Member Gene Davis
Council Member Tom Craig, Alternate

Florida Department of Transportation, Nonvoting Advisor

Justin Hall, Secretary, District 7
Brian Hunter
Suzanne Ziegler
Elisa Joyner
Holly Kowalcryk

Hernando/Citrus MPO Staff

Robert M. Esposito, MPO Executive Director
Mary Elwin, MPO Coordinator
Joy Turner, Executive Assistant

Page blank for printing purposes

Endorsement 11

Purpose Statement 13

Public Participation Process in the 5-Year TIP..... 13

Project Selection Process 13

Consistency with the 2050 LRTP and MPO Area Plans..... 14

Amendments and Modifications to the 5-Year TIP 14

Performance Management..... 15

**List of Priority Projects (LOPP) for Major Improvement & Congestion Management and List of Priority Projects for
Transportation Alternatives 16**

Glossary of Terms, Abbreviations, Funding Types/Codes, and Acronyms 16

FDOT’s Tentative 5-Year Work Program Public Hearing 17

Regional Coordination Efforts 17

Summary of TIP Projects for Fiscal Year 2027 through Fiscal Year 2031..... 18

Annual Listing of Obligated Projects 19

FDOT/MPO Certification 19

Congestion Management 20

Local Capital Improvement Programs (CIP) 20

5-Year Schedule of Capital Needs for Transit Systems 20

Transportation Disadvantaged Services 20

Appendix A: Index of TIP Amendments and Modifications Post Adoption APP A-1

Appendix B: Performance Measures APP B-1

Appendix C: List of Priority Projects (LOPP) APP C-1

Appendix D: Glossary of Terms, Abbreviations, Funding Types/Codes, and Acronyms APP D-1

Appendix E: 5-Year Funded Projects APP E-1

Appendix F: FDOT Annual List of Obligated ProjectsAPP F-1
Appendix G: Local Agency Capital Improvement Programs..... APP G-1
Appendix H: 5-Year Schedule of Capital Improvements for Transit Systems in Citrus and Hernando Counties APP H-1
Appendix I: Transportation Disadvantaged 5-Year Work Programs APP I-1
Appendix J: FDOT Review Comments for the Draft 5-YEAR TIP FY 2027-2031 APP J-1
Appendix K: Eastern Federal Lands Highway Division TIP FY 2027 – FY 2031 Mid-Year Update..... APP K-1

HERNANDO/CITRUS MPO ENDORSEMENT FOR ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM

(FISCAL YEARS 2027 – 2031)

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 4, 2026, endorsed the Fiscal Year 2027 - Fiscal Year 2031 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 4, 2026

John Allocco
Chair

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

BY _____
MPO Attorney

Page blank for printing purposes

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 May 1, 2025. 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 2027 – FY 2031 TIP on May 28, 2026. The Draft TIP for FY 2027 – FY 2031 was posted on the MPO's website for a 30-day public review comment period ending June 4, 2026.

Project Selection Process

The federally funded projects included within this TIP were selected in accordance with Title 23, CFR 450.332(b). 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 2050 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 2050 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
- Public Transit Agency Safety Plan

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. 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 2050 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 2050 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 2050 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 on June 4, 2026, 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, Appendix D is a useful illustration of what terms mean or represent. Funding types/codes can also be found in Appendix D.

FDOT's Tentative 5-Year Work Program Public Hearing

The FDOT conducted an on-line Public Hearing through the use of an interactive website from October 20, 2025 through November 3, 2025 to solicit public comment on the 5-Year Tentative Work Program. This website featured various links relating to the Tentative Work Program including a Virtual Public Hearing link and an interactive GIS MAP containing all the projects within the five-year work program. An in-person open house was conducted on Wednesday, October 22, 2025, from 3:00 p.m. to 7:00 p.m. at the Temple Terrace Public Library, 202 Bullard Parkway, Temple Terrace, Florida.

On October 23, 2025, 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 6, 2025, 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 comments were due by November 3, 2025, to become part of the official record.

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:

Roadways:

- I-75 Interchange at Gibsonton Dr
- I-275 Express Lanes from I-375 to Gandy Blvd.
- 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
- HART Heavy Maintenance Facility (Hillsborough)
- Florida/Tampa Bus Rapid Transit Project (downtown Tampa to USF)
- Pasco/Hernando County Line Road
- SR 60 from CR 630 to US 441

Trails:

- Three Sisters Springs Connector Multi-Use Trail (Citrus County)
- Orange Belt - Caliente and Orange Belt-Pompanac (Pasco County)
- Tampa Bypass Canal Trail (Hillsborough County)
- South Coast Greenway/Mariella Johns Smith Trail (Hillsborough County)
- Upper Tampa Bay Trail IV Suncoast Trail Connection (Hillsborough)
- Joe's Creek Trail (Pinellas County)
- Pinellas Trail Loop/126th Ave (Pinellas County)
- Palma Sola Causeway to Green Bridge (Manatee, Sarasota)
- 17th St Multi Modal Trail Connection (Manatee, Sarasota)
- Old Dixie Trail – Auburndale to Lake Alfred (Polk)
- Ingraham Avenue Trail – Lakeland (Polk)
- Legacy Trail Overpasses (Sarasota, Manatee Counties)

Summary of TIP Projects for Fiscal Year 2027 through Fiscal Year 2031

The 5-Year Transportation Improvement Program (FY 2027 - FY 2031) 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. Also included in this listing of project costs is the calculated indirect cost by project phase in order to comply with the requirement that the TIP show total project costs. This summary is 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 2050 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 2050 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

FDOT/MPO Certification

The Hernando/Citrus MPO participated in an annual joint certification process with FDOT District 7 which concluded on February 10, 2026. 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 Hernando County and Citrus County. These projects are consistent with the local government Comprehensive Plans and the 2050 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 You Thrive Florida 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

Page blank for printing purposes

Appendix B: Performance Measures

Page blank for printing purposes

**Performance Management
MPO Transportation Improvement Program (TIP)
Hernando/Citrus MPO
FY 2027-FY2031**

Based on FDOT March 2026 Template

**Systems Forecasting
& Trends Office**



Contents

Background	5
Statewide Targets.....	6
1.0 Investments in the TIP	7
2.0 Highway Safety Measures (PM1)	9
3.0 Bridge & Pavement Condition Measures (PM2).....	10
4.0 System Performance & Air Quality Improvement Program Measures (PM3)	11
5.0 Transit Asset Management Measures	12
6.0 Transit Safety Performance Measures	14

Background

Transportation Performance Management (TPM) links transportation investments to policy goals by using performance measures and targets to evaluate progress. Federal law mandates state Departments of Transportation (DOTs), metropolitan planning organizations (MPOs), and transit providers to track performance and set data-driven targets ([23 CFR 490](#)).

[Section 339.175\(10\)\(b\)](#), Florida Statutes, also requires Florida DOT (FDOT) to establish quality performance metrics in collaboration with the MPOs. These metrics mirror the federal performance measure topics. Therefore, only one set of targets will be needed to meet both federal and state requirements.

This document provides language that Florida's MPOs may adapt as needed when updating their Transportation Improvement Programs (TIPs) to meet federal TPM requirements.

Every section outlines the timeline, reporting options, and information to include when reporting performance measures in the TIP.

Statewide Targets

The tables below present the statewide targets for the federal performance measures.

Safety Performance Measures (PM1)	Calendar Year 2026 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

NHS Bridge and Pavement Performance Measures (PM2)

Performance Measure	2023 Target	2025 Target
Percent of NHS bridges (by deck area) in good condition	≥50.0%	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	≤10.0%	≤5.0%
Percent of Interstate pavements in good condition	≥60.0%	≥60.0%
Percent of Interstate pavements in poor condition	≤5.0%	≤5.0%
Percent of non-Interstate pavements in good condition	≥40.0%	≥40.0%
Percent of non-Interstate pavements in poor condition	≤5.0%	≤5.0%

System Performance and Freight Measures (PMs)

Performance Measure	2023 Target	2025 Target
Percent of person-miles traveled on the Interstate system that are reliable	≥75.0%	≥75.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	≥50.0%	≥60.0%
Truck travel time reliability (Interstate)	1.75	2.00

1.0 Investments in the TIP

The Transportation Improvement Program (TIP) advances the investment priorities established in the 2050 LRTP, including safety, system preservation, system performance, freight movement, and transit asset management and safety.

The Hernando/Citrus MPO's Transportation Improvement Program for FY2027-FY2031 (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 projects such as: bike lanes, sidewalks, intersection improvements, and routine maintenance. Additionally, resurfacing and rigid pavement construction projects in the program serve as investments for safety as the road surface is important to all travelers and modes of travel.

Safety investments in the TIP include infrastructure improvements such as roundabout and median modifications projects as well as multimodal infrastructure including sidewalks and bike lanes. 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 projects in this TIP are anticipated to support progress towards achieving the safety targets.

The TIP also supports system preservation through bridge and pavement projects on the Interstate and non-Interstate NHS, including bridge replacements, pavement reconstruction, resiliency upgrades such as culvert improvements, and capacity-related resurfacing. The TIP allocates \$19 million for bridge improvements, \$116 million for resurfacing, and \$76 million for capacity expansion, aligning with FDOT's Five-Year Work Program and supporting statewide pavement and bridge condition goals.

To improve mobility, reliability, and freight movement, the TIP funds corridor and intersection improvements, CMP-identified projects, managed lanes, transit, and active transportation investments that support mode shift, freight reliability enhancements, TSMO/ITS initiatives, and travel demand management programs such as park-and-ride facilities. The TIP dedicates \$5 million to intersection improvements and \$2 million to TSMO, supporting statewide system performance and freight reliability targets.

Developed in cooperation with Citrus County Transit and Hernando Transit, the TIP includes FTA-funded projects that maintain transit assets in a state of good repair. Investments include vehicle replacements, equipment upgrades, facility rehabilitation, and infrastructure repairs. Project selection follows LRTP criteria that incorporate TAM performance measures. The TIP allocates \$8 million for vehicle acquisitions and \$25

Investments in the TIP

million for facility upgrades. These investments are expected to support progress toward TAM targets. See Appendix H and Appendix I for details.

FDOT's **Group TAM Plan** prioritizes the replacement or rehabilitation of vehicles, equipment, and facilities based on condition and safety risk.

The TIP also includes projects that support transit safety, consistent with the PTASP and LRTP priorities. These may include safety equipment, facility improvements, and reliability enhancements. Project selection incorporates criteria aligned with transit safety performance measures. The TIP allocates \$2 million for transit safety improvements, including driver training and transit stop amenities. These investments are expected to support progress toward transit safety performance targets. See Appendix H for more information.

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.

2.0 Highway Safety Measures (PM1)

State Timeline and Reporting

Safety performance measure targets must be adopted annually. In August of each calendar year (CY), FDOT reports targets to FHWA for the following calendar year. On August 31, 2025, FDOT established statewide safety performance targets for CY2026.

MPO Timeline and Reporting

MPOs must establish safety targets annually within 180 days of FDOT's establishment of statewide targets.

The Hernando/Citrus MPO acknowledges FDOT statewide 2025 safety targets, which are set at "0" for each performance measure to reflect FDOT's goal of zero fatalities and serious injuries. However, the MPO established its own safety performance targets. On February 5, 2026, the Hernando/Citrus MPO established the safety targets for calendar year 2026, as shown in the following table.

MPO Safety Targets

Performance Measure	Calendar Year 2026 MPO Target
Number of fatalities	67.12
Rate of fatalities per 100 million vehicle miles traveled (VMT)	1.76
Number of serious injuries	499.08
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	13.11
Number of non-motorized fatalities and serious injuries	48.8

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 had previously established annual targets of a five percent reduction per year based upon a five-year rolling average. However, given the performance statistics of the planning area, the increased volumes of traffic being generated, and the focus on safety, it was determined to set a target based upon a 1% reduction of the prior 5-year annual rolling average to be more appropriate and measurable.

3.0 Bridge & Pavement Condition Measures (PM2)

State Timeline and Reporting

State DOTs must establish two-year and four-year targets for bridge and pavement condition measures. Progress towards targets is reported at the midpoint and at the end of the performance period. At the midpoint of the period, State DOTs may adjust the 4-year target. On December 16, 2022, FDOT established statewide bridge and pavement targets, and in September 2024, adjusted the 2025 target for the percentage of NHS bridges (by deck area) in poor condition.

MPO Timeline and Reporting

MPOs must establish four-year targets for the bridge and pavement condition measures within 180 days of FDOT's establishment of the statewide targets.

On February 6, 2025, the Hernando/Citrus MPO **agreed to support** FDOT's 2023 and revised 2025 statewide bridge and pavement performance targets, thereby agreeing to plan and program projects in the TIP that, once implemented, are expected to contribute to the achievement of the statewide targets.

4.0 System Performance & Air Quality Improvement Program Measures (PM3)

State Timeline and Reporting

State DOTs must establish two-year and four-year targets for system performance and freight. Progress towards targets is reported at the midpoint and at the end of the performance period. At the midpoint of the period, State DOTs may adjust the 4-year target. On December 16, 2022, FDOT established statewide targets, and in September 2024, adjusted the 2025 targets for the percentage of person-miles traveled on the Interstate and on the non-Interstate NHS that are reliable.

MPO Timeline and Reporting

MPOs must establish four-year targets for the two system reliability and one freight reliability measure within 180 days of FDOT's establishment of targets.

On February 6, 2025, the Hernando/Citrus MPO agreed to support FDOT's 2023 and revised 2025 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.

5.0 Transit Asset Management Measures

State Timeline and Reporting

State DOTs can sponsor a Group Plan that Tier II providers may choose to participate in. Targets are set for each applicable asset class and reported annually to FTA's National Transit Database.

There are 19 public transit providers that coordinate with FDOT to report targets for fiscal years 2022-2026 in [FDOT's Group TAM Plan](#), adopted in September 2022. Targets for 2023 were submitted in September 2023. MPOs may include the full or partial provider table shown in the plan, especially if transit providers in their area participate.

Transit Timeline and Reporting

Public transportation providers must set and report TAM targets each year for the upcoming fiscal year. Each provider or its sponsors must share these targets with every MPO where the provider's projects and services are included in the MPO's TIP.

Transit Asset Management Targets for Citrus County Transit

The Citrus County Board of County Commissioners established TAM targets for each relevant asset categories in November 2025 as shown in the table below.

Citrus County			
Asset Category - Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2027 Target
Rolling Stock Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Cutaway Bus	68%	10%
	Mini-Van	0%	N/A
Equipment Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Generator	0%	0%
Facilities Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	Good	0%

Transit Asset Management Targets for Hernando County Transit (TheBus)

The Hernando County Board of County Commissioners (TheBus) originally adopted Transit Asset Management targets on August 28, 2018. The targets listed below reflect the most recent TAM Plan, updated on August 2, 2022

Hernando County Asset Category - Performance Measure	Asset Class	FY 2022 Asset Condition	FY 2026 Target
Rolling Stock Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Bus	8%	15%
	Cutaway Bus	83%	0%
	Minivan	0%	0%
Equipment Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB			
	Generator	0%	0%
Facilities Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Maintenance	N/A	0%

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 available data on the number, age, and condition of transit assets, as well as capital investment plans to improve them. The table summarizes both the existing conditions for the most recent available year and the current targets.

MPO Timeline and Reporting

MPOs are not required to establish TAM targets annually, as transit providers do. Instead, MPOs must revisit their targets each time they update the LRTP.

On June 6, 2024, the Hernando/Citrus MPO agreed to support the Citrus County and Hernando County TAM targets through the adoption of the previous 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.

6.0 Transit Safety Performance Measures

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 public transportation operators receiving FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307 or operating a rail transit system subject to FTA's State Safety Oversight Program. They do not apply to transit modes regulated by other agencies, such as passenger ferries overseen by the Coast Guard or commuter rail regulated by the Federal Railroad Administration.

Each public transportation provider in Florida that operates under Section 5307 or 5311 must create a System Safety Program Plan (SSPP) in accordance with Chapter 14-90 of the Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies update their current SSPPs to align with the FTA PTASP requirements.

Each public transportation provider subject to the PTASP regulations must certify that its SSPP meets the requirements of a PTASP, including annual transit safety targets for the federally required measures. Once the public transportation provider establishes safety targets, it must make them available to MPOs to aid in planning.

The following public transportation providers operate within 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 You Thrive FL. Of these Citrus County Transit and TheBus are responsible for developing a PTASP and establishing transit safety performance targets annually.

Transit Agency Timeline and Reporting

Public transportation providers must set and report safety targets each year for the upcoming fiscal year. Each provider or its sponsors must share these targets with every MPO where the provider's projects and services are included in the MPO's TIP.

The Citrus County Board of County Commissioners established transit safety targets on September 8, 2020 and adopted revised targets on August 12, 2025. The Hernando County Board of County Commissioners established the transit safety targets listed below on May 13, 2025.

Transit Safety Targets

Transit Provider	Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Citrus	Fixed Route Bus	0	0	0	0	0	0	21,302
Transit	ADA/Paratransit	0	0	0	0	0	0	13,542
TheBus	Fixed Route Bus	0	0	1	0.14 (per 100,000 VRM)	1	0.14 (per 100,000 VRM)	59,262
	Demand Response	0	0	0	0.0 (per 100,000 VRM)	0	0.0 (per 100,000 VRM)	>=77,510*

* No mechanical failures were reported on TheBus Demand Response vehicles during the reporting period.

MPO Transit Safety Timeline and Reporting

MPOs must revisit their targets each time they update the LRTP. They are not required to establish transit safety targets annually, as transit providers do. 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 multiple transit agencies are in the MPO planning area.

On June 4, 2026, the Hernando/Citrus MPO agrees to support the transit safety targets provided by the Citrus County Board of County Commissioners and the Hernando County Board of County Commissioners, It reflects the investment priorities established in the 2050 Long Range Transportation Plan.

Page blank for printing purposes

Appendix C: List of Priority Projects (LOPP)

Page blank for printing purposes

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-2026
MAJOR IMPROVEMENT & CONGESTION MANAGEMENT
MPO Board Adoption - June 4, 2026

PRIORITY	FDOT PROJECT #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY/ DESCRIPTION	PROJECT PHASE	ESTIMATED COST	YEAR	REASON FOR CHANGE/NOTES
1	257165-6	FDOT	US 41 (SR 45)	Citrus	North of E Arlington St	E Louisiana Lane	Add 2 lanes (existing 2) and Reconstruct; Includes bike lanes and sidewalks	ROW Deferred to FY2029	\$4,621,000 (Right-of-Way)	2029	Per FDOT Tentative Work Program 11-6-25
	257165-7	FDOT	US 41 (SR 45)	Citrus	E Louisiana Lane	S of CR 486	Add 2 lanes (existing 2); Includes bike lanes and sidewalks	Design	To Be Determined (TBD)	TBD	
	257165-8	FDOT	US 41 (SR 45)	Citrus	CR 486	N of SR 200	Add 2 lanes (existing 2); Includes bike lanes and sidewalks	Design	To Be Determined (TBD)	TBD	
2	257298-7-52-01	FDOT, HERN/PASCO	CR 578 (County Line Road)	Hern	East of Mariner Blvd	W of the Suncoast Parkway	Add 2 lanes (existing 2)	Right-of-Way	\$20,000,000	2029	\$10,000,000 FDOT, \$5,000,000 Each from Hernando and Pasco Co. Per FDOT TWP 11-6-25 and draft agreement.
	257298-3-52-01	FDOT, HERN/PASCO	CR 578 (County Line Road)	Hern	East of East Rd	Spring Time St	Add 2 lanes (existing 2)	Right-of-Way	To Be Determined (TBD)	TBD	
3		FDOT	SR 200 (N Carl G. Rose Hwy)	Citrus	US 41	Marion County Line	Add 2 lanes (existing 2)	To Be Determined (TBD)	To Be Determined (TBD)	TBD	SR 200 is a FDOT District 5 Priority
4		FDOT/City of Brooksville	US 41/SR 50A One Way Pairs	Hern	Mildred Avenue	May Avenue	Revert One-Way Pairs Back to Two-Way Traffic in Downtown Brooksville.		To Be Determined (TBD)	2027	Agreement executed; approved by City Council via Resolution 2026-01
5		FDOT	US 41 at Lake Lindsey Rd	Hern			Roundabout	To Be Determined (TBD)	To Be Determined (TBD)	TBD	FDOT D7 Requested Project Included in LOPP
6		CITRUS	CR 491 (N. Lecanto Hwy.)	Citrus	W. Pine Ridge Blvd.	SR 200	Add 2 lanes (existing 2)	To Be Determined (TBD)	To Be Determined (TBD)		Citrus County working on segment from Pine Ridge to N of Hampshire
7		HERN	Barclay Avenue - Phase II & III	Hern	Lucky Lane	Elgin Boulevard/ Powell Road	Road Design, Right-of-Way Acquisition, Utilities (Roadway approximately 2.9 miles)	To Be Determined (TBD)	To Be Determined (TBD)	TBD	Hernando County working on negotiations for Design.
8	454840-1-52-01	FDOT	US 41 (SR 45)	Hern	County Line Road	Ayers Road	Add 2 Lanes (existing 2 lanes) - approximately 9.4 miles	Design	To Be Determined (TBD)		Per FDOT Project Description for Boundaries; Per FDOT-should be included in LOPP.
9	416735 1	FDOT	SR 50 Bypass	Hern	W. of Buck Hope Road	Jefferson Street (50A)	Add 2 lanes (existing 4)	CONST	\$50,198,000		
10		FDOT	US 41 @ North Citrus Springs Blvd. (South of Dunnellon)	Citrus			Roundabout	Design/Const	To Be Determined (TBD)		
11		FDOT	SR50 @ Evergreen Woods	Hern	SR50	Evergreen Woods/ Highline Drive	Intersection Improvement				New Project
12		FDOT	Cobb Road at Ft. Dade Avenue	Hern	Cobb Road	Ft. Dade Avenue	Intersection Improvement				New Project

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-2026
MAJOR IMPROVEMENT & CONGESTION MANAGEMENT PROJECTS IN PRODUCTION
MPO Board - Adoption June 4, 2026

Line #	PRIORITY	FDOT ITEM #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY	PROJECT PHASE	COST	YEAR	DISPOSITION
1	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		
2	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	
3	Production	448035-1	FDOT	SR 50 (Cortez Blvd.)	Hern	West of Buck Hope Road	West of E Jefferson Street	Resurfacing	CONST	To Be Determined	FY28	
4	Production	257165-4	FDOT	US 41 (SR 45)	Citrus	S. of Withlacoochee Trail Bridge	N of Sportsman Pt	Add 2 lanes (existing 2)	CONST	\$34,700,000	2028	
5	Production	257165-5	FDOT	US 41 (SR 45)	Citrus	N of N Sportsman Pt	E of Arlington St	Add 2 lanes (existing 2)	ROW	\$3,500,000	2027	
6	Production	447536 3	FDOT	US 301	Hern	Pasco County Line	SR 50/Cortez Blvd	PE to Add 2 lanes (existing 2)	CONST		UNDERWAY	
7	Production	452924-1	FDOT	US 41 at SR50A	Hern	North Broad Street	East Jefferson Street	Intersection Improvement	CONST	To Be Determined	Begin 2027	Per FDOT, being let with resurfacing project
8	Production	454454-1	FDOT	SR 200 (N Carl G. Rose Hwy) Replace Bridge	Citrus	US 41	Marion County Line	Replace Bridge w 4 Lanes	Bridge Replacement	\$15,879,000	2031	
9	Production	429066-1	HERN	Barclay Avenue - Phase I	Hern	SR 50	Lucky Lane	Add 2 lanes (Construction) and Reconstruct	Construction Added to FY27	\$3,452,000	2027	
10	Production	457544-1	FDOT/ HERN	Ayers Road/Hayman Rd at Culbreath Rd	Hern	Ayers at Culbreath		Roundabout	Construction Added to FY28	\$3,171,999		
11	Production	405822 5	FDOT	US 19 (SR 55)/US 98	Citrus	Cardinal Street	Green Acres	Add 2 lanes (existing 4)	Design, Construction	To Be Determined		

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-2026

TRANSPORTATION ALTERNATIVES (TA)

MPO Board - Adoption June 4, 2026

Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Status of Application	Consideration Factors(s)						
							Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
1	450592-1	California St. / Powell Rd. - Sidewalk	Spring Hill Dr. / California St.	Powell Rd./Rowan Rd.	Hernando County	Application Submitted 2022; Per FDOT PE funded last cycle for FY27	Yes	Yes	.95 mile	\$584,000	Transp Alt Funds	Yes	No
		<i>Excerpt from submitted application:</i> Along California Street between Spring Hill Drive and Powell Road, the Hernando County School system has a bus complex, high school and elementary school. There are residential areas located proximate to the complex and the added sidewalk will provide better/safer pedestrian access to the schools as well as some of the commercial businesses in the area. A sidewalk along California Street from Powell Road to Sandusky has been constructed, and from Spring Parkway to California Street along Powell Road. A sidewalk is also constructed along Spring Hill Drive.											
2		N Independence Hwy- PS/Sidewalk (Design Only per Committee Recommendation 4-23-26)	E Gulf to Lake Hwy (SR 44)	N Florida Ave (US 41)	Citrus County	Application Submitted 2025	No	Commercial at each end; no transit proximity	2.4 miles	\$5.29 Million	Transp Alt Funds		No
		<i>Excerpt from submitted application:</i> The sidewalk will connect to an existing pedestrian facility along SR44 and extend to US41 with an interconnection to a current and recently rehabilitated Rails to Trails facility. The surrounding neighborhood is currently growing and mostly residential in nature with Commercial establishments at the North and South ends (US41 & SR44; respectively). Anticipated improvements include the construction of a five (5) to six (6)-foot-wide concrete sidewalk within the existing rural section right of way (ROW). Due to existing ROW limitations, the sidewalk may need to be constructed along alternating areas along the road; as such, closed drainage, lighting and ped-crossing improvements may be required. Maintenance would be responsibility of Citrus County and/or City of Inverness for respective jurisdictional areas. School bus stops exist along the Independence. Should homeowners be solicited for public support?											
3		Sunshine Grove Rd. - Sidewalk	Ken Austin Pkwy.	Hexam Rd.	Hernando County	Application Submitted 2022	Yes	No	1.38 miles	\$1.07 Million	Transp Alt Funds		No
		<i>Excerpt from submitted application:</i> There is a school complex on Ken Austin Parkway which includes an Elementary, Middle and High School. There is a signalized intersection at Ken Austin Parkway and Sunshine Grove Road. A sidewalk has been constructed on the west side of Sunshine Grove Road from Cortez Blvd to Ken Austin Parkway, and a small piece on the west side from Ken Austin Parkway to Sun Road. This project would complete the sidewalk along the entirety of Sunshine Grove Road providing pedestrian access into the school complex. Ownership and maintenance of sidewalk is responsibility of Hernando County.											
4		Three Sisters Springs Connector - Multi-Use Trail	US 19 / Kings Bay Drive	CR 486	Citrus County (Crystal River)	No for Trans Alt Funding Application	No	No	2.4 Miles	\$2.67 Million plus PD&E (\$400,000), Right-of-Way, Trail Easements, Potential Wetland Mitigation	Transp Alt Funds		Yes (for Segment 2)
		<i>Excerpt from submitted application:</i> On May 9, 2017, the Citrus BOCC and City of Crystal River chose Alternative Route 1 for the route of the multi-use trail. Since there was not enough funding to move forward with the entire trail concept, the Board chose to move forward with a segment (Three Sisters to US 19 and/or Kings Bay to US 19 connecting to Jim Legrone Park). This project is listed on the Sun Coast Transportation Planning Alliance's Regional Multi-Use Trails Priority List of Projects (May 23, 2025 edition). Previous County Incentive Grant Funding (CIGP) application submitted; however, project did not receive award.											

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-2026

TRANSPORTATION ALTERNATIVES (TA)

MPO Board - Adoption June 4, 2026

Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Status of Application	Consideration Factors(s)						
							Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
5		Cobblestone Dr. - Sidewalk	Pinehurst Dr.	County Line Rd.	Hernando County	Application Submitted 2022	No	Yes	.61 mile	\$511,744	Transp Alt Funds		No
<i>Excerpt from submitted application:</i> The project improvements include design, construction and construction engineering inspection services/materials testing for a 5' wide concrete sidewalk along Cobblestone Drive from Spring Hill Drive north to Pinehurst Drive. The length of the sidewalk is approximately .61 miles. The construction of this sidewalk would provide safe pedestrian access to neighborhood amenities and commercial areas for the residents living in the surrounding areas. Ownership and maintenance of sidewalk is responsibility of Hernando County.													
6		Good Neighbor Trail (GNT) - Rehabilitation	Jefferson St.	Jasmine St.	Hernando County	No Application					Transp Alt Funds		
7		W. Linden Dr. - Sidewalk	Spring Hill Dr.	Mariner Blvd.	Hernando County	Application Submitted 2016			.74 mile	\$367,151	Transp Alt Funds		No
<i>Excerpt from submitted application:</i> Construct a five-foot wide sidewalk along the north/east side of Linden Drive From Mariner Boulevard to Spring Hill Drive a distance of approximately .74 miles. This project will be administered by Hernando County and the Engineering Department under its Local Agency Program (LAP) authority. This project will serve to provide pedestrian amenities in a residentially developed area. Maintenance of sidewalk is responsibility of Hernando County.													
8		Rock Crusher Sidewalk	W. Homosassa Trail (CR490)	W. Gulf to Bay Hwy (SR44)	Citrus County	No Application							
9		Amero Ln. - Sidewalk	Anderson Snow Road	Spring Hill Drive	Hernando County	Application Submitted 2016	No	No	1.5 Miles	\$454,061	Transp Alt Funds		No
<i>Excerpt from submitted application:</i> The project was recently added to the Transportation Alternatives Priority List as it was seen as a needed connector between the residential development to the west and Anderson Snow Park to the east. This project was established through the joint efforts of the Bicycle/Pedestrian Advisory Committee (BPAC), the MPO's Technical Advisory Committee (TAC), and the Metropolitan Planning Organization. The project is owned and will be maintained by Hernando County.													
10		E. Vine St.& E. Gospel Is. Rd.- Sidewalk	N. Apopka Ave.	W. Gulf to Lake Hwy (SR 44)	Citrus County	No Application							

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-2026

TRANSPORTATION ALTERNATIVES (TA)

MPO Board - Adoption June 4, 2026

Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Status of Application	Consideration Factors(s)						
							Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
11		Nightwalker Rd. - Sidewalk	Cortez Blvd. (SR 50)	Madrid Rd.	Hernando County	Application Submitted 2016	No	No	3,800 ft.	\$258,734	Transp Alt Funds		No
<p><i>Excerpt from submitted application:</i> The project involves construction of 5' sidewalk along County Right of Way. The project was added to the Transportation Alternatives Priority List as it was seen as a needed connector between the residential development. This project was established through the joint efforts of the Bicycle/Pedestrian Advisory Committee (BPAC), the MPO's Technical Advisory Committee (TAC), and the Metropolitan Planning Organization his project will be administered by Hernando County and the Engineering Department under its Local Agency Program (LAP) authority. Maintenance of sidewalk is responsibility of Hernando County.</p>													
12		W. Cardinal St.	US 19 (S. Suncoast Blvd.)	S. Lecanto Hwy (CR 491)	Citrus County	No Application							
13		Sugarmill Woods - Multi-Use Trail along US 98	Oak Village Blvd.	Trailhead / Parking lot near the Suncoast Parkway II	Citrus County	No Application							
14		US 19-Crosswalk	Vicinity of Crosstown Trail at US 19 - (In City of Crystal		Citrus County (Crystal River)	No Application							
15		Withlacoochee State Trail (WST) – Reconstruction	Pasco/Hernando County Line	Citrus/Hernando County Line	Hernando County	No Application					Transp Alt Funds		
15a		Section a (3.15 Miles)	Pasco/Hernando Border	SR 50	Hernando County	No Application					Transp Alt Funds		
15b		Section b (5.15 Miles)	SR 50	Croom Rd.	Hernando County	No Application					Transp Alt Funds		
16		Section c (5.90 Miles)	Croom Rd.	Hernando/Citrus Border	Hernando County	No Application					Transp Alt Funds		
17		South Apopka Connector - Phase I	Dampier St.	Highland Blvd.	Citrus County (City of Inverness)	No Application							
18		W. Halls River Rd. (CR 490A) - Sidewalk	S. Riverview Circle	US 19 (S. Suncoast Blvd.	Citrus County	No Application							
19		Spring Hill Dr. - Sidewalk	US 19	Ken Lake Ave.	Hernando County	No Application					Transp Alt Funds		
20		Eden Dr. Connector/Sidewalk	WST	Martinis Dr.	Citrus County (City of Inverness)	No Application							
21		Spring Hill Dr. - Sidewalk	Spring Park Way	US 41	Hernando County	Application Submitted					Transp Alt Funds		

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-2026

TRANSPORTATION ALTERNATIVES (TA)

MPO Board - Adoption June 4, 2026

Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Status of Application	Consideration Factors(s)						
							Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
22		Turner Camp Rd./Ella Ave. - PS/Sidewalk	US 41	Inverness MS	Citrus County	No Application							
23		Citrus Springs Blvd. - Bicycle Lane/PS	Dunklin Blvd.	W. Deltona Blvd.	Citrus County	No Application							
24		Suncoast Trail (SCT) – Rehabilitation	County Line Road	US 98	Hernando County	No Application					Transp Alt Funds		
24a		Section a	County Line Road	Spring Hill Drive	Hernando County						Transp Alt Funds		
24b		Section b	Spring Hill Drive	SR 50	Hernando County						Transp Alt Funds		
24c		Section c	SR 50	US 98	Hernando County						Transp Alt Funds		
24d		Section d	Centralia Rd.	US 98	Hernando County						Transp Alt Funds		
25		Elkcam Blvd. - Bicycle Lane/PS	Pine Ridge Blvd	N Citrus Springs Blvd.	Citrus County	No Application							
26		Pine Ridge Blvd. - Multiuse Trail	CR 486	CR 491	Citrus County	No Application							
27		South Apopka Connector - Phase II	Highland Blvd.	E Anna Jo Dr.	Citrus County (City of Inverness)	No Application							
28		Mossy Oak Sidewalk	US 41 and Eden Dr.	WST	Citrus County	No Application							
29		North Ave. - Sidewalk	Howell Ave.	Zoller St.	Hernando County (City of Brooksville)	ROW issues, No Application Submitted							
30		Kass Circle Improvements	Kass Circle		Hernando County	Under Review							
31		Ft. Island Trail - Multi-Use Trail	Gulf of America	Three Sisters Trail	Citrus County (Crystal River)	Consultant Study Complete / ETDM							

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-2026

TRANSPORTATION ALTERNATIVES (TA)

MPO Board - Adoption June 4, 2026

Priority #	FPN (If Applicable)	Project Name	From	To	Jurisdiction/Area	Status of Application	Consideration Factors(s)						
							Proximity to School(s)?	Proximity to Commercial and/or Transit	Approximate Length	Estimated Cost	Funding Source(s)	Project Ready to Receive Funding (Y/N)	Right-of-Way Acquisition Needed/Proposed?
32		West Inverness Trail Connector			Citrus County (City of Inverness)	No Application	.5 mile from Inverness Middle School, 1.5 miles from Citrus High School and Withlacoochee Tech, 1.75 miles from Inverness Primary School	1.25 miles to grocery store; transit within 1-1.5 miles	1.5 Miles	\$3,000,000	\$1,000,000 from City of Inverness for Design/Const.		No

Note: Applications for projects are the responsibility of the jurisdictional entity.

Hernando-Citrus MPO List of Priority Projects (LOPP) - Draft 5-7-26
TRANSPORTATION ALTERNATIVE PROJECTS IN PRODUCTION
MPO Board - Adoption June 4, 2026

Line #	Status	FPN / Resp. Agency	Project/Corridor	From	To	Area	Project Type	Project Phase/Year	Disposition
1	Production	437484 1/FDOT	W. Landover Blvd.	Northcliffe Blvd.	Elgin Blvd.	Hernando County	TA	Scheduled for Completion 2026	
2	Production	438651 1/FDOT	S Linden Dr. - Sidewalk	County Line Rd.	Spring Hill Dr.	Hernando County	TA	Scheduled for Completion 2026	
3	Production	441107 1/FDOT	Eastside Elementary – Sidewalk, Raley Rd	US 98/SR 50/Cortez Blvd	Roper Road	Hernando County	SRTS	Scheduled for Completion 2026	
4	Production	441103 1/FDOT	Freeport Dr	Deltona Blvd	Northcliffe Blvd	Hernando County	SRTS	Scheduled for Completion 2026	
5	Production	441105-1	Forest Ridge Elementary Ph 2 Sidewalk	W Lake Beverly Dr	W Colbert Ct	Citrus County	SRTS	Scheduled for Completion 2026	

Appendix D: Glossary of Terms, Abbreviations, Funding Types/Codes, and Acronyms

Page blank for printing purposes

APPENDIX D **TIP FISCAL YEARS 2027 – 2031**
GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS **HERNANDO/CITRUS MPO**

Code	Description
ACCM	Advance Construction ¹ (CM) (See CM below)
ACNP	Advanced Construction (NHPP) (See NHPP below)
ACNR	Advanced Construction (NHRE)
ACSA	Advanced Construction (SA)
ACSM	Advanced Construction (SM)
ACSN	Advanced Construction (SN)
ACSS	Advanced Construction (SS, SHSP)
ADA	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.
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	The Bicycle/Pedestrian Advisory Committee 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 Committee initiates updates on the prioritization of transportation enhancement Project and meets on a quarterly basis.
BRRP	State Bridge Repair & Rehabilitation funds.
CAC	The Citizens Advisory Committee 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 Committee meets on a quarterly basis to provide public input at all stages of the planning process.
CARN	Federal Carbon Reduction Grant Program funds for rural areas less than 5,000 population.
CEI	Construction Engineering Inspection phase of a project.
CIP	The Capital Improvement Program 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 – Air Quality Funds used to improve traffic operations and safety by either strategies that reduce travel demand or implement operational improvements.
CMAQ	Congestion Mitigation and Air Quality Improvement Program. The FAST Act continued this program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.
CMP	The Congestion Management Process is a management system and process conducted by the Hernando/Citrus MPO to improve traffic operations and safety by either strategies that reduce travel demand or the implementation of operational improvements.

¹ 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) approval in the same manner as ordinary federal funds, thus allowing the Florida Department of Transportation to convert the AC funds to federal funds for reimbursement of accumulated costs.

APPENDIX D

TIP FISCAL YEARS 2027 – 2031

GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS

HERNANDO/CITRUS MPO

Code	Description
COOP	The Continuity of Operations Plan 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	The Consolidated Planning Grant Agreement 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 phase of a project.
CTC	The Community Transportation Coordinator is the agency or organization in each county responsible for ensuring that coordinated transportation services are provided to serve the transportation disadvantaged.
CTD	The Commission for Transportation Disadvantaged 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 Commission adheres to the policies and procedures as set out in Chapter 427 Florida Statutes and Rule 41-2, Florida Administrative Code.
CTST	The Community Traffic Safety Team 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 Team is tasked with reducing the number and severity of traffic crashes within their community.
D	Unrestricted Primary State Funds
DBE	Disadvantaged Business Enterprise.
DDR	District Dedicated Revenue. These state revenues, which are collected pursuant to Section 206.608, Florida Statutes, are allocated directly to FDOT Districts, and to the maximum extent feasible, in the county where the proceeds were collected, without being reduced by any other requirements. The transportation funds, 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.
DIH	State In-House Product Support
DOPA	The Designated Official Planning Agency 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.
DPTO	State Public Transportation Office funds
DS	State Primary Highways and Public Transportation Office funds
DSB	Design-Build phase of a project
DU	DU State Primary / Federal Reimbursement
EPA	Environmental Protection Agency
ETDM	Florida’s Efficient Transportation Decision Making process defines the procedures for planning transportation projects, conducting environmental reviews, and developing and permitting.
FAA	Federal Aviation Administration.
FAST Act	Fixing America’s Surface Transportation Act was signed into law in December of 2015 by President Obama that provided long-term funding for surface transportation and infrastructure, planning and investment. In 2021, this transportation legislation was replaced by IIJA (see below).
FC5	State Open Grade Friction Course funds
FDOT	Florida Department of Transportation 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. The Hernando/Citrus MPO is within FDOT District 7.

APPENDIX D

TIP FISCAL YEARS 2027 – 2031

GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS

HERNANDO/CITRUS MPO

Code	Description
FHWA	The Federal Highway Administration is the Division of the U.S. Department of Transportation responsible for administering federal highway transportation programs under Title 23 and Title 49 of the United States Code.
FLAP	The Federal Lands Access Program was established in 23 US Code Section 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.
FLP	FDOT’s Freight, Logistics and Passenger operations program.
FTA	The Federal Transit Administration is the Division of the U.S. Department of Transportation responsible for administering federal transit programs under Title 49 of the United States Code.
FTE	Florida’s Turnpike Enterprise: Florida’s Turnpike Enterprise manages Florida’s Turnpike System. The Enterprise is responsible for all operations on State owned and operated toll road and bridge.
FTP	The Florida Transportation Plan is the state’s long-range plan guiding Florida’s transportation future.
FY	A Fiscal Year 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.
GMR	State Growth Management funds for use on the Strategic Intermodal System.
GRSC	State Growth Management funds used for the Small County Outreach Program.
HPMS	The Highway Performance Monitoring System is a national level highway information system that includes data on the extent, condition, performance, use and operating characteristics of the nation's highways.
HSP	Highway Safety Program
ICAR	Intergovernmental Coordination and Review and Public Transportation Collaborative Agreement.
IJA	The IJA Infrastructure Investment and Jobs Act also known as the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021 as the Nation’s Transportation Program which is set to be renewed in September 2026.
ITS	Intelligent Transportation System 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	The Joint Participation Transportation Agreement is a contract between FDOT and a public transportation agency 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	A Local Coordinating Board provides advice and direction to the Community Transportation Coordinator concerning the coordination of transportation services.
LEP	Limited English Proficient 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	Local Funds for Participating
LOPP	The List of Priority Projects is Project developed in coordination with the MPO Board and committees to reflect funding priority needs.
LOS	Level of Service is a qualitative assessment of a road’s operating condition, generally described using a scale of A (little congestion) to E/F (severe congestion).

APPENDIX D

TIP FISCAL YEARS 2027 – 2031

GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS

HERNANDO/CITRUS MPO

Code	Description
L RTP	The Long-Range Transportation Plan, developed in accordance with 49 USC 5304(f), 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.
L TTR	Level of Travel Time Reliability 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.
MPO	The Metropolitan Planning Organization is the forum for cooperative transportation decision-making, required for urbanized areas with populations over 50,000.
MPOAC	The Metropolitan Planning Organization Advisory Council 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.
NHFP	The National Highway Freight Program is to improve efficient movement of freight on the National Highway Freight Network.
NHPP	National Highway Performance Program Federal funding.
NHS	The National Highway System is designated for specific major roads and consists of approximately 155,000 miles of road and represents one category of roads eligible for Federal funds
NTD	In 1974, Congress established the National Transit Database program to collect financial, operating, and asset information on transit agencies. Congress based the Transit Database program on the Uniform Financial Accounting and Reporting Elements (FARE), a project initiated by the transit industry and funded by the UMTA. The Transit Database has become the Nation’s primary source of information on transit agencies.
PD&E	The Project Development and Environment phase of a project includes development of conceptual design for a roadway and to determine its compliance with Federal, State, and local environmental permits, as required.
PE	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.
PHED	Peak Hour Excessive Delay is a term for traffic congestion measured by the annual hours of delay 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.
PKBD	Parkway Master Bond Fund
PKED	Parkway - Feeder Rd Fund
PKLF	Local Funds to support Turnpike projects.
PKYI	Parkway Turnpike Improvement Fund
PKYR	Parkway Renewal and Replacement Fund
PL	Federal Highway Planning Funds used for carrying out requirements of the Metropolitan Planning Process.
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 is a quality rating applicable only to certain lower speed roads.
PTGA	The Public Transportation Grant Agreement is an agreement between an agency and FDOT that establishes a public transportation project and related responsibilities. This Grant Agreement defines the scope, budget, funding source, and any legal provision necessary for the project.

APPENDIX D

GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS

Code	Description
ROW	Right-of-Way is the phase of a project for the acquisition of real property. This phase defines the extent of the corridor that can be used for the road and associated drainage.
ROWR	Right-of-Way funding is used for the lease of real property.
RTA	The Regional Transportation Analysis promotes transportation planning both within and among the counties that make up the Tampa Bay Region by providing a forum for the coordination of proposed transportation improvements that span multiple jurisdictions.
SA	Federal Surface Transportation Block Grant Funding for transportation projects in any area.
SCED	Small County Economic Development Funds enacted by SB 1998 in 2012
SCHR	Small County Outreach Program Funds for repair of transportation facilities damaged by hurricanes.
SCOP	State Small County Outreach Program Funds.
SCTPA	The Sun Coast Transportation Alliance - formerly known as the West Central Florida Chairs Coordinating Committee - 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 Alliance, 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	State Funds under the Small County Outreach Program for Water Resources.
SHSP	Florida’s Strategic Highway Safety Plan is the statewide plan focusing on accomplishing the vision of eliminating fatalities and reducing serious injuries on all public roads. The Safety Plan is updated at least every five years by FDOT in coordination with statewide, regional, and local safety partners. The Safety Plan is focused on the roadway component of transportation safety. Safety on other modes of transportation is covered by other plans.
SIB1	State Infrastructure Bank loans are provided to local agencies for advancing transportation projects at a low interest rate.
SIS	The Strategic Intermodal System 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.
SL	Federal Surface Transportation Block Grant Funding for transportation projects in urban areas with a population of fewer than 200,000.
SM	Federal Surface Transportation Block Grant Funding for transportation projects in urban areas with between 5,000 and 50,000 population.
SN	Federal Surface Transportation Block Grant Funding for transportation projects in non-urban areas (less than 5,000 population).
STIP	Statewide Transportation Improvement Program
TA	The Transportation Alternatives Program is defined under 23 US Code Section 101(a)(29) to include specific activities which can be funded with Surface Transportation Program funds. Activities include pedestrian/bicycle facilities, recreational trails program, Safe Routes to School 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	The Technical Advisory Committee is a standing committee of the MPO and functions to provide advice on plans or actions of the MPO from planners, engineers, and other staff members.
TAM	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.
TBRPC	The Tampa Bay Regional Planning Council 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 regional planning councils in Florida.

APPENDIX D **TIP FISCAL YEARS 2027 – 2031**
GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS **HERNANDO/CITRUS MPO**

Code	Description
TD	Transportation Disadvantaged refers to 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 disabled or high-risk or at-risk as defined in Section 411.202, Florida Statutes.
TDLCB	A Transportation Disadvantaged Local Coordinating Board provides the technical level review 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, the TDLCBs meet on a quarterly basis.
TDM	Transportation Demand Management is the application of strategies and policies to reduce travel demand, or to redistribute this demand in space or in time. In transportation, as in any network, managing demand can be a cost-effective alternative to increasing capacity.
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	The Transportation Disadvantaged Service Plan 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	The Transportation Improvement Program includes a list of priority projects developed by the 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 and local government comprehensive plans.
TMA	A Transportation Management Area 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 congestion management, project selection, and certification.
TRIP	The Transportation Regional Incentive Program 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 Project costs for public transportation facility Project.
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	The Unified Planning Work Program 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	The United States Department of Transportation is the Federal agency that oversees the administration of federal programs for managing highways, air travel, railroads, maritime activity and other transportation modes.
ZDATA	Zonal Data includes information needed to describe the traveling public and includes household, person, vehicle, and travel related characteristics.

Appendix E: 5-Year Funded Projects

Page blank for printing purposes

HIGHWAYS

Item Number: 257165 1 **Project Description:** US41 (SR45) FROM SR44 TO N OF SR200
District: 07 **County:** CITRUS **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 6.578MI
Extra Description: 2 TO 4 LANES
2050 LRTP Reference: LRTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4); Page 4-8

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSN-ADVANCE CONSTRUCTION (SN)					\$2,100,000			\$2,100,000
	BA-DONOR BONUS, ANY AREA	\$740,031							\$740,031
	DDR-DISTRICT DEDICATED REVENUE	\$7,938,172							\$7,938,172
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$420,456							\$420,456
	DS-STATE PRIMARY HIGHWAYS & PTO	\$801,944							\$801,944
	SA-STP, ANY AREA	\$1,293,980							\$1,293,980
	SN-STP, MANDATORY NON-URBAN <= 5K	\$1,761,050							\$1,761,050
	Phase: PRELIMINARY ENGINEERING Totals	\$12,955,633				\$2,100,000			\$15,055,633
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$1,308,651				\$156,450			\$1,465,101
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$93,583							\$93,583
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$43,971							\$43,971
	DS-STATE PRIMARY HIGHWAYS & PTO	\$389,409							\$389,409
	Phase: RIGHT OF WAY Totals	\$526,963							\$526,963
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$36,608							\$36,608
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO	\$62,715							\$62,715
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$2,686							\$2,686
	Item: 257165 1 Totals	\$14,893,256				\$2,256,450			\$17,149,706

HIGHWAYS

Item Number: 257165 4 **Project Description:** US41 (SR45) FROM S OF WITHLACOOCHEE TRAIL BR TO N OF N SPORTSMAN PT
District: 07 **County:** CITRUS **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 1.194MI
Extra Description: 2 TO 4 LANES
2050 LRTP Reference: LRTP Goal, Objectives 1,3,6,7; (Pages 2-3, 2-4); Page 4-8

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	

RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	ACCM-ADVANCE CONSTRUCTION (CM)	\$1,609,235						\$1,609,235
	ACSA-ADVANCE CONSTRUCTION (SA)	\$538,170						\$538,170
	ACSM-STBG AREA POP. W/ 5K TO 49,999	\$890,300						\$890,300
	ACSN-ADVANCE CONSTRUCTION (SN)	\$1,902,431						\$1,902,431
	CM-CONGESTION MITIGATION - AQ	\$911,596						\$911,596
	DDR-DISTRICT DEDICATED REVENUE	\$9,120						\$9,120
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$674,183						\$674,183
	DS-STATE PRIMARY HIGHWAYS & PTO	\$1,354,159						\$1,354,159
	SM-STBG AREA POP. W/ 5K TO 49,999	\$1,809,770						\$1,809,770
	SN-STP, MANDATORY NON-URBAN <= 5K	\$2,449,911						\$2,449,911
Phase: RIGHT OF WAY Totals		\$12,148,875						\$12,148,875

RIGHT OF WAY - IND SUPP / MANAGED BY FDOT								
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$930,509						\$930,509

CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)			\$2,608,825				\$2,608,825
	ACSN-ADVANCE CONSTRUCTION (SN)			\$913,925				\$913,925
	BRRP-STATE BRIDGE REPAIR & REHAB	\$914						\$914
	DDR-DISTRICT DEDICATED REVENUE	\$28,285		\$10,078,309				\$10,106,594
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$482,970				\$482,970
	DS-STATE PRIMARY HIGHWAYS & PTO	\$61,265		\$11,790,104				\$11,851,369
Phase: CONSTRUCTION Totals		\$90,464		\$25,874,133				\$25,964,597

CONSTRUCTION - IND SUPP / MANAGED BY FDOT								
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$737,501				\$737,501

CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$4,901		\$144,290				\$149,191

HIGHWAYS

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code: DS-STATE PRIMARY HIGHWAYS & PTO	\$6,350							\$6,350
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$844							\$844
Item: 257165 4 Totals	\$13,181,943		\$26,755,924					\$39,937,867

Item Number: 257165 5 **Project Description:** US41(SR45) FROM N OF SPORTSMAN POINT TO N OF E ARLINGTON ST
District: 07 **County:** CITRUS **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 0.804MI
Extra Description: RECONSTRUCT FROM 2 TO 4 LANES WITH BIKE LANES & SIDEWALK
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,5,6,7; (Pages 2-3, 2-4); Page 4-8

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code: ACCM-ADVANCE CONSTRUCTION (CM)	\$214,964							\$214,964
ACSM-STBG AREA POP. W/ 5K TO 49,999	\$759,815	\$107,841						\$867,656
ACSN-ADVANCE CONSTRUCTION (SN)	\$1,640,799	\$209,202						\$1,850,001
CARN-CARB FOR RURAL AREAS < 5K	\$67							\$67
DDR-DISTRICT DEDICATED REVENUE	\$1,083,241	\$222,607						\$1,305,848
DS-STATE PRIMARY HIGHWAYS & PTO	\$161,888							\$161,888
ROWR-ROW LEASE REVENUES	\$8,178	\$11,836						\$20,014
SN-STP, MANDATORY NON-URBAN <= 5K	\$2,187,754							\$2,187,754
Phase: RIGHT OF WAY Totals	\$6,056,706	\$551,486						\$6,608,192

RIGHT OF WAY - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$448,128	\$33,916						\$482,044

CONSTRUCTION / MANAGED BY FDOT								
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)				\$7,382,872				\$7,382,872
ACSN-ADVANCE CONSTRUCTION (SN)				\$2,622,761				\$2,622,761
BRRP-STATE BRIDGE REPAIR & REHAB	\$107							\$107
DDR-DISTRICT DEDICATED REVENUE				\$4,416,440				\$4,416,440
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$199,280				\$199,280
DS-STATE PRIMARY HIGHWAYS & PTO	\$12,838			\$578,600				\$591,438
Phase: CONSTRUCTION Totals	\$12,945			\$15,199,953				\$15,212,898

HIGHWAYS

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
CONSTRUCTION - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD				\$423,802				\$423,802
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$470			\$89,024				\$89,494
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$67,891							\$67,891
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$7,512							\$7,512
Item: 257165 5 Totals	\$6,593,652	\$585,402		\$15,712,779				\$22,891,833

Item Number: 257165 6 **Project Description:** US41(SR45) FROM N OF E ARLINGTON STREET TO N OF E LOUISIANA LANE
District: 07 **County:** CITRUS **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 0.694MI
Extra Description: RECONSTRUCT FROM 2 TO 4 LANES WITH BIKE LANES & SIDEWALK
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,5,6,7; (Pages 2-3, 2-4); Page 4-8

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE		\$862,952		\$1,764,716	\$1,313,700			\$3,941,368
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$219,178				\$219,178
DS-STATE PRIMARY HIGHWAYS & PTO				\$1,543,937				\$1,543,937
Phase: RIGHT OF WAY Totals		\$862,952		\$3,527,831	\$1,313,700			\$5,704,483
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		\$53,072		\$231,120	\$80,793			\$364,985
Item: 257165 6 Totals		\$916,024		\$3,758,951	\$1,394,493			\$6,069,468
Project Totals	\$34,668,851	\$1,501,426	\$26,755,924	\$19,471,730	\$3,650,943			\$86,048,874

HIGHWAYS

Item Number: 405298 1 **Project Description:** CITRUS CO (02) ASSET MANAGEMENT CONTRACT
District: 07 **County:** CITRUS **Type of Work:** ROUTINE MAINTENANCE **Project Length:** 0.000
2050 LRTP Reference: LRTP Goal, Objectives 1,6,7; (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$21,746							\$21,746
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$4,762							\$4,762
	Phase: CONSTRUCTION Totals	\$26,508							\$26,508
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$694							\$694
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$590							\$590
	Item: 405298 1 Totals	\$27,792							\$27,792
	Project Totals	\$27,792							\$27,792

Item Number: 405822 5 **Project Description:** US 19 FROM W CARDINAL ST TO W GREEN ACRES ST ***SIS***
District: 07 **County:** CITRUS **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 2.045MI
Extra Description: 4 TO 6 LANES
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,5,6,7; (Pages 2-3, 2-4); Page 4-8

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$77,499							\$77,499
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$16,707							\$16,707
	DS-STATE PRIMARY HIGHWAYS & PTO	\$60,947							\$60,947
	SA-STP, ANY AREA	\$1,134,315							\$1,134,315
	Phase: PRELIMINARY ENGINEERING Totals	\$1,289,468							\$1,289,468
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$219,565							\$219,565
	Item: 405822 5 Totals	\$1,509,033							\$1,509,033
	Project Totals	\$1,509,033							\$1,509,033

HIGHWAYS

Item Number: 447926 1 Project Description: US41/SR45 FROM E WINDMILL DR TO N OF E APEX LN								
District: 07 County: CITRUS			Type of Work: RESURFACING			Project Length: 2.382MI		
Extra Description: 2 LANES								
2050 LRTP Reference: LRTP Goal, Objectives 1,6,7; (Pages 2-3, 2-4)								
Fiscal Year								
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		\$1,665,395					\$1,665,395
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$1,000	\$1,000					\$2,000
Phase: PRELIMINARY ENGINEERING Totals		\$1,000	\$1,666,395					\$1,667,395
PRELIM ENG - IND SUPP / MANAGED BY FDOT								
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$136	\$124,207					\$124,343
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			\$5,238,545				\$5,238,545
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$81,244				\$81,244
Phase: CONSTRUCTION Totals				\$5,319,789				\$5,319,789
CONSTRUCTION - IND SUPP / MANAGED BY FDOT								
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$151,560				\$151,560
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$27,753				\$27,753
Item: 447926 1 Totals		\$1,136	\$1,790,602		\$5,499,102			\$7,290,840
Project Totals		\$1,136	\$1,790,602		\$5,499,102			\$7,290,840

HIIGHWAYS

Item Number: 447927 1 **Project Description:** US 19/SR 55 FROM W FORT ISLAND TRAIL TO S OF NE 1ST TERRACE ***SIS***
District: 07 **County:** CITRUS **Type of Work:** RESURFACING **Project Length:** 0.824MI
Extra Description: 4-6 LANES
2050 LRTP Reference: LRTP Goal, Objectives 1,6,7; (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		\$952,801						\$952,801
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$1,000						\$1,000
Phase: PRELIMINARY ENGINEERING Totals			\$953,801						\$953,801
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$71,120						\$71,120
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				\$3,016,797				\$3,016,797
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$46,787				\$46,787
Phase: CONSTRUCTION Totals					\$3,063,584				\$3,063,584
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD				\$87,281				\$87,281
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD				\$15,982				\$15,982
Item: 447927 1 Totals			\$1,024,921		\$3,166,847				\$4,191,768
Project Totals			\$1,024,921		\$3,166,847				\$4,191,768

Item Number: 447928 1 **Project Description:** US19/SR55 FROM N OF NW 7TH AVE TO S OF WITHLACOOCHEE RIVER BRIDGE **Project Length:** 9.479MI
District: 07 **County:** CITRUS **Type of Work:** RESURFACING
Extra Description: 4 LANES
2050 LRTP Reference: LRT Goal, Objectives 1,4,6,7; (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$2,709,331							\$2,709,331
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$54,310							\$54,310
	DS-STATE PRIMARY HIGHWAYS & PTO	\$32,673							\$32,673
Phase: PRELIMINARY ENGINEERING Totals		\$2,796,314							\$2,796,314

HIGHWAYS

Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIM ENG - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$372,311							\$372,311
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$30,000							\$30,000
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: ACNR-AC NAT HWY PERFORM RESURFACING		\$13,450,020						\$13,450,020
ACSA-ADVANCE CONSTRUCTION (SA)		\$198,447						\$198,447
ACSN-ADVANCE CONSTRUCTION (SN)		\$2,633,237						\$2,633,237
DDR-DISTRICT DEDICATED REVENUE		\$6,905,804						\$6,905,804
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$102,900						\$102,900
DS-STATE PRIMARY HIGHWAYS & PTO	\$62,667							\$62,667
Phase: CONSTRUCTION Totals	\$62,667	\$23,290,408						\$23,353,075
CONSTRUCTION - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$957	\$667,701						\$668,658
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$2,137	\$112,012						\$114,149
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code: DS-STATE PRIMARY HIGHWAYS & PTO	\$45,341							\$45,341
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$3,378							\$3,378
Item: 447928 1 Totals	\$3,313,105	\$24,070,121						\$27,383,226
Project Totals	\$3,313,105	\$24,070,121						\$27,383,226

HIGHWAYS

Item Number: 450545 1 **Project Description:** US41/SR45 FROM SOUTH OF SR44 TO NORTH OF SR44
District: 07 **County:** CITRUS **Type of Work:** RIGID PAVEMENT RECONSTRUCTION **Project Length:** 0.190MI
Extra Description: REPLACE ASPHALT WITH CONCRETE AT INTERSECTION-6 LANES
2050 LRTP Reference: LRTP Goal, Objectives 1,4,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$1,034,473							\$1,034,473
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$12,485							\$12,485
	DS-STATE PRIMARY HIGHWAYS & PTO	\$4,013							\$4,013
Phase: PRELIMINARY ENGINEERING Totals		\$1,050,971							\$1,050,971
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$79,030							\$79,030
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP			\$7,319,588					\$7,319,588
	ACSN-ADVANCE CONSTRUCTION (SN)			\$1,764,818					\$1,764,818
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$121,125					\$121,125
	DS-STATE PRIMARY HIGHWAYS & PTO	\$4,551							\$4,551
Phase: CONSTRUCTION Totals		\$4,551		\$9,205,531					\$9,210,082
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$257,594	\$19,140				\$276,734
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$165		\$51,635					\$51,800
CONTRACT INCENTIVES / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				\$600,000				\$600,000
Item: 450545 1 Totals		\$1,134,717		\$9,514,760	\$619,140				\$11,268,617
Project Totals		\$1,134,717		\$9,514,760	\$619,140				\$11,268,617

HIGHWAYS

Item Number: 450593 1 Project Description: CR470 FROM N APOPKA AVE TO SR44									
District: 07 County: CITRUS			Type of Work: RESURFACING			Project Length: 4.925MI			
Extra Description: MILLING AND RESURFACING									
2050 LRTP Reference: LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	GRSC-GROWTH MANAGEMENT FOR SCOP		\$991,447						\$991,447
	LFP-LOCAL FUNDS FOR PARTICIPATING		\$2,333,332						\$2,333,332
	SCED-2012 SB1998-SMALL CO OUTREACH		\$256,410						\$256,410
	SCOP-SMALL COUNTY OUTREACH PROGRAM		\$230,989						\$230,989
	SCWR-2015 SB2514A-SMALL CO OUTREACH		\$330,769						\$330,769
Phase: CONSTRUCTION Totals			\$4,142,947						\$4,142,947
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$57,727						\$57,727
Item: 450593 1 Totals			\$4,200,674						\$4,200,674
Project Totals			\$4,200,674						\$4,200,674

Item Number: 450972 1 Project Description: US41/SR45/S.FLORIDA AVE FR CR 480 TO E TOWER TRAIL									
District: 07 County: CITRUS			Type of Work: SIDEWALK			Project Length: 0.819MI			
2050 LRTP Reference: LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4); Page 4-10									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)		\$83,961						\$83,961
	BRRP-STATE BRIDGE REPAIR & REHAB	\$2,176							\$2,176
	DDR-DISTRICT DEDICATED REVENUE	\$1,762							\$1,762
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$321,217						\$321,217
	DS-STATE PRIMARY HIGHWAYS & PTO	\$640							\$640
	TALM-TAP AREA POP. 5K TO 50,000		\$129,072						\$129,072
	TALN-TRANSPORTATION ALTS- < 5K		\$810,312						\$810,312
Phase: CONSTRUCTION Totals		\$4,578	\$1,344,562						\$1,349,140
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$29,966						\$29,966

HIGHWAYS								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$234	\$42,815						\$43,049
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$76,583							\$76,583
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$5,705							\$5,705
Item: 450972 1 Totals	\$87,100	\$1,417,343						\$1,504,443

Item Number: 450972 2 Project Description: US19/N. SUNCOAST BLVD FR W. ASHBURN LN TO N. CHAMPION POINT								
District: 07 County: CITRUS			Type of Work: SIDEWALK			Project Length: 0.370MI		
2050 LRTP Reference: LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4); Page 4-10								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: ACSN-ADVANCE CONSTRUCTION (SN)			\$171,618					\$171,618
DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$2,559					\$2,559
Phase: CONSTRUCTION Totals			\$174,177					\$174,177
CONSTRUCTION - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			\$4,866					\$4,866
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			\$1,009					\$1,009
Item: 450972 2 Totals			\$180,052					\$180,052

HIGHWAYS

Item Number: 450972 3 Project Description: SR 44/GULF TO LAKE HWY FR E OF S.EDEN GARDENS AVE TO E OF REDBUD TERR.									
District: 07 County: CITRUS			Type of Work: SIDEWALK			Project Length: 1.639MI			
2050 LRTP Reference: LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4); Page 4-10									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:		DDR-DISTRICT DEDICATED REVENUE			\$781,085				\$781,085
		DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$11,691				\$11,691
		Phase: CONSTRUCTION Totals			\$792,776				\$792,776
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD			\$21,809				\$21,809
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD			\$4,983				\$4,983
		Item: 450972 3 Totals			\$819,568				\$819,568

Item Number: 450972 4 Project Description: SR 44/GULF TO LAKE HWY FR S REDBUD TERRACE TO RIVERSIDE LODGE									
District: 07 County: CITRUS			Type of Work: SIDEWALK			Project Length: 0.341MI			
2050 LRTP Reference: LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4); Page 4-10									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:		ACSA-ADVANCE CONSTRUCTION (SA)				\$248,605			\$248,605
		DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$3,315			\$3,315
		Phase: CONSTRUCTION Totals				\$251,920			\$251,920
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD				\$7,049			\$7,049
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD				\$1,413			\$1,413
		Item: 450972 4 Totals				\$260,382			\$260,382
		Project Totals	\$87,100	\$1,417,343	\$180,052	\$819,568	\$260,382		\$2,764,445

HIGHWAYS

Item Number: 453057 1 **Project Description:** W DUNKLIN ST FROM CR495 TO N CITRUS SPRINGS BLVD
District: 07 **County:** CITRUS **Type of Work:** RESURFACING **Project Length:** 4.089MI
2050 LRTP Reference: LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	GRSC-GROWTH MANAGEMENT FOR SCOP			\$991,447					\$991,447
	LF-LOCAL FUNDS			\$2,600,000					\$2,600,000
	SCED-2012 SB1998-SMALL CO OUTREACH			\$256,410					\$256,410
	SCOP-SMALL COUNTY OUTREACH PROGRAM			\$232,528					\$232,528
	SCWR-2015 SB2514A-SMALL CO OUTREACH			\$326,282					\$326,282
Phase: CONSTRUCTION Totals				\$4,406,667					\$4,406,667
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$57,632					\$57,632
Item: 453057 1 Totals				\$4,464,299					\$4,464,299
Project Totals				\$4,464,299					\$4,464,299

Item Number: 454454 1 **Project Description:** SR200 BRIDGE REPLACEMENT FR E SPRUCE DR S OF SW 137CT
District: 07 **County:** CITRUS **Type of Work:** BRIDGE-REPLACE AND ADD LANES **Project Length:** 0.147MI
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4); Page 4-27

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$10,000	\$1,000						\$11,000
	DS-STATE PRIMARY HIGHWAYS & PTO	\$1,379							\$1,379
Phase: PRELIMINARY ENGINEERING Totals		\$11,379	\$1,000						\$12,379
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$1,464	\$136						\$1,600
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$80,000				\$80,000
	DS-STATE PRIMARY HIGHWAYS & PTO				\$2,182,468				\$2,182,468
Phase: RIGHT OF WAY Totals					\$2,262,468				\$2,262,468
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD				\$144,310				\$144,310

HIGHWAYS

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT						\$211,731		\$211,731
	DS-STATE PRIMARY HIGHWAYS & PTO						\$15,879,790		\$15,879,790
	Phase: CONSTRUCTION Totals						\$16,091,521		\$16,091,521
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD						\$450,280		\$450,280
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD						\$90,261		\$90,261
	Item: 454454 1 Totals	\$12,843	\$1,136		\$2,406,778		\$16,632,062		\$19,052,819
	Project Totals	\$12,843	\$1,136		\$2,406,778		\$16,632,062		\$19,052,819

Item Number: 454558 1 Project Description: KENSINGTON AVE/REEHILL ST FROM SR44 TO CITRUS HILLS BLVD									
District: 07		County: CITRUS			Type of Work: RESURFACING			Project Length: 1.800MI	
2050 LRTP Reference: LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	GRSC-GROWTH MANAGEMENT FOR SCOP				\$991,447				\$991,447
	LF-LOCAL FUNDS				\$609,960				\$609,960
	SCED-2012 SB1998-SMALL CO OUTREACH				\$256,410				\$256,410
	SCOP-SMALL COUNTY OUTREACH PROGRAM				\$233,553				\$233,553
	SCWR-2015 SB2514A-SMALL CO OUTREACH				\$319,744				\$319,744
	Phase: CONSTRUCTION Totals				\$2,411,114				\$2,411,114
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD				\$76,914				\$76,914
	Item: 454558 1 Totals				\$2,488,028				\$2,488,028
	Project Totals				\$2,488,028				\$2,488,028

HIGHWAYS

Item Number: 456546 1 Project Description: E CITRUS SPRINGS BLVD FROM US41 TO CR39									
District: 07 County: CITRUS			Type of Work: RESURFACING			Project Length: 2.395MI			
2050 LRTP Reference: LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)									
					Fiscal Year				
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	GRSC-GROWTH MANAGEMENT FOR SCOP					\$995,011			\$995,011
	LF-LOCAL FUNDS					\$591,872			\$591,872
	SCED-2012 SB1998-SMALL CO OUTREACH					\$263,158			\$263,158
	SCOP-SMALL COUNTY OUTREACH PROGRAM					\$203,237			\$203,237
	SCWR-2015 SB2514A-SMALL CO OUTREACH					\$314,211			\$314,211
Phase: CONSTRUCTION Totals						\$2,367,489			\$2,367,489
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD					\$56,642			\$56,642
Item: 456546 1 Totals						\$2,424,131			\$2,424,131
Project Totals						\$2,424,131			\$2,424,131

Item Number: 456556 1 Project Description: US19 AND US98 REPLACEMENT MAST ARM									
District: 07 County: CITRUS			Type of Work: MISCELLANEOUS STRUCTURE			Project Length: 0.027MI			
2050 LRTP Reference: LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)									
					Fiscal Year				
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	BRAS-ANCILLARY STRUCTURES		\$294,168						\$294,168
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$1,000						\$1,000
Phase: PRELIMINARY ENGINEERING Totals			\$295,168						\$295,168
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$22,052						\$22,052
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	BRAS-ANCILLARY STRUCTURES		\$1,258,661						\$1,258,661
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$5,300						\$5,300
Phase: CONSTRUCTION Totals			\$1,263,961						\$1,263,961
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$36,136						\$36,136

HIGHWAYS								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			\$5,225					\$5,225
Item: 456556 1 Totals		\$317,220	\$1,305,322					\$1,622,542
Project Totals		\$317,220	\$1,305,322					\$1,622,542

Item Number: 457613 1 Project Description: SR44 FROM MP 4.71 TO 15.20 District: 07 County: CITRUS Type of Work: RESURFACING Project Length: 10.490MI 2050 LRTP Reference: LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		\$42,268						\$42,268
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD		\$6,658						\$6,658
DESIGN BUILD / MANAGED BY FDOT								
Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$1,000						\$1,000
FC5-OPEN GRADE FRICTION COURSE FC5		\$1,505,000						\$1,505,000
Phase: DESIGN BUILD Totals		\$1,506,000						\$1,506,000
Item: 457613 1 Totals		\$1,554,926						\$1,554,926
Project Totals		\$1,554,926						\$1,554,926

Item Number: 458205 1 Project Description: US19/US98/SR55 FROM CR490 (YULEE DR) TO W. ELKHORN DR District: 07 County: CITRUS Type of Work: LIGHTING Project Length: 0.692MI 2050 LRTP Reference: LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)								
Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$5,000							\$5,000
PRELIM ENG - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$681							\$681
Item: 458205 1 Totals	\$5,681							\$5,681
Project Totals	\$5,681							\$5,681

HIGHWAYS

Item Number: 429066 1 **Project Description:** BARCLAY AVE FROM LUCKY LANE TO SR50/CORTEZ BLVD
District: 07 **County:** HERNANDO **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 0.279MI
2050 LRTP Reference: LRTP Goal, Objectives 2,3,6,7: (Pages 2-3, 2-4); Page 4-24

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	LFP-LOCAL FUNDS FOR PARTICIPATING		\$1,725,990						\$1,725,990
	TRIP-TRANS REGIONAL INCENTIVE PROGM		\$56,539						\$56,539
	TRWR-2015 SB2514A-TRAN REG INCT PRG		\$1,669,451						\$1,669,451
Phase: CONSTRUCTION Totals			\$3,451,980						\$3,451,980
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$55,059						\$55,059
Item: 429066 1 Totals			\$3,507,039						\$3,507,039
Project Totals			\$3,507,039						\$3,507,039

Item Number: 441935 1 **Project Description:** US19/SR55 FROM PASCO COUNTY LINE TO CITRUS COUNTY LINE
District: 07 **County:** HERNANDO **Type of Work:** ATMS - ARTERIAL TRAFFIC MGMT **Project Length:** 19.514MI
Extra Description: ADD CAMERAS, TRAVEL TIME READERS, FIBER, DETECTORS SIGNAL CONTROLLER UPGRADES ALONG ENTIRE CORRIDOR
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,4,6,7: (Pages 2-3, 2-4); Page 4-8

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				\$244,847				\$244,847
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$1,000				\$1,000
Phase: PRELIMINARY ENGINEERING Totals					\$245,847				\$245,847
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD				\$18,377				\$18,377
Item: 441935 1 Totals					\$264,224				\$264,224
Project Totals					\$264,224				\$264,224

HIGHWAYS

Item Number: 447935 1 **Project Description:** US41/SR45 FROM SOUTH OF COUNTY LINE ROAD TO SOUTH OF POWELL ROAD
District: 07 **County:** HERNANDO **Type of Work:** RESURFACING **Project Length:** 4.414MI
Extra Description: 4 LANES
2050 LRTP Reference: LRTP Goal, Objectives 1,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	\$48,793							\$48,793
	ACSL-ADVANCE CONSTRUCTION (SL)	\$9,728							\$9,728
	DDR-DISTRICT DEDICATED REVENUE	\$65,772							\$65,772
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$66,324							\$66,324
	DS-STATE PRIMARY HIGHWAYS & PTO	\$18,820							\$18,820
	SA-STP, ANY AREA	\$946,410							\$946,410
	SL-STP, AREAS <= 200K	\$490,875							\$490,875
	Phase: PRELIMINARY ENGINEERING Totals	\$1,646,722							\$1,646,722
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$226,791							\$226,791
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$88,819							\$88,819
	DS-STATE PRIMARY HIGHWAYS & PTO	\$15,907							\$15,907
	Phase: RAILROAD & UTILITIES Totals	\$104,726							\$104,726
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)		\$10,417,680						\$10,417,680
	ACSL-ADVANCE CONSTRUCTION (SL)		\$871,981						\$871,981
	BRRP-STATE BRIDGE REPAIR & REHAB	\$2,859							\$2,859
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$190,487						\$190,487
	DS-STATE PRIMARY HIGHWAYS & PTO	\$59,521							\$59,521
	Phase: CONSTRUCTION Totals	\$62,380	\$11,480,148						\$11,542,528
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$3,769	\$319,022						\$322,791
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$2,106	\$70,371						\$72,477

HIGHWAYS

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)	\$116,375							\$116,375
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$8,670							\$8,670
Item: 447935 1 Totals	\$2,171,539	\$11,869,541						\$14,041,080
Project Totals	\$2,171,539	\$11,869,541						\$14,041,080

Item Number: 448035 1 Project Description: SR 50 FROM W OF BUCK HOPE RD TO W OF E JEFFERSON ST
 District: 07 County: HERNANDO Type of Work: RESURFACING Project Length: 2.534MI
 Extra Description: 4 LANES
 2050 LRTP Reference: LRTP Goal, Objectives 1,4,6,7: (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE			\$6,406,414					\$6,406,414
DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$96,343					\$96,343
Phase: CONSTRUCTION Totals			\$6,502,757					\$6,502,757
CONSTRUCTION - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			\$187,973					\$187,973
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			\$30,579					\$30,579
Item: 448035 1 Totals			\$6,721,309					\$6,721,309
Project Totals			\$6,721,309					\$6,721,309

HIGHWAYS

Item Number: 449157 1 **Project Description:** US41/SR45/BROAD ST FROM N OF JEFFERSON ST TO S OF TURKEY TROT LN
District: 07 **County:** HERNANDO **Type of Work:** RESURFACING **Project Length:** 3.998MI
Extra Description: MILLING AND RESURFACING
2050 LRTP Reference: LRTP Goal, Objectives 1,4,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$1,234,614							\$1,234,614
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$40,744							\$40,744
	DS-STATE PRIMARY HIGHWAYS & PTO	\$59,806							\$59,806
Phase: PRELIMINARY ENGINEERING Totals		\$1,335,164							\$1,335,164
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$148,839							\$148,839
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING		\$6,073,347						\$6,073,347
	BRRP-STATE BRIDGE REPAIR & REHAB	\$6							\$6
	DDR-DISTRICT DEDICATED REVENUE		\$670,833						\$670,833
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$599,022						\$599,022
	DS-STATE PRIMARY HIGHWAYS & PTO	\$309							\$309
Phase: CONSTRUCTION Totals		\$315	\$7,343,202						\$7,343,517
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$193,740						\$193,740
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$12	\$98,510						\$98,522
Item: 449157 1 Totals		\$1,484,330	\$7,635,452						\$9,119,782

HIGHWAYS

Item Number: 450592 1 Project Description: CALIFORNIA ST SIDEWALK FROM SPRING HILL DR. TO E OF ROWAN RD									
District: 07	County: HERNANDO	Type of Work: BIKE LANE/SIDEWALK					Project Length: 1.041MI		
Extra Description: DESIGN AND CONSTRUCTION OF 5' WIDE SIDEWALK									
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K		\$171,000						\$171,000
	TALT-TRANSPORTATION ALTS- ANY AREA		\$24,000						\$24,000
Phase: PRELIMINARY ENGINEERING Totals			\$195,000						\$195,000
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$14,589						\$14,589
Item: 450592 1 Totals			\$209,589						\$209,589
Project Totals			\$209,589						\$209,589

Item Number: 451056 1 Project Description: US98/SR50A/E JEFFERSON ST FM W OF CORTEZ BLVD TO PONCE DE LEON BLVD									
District: 07	County: HERNANDO	Type of Work: RESURFACING					Project Length: 2.465MI		
2050 LRTP Reference: LRTP Goal, Objectives 1,4,6,7: (Pages 2-3, 2-4)									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$997,670							\$997,670
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$52,398							\$52,398
	DS-STATE PRIMARY HIGHWAYS & PTO	\$24,397							\$24,397
Phase: PRELIMINARY ENGINEERING Totals		\$1,074,465							\$1,074,465
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$135,527							\$135,527
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$80,000							\$80,000

HIGHWAYS

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	BRRP-STATE BRIDGE REPAIR & REHAB	\$1,288							\$1,288
	DDR-DISTRICT DEDICATED REVENUE		\$6,122,497						\$6,122,497
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$87,109						\$87,109
	DS-STATE PRIMARY HIGHWAYS & PTO	\$23,993							\$23,993
Phase: CONSTRUCTION Totals		\$25,281	\$6,209,606						\$6,234,887
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$4,227	\$172,151						\$176,378
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$910	\$37,135						\$38,045
Item: 451056 1 Totals		\$1,320,410	\$6,418,892						\$7,739,302

Item Number: 452924 1 **Project Description:** US98/US41/SR700/SR50A FROM NORTH BROAD ST TO EAST JEFFERSON ST
District: 07 **County:** HERNANDO **Type of Work:** INTERSECTION IMPROVEMENT **Project Length:** 0.132MI
Extra Description: INTERSECTION IMPROVEMENTS
2050 LRTP Reference: LRTP Goal, Objectives 1,3,6,7: (Pages 2-3, 2-4); Page 4-8

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$165,428							\$165,428
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$19,233							\$19,233
	DS-STATE PRIMARY HIGHWAYS & PTO	\$227,422							\$227,422
Phase: PRELIMINARY ENGINEERING Totals		\$412,083							\$412,083
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$37,370							\$37,370
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$984,291							\$984,291
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$20,000							\$20,000
	DS-STATE PRIMARY HIGHWAYS & PTO	\$10,007							\$10,007
Phase: RIGHT OF WAY Totals		\$1,014,298							\$1,014,298
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$68,930							\$68,930

HIGHWAYS

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)		\$821,294						\$821,294
	ACSM-STBG AREA POP. W/ 5K TO 49,999		\$763,564						\$763,564
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$21,132						\$21,132
	DS-STATE PRIMARY HIGHWAYS & PTO	\$6,633							\$6,633
	Phase: CONSTRUCTION Totals	\$6,633	\$1,605,990						\$1,612,623
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$44,940						\$44,940
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$235	\$9,008						\$9,243
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO	\$18,164							\$18,164
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$2,414							\$2,414
	Item: 452924 1 Totals	\$1,560,127	\$1,659,938						\$3,220,065
	Project Totals	\$4,364,867	\$15,714,282						\$20,079,149

HIGHWAYS

Item Number: 450971 1 **Project Description:** US19/SR55/COMMERCIAL WAY FR APPEGATE DR TO E. TRENTON AVE ***SIS***
District: 07 **County:** HERNANDO **Type of Work:** SIDEWALK **Project Length:** 0.970MI
2050 LRTP Reference: LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)		\$1,117,380						\$1,117,380
	BRRP-STATE BRIDGE REPAIR & REHAB	\$121							\$121
	DDR-DISTRICT DEDICATED REVENUE	\$1,374							\$1,374
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$9,557						\$9,557
	DS-STATE PRIMARY HIGHWAYS & PTO	\$3,075							\$3,075
Phase: CONSTRUCTION Totals		\$4,570	\$1,126,937						\$1,131,507
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$33,104						\$33,104
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$218	\$4,074						\$4,292
Item: 450971 1 Totals		\$4,788	\$1,164,115						\$1,168,903

Item Number: 450971 2 **Project Description:** US19 FROM AMITY AVENUE TO CENTRALIA ROAD ***SIS***
District: 07 **County:** HERNANDO **Type of Work:** SIDEWALK **Project Length:** 0.581MI
2050 LRTP Reference: LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4); Page 4-10

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)			\$304,644					\$304,644
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$4,062					\$4,062
Phase: CONSTRUCTION Totals				\$308,706					\$308,706
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$8,638					\$8,638
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$1,732					\$1,732
Item: 450971 2 Totals				\$319,076					\$319,076

HIGHWAYS

Item Number: 450971 3 Project Description: US98/SR700 FROM PAULLETTE BLVD TO PORTAGE PATH									
District: 07 County: HERNANDO			Type of Work: SIDEWALK			Project Length: 1.230MI			
2050 LRTP Reference: LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4); Page 4-10									
				Fiscal Year					
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:		DDR-DISTRICT DEDICATED REVENUE			\$646,769				\$646,769
		DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$4,831				\$4,831
		Phase: CONSTRUCTION Totals			\$651,600				\$651,600
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD			\$18,059				\$18,059
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD			\$3,526				\$3,526
		Item: 450971 3 Totals			\$673,185				\$673,185

Item Number: 450971 4 Project Description: US19 FROM PINE FORREST DRIVE TO NORTH OF SEALAWN DRIVE									
District: 07 County: HERNANDO			Type of Work: SIDEWALK			*SIS*			Project Length: 0.378MI
2050 LRTP Reference: LRTP Goal, Objectives 1,3,5,7: (Pages 2-3, 2-4)									
				Fiscal Year					
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:		ACSA-ADVANCE CONSTRUCTION (SA)				\$217,220			\$217,220
		DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$2,897			\$2,897
		Phase: CONSTRUCTION Totals				\$220,117			\$220,117
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD				\$6,159			\$6,159
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:		DIOH-STATE 100% - INDIRECT/OVERHEAD				\$1,235			\$1,235
		Item: 450971 4 Totals				\$227,511			\$227,511
		Project Totals		\$4,788	\$1,164,115	\$319,076	\$673,185	\$227,511	\$2,388,675

HIGHWAYS

Item Number: 451046 1 **Project Description:** SR50/CORTEZ BLVD FROM WISCON RD TO COBB RD
District: 07 **County:** HERNANDO **Type of Work:** RESURFACING **Project Length:** 3.783MI
Extra Description: MILLING AND RESURFACING C(7/2025)
2050 LRTP Reference: LRTP Goal, Objectives 1,4,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$297,751							\$297,751
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$131,832							\$131,832
	DS-STATE PRIMARY HIGHWAYS & PTO	\$31,009							\$31,009
Phase: PRELIMINARY ENGINEERING Totals		\$460,592							\$460,592
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$42,202							\$42,202
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING	\$2,973,153							\$2,973,153
	ACSA-ADVANCE CONSTRUCTION (SA)	\$4,645,448							\$4,645,448
	DDR-DISTRICT DEDICATED REVENUE	\$4,017,224							\$4,017,224
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$155,230							\$155,230
Phase: CONSTRUCTION Totals		\$11,791,055							\$11,791,055
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$338,358							\$338,358
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$56,570							\$56,570
Item: 451046 1 Totals		\$502,794	\$12,185,983						\$12,688,777
Project Totals		\$502,794	\$12,185,983						\$12,688,777

HIGHWAYS

Item Number: 455344 1		Project Description: US19/SR55 FROM COUNTY LINE RD TO S OF TOUCAN TRAIL					*SIS*		
District: 07		County: HERNANDO		Type of Work: RESURFACING			Project Length: 3.707MI		
2050 LRTP Reference: LRTP Goal, Objectives 1,4,6,7: (Pages 2-3, 2-4)									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:									
DDR-DISTRICT DEDICATED REVENUE		\$397,341							\$397,341
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$50,000							\$50,000
Phase: PRELIMINARY ENGINEERING Totals		\$447,341							\$447,341
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:									
DIOH-STATE 100% - INDIRECT/OVERHEAD		\$36,406							\$36,406
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:									
DDR-DISTRICT DEDICATED REVENUE					\$19,471,451				\$19,471,451
DIH-STATE IN-HOUSE PRODUCT SUPPORT					\$329,224				\$329,224
Phase: CONSTRUCTION Totals					\$19,800,675				\$19,800,675
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:									
DIOH-STATE 100% - INDIRECT/OVERHEAD					\$614,166				\$614,166
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:									
DIOH-STATE 100% - INDIRECT/OVERHEAD					\$48,693				\$48,693
Item: 455344 1 Totals		\$483,747			\$20,463,534				\$20,947,281
Project Totals		\$483,747			\$20,463,534				\$20,947,281

Item Number: 457544 1		Project Description: AYERS RD/HAYMAN RD AT CULBREATH ROAD					Project Length: 0.349MI		
District: 07		County: HERNANDO		Type of Work: ROUNDABOUT					
2050 LRTP Reference: LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-24									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:									
ACSS-ADVANCE CONSTRUCTION (SS,HSP)				\$1,174,508					\$1,174,508
LF-LOCAL FUNDS				\$1,999,303					\$1,999,303
Phase: CONSTRUCTION Totals				\$3,173,811					\$3,173,811
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:									
DIOH-STATE 100% - INDIRECT/OVERHEAD				\$89,143					\$89,143

HIGHWAYS

Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD			\$13,956					\$13,956
Item: 457544 1 Totals			\$3,276,910					\$3,276,910
Project Totals			\$3,276,910					\$3,276,910

Item Number: 457545 1 Project Description: MARINER BLVD FR LANDOVER BLVD TO ELGIN BLVD
District: 07 County: HERNANDO Type of Work: MEDIAN MODIFICATION Project Length: 2.322MI
2050 LRTP Reference: LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							
	<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: ACSS-ADVANCE CONSTRUCTION (SS,HSP)				\$853,310				\$853,310
LF-LOCAL FUNDS				\$818,929				\$818,929
Phase: CONSTRUCTION Totals				\$1,672,239				\$1,672,239
CONSTRUCTION - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD				\$46,842				\$46,842
CONST SUPPORT - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD				\$7,878				\$7,878
Item: 457545 1 Totals				\$1,726,959				\$1,726,959
Project Totals				\$1,726,959				\$1,726,959

TURNPIKE

Item Number: 442764 2 **Project Description:** SUNCOAST II-PHASE 3A (SR589)-CR 486 TO CR 495
District: 07 **County:** CITRUS **Type of Work:** NEW ROAD CONSTRUCTION **Project Length:** 5.515MI
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,4,5,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	PKED-2012 SB1998-TURNPIKE FEEDER RD	\$9,839,081							\$9,839,081
	PKYI-TURNPIKE IMPROVEMENT	\$4,524,593							\$4,524,593
Phase: PRELIMINARY ENGINEERING Totals		\$14,363,674							\$14,363,674
PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$389,160							\$389,160
	PKOH-TURNPIKE INDIRECT COSTS	\$163,800							\$163,800
Phase: PRELIM ENG - IND SUPP Totals		\$552,960							\$552,960
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	\$115,646							\$115,646
	PKED-2012 SB1998-TURNPIKE FEEDER RD	\$411,669							\$411,669
	PKYI-TURNPIKE IMPROVEMENT	\$101,750,546							\$101,750,546
Phase: RIGHT OF WAY Totals		\$102,277,861							\$102,277,861
RIGHT OF WAY - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$7,012							\$7,012
	PKOH-TURNPIKE INDIRECT COSTS	\$2,707,069							\$2,707,069
Phase: RIGHT OF WAY - IND SUPP Totals		\$2,714,081							\$2,714,081
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	PKLF-LOCAL SUPPORT FOR TURNPIKE	\$998,828							\$998,828
	PKYI-TURNPIKE IMPROVEMENT	\$3,478,939							\$3,478,939
Phase: RAILROAD & UTILITIES Totals		\$4,477,767							\$4,477,767
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	PKBD-TURNPIKE MASTER BOND FUND	\$111,097,111							\$111,097,111
	PKYI-TURNPIKE IMPROVEMENT	\$105,421,548		\$4,761,200					\$110,182,748
Phase: CONSTRUCTION Totals		\$216,518,659		\$4,761,200					\$221,279,859
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	PKOH-TURNPIKE INDIRECT COSTS	\$10,094,936		\$51,513					\$10,146,449
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									

Fund Code: PKOH-TURNPIKE INDIRECT COSTS	\$1,243,460		\$64,660						\$1,308,120
--	-------------	--	----------	--	--	--	--	--	--------------------

TURNPIKE

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	

ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code: PKYI-TURNPIKE IMPROVEMENT	\$6,179,140								\$6,179,140

ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT									
Fund Code: PKOH-TURNPIKE INDIRECT COSTS	\$179,836								\$179,836
Item: 442764 2 Totals		\$358,602,374		\$4,877,373					\$363,479,747

Item Number: 442764 3 **Project Description:** SUNCOAST II-PHASE 3B (SR589)-CR 495 TO US 19
District: 07 **County:** CITRUS **Type of Work:** NEW ROAD CONSTRUCTION **Project Length:** 4.496MI
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,4,5,6,7: (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	

PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code: PKED-2012 SB1998-TURNPIKE FEEDER RD	\$9,365,325								\$9,365,325
PKYI-TURNPIKE IMPROVEMENT	\$4,760,330								\$4,760,330
Phase: PRELIMINARY ENGINEERING Totals		\$14,125,655							\$14,125,655

PRELIM ENG - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$418,471								\$418,471
PKOH-TURNPIKE INDIRECT COSTS	\$234,506								\$234,506
Phase: PRELIM ENG - IND SUPP Totals		\$652,977							\$652,977

RIGHT OF WAY / MANAGED BY FDOT									
Fund Code: D-UNRESTRICTED STATE PRIMARY	\$187,295								\$187,295
PKED-2012 SB1998-TURNPIKE FEEDER RD	\$150,305								\$150,305
PKYI-TURNPIKE IMPROVEMENT	\$55,186,986								\$55,186,986
Phase: RIGHT OF WAY Totals		\$55,524,586							\$55,524,586

RIGHT OF WAY - IND SUPP / MANAGED BY FDOT									
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$203								\$203
PKOH-TURNPIKE INDIRECT COSTS	\$1,437,997								\$1,437,997
Phase: RIGHT OF WAY - IND SUPP Totals		\$1,438,200							\$1,438,200

RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code: PKYI-TURNPIKE IMPROVEMENT	\$3,602,256								\$3,602,256

TURNPIKE									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	PKBD-TURNPIKE MASTER BOND FUND	\$141,547,081		\$10,600,000	\$2,186,000				\$154,333,081
	PKYI-TURNPIKE IMPROVEMENT	\$59,074,559	\$1,029		\$2,772,790				\$61,848,378
Phase: CONSTRUCTION Totals		\$200,621,640	\$1,029	\$10,600,000	\$4,958,790				\$216,181,459
CONSTRUCTION - IND SUPP / MANAGED BY FDOT									
Fund Code:	PKOH-TURNPIKE INDIRECT COSTS	\$4,666,628			\$67,656				\$4,734,284
CONST SUPPORT - IND SUPP / MANAGED BY FDOT									
Fund Code:	PKOH-TURNPIKE INDIRECT COSTS	\$301,519	\$60	\$258,640	\$53,338				\$613,557
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	PKYI-TURNPIKE IMPROVEMENT	\$5,231,561							\$5,231,561
ENVIRONMENTAL - IND SUPP / MANAGED BY FDOT									
Fund Code:	PKOH-TURNPIKE INDIRECT COSTS	\$127,650							\$127,650
Item: 442764 3 Totals		\$286,292,672	\$1,089	\$10,858,640	\$5,079,784				\$302,232,185
Project Totals		\$644,895,046	\$1,089	\$15,736,013	\$5,079,784				\$665,711,932

TRANSPORTATION PLANNING

Item Number: 439335 6 Project Description: HERNANDO/CITRUS FY 2026/2027-2027/2028 UPWP								
District: 07	County: HERNANDO	Type of Work: TRANSPORTATION PLANNING					Project Length: 0.000	
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,4,5,6,7: (Pages 2-3, 2-4)								
		Fiscal Year						
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031	>2031	All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code:	ACPL-ADVANCE CONSTRUCTION PLANNING		\$825,748	\$825,748				\$1,651,496
PLANNING - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$117,752	\$117,752				\$235,504
Item: 439335 6 Totals			\$943,500	\$943,500				\$1,887,000

Item Number: 439335 7 Project Description: HERNANDO /CITRUS FY 2028/2029-2029/2030 UPWP								
District: 07	County: HERNANDO	Type of Work: TRANSPORTATION PLANNING					Project Length: 0.000	
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,4,5,6,7: (Pages 2-3, 2-4)								
		Fiscal Year						
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031	>2031	All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code:	ACPL-ADVANCE CONSTRUCTION PLANNING			\$825,748	\$825,748			\$1,651,496
PLANNING - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$117,752	\$117,752			\$235,504
Item: 439335 7 Totals				\$943,500	\$943,500			\$1,887,000

Item Number: 439335 8 Project Description: HERNANDO/CITRUS FY 2030/2031-2031/2032 UPWP								
District: 07	County: HERNANDO	Type of Work: TRANSPORTATION PLANNING					Project Length: 0.000	
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,4,5,6,7: (Pages 2-3, 2-4)								
		Fiscal Year						
Phase / Responsible Agency	<2027	2027	2028	2029	2030	2031	>2031	All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code:	ACPL-ADVANCE CONSTRUCTION PLANNING					\$825,748		\$825,748
PLANNING - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD					\$117,752		\$117,752
Item: 439335 8 Totals						\$943,500		\$943,500
Project Totals			\$943,500	\$943,500	\$943,500	\$943,500	\$943,500	\$4,717,500

MAINTENANCE

Item Number: 259756 1 Project Description: CITRUS CO (02)									
District: 07		County: CITRUS		Type of Work: ROUTINE MAINTENANCE			Project Length: 0.000		
2050 LRTP Reference: LRTP Goal, Objectives 1,3,6,7: (Pages 2-3, 2-4)									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	\$4,038,172	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000		\$4,388,172
MAINTENANCE - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$397,641	\$8,666	\$8,666	\$8,666	\$8,666	\$8,666		\$440,971
Item: 259756 1 Totals		\$4,435,813	\$78,666	\$78,666	\$78,666	\$78,666	\$78,666		\$4,829,143
Project Totals		\$4,435,813	\$78,666	\$78,666	\$78,666	\$78,666	\$78,666		\$4,829,143

Item Number: 405298 1 Project Description: CITRUS CO (02) ASSET MANAGEMENT CONTRACT									
District: 07		County: CITRUS		Type of Work: ROUTINE MAINTENANCE			Project Length: 0.000		
2050 LRTP Reference: LRTP Goal, Objectives 1,3,6,7: (Pages 2-3, 2-4)									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	\$22,928,980	\$1,348,656	\$1,348,656	\$1,399,905	\$728,275			\$27,754,472
MAINTENANCE - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$2,535,332	\$79,031	\$79,031	\$82,034	\$42,677			\$2,818,105
Item: 405298 1 Totals		\$25,464,312	\$1,427,687	\$1,427,687	\$1,481,939	\$770,952			\$30,572,577
Project Totals		\$25,464,312	\$1,427,687	\$1,427,687	\$1,481,939	\$770,952			\$30,572,577

Item Number: 400490 1 Project Description: HERNANDO CO (08)									
District: 07		County: HERNANDO		Type of Work: ROUTINE MAINTENANCE			Project Length: 0.000		
2050 LRTP Reference: LRTP Goal, Objectives 1,3,6,7: (Pages 2-3, 2-4)									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	\$50,791,878	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000		\$62,291,878
MAINTENANCE - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$4,075,529	\$284,740	\$284,740	\$284,740	\$284,740	\$284,740		\$5,499,229
Item: 400490 1 Totals		\$54,867,407	\$2,584,740	\$2,584,740	\$2,584,740	\$2,584,740	\$2,584,740		\$67,791,107
Project Totals		\$54,867,407	\$2,584,740	\$2,584,740	\$2,584,740	\$2,584,740	\$2,584,740		\$67,791,107

MAINTENANCE

Item Number: 401185 1 **Project Description:** HERNANDO CO (08)
District: 07 **County:** HERNANDO **Type of Work:** ROUTINE MAINTENANCE **Project Length:** 0.000
Extra Description: NONE
2050 LRTP Reference: LRTP Goal, Objectives 1,3,6,7: (Pages 2-3, 2-4)

Phase / Responsible Agency	Fiscal Year							All Years
	<2027	2027	2028	2029	2030	2031	>2031	
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT								
Fund Code: D-UNRESTRICTED STATE PRIMARY	\$200,688	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000		\$275,688
MAINTENANCE - IND SUPP / MANAGED BY FDOT								
Fund Code: DIOH-STATE 100% - INDIRECT/OVERHEAD	\$20,742	\$1,857	\$1,857	\$1,857	\$1,857	\$1,857		\$30,027
Item: 401185 1 Totals	\$221,430	\$16,857	\$16,857	\$16,857	\$16,857	\$16,857		\$305,715
Project Totals	\$221,430	\$16,857	\$16,857	\$16,857	\$16,857	\$16,857		\$305,715

FLP: AVIATION

Item Number: 452372 1 **Project Description:** CRYSTAL RIVER AIRPORT - TAXIWAY A REHAB CONSTRUCTION
District: 07 **County:** CITRUS **Type of Work:** AVIATION PRESERVATION PROJECT **Project Length:** 0.000
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
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
Phase: CAPITAL Totals						\$1,080,000			\$1,080,000
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD					\$2,117			\$2,117
Item: 452372 1 Totals						\$1,082,117			\$1,082,117
Project Totals						\$1,082,117			\$1,082,117

Item Number: 452373 1 **Project Description:** INVERNESS AIRPORT- REPLACE FUEL TANKS
District: 07 **County:** CITRUS **Type of Work:** AVIATION REVENUE/OPERATIONAL **Project Length:** 0.000
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		\$360,000						\$360,000
	LF-LOCAL FUNDS		\$90,000						\$90,000
Phase: CAPITAL Totals			\$450,000						\$450,000
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$8,820						\$8,820
Item: 452373 1 Totals			\$458,820						\$458,820
Project Totals			\$458,820						\$458,820

FLP: AVIATION

Item Number: 452374 1 **Project Description:** CRYSTAL RIVER AIRPORT - TAXIWAY A REHAB DESIGN
District: 07 **County:** CITRUS **Type of Work:** AVIATION PRESERVATION PROJECT **Project Length:** 0.000
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
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						\$120,000			\$120,000
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD					\$235			\$235
Item: 452374 1 Totals						\$120,235			\$120,235
Project Totals						\$120,235			\$120,235

Item Number: 455947 1 **Project Description:** INVERNESS AIRPORT - DESIGN AND CONSTRUCT TAXIWAY TO T-HANGARS
District: 07 **County:** CITRUS **Type of Work:** AVIATION CAPACITY PROJECT **Project Length:** 0.000
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		\$252,000						\$252,000
	LF-LOCAL FUNDS		\$63,000						\$63,000
Phase: CAPITAL Totals			\$315,000						\$315,000
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$6,174						\$6,174
Item: 455947 1 Totals			\$321,174						\$321,174
Project Totals			\$321,174						\$321,174

FLP: AVIATION

Item Number: 455948 1 **Project Description:** CRYSTAL RIVER AIRPORT - ACQUIRE PARCELS FOR NORTH OF RUNWAY 18
District: 07 **County:** CITRUS **Type of Work:** AVIATION SAFETY PROJECT **Project Length:** 0.000
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		\$1,179,200						\$1,179,200
	LF-LOCAL FUNDS		\$294,800						\$294,800
Phase: CAPITAL Totals			\$1,474,000						\$1,474,000
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$28,890						\$28,890
Item: 455948 1 Totals			\$1,502,890						\$1,502,890
Project Totals			\$1,502,890						\$1,502,890

Item Number: 456120 1 **Project Description:** DESIGN AND CONSTRUCTION OF CORPORATE HANGAR - CRYSTAL RIVER AIRPORT
District: 07 **County:** CITRUS **Type of Work:** AVIATION REVENUE/OPERATIONAL **Project Length:** 0.000
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			\$678,000					\$678,000
	LF-LOCAL FUNDS			\$678,000					\$678,000
Phase: CAPITAL Totals				\$1,356,000					\$1,356,000
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$16,611					\$16,611
Item: 456120 1 Totals				\$1,372,611					\$1,372,611
Project Totals				\$1,372,611					\$1,372,611

FLP: AVIATION

Item Number: 456121 1 **Project Description:** DESIGN AND CONSTRUCT T-HANGARS - INVERNESS AIRPORT
District: 07 **County:** CITRUS **Type of Work:** AVIATION REVENUE/OPERATIONAL **Project Length:** 0.000
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			\$1,500,000					\$1,500,000
	LF-LOCAL FUNDS			\$1,500,000					\$1,500,000
Phase: CAPITAL Totals				\$3,000,000					\$3,000,000
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD			\$36,750					\$36,750
Item: 456121 1 Totals				\$3,036,750					\$3,036,750
Project Totals				\$3,036,750					\$3,036,750

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 **Project Length:** 0.000
2050 LRTP Reference: LRTP Goal, Objectives 1,2,3,6,7: (Pages 2-3, 2-4)

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DPTO-STATE - PTO		\$2,022,825						\$2,022,825
	LF-LOCAL FUNDS		\$2,022,825						\$2,022,825
Phase: CAPITAL Totals			\$4,045,650						\$4,045,650
CAPITAL - IND SUPP / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD		\$49,559						\$49,559
Item: 447532 1 Totals			\$4,095,209						\$4,095,209
Project Totals			\$4,095,209						\$4,095,209

FLP: TRANSIT

Item Number: 402628 1 **Project Description:** FTA SECTION 5311 OPERATING
District: 07 **County:** CITRUS **Type of Work:** CAPITAL FOR FIXED ROUTE **Project Length:** 0.000
Extra Description: CITRUS COUNTY BOCC
2050 LRTP Reference: LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
OPERATIONS / MANAGED BY BOARD CO COMMISSNRS CITRUS CO									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$31,314							\$31,314
	DU-STATE PRIMARY/FEDERAL REIMB	\$5,808,932	\$451,750	\$469,157	\$487,086	\$505,552	\$524,573		\$8,247,050
	LF-LOCAL FUNDS	\$5,934,182	\$451,750	\$469,157	\$487,086	\$505,552	\$524,573		\$8,372,300
Phase: OPERATIONS Totals		\$11,774,428	\$903,500	\$938,314	\$974,172	\$1,011,104	\$1,049,146		\$16,650,664
OPERATIONS - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$212,985	\$11,068	\$11,494	\$11,934	\$12,386	\$12,852		\$272,719
Item: 402628 1 Totals		\$11,987,413	\$914,568	\$949,808	\$986,106	\$1,023,490	\$1,061,998		\$16,923,383

Item Number: 402628 2 **Project Description:** FTA SECTION 5311
District: 07 **County:** CITRUS **Type of Work:** OPERATING/ADMIN. ASSISTANCE **Project Length:** 0.000
Extra Description: CITRUS COUNTY BOCC - FTA SECTION 5311
2050 LRTP Reference: LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
OPERATIONS / MANAGED BY BOARD CO COMMISSNRS CITRUS CO									
Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB	\$660,514	\$128,471	\$128,471	\$128,471	\$128,471	\$128,471		\$1,302,869
	LF-LOCAL FUNDS	\$660,514	\$128,471	\$128,471	\$128,471	\$128,471	\$128,471		\$1,302,869
Phase: OPERATIONS Totals		\$1,321,028	\$256,942	\$256,942	\$256,942	\$256,942	\$256,942		\$2,605,738
OPERATIONS - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$26,479	\$3,148	\$3,148	\$3,148	\$3,148	\$3,148		\$42,219
CAPITAL / MANAGED BY BOARD CO COMMISSNRS CITRUS CO									
Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB	\$3,624,500							\$3,624,500
	LF-LOCAL FUNDS	\$596,494							\$596,494
Phase: CAPITAL Totals		\$4,220,994							\$4,220,994
CAPITAL - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$133,785							\$133,785
Item: 402628 2 Totals		\$5,702,286	\$260,090	\$260,090	\$260,090	\$260,090	\$260,090		\$7,002,736

FLP: TRANSIT

Item Number: 402628 4 Project Description: CITRUS COUNTY BOCC - FTA SECTION 5307									
District: 07 County: CITRUS			Type of Work: OPERATING/ADMIN. ASSISTANCE				Project Length: 0.000		
Extra Description: SMALL URBANIZED AREA GOVERNOR'S APPORTIONMENT									
2050 LRTP Reference: LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
OPERATIONS / MANAGED BY CITRUS COUNTY TRANSIT									
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION	\$5,000,000	\$1,250,000	\$1,250,000	\$1,250,000				\$8,750,000
	LF-LOCAL FUNDS	\$1,400,000	\$350,000	\$350,000	\$350,000				\$2,450,000
Phase: OPERATIONS Totals		\$6,400,000	\$1,600,000	\$1,600,000	\$1,600,000				\$11,200,000
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		\$12,290,330							\$12,290,330
Item: 402628 4 Totals		\$18,690,330	\$1,600,000	\$1,600,000	\$1,600,000				\$23,490,330
Project Totals		\$36,380,029	\$2,774,658	\$2,809,898	\$2,846,196	\$1,283,580	\$1,322,088		\$47,416,449

Item Number: 438845 1 Project Description: CITRUS COUNTY BOCC - STATE TRANSIT BLOCK GRANT									
District: 07 County: CITRUS			Type of Work: OPERATING/ADMIN. ASSISTANCE				Project Length: 0.000		
Extra Description: HOMOSSASSA SPRINGS									
2050 LRTP Reference: LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
OPERATIONS / MANAGED BY CITRUS COUNTY TRANSIT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$1,077,239	\$399,320	\$411,300	\$224,823	\$436,348	\$223,174		\$2,772,204
	DPTO-STATE - PTO	\$1,617,283			\$198,816		\$223,174		\$2,039,273
	LF-LOCAL FUNDS	\$2,805,892	\$399,320	\$411,300	\$423,639	\$436,348	\$446,348		\$4,922,847
Phase: OPERATIONS Totals		\$5,500,414	\$798,640	\$822,600	\$847,278	\$872,696	\$892,696		\$9,734,324
OPERATIONS - IND SUPP / MANAGED BY FDOT									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$149,652	\$9,783	\$10,077	\$10,379	\$10,691	\$10,936		\$201,518
Item: 438845 1 Totals		\$5,650,066	\$808,423	\$832,677	\$857,657	\$883,387	\$903,632		\$9,935,842
Project Totals		\$5,650,066	\$808,423	\$832,677	\$857,657	\$883,387	\$903,632		\$9,935,842

FLP: TRANSIT

Item Number: 401982 1 Project Description: HERNANDO COUNTY SECTION 5311									
District: 07	County: HERNANDO	Type of Work: OPERATING/ADMIN. ASSISTANCE					Project Length: 0.000		
Extra Description: FTA SECTION 5311									
2050 LRTP Reference: LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
OPERATIONS / MANAGED BY HERNANDO									
Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB	\$3,431,883	\$459,124	\$476,800	\$495,007	\$513,759	\$533,074		\$5,909,647
	LF-LOCAL FUNDS	\$3,461,334	\$459,124	\$476,800	\$495,007	\$513,759	\$533,074		\$5,939,098
	Phase: OPERATIONS Totals	\$6,893,217	\$918,248	\$953,600	\$990,014	\$1,027,518	\$1,066,148		\$11,848,745
OPERATIONS - IND SUPP / MANAGED BY HERNANDO									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$128,363	\$11,249	\$11,682	\$12,128	\$12,587	\$13,060		\$189,069
CAPITAL / MANAGED BY HERNANDO									
Fund Code:	LF-LOCAL FUNDS	\$22,000							\$22,000
	Item: 401982 1 Totals	\$7,043,580	\$929,497	\$965,282	\$1,002,142	\$1,040,105	\$1,079,208		\$12,059,814

Item Number: 401982 2 Project Description: HERNANDO COUNTY BOCC - FTA SECTION 5311									
District: 07	County: HERNANDO	Type of Work: CAPITAL FOR FIXED ROUTE					Project Length: 0.000		
Extra Description: THE BUS									
2050 LRTP Reference: LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9									
		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
OPERATIONS / MANAGED BY HERNANDO COUNTY MPO									
Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB	\$290,059	\$130,083	\$130,083	\$130,083	\$130,083	\$130,083		\$940,474
	LF-LOCAL FUNDS	\$290,059	\$130,083	\$130,083	\$130,083	\$130,083	\$130,083		\$940,474
	Phase: OPERATIONS Totals	\$580,118	\$260,166	\$260,166	\$260,166	\$260,166	\$260,166		\$1,880,948
OPERATIONS - IND SUPP / MANAGED BY HERNANDO COUNTY MPO									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$21,396	\$3,187	\$3,187	\$3,187	\$3,187	\$3,187		\$37,331
CAPITAL / MANAGED BY HERNANDO COUNTY MPO									
Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB	\$100,000							\$100,000
CAPITAL - IND SUPP / MANAGED BY HERNANDO COUNTY MPO									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$2,450							\$2,450
	Item: 401982 2 Totals	\$703,964	\$263,353	\$263,353	\$263,353	\$263,353	\$263,353		\$2,020,729
	Project Totals	\$7,747,544	\$1,192,850	\$1,228,635	\$1,265,495	\$1,303,458	\$1,342,561		\$14,080,543

FLP: TRANSIT

Item Number: 408104 1 **Project Description:** HERNANDO COUNTY BLOCK GRANT
District: 07 **County:** HERNANDO **Type of Work:** OPERATING FOR FIXED ROUTE **Project Length:** 0.000
Extra Description: HERNANDO COUNTY BOCC - STATE TRANSIT BLOCK GRANT - THE BUS
2050 LRTP Reference: LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
OPERATIONS / MANAGED BY HERNANDO COUNTY MPO									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$2,866,047	\$440,689	\$542,228		\$575,250	\$585,250		\$5,009,464
	DPTO-STATE - PTO	\$3,118,720	\$85,746		\$558,495				\$3,762,961
	DS-STATE PRIMARY HIGHWAYS & PTO	\$1,397,737							\$1,397,737
	LF-LOCAL FUNDS	\$7,713,213	\$526,435	\$542,228	\$558,495	\$575,250	\$585,250		\$10,500,871
Phase: OPERATIONS Totals		\$15,095,717	\$1,052,870	\$1,084,456	\$1,116,990	\$1,150,500	\$1,170,500		\$20,671,033
OPERATIONS - IND SUPP / MANAGED BY HERNANDO COUNTY MPO									
Fund Code:	DIOH-STATE 100% - INDIRECT/OVERHEAD	\$351,846	\$12,898	\$13,285	\$13,683	\$14,094	\$14,339		\$420,145
Item: 408104 1 Totals		\$15,447,563	\$1,065,768	\$1,097,741	\$1,130,673	\$1,164,594	\$1,184,839		\$21,091,178
Project Totals		\$15,447,563	\$1,065,768	\$1,097,741	\$1,130,673	\$1,164,594	\$1,184,839		\$21,091,178

Item Number: 408715 1 **Project Description:** HERNANDO COUNTY BOCC - FTA SECTION 5307
District: 07 **County:** HERNANDO **Type of Work:** TRANSIT IMPROVEMENT **Project Length:** 0.000
Extra Description: THE BUS - SMALL URBANIZED GOV. APPROPRIATION
2050 LRTP Reference: LRTP Goal, Objectives 1,3,4,6,7: (Pages 2-3, 2-4); Page 4-9

		Fiscal Year							
Phase / Responsible Agency		<2027	2027	2028	2029	2030	2031	>2031	All Years
OPERATIONS / MANAGED BY HERNANDO									
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION	\$4,450,000	\$1,250,000	\$1,250,000	\$1,250,000				\$8,200,000
	LF-LOCAL FUNDS	\$2,100,000	\$350,000	\$350,000	\$350,000				\$3,150,000
Phase: OPERATIONS Totals		\$6,550,000	\$1,600,000	\$1,600,000	\$1,600,000				\$11,350,000
CAPITAL / MANAGED BY HERNANDO									
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION	\$10,248,621							\$10,248,621
Item: 408715 1 Totals		\$16,798,621	\$1,600,000	\$1,600,000	\$1,600,000				\$21,598,621
Project Totals		\$16,798,621	\$1,600,000	\$1,600,000	\$1,600,000				\$21,598,621
Grand Total		\$860,195,824	\$99,401,249	\$85,303,427	\$75,484,602	\$16,795,053	\$25,008,945		\$1,162,189,100

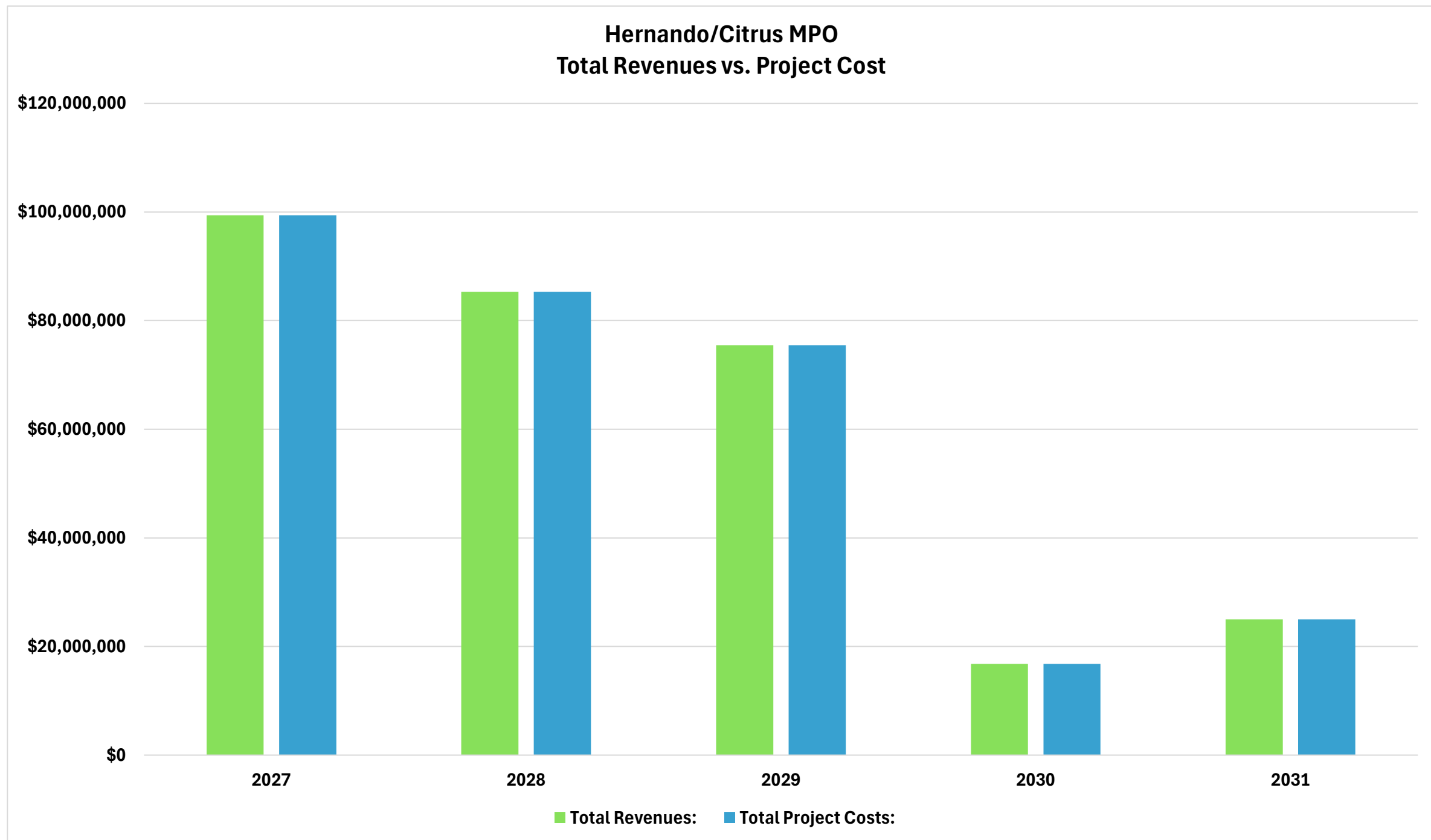
SUMMARY BY FUND TYPE/FUND NAME PER FISCAL YEAR

Fund	Fund Name	<2027	2027	2028	2029	2030	2031	>2031	All Years
ACCM	ADVANCE CONSTRUCTION (CM)	\$1,824,199							\$1,824,199
ACNP	ADVANCE CONSTRUCTION NHPP			\$7,319,588					\$7,319,588
ACNR	AC NAT HWY PERFORM RESURFACING		\$22,496,520						\$22,496,520
ACPL	ADVANCE CONSTRUCTION PLANNING		\$825,748	\$825,748	\$825,748	\$825,748	\$825,748		\$4,128,740
ACSA	ADVANCE CONSTRUCTION (SA)	\$703,338	\$17,200,249	\$2,608,825	\$7,382,872	\$465,825			\$28,361,109
ACSL	ADVANCE CONSTRUCTION (SL)	\$9,728	\$955,942	\$304,644					\$1,270,314
ACSM	STBG AREA POP. W/ 5K TO 49,999	\$1,650,115	\$871,405						\$2,521,520
ACSN	ADVANCE CONSTRUCTION (SN)	\$3,543,230	\$2,842,439	\$2,850,361	\$2,622,761	\$2,100,000			\$13,958,791
ACSS	ADVANCE CONSTRUCTION (SS,HSP)			\$1,174,508	\$853,310				\$2,027,818
BA	DONOR BONUS, ANY AREA	\$740,031							\$740,031
BRAS	ANCILLARY STRUCTURES		\$294,168	\$1,258,661					\$1,552,829
BRRP	STATE BRIDGE REPAIR & REHAB	\$7,471							\$7,471
CARN	CARB FOR RURAL AREAS < 5K	\$67							\$67
CM	CONGESTION MITIGATION - AQ	\$911,596							\$911,596
D	UNRESTRICTED STATE PRIMARY	\$78,262,659	\$3,733,656	\$3,733,656	\$3,784,905	\$3,113,275	\$2,385,000		\$95,013,151
DDR	DISTRICT DEDICATED REVENUE	\$21,459,346	\$24,051,322	\$19,616,251	\$36,405,473	\$2,421,298	\$808,424		\$104,762,114
DIH	STATE IN-HOUSE PRODUCT SUPPORT	\$1,623,405	\$1,491,654	\$712,359	\$973,235	\$6,212	\$211,731		\$5,018,596
DIOH	STATE 100% - INDIRECT/OVERHEAD	\$13,017,028	\$3,347,103	\$2,226,189	\$2,600,727	\$823,878	\$1,011,078		\$23,026,003
DPTO	STATE - PTO	\$4,736,003	\$2,108,571		\$757,311		\$223,174		\$7,825,059
DS	STATE PRIMARY HIGHWAYS & PTO	\$4,959,579		\$11,790,104	\$4,305,005		\$15,879,790		\$36,934,478
DU	STATE PRIMARY/FEDERAL REIMB	\$13,915,888	\$1,169,428	\$1,204,511	\$1,240,647	\$1,277,865	\$1,316,201		\$20,124,540
FAA	FEDERAL AVIATION ADMIN					\$1,080,000			\$1,080,000
FC5	OPEN GRADE FRICTION COURSE FC5		\$1,505,000						\$1,505,000
FTA	FEDERAL TRANSIT ADMINISTRATION	\$25,843,786	\$2,500,000	\$2,500,000	\$2,500,000				\$33,343,786

SUMMARY BY FUND TYPE/FUND NAME PER FISCAL YEAR									
Fund	Fund Name	<2027	2027	2028	2029	2030	2031	>2031	All Years
GRSC	GROWTH MANAGEMENT FOR SCOP		\$991,447	\$991,447	\$991,447	\$995,011			\$3,969,352
LF	LOCAL FUNDS	\$31,128,853	\$5,265,808	\$9,635,342	\$4,351,670	\$2,905,335	\$2,347,799		\$55,634,807
LFP	LOCAL FUNDS FOR PARTICIPATING		\$4,059,322						\$4,059,322
PKBD	TURNPIKE MASTER BOND FUND	\$252,644,192		\$10,600,000	\$2,186,000				\$265,430,192
PKED	2012 SB1998-TURNPIKE FEEDER RD	\$19,766,380							\$19,766,380
PKLF	LOCAL SUPPORT FOR TURNPIKE	\$998,828							\$998,828
PKOH	TURNPIKE INDIRECT COSTS	\$21,157,401	\$60	\$374,813	\$120,994				\$21,653,268
PKYI	TURNPIKE IMPROVEMENT	\$349,210,458	\$1,029	\$4,761,200	\$2,772,790				\$356,745,477
ROWR	ROW LEASE REVENUES	\$8,178	\$11,836						\$20,014
SA	STP, ANY AREA	\$3,374,705							\$3,374,705
SCED	2012 SB1998-SMALL CO OUTREACH		\$256,410	\$256,410	\$256,410	\$263,158			\$1,032,388
SCOP	SMALL COUNTY OUTREACH PROGRAM		\$230,989	\$232,528	\$233,553	\$203,237			\$900,307
SCWR	2015 SB2514A-SMALL CO OUTREACH		\$330,769	\$326,282	\$319,744	\$314,211			\$1,291,006
SL	STP, AREAS <= 200K	\$490,875							\$490,875
SM	STBG AREA POP. W/ 5K TO 49,999	\$1,809,770							\$1,809,770
SN	STP, MANDATORY NON-URBAN <= 5K	\$6,398,715							\$6,398,715
TALL	TRANSPORTATION ALTS- <200K		\$171,000						\$171,000
TALM	TAP AREA POP. 5K TO 50,000		\$129,072						\$129,072
TALN	TRANSPORTATION ALTS- < 5K		\$810,312						\$810,312
TALT	TRANSPORTATION ALTS- ANY AREA		\$24,000						\$24,000
TRIP	TRANS REGIONAL INCENTIVE PROGM		\$56,539						\$56,539
TRWR	2015 SB2514A-TRAN REG INCT PRG		\$1,669,451						\$1,669,451
Grand Total:		\$860,195,824	\$99,401,249	\$85,303,427	\$75,484,602	\$16,795,053	\$25,008,945		\$1,162,189,100

SUMMARY BY FUNDING SOURCE PER FISCAL YEAR								
Fund Type	<2027	2027	2028	2029	2030	2031	>2031	All Years
Federal	\$61,216,043	\$49,996,115	\$18,788,185	\$15,425,338	\$5,749,438	\$2,141,949		\$153,317,068
Local	\$32,127,681	\$9,325,130	\$9,635,342	\$4,351,670	\$2,905,335	\$2,347,799		\$60,692,957
State 100%	\$143,840,049	\$40,078,915	\$41,143,887	\$50,627,810	\$8,140,280	\$20,519,197		\$304,350,138
Toll/Turnpike	\$623,012,051	\$1,089	\$15,736,013	\$5,079,784				\$643,828,937
Grand Total:	\$860,195,824	\$99,401,249	\$85,303,427	\$75,484,602	\$16,795,053	\$25,008,945		\$1,162,189,100

SUMMARY BY PROJECT CATEGORY PER FISCAL YEAR								
Fund Type	<2027	2027	2028	2029	2030	2031	>2031	All Years
TOTAL: HIGHWAY PROJECTS	\$48,287,993	\$80,528,918	\$52,537,652	\$57,599,095	\$6,562,967	\$16,632,062		\$262,148,687
TOTAL: TURNPIKE PROJECTS	\$644,895,046	\$1,089	\$15,736,013	\$5,079,784	\$0	\$0		\$665,711,932
TOTAL: TRANSPORTATION PLANNING PROJECTS	\$0	\$943,500	\$943,500	\$943,500	\$943,500	\$943,500		\$4,717,500
TOTAL: MAINTENANCE PROJECTS	\$84,988,962	\$4,887,944	\$4,107,950	\$4,162,202	\$4,653,567	\$2,680,263		\$105,480,888
TOTAL: FLP: AVIATION PROJECTS	\$0	\$5,598,099	\$4,409,361	\$0	\$0	\$0		\$10,007,460
TOTAL: FLP: TRANSIT PROJECTS	\$82,023,823	\$7,441,699	\$7,568,951	\$7,700,021	\$4,635,019	\$4,753,120		\$114,122,633
Grand Total:	\$860,195,824	\$99,401,249	\$85,303,427	\$75,484,602	\$16,795,053	\$25,008,945		\$1,162,189,100



Appendix F: FDOT Annual List of Obligated Projects

Page blank for printing purposes

APPENDIX F
 FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS

TIP Fiscal Years 2027 - 2031
 Hernando/Citrus MPO

GROUP	COUNTY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDCD	RESPONSIBLE AGENCY	SIS	2025
HIGHWAYS	CITRUS	257165 1	US41 (SR45) FROM SR44 TO N OF SR200	ADD LANES & RECONSTRUCT	02010000	6.578 MI	3	3	3	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*NON-SIS*	1,293,980
HIGHWAYS	CITRUS	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	CARB	MANAGED BY FDOT	*NON-SIS*	-47,747
HIGHWAYS	CITRUS	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*	81,162
HIGHWAYS	CITRUS	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*	1,028,435
HIGHWAYS	CITRUS	257165 5	US41(SR45) FROM N OF SPORTSMAN POINT TO N OF E ARLINGTON ST	ADD LANES & RECONSTRUCT	02010000	0.804 MI	2	2	2	RIGHT OF WAY	CARN	MANAGED BY FDOT	*NON-SIS*	-753,432
HIGHWAYS	CITRUS	257165 5	US41(SR45) FROM N OF SPORTSMAN POINT TO N OF E ARLINGTON ST	ADD LANES & RECONSTRUCT	02010000	0.804 MI	2	2	2	RIGHT OF WAY	SN	MANAGED BY FDOT	*NON-SIS*	1,925,571
HIGHWAYS	CITRUS	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	CM	MANAGED BY FDOT	*SIS*	18,101
HIGHWAYS	CITRUS	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*	2,529,655
HIGHWAYS	CITRUS	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	SA	MANAGED BY FDOT	*SIS*	2,186,931
HIGHWAYS	CITRUS	437514 1	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*	17,295
HIGHWAYS	CITRUS	437514 1	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*	688,768
HIGHWAYS	CITRUS	437515 1	US19/US98/SR55/N SUNCOAST BLVD FR S OF NE 1ST TERR TO S OF SNUG HARBOR	RESURFACING	02030000	1.233 MI	6	6	0	CONSTRUCTION	CM	MANAGED BY FDOT	*SIS*	1,000,000
HIGHWAYS	CITRUS	437515 1	US19/US98/SR55/N SUNCOAST BLVD FR S OF NE 1ST TERR TO S OF SNUG HARBOR	RESURFACING	02030000	1.233 MI	6	6	0	CONSTRUCTION	SN	MANAGED BY FDOT	*SIS*	1,194,256
HIGHWAYS	CITRUS	439698 1	FOREST RIDGE ELEM FR CR486/NORVELL BRYANT HWY TO W LAKE BEVERLY DR	SIDEWALK	02000027	1.605 MI	0	2	0	CONSTRUCTION	SA	MANAGED BY FDOT	*NON-SIS*	327,596
HIGHWAYS	CITRUS	439698 1	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*	-2,086
HIGHWAYS	CITRUS	439698 1	FOREST RIDGE ELEM FR CR486/NORVELL BRYANT HWY TO W LAKE BEVERLY DR	SIDEWALK	02000027	1.605 MI	0	2	0	RAILROAD AND UTILITIES	SA	MANAGED BY FDOT	*NON-SIS*	114,782
HIGHWAYS	CITRUS	440250 1	US 98/SR700/W PONCE DE LEON BLVD FROM HERNANDO CO/L TO US 19/SR55	RESURFACING	02100000	3.344 MI	4	4	0	CONSTRUCTION	SA	MANAGED BY FDOT	*SIS*	3,135,834
HIGHWAYS	CITRUS	441105 1	FOREST RIDGE BLVD FROM W LAKE BEVERLY DR TO W COLBERT CT	SIDEWALK	02000027	0.75 MI	0	4	0	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*NON-SIS*	8,000
HIGHWAYS	CITRUS	441105 1	FOREST RIDGE BLVD FROM W LAKE BEVERLY DR TO W COLBERT CT	SIDEWALK	02000027	0.75 MI	0	4	0	PRELIMINARY ENGINEERING	SR2T	MANAGED BY FDOT	*NON-SIS*	97,862
HIGHWAYS	CITRUS	443358 2	WITHLACOOCHEE TRAIL PHASE 2 FROM HERNANDO CL TO MARION CL	BIKE PATH/TRAIL		0	0	0	0	CONSTRUCTION	TALN	MANAGED BY FDOT	*NON-SIS*	-43,268
HIGHWAYS	CITRUS	443358 2	WITHLACOOCHEE TRAIL PHASE 2 FROM HERNANDO CL TO MARION CL	BIKE PATH/TRAIL		0	0	0	0	CONSTRUCTION	TALT	MANAGED BY FDOT	*NON-SIS*	-2,528
HIGHWAYS	CITRUS	443981 1	US 41/SR 45 FROM SOUTH OF SR 44 TO E GRACE STREET	TRAFFIC OPS IMPROVEMENT	02010000	0.278 MI	0	5	0	CONSTRUCTION	CARN	MANAGED BY FDOT	*SIS*	-22,810
HIGHWAYS	CITRUS	448040 1	SR 44/E GULF TO LAKE HWY FROM E OF US 41 TO SUMTER COUNTY LINE	RESURFACING	02050000	6.667 MI	4	4	0	CONSTRUCTION	HSP	MANAGED BY FDOT	*SIS*	667,366

APPENDIX F
 FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS

TIP Fiscal Years 2027 - 2031
 Hernando/Citrus MPO

GROUP	COUNTY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDCD	RESPONSIBLE AGENCY	SIS	2025
HIGHWAYS	CITRUS	452487 4	RUMBLE STRIP INITIATIVE CITRUS COUNTY	SIGNING/PAVEMENT MARKINGS	02050000	6.866 MI	3	3	0	CONSTRUCTION	HSP	MANAGED BY FDOT	*SIS*	38,361
HIGHWAYS	HERNANDO	257298 4	CR578/CO LINE RD FR E OF MARINER BLVD/SHADY HILLS RD TO W OF SUNCOAST	ADD LANES & RECONSTRUCT	08000050	2.956 MI	2	2	2	GRANTS AND MISCELLANEOUS	SA	MANAGED BY FDOT	*NON-SIS*	131,080
HIGHWAYS	HERNANDO	257298 4	CR578/CO LINE RD FR E OF MARINER BLVD/SHADY HILLS RD TO W OF SUNCOAST	ADD LANES & RECONSTRUCT	08000050	2.956 MI	2	2	2	PRELIMINARY ENGINEERING	SL	MANAGED BY FDOT	*NON-SIS*	20,000
HIGHWAYS	HERNANDO	257298 4	CR578/CO LINE RD FR E OF MARINER BLVD/SHADY HILLS RD TO W OF SUNCOAST	ADD LANES & RECONSTRUCT	08000050	2.956 MI	2	2	2	RIGHT OF WAY	SL	MANAGED BY FDOT	*NON-SIS*	-281,978
HIGHWAYS	HERNANDO	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	SA	MANAGED BY FDOT	*NON-SIS*	633,859
HIGHWAYS	HERNANDO	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*	-276,978
HIGHWAYS	HERNANDO	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*	117,490
HIGHWAYS	HERNANDO	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*	-416,705
HIGHWAYS	HERNANDO	416735 1	SR50/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*	7,359
HIGHWAYS	HERNANDO	437484 1	W LANDOVER BLVD FROM NORTHCLIFFE BLVD TO ELGIN BLVD	SIDEWALK	08900006	1.233 MI	0	2	0	PRELIMINARY ENGINEERING	TALT	MANAGED BY FDOT	*NON-SIS*	-1,533
HIGHWAYS	HERNANDO	437484 1	W LANDOVER BLVD FROM NORTHCLIFFE BLVD TO ELGIN BLVD	SIDEWALK	08900006	1.233 MI	0	2	0	PRELIMINARY ENGINEERING	TALT	MANAGED BY HERNANDO COUNTY BOARD OF COUNTY	*NON-SIS*	-46,428
HIGHWAYS	HERNANDO	438651 1	S LINDEN DRIVE SIDEWALK FROM NORTH OF COUNTY LINE RD TO SPRING HILL DR	SIDEWALK	08000043	2.513 MI	0	4	0	PRELIMINARY ENGINEERING	TALT	MANAGED BY FDOT	*NON-SIS*	-856
HIGHWAYS	HERNANDO	438651 1	S LINDEN DRIVE SIDEWALK FROM NORTH OF COUNTY LINE RD TO SPRING HILL DR	SIDEWALK	08000043	2.513 MI	0	4	0	PRELIMINARY ENGINEERING	TALT	MANAGED BY HERNANDO COUNTY BOCC	*NON-SIS*	-12,335
HIGHWAYS	HERNANDO	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*	108,587
HIGHWAYS	HERNANDO	439508 1	ELGIN BLVD FROM DELTONA BLVD TO MARINER BLVD	SIDEWALK	08000042	2.52 MI	0	2	0	CONSTRUCTION	TALT	MANAGED BY FDOT	*NON-SIS*	-7,503
HIGHWAYS	HERNANDO	441103 1	FREEPOR DR FROM DELTONA BLVD TO NORTHCLIFFE BLVD	SIDEWALK	08900010	1.55 MI	0	2	0	CONSTRUCTION	SR2T	MANAGED BY FDOT	*NON-SIS*	354
HIGHWAYS	HERNANDO	441103 1	FREEPOR DR FROM DELTONA BLVD TO NORTHCLIFFE BLVD	SIDEWALK	08900010	1.55 MI	0	2	0	PRELIMINARY ENGINEERING	SR2T	MANAGED BY FDOT	*NON-SIS*	-355
HIGHWAYS	HERNANDO	441103 1	FREEPOR DR FROM DELTONA BLVD TO NORTHCLIFFE BLVD	SIDEWALK	08900010	1.55 MI	0	2	0	PRELIMINARY ENGINEERING	SR2T	MANAGED BY HERNANDO COUNTY BOCC	*NON-SIS*	-24,453
HIGHWAYS	HERNANDO	441107 1	EASTSIDE ELEMENTARY RALEY RD FROM US 98/SR 50/CORTEZ BLVD TO ROPER RD	SIDEWALK	08900007	0.782 MI	0	2	0	PRELIMINARY ENGINEERING	SR2T	MANAGED BY FDOT	*NON-SIS*	-3,913
HIGHWAYS	HERNANDO	441107 1	EASTSIDE ELEMENTARY RALEY RD FROM US 98/SR 50/CORTEZ BLVD TO ROPER RD	SIDEWALK	08900007	0.782 MI	0	2	0	PRELIMINARY ENGINEERING	SR2T	MANAGED BY HERNANDO COUNTY BOCC	*NON-SIS*	-100,934
HIGHWAYS	HERNANDO	447237 1	US 98/SR 50 AT MONDON HILL RD	RESURFACING	08050000	0.82 MI	4	4	0	GRANTS AND MISCELLANEOUS	SL	MANAGED BY FDOT	*SIS*	22,778
HIGHWAYS	HERNANDO	447237 1	US 98/SR 50 AT MONDON HILL RD	RESURFACING	08050000	0.82 MI	4	4	0	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*SIS*	108,158
HIGHWAYS	HERNANDO	447948 1	SR50 FROM MONDON HILL RD TO S OF JASMINE DR	RESURFACING	08050000	3.642 MI	4	4	0	CONSTRUCTION	NHRE	MANAGED BY FDOT	*SIS*	5,792,520
HIGHWAYS	HERNANDO	452487 5	RUMBLE STRIP INITIATIVE HERNANDO COUNTY	SIGNING/PAVEMENT MARKINGS	08020000	39.882 MI	3	3	0	CONSTRUCTION	HSP	MANAGED BY FDOT	*SIS*	200,619
HIGHWAYS	HERNANDO	454110 1	AYERS RD EXTENSION FROM US 41 TO I-75 STUDY	FEASIBILITY STUDY		0	0	0	0	PRELIMINARY ENGINEERING	HP	MANAGED BY FDOT	*NON-SIS*	147,006

APPENDIX F
 FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS

TIP Fiscal Years 2027 - 2031
 Hernando/Citrus MPO

GROUP	COUNTY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDCD	RESPONSIBLE AGENCY	SIS	2025
PLANNING	HERNANDO	439335 3	HERNANDO/CITRUS FY 2020/2021-2021/2022 UPWP	TRANSPORTATION PLANNING		0	0	0	0	PRELIMINARY ENGINEERING	PL	MANAGED BY HERNANDO COUNTY MPO	*NON-SIS*	-6,726
PLANNING	HERNANDO	439335 4	HERNANDO/CITRUS FY 2022/2023-2023/2024 UPWP	TRANSPORTATION PLANNING		0	0	0	0	PRELIMINARY ENGINEERING	PL	MANAGED BY HERNANDO COUNTY MPO	*NON-SIS*	-659,798
PLANNING	HERNANDO	439335 5	HERNANDO/CITRUS FY 2024/2025-2025/2026 UPWP	TRANSPORTATION PLANNING		0	0	0	0	PRELIMINARY ENGINEERING	PL	MANAGED BY HERNANDO COUNTY MPO	*NON-SIS*	552,085

Page blank for printing purposes

Appendix G: Local Agency Capital Improvements Programs

Page blank for printing purposes

Hernando County Department of Public Works FY 2027 - FY 2031 CIP

Projects by Category	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Capacity	\$12,745,000	\$7,032,000	\$16,969,000	\$35,305,000	\$30,166,000	\$102,217,000
Anderson Snow Multilaning (County Line Rd to S of Corporate Blvd) - 112253	\$0	\$0	\$0	\$1,900,000	\$14,000,000	\$15,900,000
Acquisition - 3334-03324-5616101	\$0	\$0	\$0	\$500,000	\$0	\$500,000
Design - 3334-03324-5616306	\$0	\$0	\$0	\$1,400,000	\$0	\$1,400,000
Construction - 3334-03324-5616306	\$0	\$0	\$0	\$0	\$14,000,000	\$14,000,000
Ayers/Culbreath/Hayman Intersection Improv - 112004	\$2,135,000	\$0	\$0	\$0	\$0	\$2,135,000
Construction - 1013-03211-5616306	\$1,135,000	\$0	\$0	\$0	\$0	\$1,135,000
Construction - 3333-03323-5616306	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Barclay Avenue Multilaning Ph 1 (SR50 to Lucky) - 100380	\$5,158,000	\$0	\$0	\$0	\$0	\$5,158,000
Construction - 3334-03324-5616360	\$3,158,000	\$0	\$0	\$0	\$0	\$3,158,000
Construction - 3331-03321-5616314	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Barclay Avenue Multilaning Ph 2 (Elgin to San Antonio) - 100380	\$0	\$150,000	\$0	\$10,500,000	\$0	\$10,650,000
Acquisition - 3334-03324-5606101	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Construction - 3334-03324-5616360	\$0	\$0	\$0	\$10,500,000	\$0	\$10,500,000
Barclay Avenue Multilaning Ph 3 (San Antonio to Lucky) - 100380	\$0	\$1,250,000	\$1,250,000	\$16,500,000	\$0	\$19,000,000
Acquisition - 3334-03324-5606101	\$0	\$1,250,000	\$1,250,000	\$0	\$0	\$2,500,000
Construction - 3334-03324-5606360	\$0	\$0	\$0	\$16,500,000	\$0	\$16,500,000
Coastal Way Intersection Imp - 105900	\$0	\$0	\$0	\$0	\$700,000	\$700,000
Acquisition - 3331-03321-5606101	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Construction - 3331-03321-5616330	\$0	\$0	\$0	\$0	\$650,000	\$650,000
Kettering Road Multilaning (SR50 to Powerline) - 112049	\$2,952,000	\$1,107,000	\$9,594,000	\$0	\$0	\$13,653,000
Acquisition - 1013-03211-5606101	\$0	\$1,107,000	\$0	\$0	\$0	\$1,107,000
Design - 1013-03211-5616306	\$2,952,000	\$0	\$0	\$0	\$0	\$2,952,000
Construction - 3333-03323-5616306	\$0	\$0	\$9,594,000	\$0	\$0	\$9,594,000
Mariner W Frontage Rd (Evergreen Woods to Mariner) - 109900	\$0	\$0	\$0	\$0	\$1,052,000	\$1,052,000
Acquisition - 3334-03324-5606101	\$0	\$0	\$0	\$0	\$345,000	\$345,000
Design - 3334-03324-5616306	\$0	\$0	\$0	\$0	\$129,000	\$129,000
Construction - 3334-03324-5616306	\$0	\$0	\$0	\$0	\$578,000	\$578,000
SR50 Frontage Rd W of Mariner (Kadri to Evergreen) - 105840	\$0	\$0	\$0	\$530,000	\$424,000	\$954,000
Acquisition - 3334-03324-5606101	\$0	\$0	\$0	\$530,000	\$0	\$530,000
Construction - 3334-03324-5616340	\$0	\$0	\$0	\$0	\$424,000	\$424,000
Star Rd Imp - 105930	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Acquisition - 3331-03321-5606101	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Sunshine Grove Road Multilaning (Ken Austin to Hexam) - 112050	\$0	\$2,025,000	\$3,375,000	\$3,375,000	\$13,500,000	\$22,275,000
Acquisition - 3331-03321-5606101	\$0	\$0	\$3,375,000	\$3,375,000	\$0	\$6,750,000
Design - 3331-03321-5616306	\$0	\$2,025,000	\$0	\$0	\$0	\$2,025,000
Construction - 3331-03321-5616306	\$0	\$0	\$0	\$0	\$13,500,000	\$13,500,000
Weeping Willow Rd Imp - 105940	\$0	\$0	\$0	\$0	\$250,000	\$250,000
Acquisition - 3331-03321-5606101	\$0	\$0	\$0	\$0	\$250,000	\$250,000
County Line Rd Multilaning (Mariner to Suncoast) - TBD	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$0	\$10,000,000

Hernando County Department of Public Works FY 2027 - FY 2031 CIP

Projects by Category	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Acquisition - 3334-03324-5606101	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$5,000,000
Construction - 3334-03324-5616306	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$5,000,000
Westside Elem School Road Imp - 111956	\$0	\$0	\$0	\$0	\$240,000	\$240,000
Construction - 3334-03324-5616306	\$0	\$0	\$0	\$0	\$240,000	\$240,000
Capital-Other	\$1,464,000	\$2,650,000	\$0	\$400,000	\$4,750,000	\$9,264,000
Kass Circle Imp - 111845	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
Construction - 1013-03211-5616371	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
Pine Island Drive Elevation Imp - 112252	\$0	\$0	\$0	\$0	\$750,000	\$750,000
Design - TBD	\$0	\$0	\$0	\$0	\$750,000	\$750,000
Shoal Line @ Osowaw Int Imp - TBD	\$264,000	\$2,650,000	\$0	\$0	\$0	\$2,914,000
Design - 1017-03231-5616314	\$264,000	\$0	\$0	\$0	\$0	\$264,000
Construction - 1017-03231-5616314	\$0	\$2,650,000	\$0	\$0	\$0	\$2,650,000
Weeki Wachee High School Road Imp - 111955	\$0	\$0	\$0	\$400,000	\$4,000,000	\$4,400,000
Design - 1013-03211-5616306	\$0	\$0	\$0	\$400,000	\$0	\$400,000
Construction - 1013-03211-5616306	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
Resurfacing-Collector	\$11,946,000	\$19,831,000	\$11,285,000	\$9,409,000	\$2,170,000	\$54,641,000
Anderson Snow Road Resurfacing (Spring Hill to Edward Knoll) - 112181	\$455,000	\$0	\$0	\$0	\$0	\$455,000
Construction - 1022-03241-5616305	\$455,000	\$0	\$0	\$0	\$0	\$455,000
Berkeley Manor Resurfacing (Comm Way to Hoffman Ave) - TBD	\$20,000	\$107,000	\$0	\$0	\$0	\$127,000
Design - 1022-03241-5616305	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Construction - 1022-03241-5616305	\$0	\$107,000	\$0	\$0	\$0	\$107,000
Cedar Lane Resurfacing (SR50 to Powell) - 112185	\$1,147,000	\$0	\$0	\$0	\$0	\$1,147,000
Construction - 1022-03241-5616305	\$1,147,000	\$0	\$0	\$0	\$0	\$1,147,000
Citrus Way Resurfacing (Lake Lindsey to Kensington) - 112187	\$85,000	\$842,000	\$0	\$0	\$0	\$927,000
Design - 1022-03241-5616305	\$85,000	\$0	\$0	\$0	\$0	\$85,000
Construction - 1022-03241-5616305	\$0	\$842,000	\$0	\$0	\$0	\$842,000
Cobb Road Resurfacing (SR50 to Ponce DeLeon/US98) - 109750	\$2,800,000	\$0	\$0	\$0	\$0	\$2,800,000
Construction - 1022-03241-5616305	\$2,800,000	\$0	\$0	\$0	\$0	\$2,800,000
Croom Rd Resurfacing (US41 to Jacobson) - 111969	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Design - 1022-03241-5616305	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$0	\$0	\$0
Croom Rd Safety Edge - 109780	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Construction - 1022-03241-5616305	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Culbreath Road Resurfacing (Powell to Pasco) - 108290	\$0	\$0	\$450,000	\$1,924,000	\$0	\$2,374,000
Design - 1022-03241-5616305	\$0	\$0	\$450,000	\$0	\$0	\$450,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$1,924,000	\$0	\$1,924,000
Dan Brown Hill Road Surface Treatment - 112200	\$1,350,000	\$0	\$0	\$0	\$0	\$1,350,000
Construction - 1013-03211-5616313	\$1,350,000	\$0	\$0	\$0	\$0	\$1,350,000
Deltona Blvd Resurfacing (Philatelic to Northcliff) - 112188	\$150,000	\$894,000	\$0	\$0	\$0	\$1,044,000
Design - 1022-03241-5616305	\$150,000	\$0	\$0	\$0	\$0	\$150,000

Hernando County Department of Public Works FY 2027 - FY 2031 CIP

Projects by Category	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Construction - 1022-03241-5616305	\$0	\$894,000	\$0	\$0	\$0	\$894,000
Forest Oaks Blvd (US19 to Deltona) - TBD	\$622,000	\$0	\$0	\$0	\$0	\$622,000
Design - 1022-03241-5616305	\$60,000	\$0	\$0	\$0	\$0	\$60,000
Construction - 1022-03241-5616305	\$562,000	\$0	\$0	\$0	\$0	\$562,000
Grove Road Resurfacing (SR50-Ken Austin Pkw/pvmt end) - 111690	\$0	\$250,000	\$0	\$1,125,000	\$0	\$1,375,000
Design - 1022-03241-5616305	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$1,125,000	\$0	\$1,125,000
Hayman Road Resurfacing (Culbreath to Spring Lake) - 112019	\$100,000	\$3,058,000	\$0	\$0	\$0	\$3,158,000
Design - 1022-03241-5616305	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Construction - 1022-03241-5616305	\$0	\$3,058,000	\$0	\$0	\$0	\$3,058,000
Hickory Hill Resurfacing (Spring Lk to 2300' E of Baseball Pond) - 112193	\$70,000	\$700,000	\$0	\$0	\$0	\$770,000
Design - 1022-03241-5616305	\$70,000	\$0	\$0	\$0	\$0	\$70,000
Construction - 1022-03241-5616305	\$0	\$700,000	\$0	\$0	\$0	\$700,000
Landover Blvd Phase 1 Resurfacing (Mariner N to Elgin) - 111947	\$80,000	\$800,000	\$0	\$0	\$0	\$880,000
Design - 1022-03241-5616305	\$80,000	\$0	\$0	\$0	\$0	\$80,000
Construction - 1022-03241-5616305	\$0	\$800,000	\$0	\$0	\$0	\$800,000
Landover Blvd Phase 2 Resurfacing (Elgin to Mariner S) - 111948	\$0	\$100,000	\$1,100,000	\$0	\$0	\$1,200,000
Design - 1022-03241-5616305	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Construction - 1022-03241-5616305	\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000
Landover Blvd Phase 3 Resurfacing (Mariner S - Northcliff) - 111949	\$0	\$0	\$50,000	\$500,000	\$0	\$550,000
Design - 1022-03241-5616305	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$500,000	\$0	\$500,000
Lockhart Road Resurfacing (SR50 to Powerline Rd) - 112195	\$350,000	\$1,642,000	\$0	\$0	\$0	\$1,992,000
Design - 1022-03241-5616305	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Construction - 1022-03241-5616305	\$0	\$1,642,000	\$0	\$0	\$0	\$1,642,000
Madrid Rd (Nightwalker to N of Gyrfalcon) - TBD	\$81,000	\$809,000	\$0	\$0	\$0	\$890,000
Design - 1022-03241-5616305	\$81,000	\$0	\$0	\$0	\$0	\$81,000
Construction - 1022-03241-5616305	\$0	\$809,000	\$0	\$0	\$0	\$809,000
Northcliffe Blvd Phase 1 Resurfacing (US19 to Azora) - 112184	\$296,000	\$1,968,000	\$0	\$0	\$0	\$2,264,000
Design - 1022-03241-5616305	\$296,000	\$0	\$0	\$0	\$0	\$296,000
Construction - 1022-03241-5616305	\$0	\$1,968,000	\$0	\$0	\$0	\$1,968,000
Northcliffe Blvd Phase 2 Resurfacing (Azora to Mariner) - 112182	\$0	\$0	\$143,000	\$953,000	\$0	\$1,096,000
Design - 1022-03241-5616305	\$0	\$0	\$143,000	\$0	\$0	\$143,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$953,000	\$0	\$953,000
Powell Road Resurfacing (Emerson to Spring Lake) - 112183	\$0	\$400,000	\$4,000,000	\$0	\$0	\$4,400,000
Design - 1022-03241-5616305	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Construction - 1022-03241-5616305	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
Powell Road Resurfacing (US41-Emerson) - 111700	\$250,000	\$2,500,000	\$0	\$0	\$0	\$2,750,000
Design - 1022-03241-5616305	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Construction - 1022-03241-5616305	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000

Hernando County Department of Public Works FY 2027 - FY 2031 CIP

Projects by Category	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Ridge Manor Blvd Resurfacing (SR50 to US301) - 112186	\$0	\$0	\$162,000	\$1,077,000	\$0	\$1,239,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$1,077,000	\$0	\$1,077,000
Design - 1022-03241-5616305	\$0	\$0	\$162,000	\$0	\$0	\$162,000
Sealawn Dr(Commercial to Bartlett) (CS D-Micro) - TBD	\$0	\$231,000	\$0	\$0	\$0	\$231,000
Construction - 1022-03241-5616305	\$0	\$231,000	\$0	\$0	\$0	\$231,000
Shoal Line (Cortez to Jenkins Creek Bridge)(Reclamite) - TBD	\$0	\$88,000	\$0	\$0	\$0	\$88,000
Construction - 1022-03241-5616305	\$0	\$88,000	\$0	\$0	\$0	\$88,000
Spring Hill Drive Phase 1 Resurfacing (US19 to Deltona) - 111951	\$0	\$0	\$0	\$230,000	\$2,070,000	\$2,300,000
Design - 1022-03241-5616305	\$0	\$0	\$0	\$230,000	\$0	\$230,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$0	\$2,070,000	\$2,070,000
Spring Hill Drive Phase 2 Resurfacing (Deltona to Mariner) - 111952	\$0	\$0	\$230,000	\$2,070,000	\$0	\$2,300,000
Design - 1022-03241-5616305	\$0	\$0	\$230,000	\$0	\$0	\$230,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$2,070,000	\$0	\$2,070,000
Spring Hill Drive Phase 3 Resurfacing (Mariner to E Linden) - 111953	\$0	\$230,000	\$2,070,000	\$0	\$0	\$2,300,000
Design - 1022-03241-5616305	\$0	\$230,000	\$0	\$0	\$0	\$230,000
Construction - 1022-03241-5616305	\$0	\$0	\$2,070,000	\$0	\$0	\$2,070,000
Spring Hill Drive Phase 4 Resurfacing (E Linden to Barclay) - 111954	\$230,000	\$2,070,000	\$0	\$0	\$0	\$2,300,000
Design - 1022-03241-5616305	\$230,000	\$0	\$0	\$0	\$0	\$230,000
Construction - 1022-03241-5616305	\$0	\$2,070,000	\$0	\$0	\$0	\$2,070,000
Spring Hill Drive Phase 5 Resurfacing (Barclay to US41) - 112197	\$2,300,000	\$0	\$0	\$0	\$0	\$2,300,000
Design - 1022-03241-5616305	\$0	\$0	\$0	\$0	\$0	\$0
Construction - 1022-03241-5616305	\$2,300,000	\$0	\$0	\$0	\$0	\$2,300,000
St Andrews Blvd (Comm to Nokoma) - TBD	\$0	\$0	\$70,000	\$698,000	\$0	\$768,000
Design - 1022-03241-5616305	\$0	\$0	\$70,000	\$0	\$0	\$70,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$698,000	\$0	\$698,000
Sunshine Grove Resurfacing (Hexam-Centrailia) - 111710	\$60,000	\$1,200,000	\$0	\$0	\$0	\$1,260,000
Design - 1022-03241-5616305	\$60,000	\$0	\$0	\$0	\$0	\$60,000
Construction - 1022-03241-5616305	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
Thrasher Ave Resurfacing (Mellon to Pomp) - 109800	\$650,000	\$0	\$0	\$0	\$0	\$650,000
Construction - 1022-03241-5616305	\$650,000	\$0	\$0	\$0	\$0	\$650,000
Thrasher Ave Resurfacing (US19-Mellon) - 109790	\$75,000	\$650,000	\$0	\$0	\$0	\$725,000
Design - 1022-03241-5616305	\$75,000	\$0	\$0	\$0	\$0	\$75,000
Construction - 1022-03241-5616305	\$0	\$650,000	\$0	\$0	\$0	\$650,000
WPA Road Resurfacing (SR50 to Mondon Hill) - 112189	\$150,000	\$150,000	\$1,050,000	\$0	\$0	\$1,350,000
Acquisition - 1013-03211-5606101	\$150,000	\$150,000	\$150,000	\$0	\$0	\$450,000
Construction - 1022-03241-5616305	\$0	\$0	\$900,000	\$0	\$0	\$900,000
Sgt Lea Mills Rd Resurfacing - TBD	\$0	\$132,000	\$1,314,000	\$0	\$0	\$1,446,000
Design - 1022-03241-5616305	\$0	\$132,000	\$0	\$0	\$0	\$132,000
Construction - 1022-03241-5616305	\$0	\$0	\$1,314,000	\$0	\$0	\$1,314,000
Coronado Dr Ph 1 (Linden NE to Spring Hill) - TBD	\$66,000	\$0	\$0	\$0	\$0	\$66,000

Hernando County Department of Public Works FY 2027 - FY 2031 CIP

Projects by Category	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Design - 1022-03241-5616305	\$66,000	\$0	\$0	\$0	\$0	\$66,000
Coronado Dr Ph 1(Linden NE to Spring Hill) - TBD	\$0	\$653,000	\$0	\$0	\$0	\$653,000
Construction - 1022-03241-5616305	\$0	\$653,000	\$0	\$0	\$0	\$653,000
Coronado Dr Ph 2 (Spring Hill NW to Linden) - TBD	\$0	\$57,000	\$0	\$0	\$0	\$57,000
Design - 1022-03241-5616305	\$0	\$57,000	\$0	\$0	\$0	\$57,000
Coronado Dr Ph 2(Spring Hill NW to Linden) - TBD	\$0	\$0	\$562,000	\$0	\$0	\$562,000
Construction - 1022-03241-5616305	\$0	\$0	\$562,000	\$0	\$0	\$562,000
Coronado Dr Ph 3(Spring Hill SE to Linden) - TBD	\$0	\$0	\$84,000	\$832,000	\$0	\$916,000
Design - 1022-03241-5616305	\$0	\$0	\$84,000	\$0	\$0	\$84,000
Construction - 1022-03241-5616305	\$0	\$0	\$0	\$832,000	\$0	\$832,000
Jacqueline Rd (Weeping Willow to Sunshine Grove) - TBD	\$559,000	\$0	\$0	\$0	\$0	\$559,000
Design - 1022-03241-5616305	\$51,000	\$0	\$0	\$0	\$0	\$51,000
Construction - 1022-03241-5616305	\$508,000	\$0	\$0	\$0	\$0	\$508,000
Resurfacing-Residential	\$3,273,000	\$1,964,000	\$158,000	\$447,000	\$1,098,000	\$6,940,000
Benes Roush Rd Surface Treatment - 110990	\$0	\$0	\$0	\$0	\$346,000	\$346,000
Design - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$46,000	\$46,000
Construction - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$300,000	\$300,000
Berkeley Manor Area Roads (CS D-Micro) - TBD	\$0	\$546,000	\$0	\$0	\$0	\$546,000
Construction - 1022-03241-5616367	\$0	\$546,000	\$0	\$0	\$0	\$546,000
Chimney Rock Dr Surface Treatment - 110980	\$0	\$0	\$0	\$0	\$530,000	\$530,000
Design - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$30,000	\$30,000
Construction - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Clayton Road Resurfacing - 108450	\$174,000	\$0	\$0	\$0	\$0	\$174,000
Design - 1022-03241-5616367	\$9,000	\$0	\$0	\$0	\$0	\$9,000
Construction - 1022-03241-5616367	\$165,000	\$0	\$0	\$0	\$0	\$165,000
Country Oak Drive Resurfacing - 111891	\$116,000	\$0	\$0	\$0	\$0	\$116,000
Design - 1022-03241-5616367	\$6,000	\$0	\$0	\$0	\$0	\$6,000
Construction - 1022-03241-5616367	\$110,000	\$0	\$0	\$0	\$0	\$110,000
Fairway Drive Resurfacing (Country Club to north end) - 112192	\$0	\$243,000	\$0	\$0	\$0	\$243,000
Design - 1022-03241-5616367	\$0	\$22,000	\$0	\$0	\$0	\$22,000
Construction - 1022-03241-5616367	\$0	\$221,000	\$0	\$0	\$0	\$221,000
Forest Rd (Trenton to Timber Pines) - TBD	\$424,000	\$0	\$0	\$0	\$0	\$424,000
Design - 1022-03241-5616367	\$40,000	\$0	\$0	\$0	\$0	\$40,000
Construction - 1022-03241-5616367	\$384,000	\$0	\$0	\$0	\$0	\$384,000
Highpoint Are Roads (Reclamite) - TBD	\$633,000	\$0	\$0	\$0	\$0	\$633,000
Construction - 1022-03241-5616367	\$633,000	\$0	\$0	\$0	\$0	\$633,000
Myers Road Resurfacing(Lockhart to south end) - 112194	\$0	\$738,000	\$0	\$0	\$0	\$738,000
Design - 1022-03241-5616367	\$0	\$67,000	\$0	\$0	\$0	\$67,000
Construction - 1022-03241-5616367	\$0	\$671,000	\$0	\$0	\$0	\$671,000
Navy Drive Resurfacing (Marine to Twin Dolphin) - 112190	\$0	\$0	\$158,000	\$0	\$0	\$158,000

Hernando County Department of Public Works FY 2027 - FY 2031 CIP

Projects by Category	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Design - 1022-03241-5616367	\$0	\$0	\$15,000	\$0	\$0	\$15,000
Construction - 1022-03241-5616367	\$0	\$0	\$143,000	\$0	\$0	\$143,000
Old Trilby Road Resurfacing (Spring Lake to White) - 108430	\$0	\$0	\$0	\$447,000	\$0	\$447,000
Design - 1022-03241-5616367	\$0	\$0	\$0	\$41,000	\$0	\$41,000
Construction - 1022-03241-5616367	\$0	\$0	\$0	\$406,000	\$0	\$406,000
Quigley Ave (Lelani to Dusky Warbler) (CS D-Micro) - TBD	\$173,000	\$0	\$0	\$0	\$0	\$173,000
Construction - 1022-03241-5616367	\$173,000	\$0	\$0	\$0	\$0	\$173,000
Rainbow Woods Are Rds (Linden-Palomar) (Reclamite) - TBD	\$0	\$97,000	\$0	\$0	\$0	\$97,000
Construction - 1022-03241-5616367	\$0	\$97,000	\$0	\$0	\$0	\$97,000
Redfox Lane Resurfacing - 108410	\$0	\$0	\$0	\$0	\$135,000	\$135,000
Design - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$8,000	\$8,000
Construction - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$127,000	\$127,000
San Antonio Road Surface Treatment - 111010	\$0	\$340,000	\$0	\$0	\$0	\$340,000
Design - 1022-03241-5616367	\$0	\$40,000	\$0	\$0	\$0	\$40,000
Construction - 1022-03241-5616367	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Toucan Trl (Commercial Way to Bartlett) (CS D-Micro) - TBD	\$203,000	\$0	\$0	\$0	\$0	\$203,000
Construction - 1022-03241-5616367	\$203,000	\$0	\$0	\$0	\$0	\$203,000
Wildflower Drive Resurfacing - 111890	\$0	\$0	\$0	\$0	\$87,000	\$87,000
Design - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$8,000	\$8,000
Construction - 1022-03241-5616367	\$0	\$0	\$0	\$0	\$79,000	\$79,000
Dusky Warbler - TBD	\$1,550,000	\$0	\$0	\$0	\$0	\$1,550,000
Design - 1017-03231-5616306	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Construction - 1017-03231-5616306	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
Sidewalks	\$194,000	\$425,000	\$105,000	\$1,045,000	\$0	\$1,769,000
California Sidewalk (LAP) - TBD	\$194,000	\$425,000	\$0	\$0	\$0	\$619,000
Design - 1013-03211-5616371	\$194,000	\$0	\$0	\$0	\$0	\$194,000
Construction - 1013-03211-5616371	\$0	\$425,000	\$0	\$0	\$0	\$425,000
Shoal Line Sidewalk (Osoaw to Jewfish) - TBD	\$0	\$0	\$105,000	\$1,045,000	\$0	\$1,150,000
Design - 1013-03211-5616371	\$0	\$0	\$105,000	\$0	\$0	\$105,000
Construction - 1013-03211-5616371	\$0	\$0	\$0	\$1,045,000	\$0	\$1,045,000
Stormwater	\$1,889,000	\$4,325,000	\$1,400,000	\$4,088,000	\$3,150,000	\$14,852,000
Alhambra Court Culvert Sliplining - 112226	\$125,000	\$0	\$0	\$0	\$0	\$125,000
Construction - 7552-09552-5606309	\$125,000	\$0	\$0	\$0	\$0	\$125,000
Baton Avenue Culvert Sliplining - 112227	\$125,000	\$0	\$0	\$0	\$0	\$125,000
Construction - 7552-09552-5606309	\$125,000	\$0	\$0	\$0	\$0	\$125,000
Clipper Court Drainage Improvement (HMGP) - 112056	\$0	\$325,000	\$0	\$0	\$0	\$325,000
Construction - 7552-09552-5606309	\$0	\$325,000	\$0	\$0	\$0	\$325,000
Coronado/Little Farms Stormwater Retrofit - 109590	\$800,000	\$0	\$0	\$0	\$0	\$800,000
Construction - 7552-09552-5606309	\$800,000	\$0	\$0	\$0	\$0	\$800,000
Culbreath Rd@Carr Creek Flood Imp (HMGP) - 108510	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000

Hernando County Department of Public Works FY 2027 - FY 2031 CIP

Projects by Category	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Construction - 7552-09552-5606309	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
Old Crystal River Road Drainage Improvements (HMGP) - 112057	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Construction - 7552-09552-5606309	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Parsons Rd Culvert Sliplining - 112239	\$82,000	\$0	\$0	\$0	\$0	\$82,000
Design - 7552-09552-5606309	\$2,000	\$0	\$0	\$0	\$0	\$2,000
Construction - 7552-09552-5606309	\$80,000	\$0	\$0	\$0	\$0	\$80,000
Peck Sink Drainage Improvements Phase I - 111813	\$0	\$0	\$50,000	\$1,500,000	\$0	\$1,550,000
Design - 7552-09552-5606309	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Construction - 7552-09552-5606309	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000
Peck Sink Drainage Improvements Phase II - 111814	\$0	\$0	\$0	\$88,000	\$1,650,000	\$1,738,000
Design - 7552-09552-5606309	\$0	\$0	\$0	\$88,000	\$0	\$88,000
Construction - 7552-09552-5606309	\$0	\$0	\$0	\$0	\$1,650,000	\$1,650,000
Powell Rd Stormwater Improvements - 110080	\$0	\$0	\$100,000	\$0	\$0	\$100,000
Construction - 7552-09552-5606309	\$0	\$0	\$100,000	\$0	\$0	\$100,000
Sharon Court Canal Culvert Sliplining - 112238	\$57,000	\$0	\$0	\$0	\$0	\$57,000
Construction - 7552-09552-5606309	\$57,000	\$0	\$0	\$0	\$0	\$57,000
South Brooksville BMP-2 Drainage Improvements - 106220	\$0	\$0	\$0	\$2,500,000	\$1,500,000	\$4,000,000
Acquisition - 7552-09552-5606101	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000
Design - 7552-09552-5606309	\$0	\$0	\$0	\$500,000	\$0	\$500,000
Construction - 7552-09552-5606309	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Waterfall Drive Culvert Sliplining - 112237	\$55,000	\$0	\$0	\$0	\$0	\$55,000
Design - 7552-09552-5606308	\$5,000	\$0	\$0	\$0	\$0	\$5,000
Construction - 7552-09552-5606308	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Apple Orchard Rd Culvert (8420) - TBD	\$85,000	\$0	\$0	\$0	\$0	\$85,000
Design - 7552-09552-5606309	\$500	\$0	\$0	\$0	\$0	\$500
Construction - 7552-09552-5606309	\$84,500	\$0	\$0	\$0	\$0	\$84,500
Long Lake Outfall - TBD	\$0	\$500,000	\$1,250,000	\$0	\$0	\$1,750,000
Design - 7552-09552-5606309	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Construction - 7552-09552-5606309	\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000
Spring Hill Dr Culvert (8261) - TBD	\$210,000	\$0	\$0	\$0	\$0	\$210,000
Design - 7552-09552-5606309	\$2,000	\$0	\$0	\$0	\$0	\$2,000
Construction - 7552-09552-5606309	\$208,000	\$0	\$0	\$0	\$0	\$208,000
Traffic Signal/Management	\$2,750,000	\$1,245,000	\$1,844,000	\$1,715,000	\$125,000	\$7,679,000
Cobblestone @ Spring Hill Intersection Improv - 109850	\$0	\$0	\$575,000	\$0	\$0	\$575,000
Design - 1015-03221-5616314	\$0	\$0	\$75,000	\$0	\$0	\$75,000
Construction - 1015-03221-5616314	\$0	\$0	\$500,000	\$0	\$0	\$500,000
County Line @ Anderson Snow Intersection Improv - 112246	\$325,000	\$0	\$0	\$0	\$0	\$325,000
Design - 1013-03211-5616310	\$75,000	\$0	\$0	\$0	\$0	\$75,000
Construction - 1013-03211-5616310	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Evergreen Woods @ SR50 Signalization Improv - 111809	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

Hernando County Department of Public Works FY 2027 - FY 2031 CIP

Projects by Category	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Construction - 1015-03221-5616307	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Fiber Optic-Anderson Snow (Spring Hill-Corporate) - 112245	\$0	\$0	\$0	\$85,000	\$0	\$85,000
Design - 1015-03221-5616307	\$0	\$0	\$0	\$10,000	\$0	\$10,000
Construction - 1015-03221-5616314	\$0	\$0	\$0	\$75,000	\$0	\$75,000
Fiber Optic-California (Spring Hill Dr-Powell) - 112244	\$0	\$0	\$0	\$110,000	\$0	\$110,000
Design - 1015-03221-5616307	\$0	\$0	\$0	\$10,000	\$0	\$10,000
Construction - 1015-03221-5616307	\$0	\$0	\$0	\$100,000	\$0	\$100,000
Fiber Optic-Deltona (Abilene Rd to Forest Oaks Blvd) - 112243	\$0	\$0	\$135,000	\$0	\$0	\$135,000
Design - 1015-03221-5616307	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Construction - 1015-03221-5616307	\$0	\$0	\$125,000	\$0	\$0	\$125,000
Fiber Optic-Deltona (SR50-Elgin) - 112242	\$0	\$0	\$0	\$110,000	\$0	\$110,000
Design - 1015-03221-5616307	\$0	\$0	\$0	\$10,000	\$0	\$10,000
Construction - 1015-03221-5616307	\$0	\$0	\$0	\$100,000	\$0	\$100,000
Fiber Optic-Northcliffe (Deltona-Explorer) - 106040	\$0	\$0	\$250,000	\$725,000	\$0	\$975,000
Design - 1015-03221-5616307	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Construction - 1015-03221-5616307	\$0	\$0	\$0	\$725,000	\$0	\$725,000
Fiber Optic-Spring Hill Dr(Mariner to Coronado) - 109840	\$0	\$145,000	\$0	\$0	\$0	\$145,000
Design - 1015-03221-5616307	\$0	\$5,000	\$0	\$0	\$0	\$5,000
Construction - 1015-03221-5616307	\$0	\$140,000	\$0	\$0	\$0	\$140,000
Fiber Optic-SR50 (Wiscon to Cobb) - 106020	\$0	\$0	\$9,000	\$560,000	\$0	\$569,000
Design - 1015-03221-5616307	\$0	\$0	\$9,000	\$0	\$0	\$9,000
Construction - 1015-03221-5616307	\$0	\$0	\$0	\$560,000	\$0	\$560,000
Mariner Blvd Median Improvements - 112060	\$0	\$850,000	\$0	\$0	\$0	\$850,000
Design - 1022	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Construction - 1022	\$0	\$700,000	\$0	\$0	\$0	\$700,000
Northcliffe @ Deltona Intersection Imp - 112250	\$0	\$125,000	\$0	\$0	\$0	\$125,000
Design - 1015-03221-5616314	\$0	\$25,000	\$0	\$0	\$0	\$25,000
Construction - 1015-03221-5616314	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Spring Hill Dr (US19 to Kenlake Ave)Safety Imp - 112249	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
Construction - 1013-03211-5616310	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
Spring Lake @ SR50/Cortez Intersection Improv - 112248	\$100,000	\$0	\$750,000	\$0	\$0	\$850,000
Design - 1015-03221-5616314	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Construction - 1015-03221-5616314	\$0	\$0	\$750,000	\$0	\$0	\$750,000
Traffic Signalization Detection Upgrade - 112247	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000
Construction - 1015-03221-5616307	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000
Grand Total	\$34,261,000	\$37,472,000	\$31,761,000	\$52,409,000	\$41,459,000	\$197,362,000

Citrus County Transportation Capital Improvement Projects FY 2027 - FY 2031

Projects by Phase	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Bridge/Guardrail/Handrail Repair Program	\$200,000	\$200,000	\$200,000	\$175,000	\$175,000	\$950,000
Construction	\$200,000	\$200,000	\$200,000	\$175,000	\$175,000	\$950,000
Corridor Alignment Study for Major Roads	\$1,400,000	\$750,000	\$900,000	\$1,100,000	\$1,500,000	\$5,650,000
Planning/Design	\$1,400,000	\$750,000	\$900,000	\$1,100,000	\$1,500,000	\$5,650,000
CR 470 - Resurfacing SCOP	\$3,906,280	\$0	\$0	\$0	\$0	\$3,906,280
Construction	\$3,906,280	\$0	\$0	\$0	\$0	\$3,906,280
CR 491 & Hampshire Blvd Turn Lanes	\$1,350,000	\$0	\$0	\$0	\$0	\$1,350,000
Construction	\$1,350,000	\$0	\$0	\$0	\$0	\$1,350,000
CR 491 from Pine Ridge to SR200	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
Planning/Design	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
Debt Service - 2015 Transportation Bonds	\$734,500	\$735,400	\$733,550	\$735,800	\$736,650	\$3,675,900
Debt Service	\$734,500	\$735,400	\$733,550	\$735,800	\$736,650	\$3,675,900
Debt Service - 2020 Transportation Bonds	\$2,199,200	\$2,196,100	\$2,194,600	\$2,189,600	\$2,190,850	\$10,970,350
Debt Service	\$2,199,200	\$2,196,100	\$2,194,600	\$2,189,600	\$2,190,850	\$10,970,350
E Citrus Springs Blvd SCOP	\$0	\$0	\$0	\$2,604,238	\$0	\$2,604,238
Construction	\$0	\$0	\$0	\$2,604,238	\$0	\$2,604,238
Engineering Services	\$250,000	\$250,000	\$250,000	\$250,000	\$0	\$1,000,000
Planning/Design	\$250,000	\$250,000	\$250,000	\$250,000	\$0	\$1,000,000
Gas Tax Funding - Road Maintenance	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$8,500,000
Other	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$8,500,000
Gas Tax Funding - Transit Operations	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$800,000
Other	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$800,000
Intersection Improvements	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Construction	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Kensington/ Rehill - Resurfacing SCOP	\$0	\$0	\$2,650,960	\$0	\$0	\$2,650,960
Construction	\$0	\$0	\$2,650,960	\$0	\$0	\$2,650,960
Localized Road Repair/Resurfacing	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
Other	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
N Country Club Way SCOP	\$0	\$0	\$0	\$0	\$2,475,727	\$2,475,727
Construction	\$0	\$0	\$0	\$0	\$2,475,727	\$2,475,727
Path & Sidewalk Facility / Improvement	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Construction	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000

Citrus County Transportation Capital Improvement Projects FY 2027 - FY 2031

Projects by Phase	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Re-Marking /Striping Existing County Roads	\$300,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,700,000
Construction	\$300,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,700,000
Road Network Pavement Management	\$19,312,000	\$19,628,000	\$21,315,000	\$25,142,000	\$30,568,000	\$115,965,000
Planning/Design	\$400,000	\$65,000	\$450,000	\$75,000	\$500,000	\$1,490,000
Construction	\$18,850,000	\$19,500,000	\$20,800,000	\$25,000,000	\$30,000,000	\$114,150,000
Other	\$62,000	\$63,000	\$65,000	\$67,000	\$68,000	\$325,000
W Dunklin St - Resurfacing SCOP	\$1,000,000	\$3,346,667	\$0	\$0	\$0	\$4,346,667
Construction	\$1,000,000	\$3,346,667	\$0	\$0	\$0	\$4,346,667
Grand Total	\$32,861,980	\$29,666,167	\$30,804,110	\$35,756,638	\$40,206,227	\$169,295,122



City of Brooksville

General Fund CIP Projects for FY 2027 through FY 2031

City of Brooksville Department of Public Works FY 2027 - FY 2031 CIP						
Projects Description	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Milling/Resurface Program	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,000,000
Asphalt Sealing/Striping	\$100,000	\$103,000	\$106,090	\$109,273	\$112,551	\$530,914
North Avenue Sidewalk - Engineering/Planning		\$300,000	\$309,000	\$318,270	\$327,818	\$1,255,088
Repair/Replace City Sidewalks	\$50,000	\$51,500	\$53,045	\$54,636	\$56,275	\$265,457
Stormwater Infrastructure Repair/Replacement		\$25,000	\$25,750	\$26,523	\$27,318	\$104,591
DRA Excavation - 6 total		\$150,000	\$25,000	\$25,750	\$26,523	\$227,273
Street Sign Replacement		\$20,000	\$20,600	\$21,218	\$21,855	\$83,673
Historic Brick Street Restoration		\$20,000	\$20,600	\$21,218	\$21,855	\$83,673
Grand Total	\$750,000	\$1,269,500	\$1,160,085	\$1,176,888	\$1,194,194	\$5,550,667

City of Crystal River FY2027 5-Year Capital Improvement Program - General Fund

Road and Street Projects	FY2027 Proposed	FY2028 Proposed	FY2029 Proposed	FY2030 Proposed	FY2031 Proposed	5-Year Total
REQUIREMENTS / EXPENDITURES						
Roads Resurface - future project funding #23-03	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Sidewalks - <i>New Installation</i> - future project funding	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
Sidewalk - Concrete Repair #MAINT	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
Repaving Parking Lots / Driveways (asphalt)	\$20,000	\$20,000	\$20,000	\$20,000	\$20,001	\$100,001
Total Expenditures / Costs	\$250,000	\$250,000	\$250,000	\$250,000	\$250,001	\$1,250,001
RESOURCES / REVENUES						
Local Option Gas Tax	\$249,714	\$252,211	\$254,733	\$257,281	\$259,854	\$1,273,793
Roads Resurface - <u>future project funding #23-03</u>	\$365,000	\$565,000	\$765,000	\$965,000	\$1,165,000	\$3,825,000
Total Revenues	\$614,714	\$817,211	\$1,019,733	\$1,222,281	\$1,424,854	\$5,098,793

Appendix H: 5-Year Schedule of Capital Improvements for Transit Systems in Citrus and Hernando Counties

Page blank for printing purposes

Hernando County (TheBus) 2027-2031

Cost/Revenue	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	5-Year Total
Capital						
Costs						
Vehicles	\$1,508,186	\$1,306,233	\$906,388	\$850,000	\$3,231,643	\$7,802,450
Replacement - Fixed Route Vehicles	\$1,508,186	\$791,798	\$831,388	\$850,000	\$2,423,593	\$6,404,965
Replacement - ADA Vehicles/Vans	\$0	\$0	\$0	\$0	\$0	\$0
Replacement - Support & Supervisor Vehicles	\$0	\$0	\$75,000	\$0	\$75,000	\$150,000
New - Fixed Route/On-Demand Vehicles	\$0	\$294,435	\$0	\$0	\$308,700	\$603,135
New - ADA Vehicles/Vans	\$0	\$125,000	\$0	\$0	\$154,350	\$279,350
New - Support & Supervisor Vehicles	\$0	\$95,000	\$0	\$0	\$270,000	\$365,000
Other Transit Capital	\$1,450,000	\$1,732,894	\$5,398,206	\$3,695,330	\$20,726,590	\$33,003,020
Stop Amenities/ADA Compliance	\$300,000	\$100,000	\$318,270	\$100,000	\$300,000	\$1,118,270
Current Facility Improvements	\$0	\$0	\$347,304	\$0	\$0	\$347,304
Transfer Facility/Garage/Admin. Facility	\$0	\$532,894	\$3,245,251	\$2,301,785	\$14,801,117	\$20,881,047
Planning/Engineering/Construction Svcs.	\$500,000	\$500,000	\$500,000	\$500,000	\$3,625,473	\$5,625,473
Preventive Maintenance (Capitalized)	\$300,000	\$300,000	\$456,931	\$475,000	\$500,000	\$2,031,931
IT & Misc. Support Equipment	\$200,000	\$200,000	\$212,180	\$218,545	\$500,000	\$1,330,725
Transit Shelter(s) & Amenities	\$150,000	\$100,000	\$318,270	\$100,000	\$1,000,000	\$1,668,270
Total Costs	\$2,958,186	\$3,039,127	\$6,304,594	\$4,545,330	\$23,958,233	\$40,805,470
Revenues						
FTA - 5307	\$2,423,366	\$2,496,067	\$5,454,250	\$3,877,878	\$20,603,713	\$34,855,274
FTA - 5311	\$260,166	\$260,166	\$260,166	\$260,166	\$1,040,664	\$2,081,328
FTA - 5339	\$274,654	\$282,894	\$590,178	\$407,286	\$2,313,856	\$3,868,868
Total Revenue	\$2,958,186	\$3,039,127	\$6,304,594	\$4,545,330	\$23,958,233	\$40,805,470

Citrus County Transit Capital Projects FY 2027-2031

CAPITAL EXPENSITURES	FY 2027	FY 2028	FY 2029	FY 2030	FY2031	5-Year Total
Replacement Wheelchair Accessible passenger Buses	\$650,000	\$700,000	\$900,000	\$550,000	\$700,000	\$3,500,000
Driver Training and Vehicle Maintenance	\$200,000	\$206,000	\$212,180	\$218,545	\$225,102	\$1,061,827
Facility Camera System Replacement	\$50,000					\$50,000
Bus Maintenance Lift	\$56,250					\$56,250
Staff Vehicle	\$45,000					\$45,000
Fixed Route Bus Replacement (5339)	\$501,994			\$390,000		\$891,994
Total Capital	\$1,503,244	\$906,000	\$1,112,180	\$1,158,545	\$925,102	\$5,605,071

Citrus County Transit Capital Projects Funding Sources FY 2027-20301

FUNDING SOURCES	FY 2027	FY 2028	FY 2029	FY 2030	FY2031	5-Year Total
Federal Grant - Section 5307	\$801,000	\$724,800	\$889,744	\$926,836	\$740,081	\$4,082,462
Federal Grant - Other 5339	\$401,595					\$401,595
Local	\$40,000	\$41,200	\$42,436	\$43,709	\$45,020	\$212,365
Toll Credits	\$260,649	\$140,000	\$180,000	\$188,000	\$140,000	\$908,649
Total Capital	\$1,503,244	\$906,000	\$1,112,180	\$1,158,545	\$925,102	\$5,605,071

Appendix I: Transportation Disadvantaged 5-Year Work Programs

Page blank for printing purposes

APPENDIX I

TIP FY 2027 - FY 2031

TRANSPORTATION DISADVANTAGED 5-YEAR WORK PROGRAM

HERNANDO/CITRUS MPO

HERNANDO COUNTY TRANSPORTATION DISADVANTAGED SERVICES

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Section 5310	\$375,000	\$425,000	\$475,000	\$525,000	\$575,000	\$2,375,000
Commission for Transportation Disadvantaged Trip & Equipment (T&E)	\$500,000	\$550,000	\$600,000	\$650,000	\$700,000	\$3,000,000
Commission for Transportation Disadvantaged Innovative Service Development Grant (ISD)	\$175,000	\$200,000	\$200,000	\$200,000	\$200,000	\$975,000
Shirley Conroy Funding	\$327,016	\$327,016	\$327,016	\$327,016	\$327,016	\$1,635,080
5-Year Program Total	\$1,377,016	\$1,502,016	\$1,602,016	\$1,702,016	\$1,802,016	\$7,985,080

**APPENDIX I
TRANSPORTATION DISADVANTAGED 5-YEAR WORK PROGRAM**

**TIP FY 2027 - FY 2031
HERNANDO/CITRUS MPO**

CITRUS COUNTY TRANSPORTATION DISADVANTAGED SERVICES

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Section 5311 - Operating	\$605,000	\$605,000	\$605,000	\$605,000	\$605,000	\$3,025,000
CTD Trip and Equipment	\$667,318	\$670,000	\$670,000	\$670,000	\$667,318	\$3,344,636
Section 5339 - Fixed Route Capital	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$650,000
State Block Grant - 5307/5311 match	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$4,500,000
Total	\$2,302,318	\$2,305,000	\$2,305,000	\$2,305,000	\$2,302,318	\$11,519,636

Appendix J: FDOT Review Comments for the Draft 5-YEAR TIP FY 2027-2031

Page blank for printing purposes

Appendix K: Eastern Federal Landds Highway Division TIP FY 2027 - FY 2031

FY2026-FY2029 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division



PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Florida													
FL FLAP CRVR BYP(1)	2026	FL	Citrus	Crystal River National Wildlife Refuge	Crystal River National Wildlife Refuge headquarters bypass road	4R	FLAP - EFL	\$1,655,000.00	Title 23	EFL	Construction	FL-11	FWS-4-SE
FW HBS 900(1) 901(1) TRL(1)	2026	FL	Martin	Hobe Sound National Wildlife Refuge	Replace Hobe Sound south end boardwalk and repair HQ and visitor center parking	3R	FLTP - FWS	\$1,075,740.80	Title 23	FWS	Construction	FL-07	FWS-4-SE
FL ERFO FW JND 2022-1(1)	2027	FL	Lee	J.N. Ding Darling National Wildlife Refuge	2022 FL FWS September Hurricane lan at JN Ding Darling	3R	ERFO	\$2,808,000.00	Title 23	EFL	In Design	FL-13	FWS-4-SE
FL FW SMK TRL(1)	2027	FL	Wakulla	St. Marks National Wildlife Refuge	Plum Orchard Pond Trail boardwalks	Trail	FLTP - FWS	\$939,941.77	Title 23	FWS	In Design	FL-02	FWS-4-SE
FL ERFO FW MRT 2022-1(1)	2028	FL	Brevard	Merritt Island National Wildlife Refuge	2022 FL FWS September Hurricane lan at Merritt Island	3R	ERFO	\$7,083,000.00	Title 23	EFL	In Design	FL-08	FWS-4-SE
FL ERFO FW MRT LWD 2025-1(1)	2028	FL	Brevard	Merritt Island National Wildlife Refuge & Lake Woodruff National Wildlife Refuge	2025 FL Hurricane Milton Damage at Merritt Island & Lake Woodruff National Wildlife Refuges	3R	ERFO	\$3,769,000.00	Title 23	EFL	Planned	FL-06, FL-08	FWS-4-SE
FL FS APALACHICOLA BRG(1)	2028	FL	Wakulla	Apalachicola National Forest	Replace the Monkey Creek bridge	BR	FLTP - FS	\$2,900,000.00	Title 23	FS	Planned	FL-02	FS-08-South
FL ERFO FW SWE 2025-1(1)	2028	FL	Dixie, Levy	Lower Suwannee National Wildlife Refuge	Repair Hurricane Milton Damage at Lower Suwannee National Wildlife Refuge	3R	ERFO	\$1,925,000.00	Title 23	EFL	Planned	FL-03	FWS-4-SE
FL ERFO FW PLC 2022-1(1)	2028	FL	Indian River	Pelican Island National Wildlife Refuge	Repair Hurricane lan damage at Pelican Island National Wildlife Refuge	Misc	ERFO	\$1,753,000.00	Title 23	EFL	In Design	FL-08	FWS-4-SE
FL ERFO FW SWE 2023-1(1)	2028	FL	Dixie, Levy	Lower Suwannee National Wildlife Refuge & Cedar Keys National Wildlife Refuge	Hurricane Idalia repair. Fishbone Creek Rd, Shell Mound Boardwalk, Atsena Otie Key Dock, and two trails	BR	ERFO	\$1,508,000.00	Title 23	EFL	In Design	FL-03	FWS-4-SE
FL ERFO FW SMK SVN 2025-1(1)	2028	FL	Wakulla, Franklin	St. Marks & St. Vincent National Wildlife Refuges.	2025 FL Hurricane Milton Damage at St. Marks & St. Vincent National Wildlife Refuges	Misc	ERFO	\$901,000.00	Title 23	EFL	Planned	FL-02	FWS-4-SE
FL FLTP FW LXH(4)	2028	FL	Palm Beach	Arthur R. Marshall Loxahatchee National Wildlife Refuge	Heavy rehabilitation Route #903 visitor center parking	3R	FLTP - FWS	\$300,000.00	Title 23	FWS	Planned	FL-21	FWS-4-SE
FL FLTP FW LXH(3)	2028	FL	Palm Beach	Arthur R. Marshall Loxahatchee National Wildlife Refuge	Funds to develop alternative transportation projects	Transit	FLTP - FWS	\$200,000.00	Title 23	FWS	Planned	FL-22	FWS-4-SE
FL FLTP FW SWE(2)	2030	FL	Levy	Lower Suwannee National Wildlife Refuge	Replace River Trail boardwalk	Other	FLTP - FWS	\$1,412,625.49	Title 23	FWS	Planned	FL-02	FWS-4-SE

Page 4 of 35

Approval signature is shown on first page packet only. The listing reflects all newly identified and programmed and/or modified projects as of January 12, 2026.

REVIEW AND RECOMMENDATION OF THE TRAFFIC COUNTS AND LEVEL OF SERVICE ANALYSIS FOR CITRUS COUNTY, AS PREPARED BY THE GENERAL PLANNING CONSULTANT, KIMLEY-HORN

Kimley-Horn, serving as the Hernando-Citrus MPO's General Planning Consultant, conducted 22 routine 48-hour machine traffic counts throughout Citrus County and performed a Level of Service (LOS) evaluation in support of the MPO's Congestion Management Process (CMP). Traffic count information was updated using the County's most recent available data, supplemented by the counts collected by the Consultant and approved by the County.

The Consultant prepared the attached Quality/Level of Service Analysis on Citrus County's road network reflecting the Florida Department of Transportation (FDOT) 2023 Multimodal Quality/Level of Service Handbook and the updated generalized service volume framework applied to the 2025 and projected 2030 roadway network. The analysis is consistent with the scope of work, FDOT Q/LOS Handbook, the adopted Hernando-Citrus MPO Congestion Management (CMP) process, and other MPO planning documents.

The presentation will focus on major aspects of the Level of Service Analysis and provide a public forum for the committee to interact with the Consultant, provide review and comments, and make a recommendation to the MPO Board.

Staff Recommendation: It is recommended that the CAC and BPAC, separately by committee, review and recommend the MPO Board accept the Citrus County traffic counts and the Level of Service Analysis on the Citrus County's Road network.

Attachments: Draft Level of Service Analysis for Citrus County

Citrus County Major Roadway Network Quality/Level of Service Analysis



DRAFT

5/20/2026



Introduction

This memorandum documents the Quality/Level of Service (Q/LOS) analysis for the major roadway network in Citrus County within the Hernando Citrus MPO planning area. The analysis reflects the Florida Department of Transportation (FDOT) 2023 Multimodal Quality/Level of Service Handbook and the updated generalized service volume framework applied to the 2025 and projected 2030 roadway network.

This memorandum is intended to support planning-level decision-making and is consistent with the FDOT Q/LOS Handbook, adopted Hernando Citrus MPO Congestion Management Process (CMP), and other MPO planning documents. The analysis is appropriate for generalized planning applications, future-year assessments, and systemwide screening. It is not intended to replace detailed operational analysis for corridor studies, traffic operations, design, or project development.

Methodology

The analysis follows the methodology presented in the FDOT 2023 Multimodal Quality/Level of Service Handbook. At a generalized planning level, the handbook identifies Florida's Generalized Service Volume Tables (GSVTs) as the primary tool for motorized vehicle LOS analysis. The handbook states that the GSVTs are intended for systemwide, areawide, and future-year planning analyses where precise operational results are not required.

Under the current methodology, the first step is to identify the appropriate roadway type and segment each facility into logical analysis lengths. The handbook distinguishes among freeways, uninterrupted flow highways, and arterials. For non-limited access highways and arterials, the analysis uses FDOT Context Classification as a core organizing characteristic. Context classifications range from C1 Natural and C2 Rural to C5 Urban Center and C6 Urban Core. Highway and arterial GSVTs are organized by context classification rather than area type because that approach better reflects varied operating environments across the state.

For each roadway segment, the analyst identifies the applicable context classification, number of through lanes, posted speed, and other relevant roadway, traffic, and control characteristics. Existing or forecast traffic demand is then compared against the applicable generalized service volume thresholds to determine LOS. The handbook further explains that all service volumes are first calculated for the peak hour in the peak direction, with two-way peak hour and daily volumes derived using the FDOT standard directional distribution factor and K factors.

For arterials, LOS is tied primarily to average travel speed relative to base free-flow speed rather than to simple capacity alone. The handbook emphasizes that arterial LOS is strongly influenced by signal spacing, progression, cycle length, and effective green ratio. For freeways, LOS is based on density. For uninterrupted flow highways, density is also a core measure. This distinction is important because roadway segments with similar traffic volumes can perform differently depending on their facility type, signal environment, and context classification.

The base year traffic data used for this analysis is 2024 Annual Average Daily Traffic (AADT). Future-year traffic volumes were developed using recent observed traffic count trends. In general, a five-year regression model was used to project future AADT based on available historic count data. Where a consistent multi-year count record was not available, a flat annual growth rate of 2 percent was applied as a reasonable planning assumption. This approach provided a consistent method for forecasting future traffic volumes across the study network while still allowing the analysis to reflect corridor-specific trends where sufficient data existed. The workbook Dashboard and LOS sheets indicate that annual forecast volumes were developed and applied at the segment level for the planning analysis.

Special attention was given to segments that showed a declining traffic trend in the forecast years. Traffic conditions during the COVID-19 period and the immediate post-COVID recovery period introduced irregular patterns that could distort a trend line if applied without review. To avoid overstating traffic decreases that may reflect temporary disruption rather than long-term change, an additional screening step was applied before allowing a segment to forecast downward. A decrease in future traffic was allowed only when both of the following conditions were met: the regression slope for the 2020 to 2024 period was negative, and at least three of the four year-to-year changes within that period were decreases. If both conditions were not met, the forecast was constrained so that each future year was greater than or equal to the previous year. In other words, the forecast was not permitted to decline unless the recent count history showed a clear and sustained downward pattern. This step was used to reduce the influence of abnormal short-term fluctuations and to produce forecasts that are more appropriate for long-range planning.

The handbook also describes several planning-level assumptions and limitations that are relevant to this memorandum. These include the use of generalized statewide average inputs, the assumption that queue spillback is not a controlling condition, and the expectation that the GSVTs should not be used for detailed design or operational analysis when volumes are near or above capacity. In the same way, the forecasting approach used in this memorandum should be understood as a planning-level estimate rather than a prediction of exact future traffic on each segment. The use of regression-based trend forecasting and a default 2 percent annual growth rate provides a practical and internally consistent basis for countywide screening, but it does not fully capture every corridor-specific influence, such as major land use changes, network modifications, project timing, or localized operational effects. As a result, the forecasts are intended to support reasonable long-range comparison across the network rather than to predict exact future traffic volumes on any individual segment.

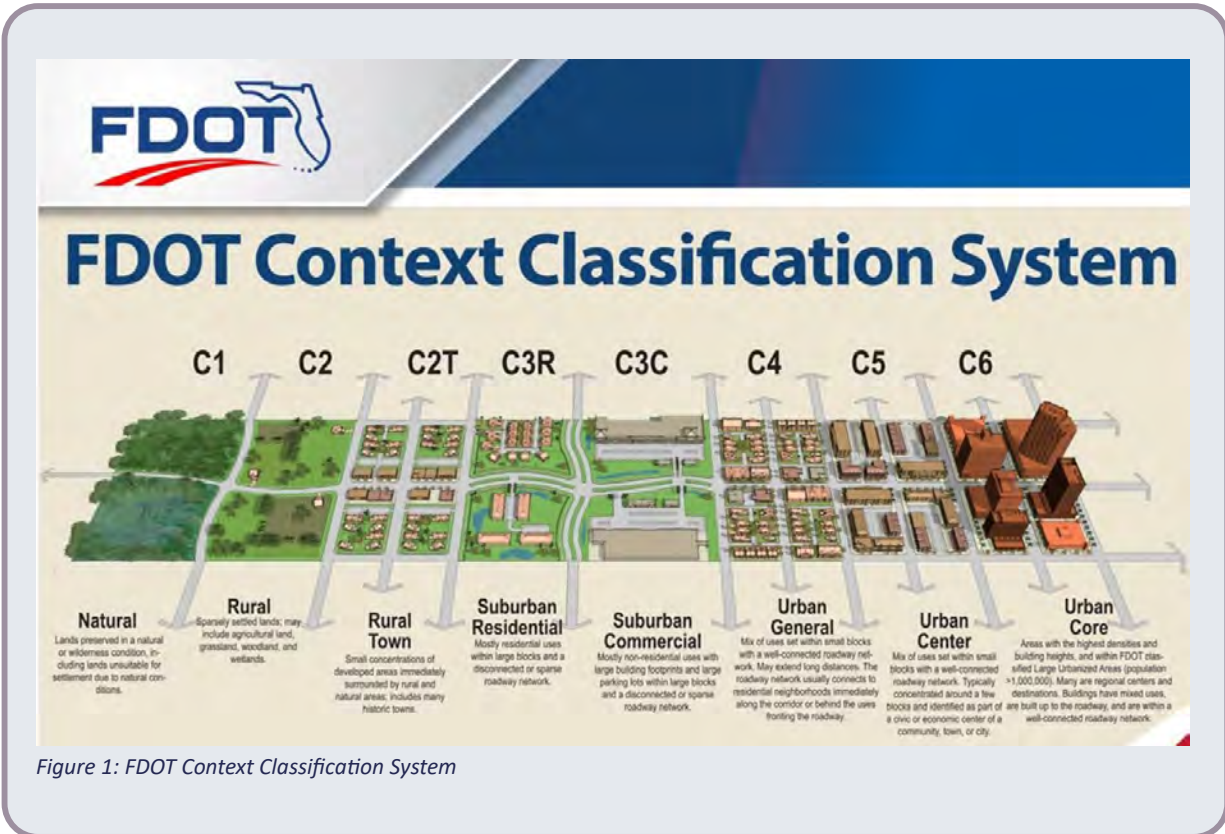
Context Classification Framework

The 2023 handbook treats context classification as a primary input for highway and arterial LOS analysis. The context classes used by FDOT are listed below and illustrated in Figure 1 and are applied to each roadway segment using the adopted or approved county and FDOT context framework. This classification plays into developing the design criteria most appropriate to best meet the various mobility needs along the roadway.

Florida Department of Transportation Context Classification Criteria

The context classification system is broken down into the following 8 classifications with the following descriptions:

Context Classification	Description
C1 – Natural	Lands preserved in a natural or wilderness condition. Not intended for future development.
C2 – Rural	Sparsely settled lands. Could be developed in the future.
C2T – Rural Town	Town area immediately surrounded by rural and natural areas
C3R – Suburban Residential	Residential area uses within large blocks and sparse roadway system.
C3C – Suburban Commercial	Nonresidential use with large building footprints and large parking lots within large blocks or sparse roadway network
C4 – Urban General	Mix of the uses set within a small block with a well-connected roadway. Connects to residential neighborhoods.
C5 - Urban Center	Mix of uses set within small blocks that have a well-connected roadway network. Concentrated around a few blocks. Identified as a civic or economic center.
C6 – Urban Core	Area with the highest densities of building heights. And classified as a large, urbanized area. Buildings have a mixed use; they are built up to the roadway and are in a well-connected roadway network.



County Roadway Network Overview

The Citrus County major roadway network includes a mix of state highways, county-maintained corridors, and limited-access facilities that together provide regional mobility, local access, and intercounty connectivity. Based on the dashboard segment set used for this Quality/Level of Service analysis, the evaluated system represents approximately 277 roadway segments, 434.3 centerline miles, and 1,100.2 lane miles in 2025. These totals provide the basis for the summaries used throughout this memorandum.

The network spans a range of context classifications, with the largest share of mileage occurring in C2 and C3R settings. Specifically, C2 accounts for approximately 162.4 centerline miles and 343.7 lane miles, while C3R accounts for about 165.7 centerline miles and 357.3 lane miles. C3C accounts for about 76.0 centerline miles and 302.6 lane miles, with smaller portions of the system classified as C1, C2T, or C4.

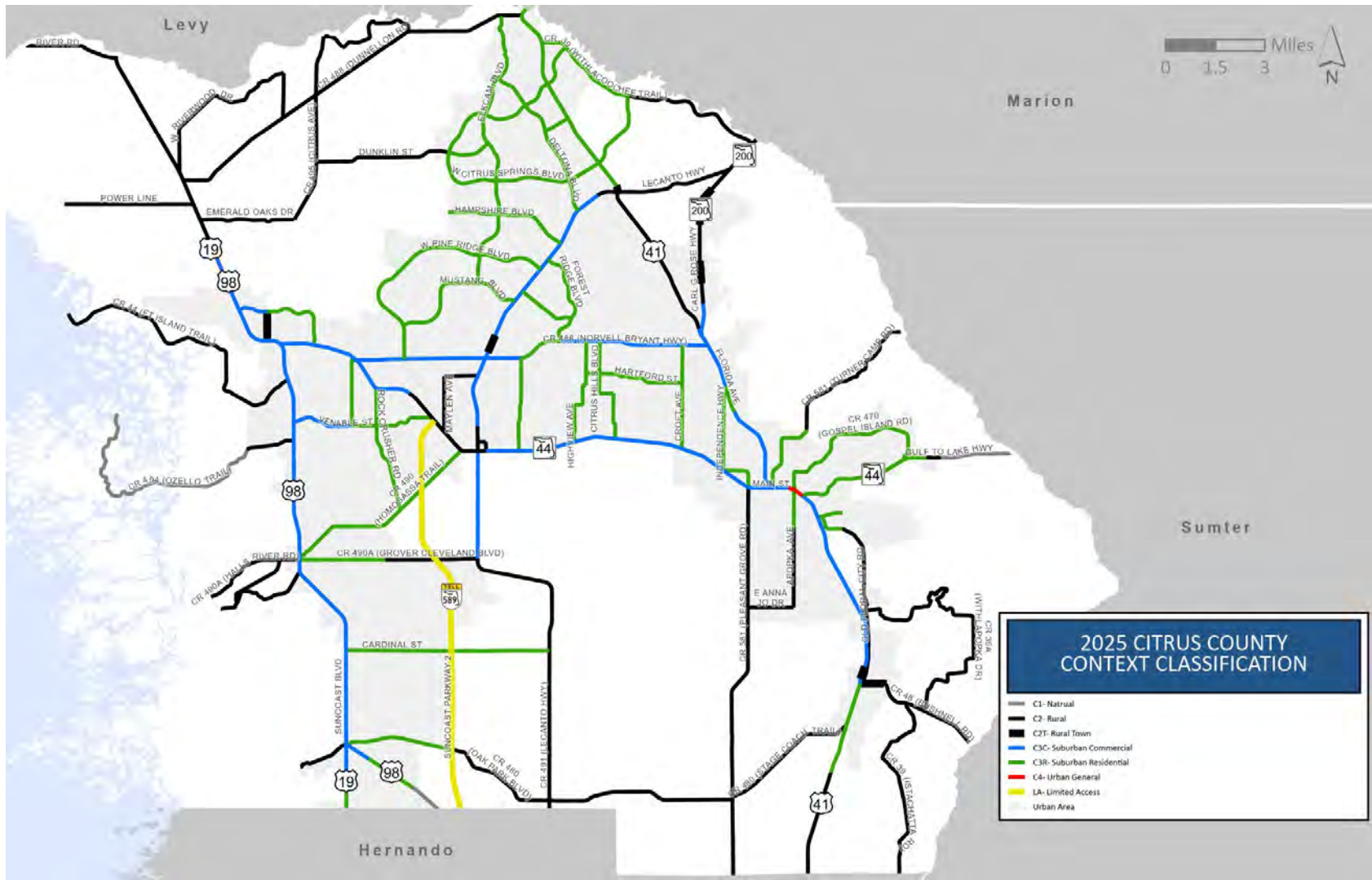


Figure 2: Citrus County Roadway Network by Context Classification

The evaluated network is weighted toward county-maintained facilities. County roadways account for approximately 329.9 centerline miles and 723.1 lane miles. State-maintained facilities account for approximately 103.9 centerline miles and 374.8 lane miles.

In lane configuration terms, the system is dominated by two-lane facilities, which account for approximately 327.8 centerline miles and 655.5 lane miles. Four-lane facilities account for approximately 97.3 centerline miles and 389.3 lane miles, while six-lane facilities account for approximately 9.2 centerline miles and 55.4 lane miles.

Several corridors stand out as the most extensive facilities in the analyzed roadway network. SR 44 (Gulf to Lake Hwy) is the largest corridor by centerline mileage, followed by CR 491 (Lecanto Hwy), US 19/US 98 (Suncoast Blvd), US 41 (Florida Ave), and CR 486 (Norvell Bryant Hwy)..

Taken together, the roadway inventory indicates that Citrus County major roadway network is predominantly county-maintained, heavily weighted toward two-lane facilities by centerline mileage, and distributed across a mix of rural and suburban contexts. These characteristics provide important context for interpreting the Q/LOS results, since constrained conditions on a relatively small number of major corridors can account for a substantial share of lane miles operating below the adopted standard.

Adopted Level of Service

Citrus County has an adopted level of service standard that serves as the benchmark for interpreting roadway performance in this analysis. Under Citrus County Policy 10B.3.8, the level of service standard for State Highway System roads is LOS D in urbanized areas and LOS C in non-urbanized areas, consistent with FDOT policy. For the County Highway System, the adopted standard is LOS D in all areas of the County. This adopted standard provides the basis for distinguishing between facilities that are performing acceptably and those that fall below the applicable planning benchmark. In that way, the adopted level of service standard is a key point of reference for understanding the countywide Quality/Level of Service results, identifying where constrained conditions occur, and evaluating the overall extent of roadway performance deficiencies across the major roadway network. The adopted level of service standard on the roadway network is shown on Figure 5.

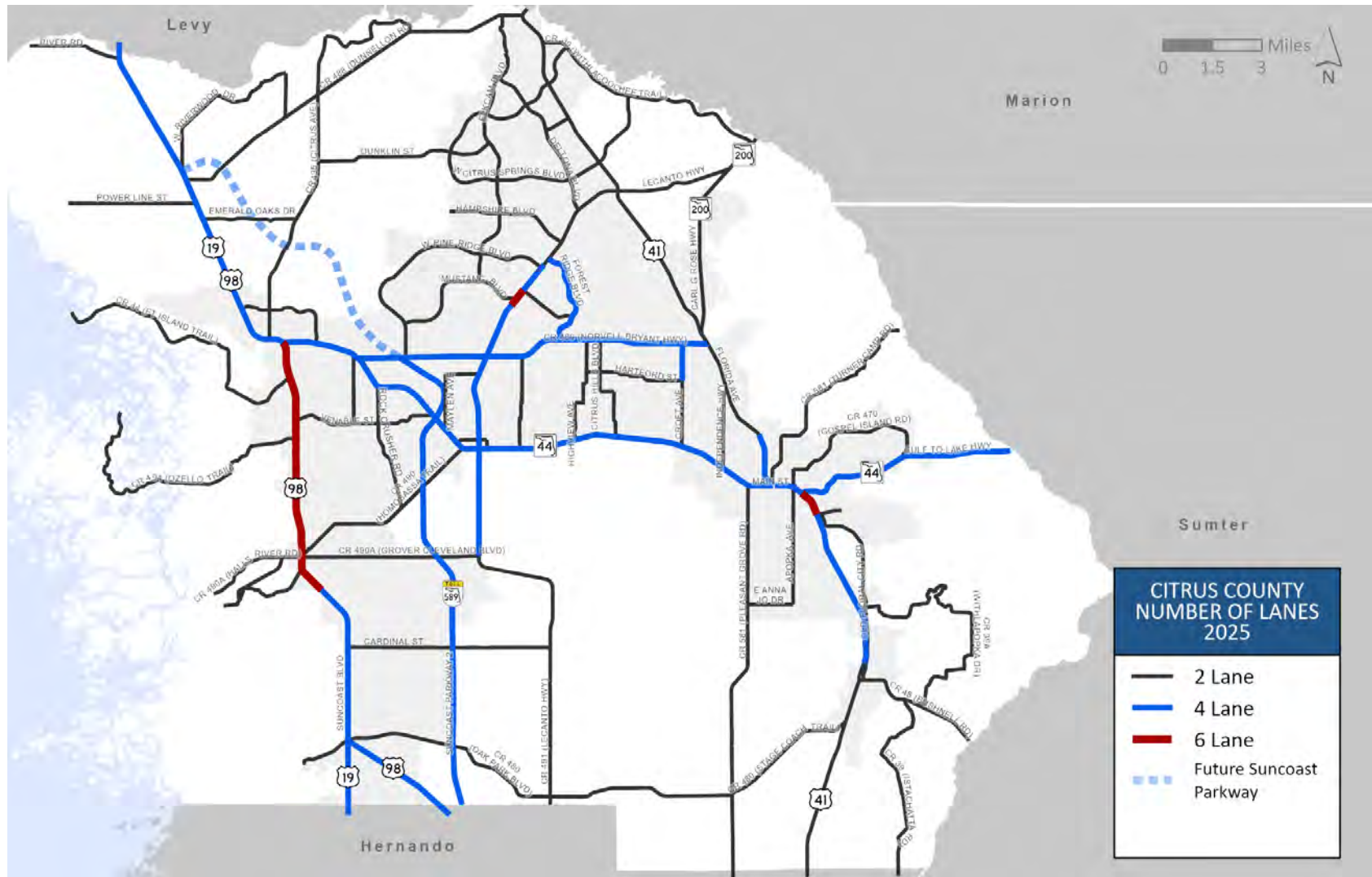


Figure 3: 2025 Citrus County Roadway Network by Number of Lanes

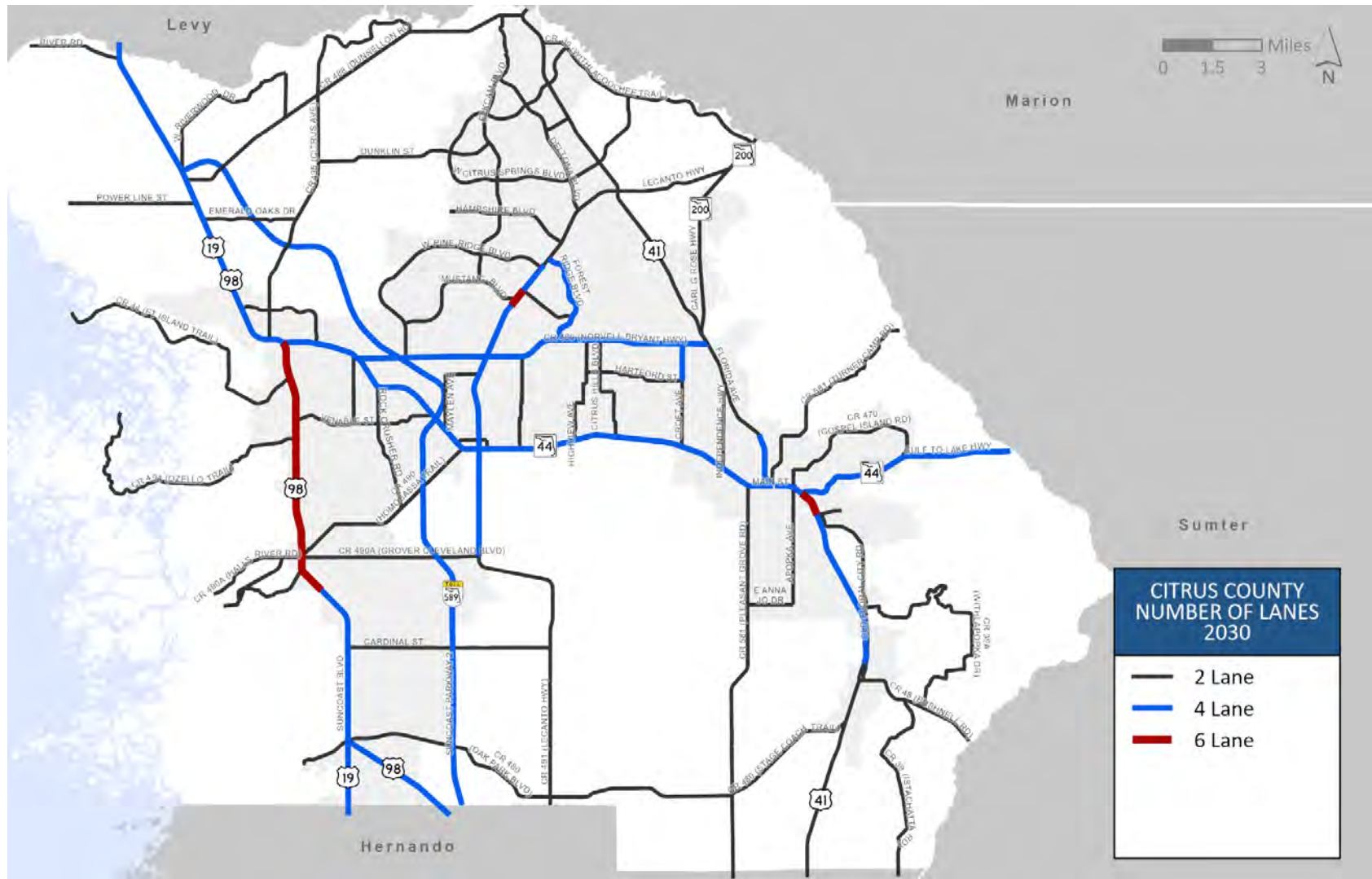


Figure 4: 2030 Citrus County Roadway Network by Number of Lanes

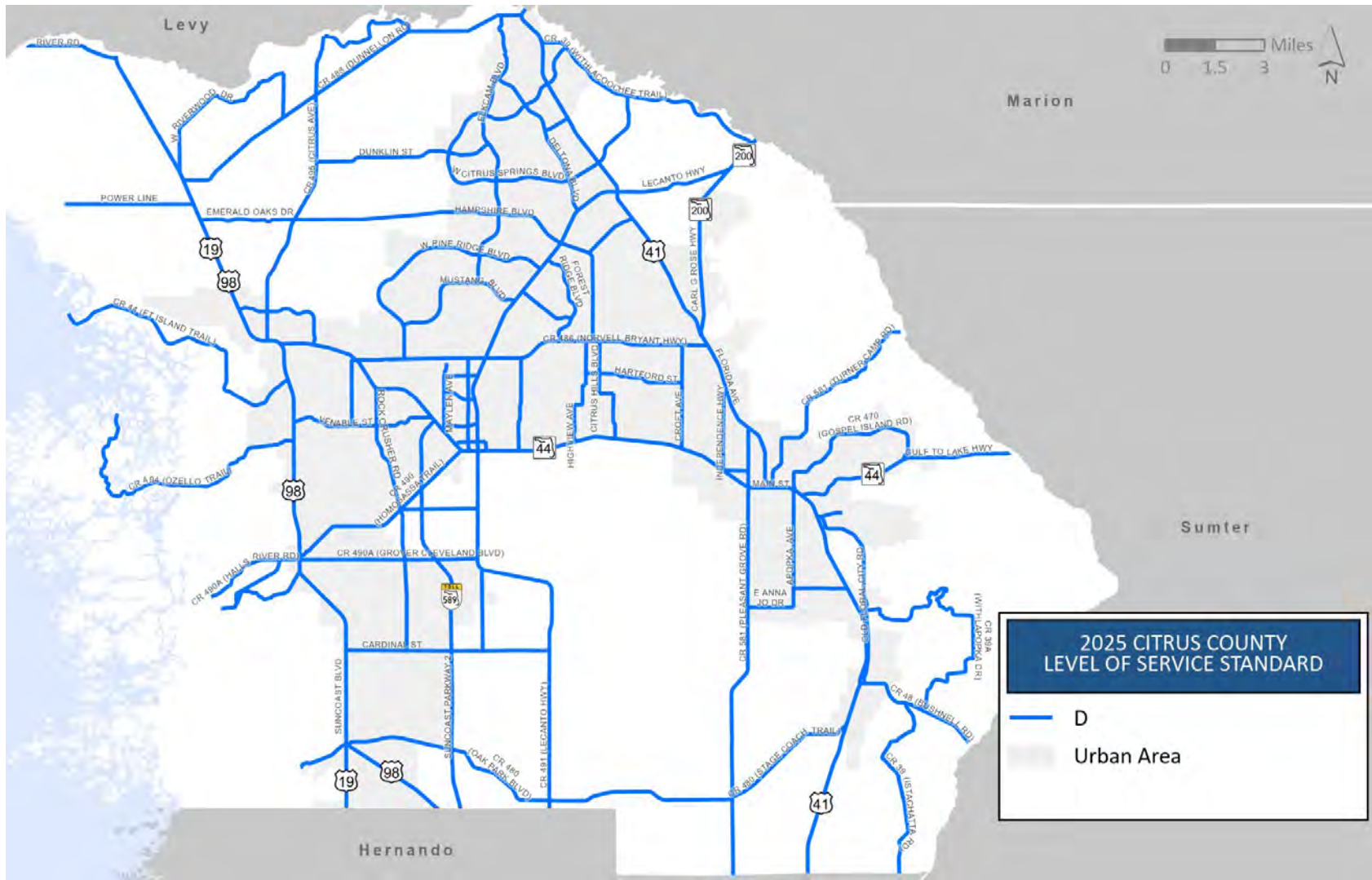


Figure 5: Citrus County Adopted Level of Service Standard

Quality/Level of Service Analysis

This section summarizes roadway Quality/Level of Service conditions for the analyzed major roadway network in 2025 and 2030. For clarity and consistency, the discussion is presented primarily in terms of centerline miles and lane miles, since those measures better reflect the physical extent of constrained roadway conditions than a simple count of roadway segments. The analyzed system includes approximately 388.3 centerline miles, 1,013.7 lane miles in 2025, and 1,015.7 lane miles in 2030.

Across the full network, the share of roadway operating at LOS E or F increases from about 8.3 centerline miles and 22.4 lane miles in 2025 to about 27.7 centerline miles and 86.5 lane miles in 2030. In percentage terms, that corresponds to an increase from about 1.9% to 6.4% of centerline miles and from about 2.0% to 7.9% of lane miles operating at LOS E or F. Conversely, roadway operating at LOS B through D accounts for about 98.0% of centerline miles and 97.9% of lane miles in 2025, declining to about 93.7% of centerline miles and 92.1% of lane miles in 2030.

2025 Quality/Level of Service Analysis

In 2025, the roadway network totals approximately 434.3 centerline miles and 1,100.2 lane miles. Of that total, approximately 8.3 centerline miles and 22.4 lane miles are calculated at LOS E or F, equivalent to about 1.9% of total centerline miles and 2.0% of total lane miles. This indicates that constrained conditions are limited to a small share of the overall system in the 2025 analysis year.

The 2025 base year traffic volumes across the network are shown on Figure 6.

Most of the network operates at LOS B, C, or D in 2025. Together, those categories account for approximately 426.0 centerline miles and 1,077.8 lane miles, which is about 98.0% of centerline miles and 97.9% of lane miles in the analyzed network. Among those categories, LOS C represents the largest share of the system, accounting for about 263.8 centerline miles and 676.0 lane miles, or about 60.7% of total centerline miles and 61.4% of total lane miles. LOS B accounts for about 116.1 centerline miles and 283.7 lane miles, or about 26.7% of centerline miles and 25.8% of lane miles, while LOS D accounts for about 46.1 centerline miles and 118.1 lane miles, or about 10.6% of centerline miles and 10.7% of lane miles.

The more constrained portion of the system is concentrated on a limited number of major corridors. LOS E accounts for about 0.8 centerline miles and 2.0 lane miles, which is about 0.2% of total centerline miles and 0.2% of total lane miles. LOS F accounts for about 7.4 centerline miles and 20.4 lane miles, or about 1.7% of total centerline miles and 1.9% of total lane miles. These percentages show that the vast majority of the roadway system remains in the middle LOS categories, while the most constrained conditions are limited in extent in the 2025 analysis year.

From a corridor perspective, the most constrained facilities in 2025 are those with the greatest E/F lane-mile totals. CR 491 (Lecanto Hwy) accounts for the largest extent of constrained conditions, with about 5.7 E/F centerline miles and 16.0 E/F lane miles. It is followed by US 41 (Florida Ave) with about 1.9 E/F miles and 3.9 E/F lane miles and US 41/SR 44 (Main St) with about 0.6 E/F miles and 2.6 E/F lane miles.

These are the only three corridors with LOS E or F conditions in the 2025 scratch file. The 2025 Q/LOS results across the network are illustrated on Figure 7.

Table 1: 2025 Countywide Quality/Level of Service Summary

Metric	Value
Total centerline miles	434.3
Total lane miles	1,100.2
LOS E/F centerline miles	8.3
LOS E/F lane miles	22.4
LOS E/F share of centerline miles	1.9%
LOS E/F share of lane miles	2.0%

Table 2: 2025 LOS Distribution by Centerline Miles, Lane Miles, and System Share

LOS	Centerline Miles	% of Centerline Miles	Lane Miles	% of Lane Miles
B	116.1	26.7%	283.7	25.8%
C	263.8	60.7%	676.0	61.4%
D	46.1	10.6%	118.1	10.7%
E	0.8	0.2%	2.0	0.2%
F	7.4	1.7%	20.4	1.9%

Table 3: Corridors with Greatest Mileage Operating Below LOS D Standard in 2025

Corridor	E/F Centerline Miles	E/F Lane Miles
CR 491 (Lecanto Hwy)	5.7	16.0
US 41 (Florida Ave)	1.9	3.9
US 41/SR 44 (Main St)	0.6	2.6

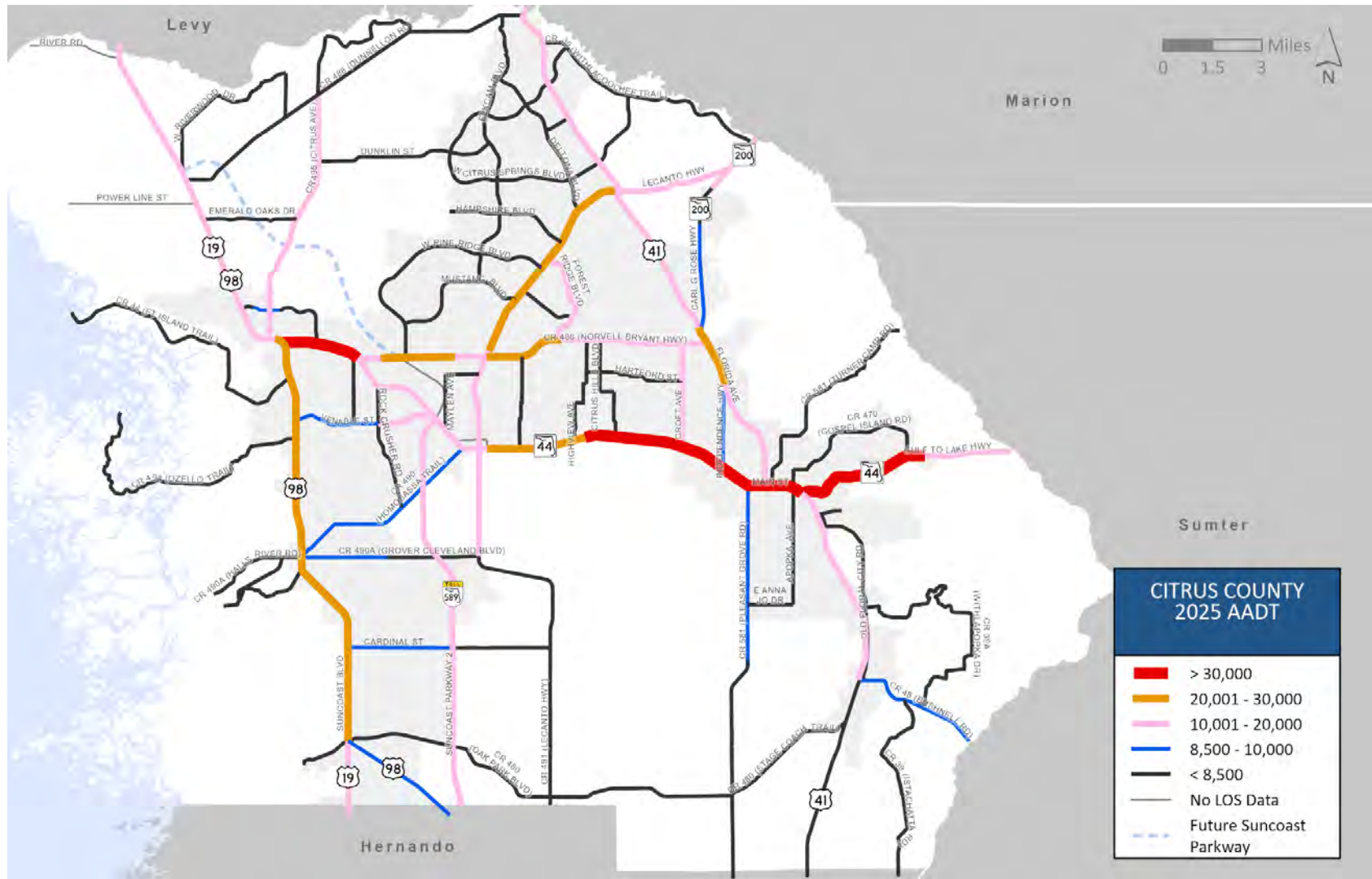


Figure 6: 2025 Average Annual Daily Traffic (AADT)

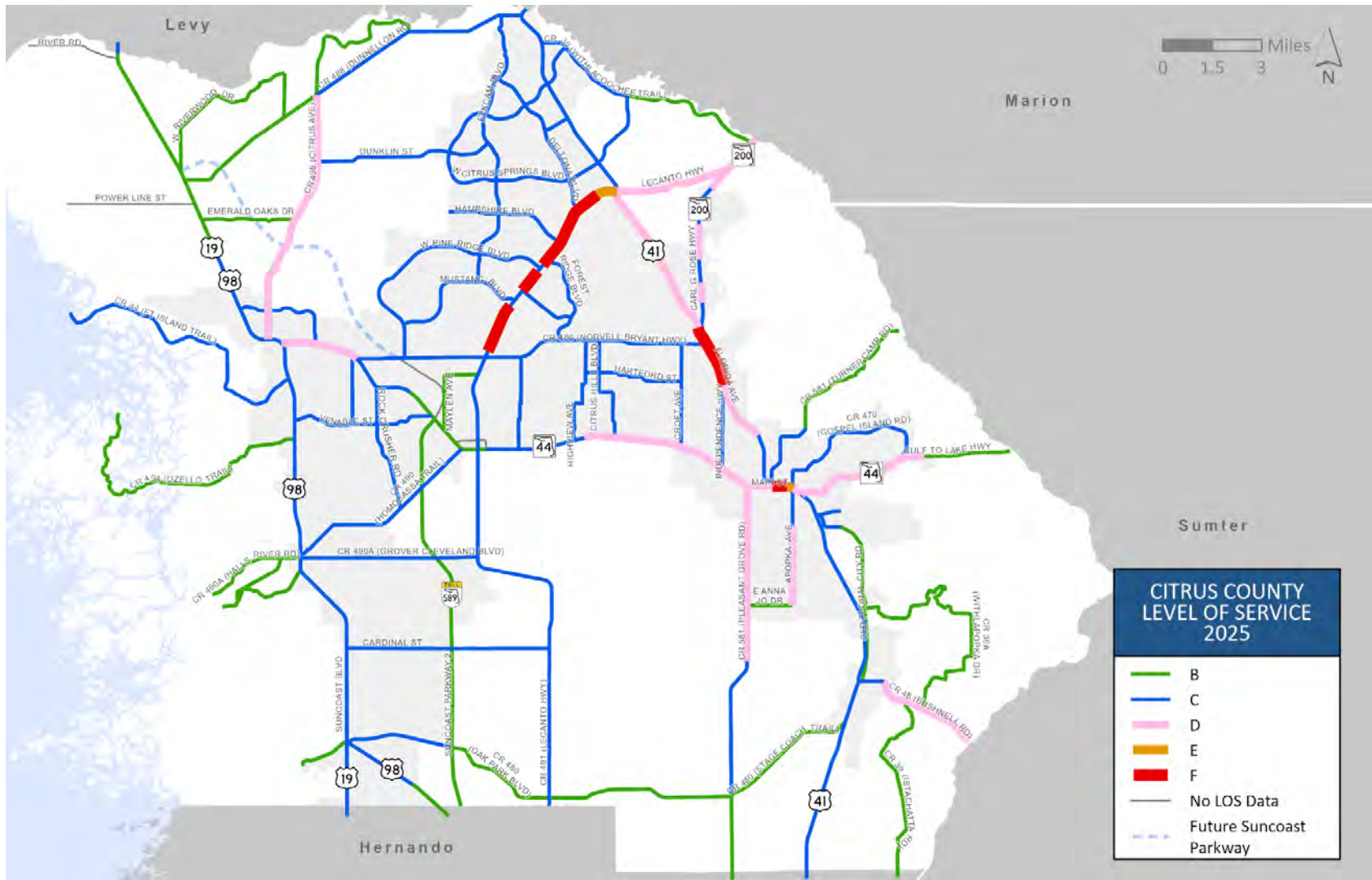


Figure 7: 2025 Citrus County Roadway Quality/Level of Service

2030 Quality/Level of Service Analysis

In 2030, the roadway network remains at approximately 434.3 centerline miles and 1,100.2 lane miles. Of that total, approximately 27.7 centerline miles and 86.5 lane miles are calculated at LOS E or F, equivalent to about 6.4% of total centerline miles and 7.9% of total lane miles. This represents an increase in the physical extent of constrained conditions compared with 2025, but the large majority of the system still operates above LOS E or F in 2030.

The 2030 forecasted traffic volumes across the network are shown on Figure 8.

Most of the network continues to operate at LOS B, C, or D in 2030. Together, those categories account for approximately 406.7 centerline miles and 1,013.7 lane miles, or about 93.7% of centerline miles and 92.1% of lane miles in the analyzed network. As in 2025, LOS C accounts for the greatest share of the system, with about 268.7 centerline miles and 685.2 lane miles, equivalent to about 61.9% of centerline miles and 62.3% of lane miles. LOS B accounts for about 108.9 centerline miles and 269.3 lane miles, or about 25.1% of centerline miles and 24.5% of lane miles, while LOS D accounts for about 29.1 centerline miles and 59.2 lane miles, or about 6.7% of centerline miles and 5.4% of lane miles.

The constrained portion of the system expands in 2030, particularly in LOS E and LOS F. LOS E accounts for about 5.6 centerline miles and 11.2 lane miles, which is about 1.3% of total centerline miles and 1.0% of total lane miles. LOS F accounts for about 22.1 centerline miles and 75.3 lane miles, equivalent to about 5.1% of total centerline miles and 6.8% of total lane miles. This shows that the increase in constrained conditions is still limited to a relatively modest share of the overall roadway network by 2030.

The corridor rankings indicate that SR 44 (Gulf to Lake Hwy) has the greatest E/F lane-mile total in 2030, with about 10.9 E/F centerline miles and 43.7 E/F lane miles. It is followed by CR 491 (Lecanto Hwy) with about 5.7 E/F miles and 16.0 E/F lane miles, CR 495 (Citrus Ave) with about 3.9 E/F miles and 7.7 E/F lane miles, SR 44 (Main St) with about 1.7 E/F miles and 6.8 E/F lane miles, and US 41 (Florida Ave) with about 2.8 E/F miles and 5.7 E/F lane miles. These corridors therefore represent the greatest physical extent of constrained conditions in the 2030 analysis year. The 2030 Q/LOS results across the network are illustrated on Figure 9.

Table 4: 2030 Countywide Quality/Level of Service Summary

Metric	Value
Total centerline miles	434.3
Total lane miles	1,100.2
LOS E/F centerline miles	27.7
LOS E/F lane miles	86.5
LOS E/F share of centerline miles	6.4%
LOS E/F share of lane miles	7.9%

Table 5: 2030 LOS Distribution by Centerline Miles, Lane Miles, and System Share

LOS	Centerline Miles	% of Centerline Miles	Lane Miles	% of Lane Miles
B	108.9	25.1%	269.3	24.5%
C	268.7	61.9%	685.2	62.3%
D	29.1	6.7%	59.2	5.4%
E	5.6	1.3%	11.2	1.0%
F	22.1	5.1%	75.3	6.8%

Table 6: Corridors with Greatest Mileage Operating Below the Adopted LOS D Standard in 2030

Corridor	E/F Centerline Miles	E/F Lane Miles
SR 44 (Gulf to Lake Hwy)	10.9	43.7
CR 491 (Lecanto Hwy)	5.7	16.0
CR 495 (Citrus Ave)	3.9	7.7
SR 44 (Main St)	1.7	6.8
US 41 (Florida Ave)	2.8	5.7

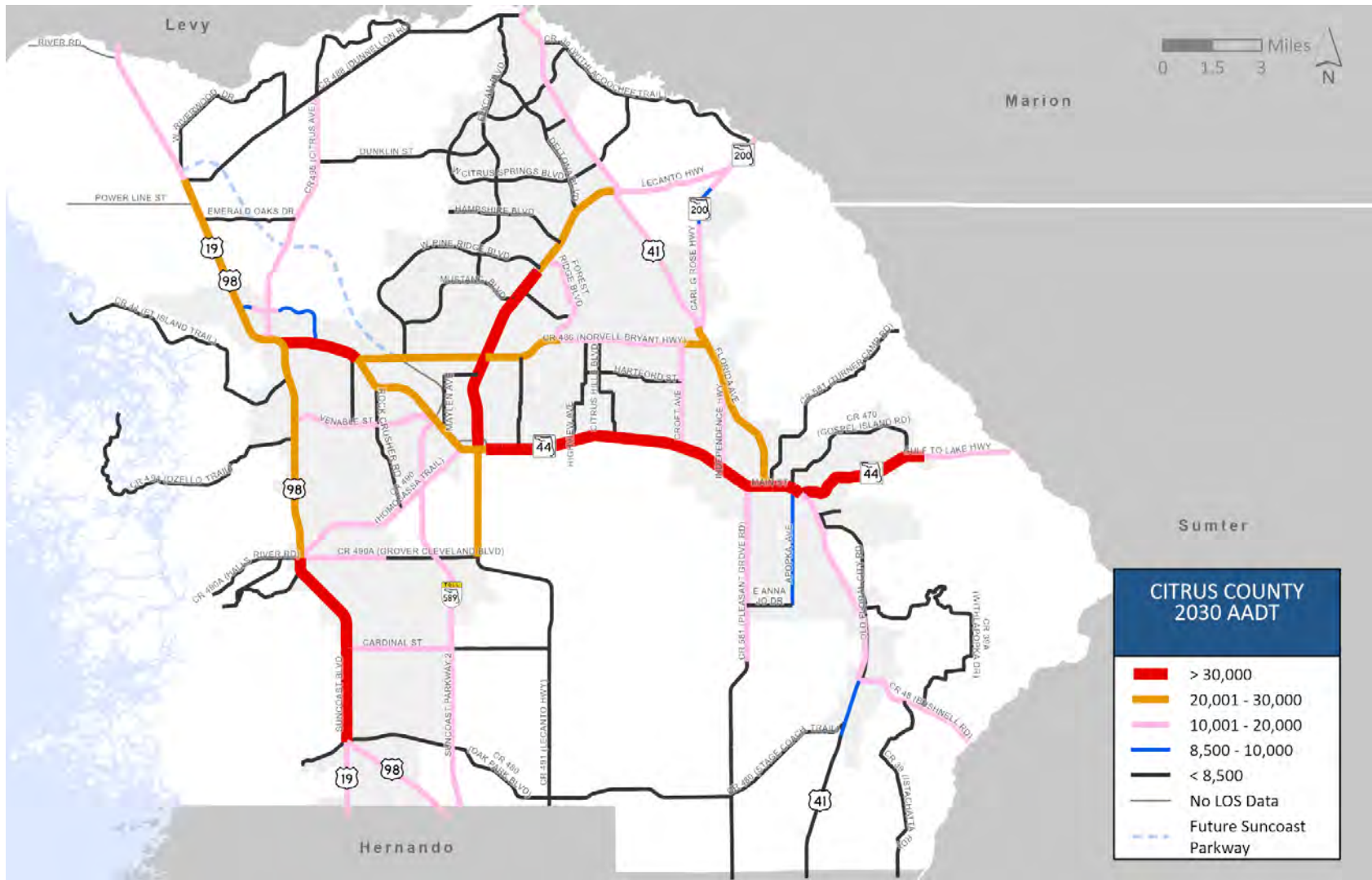


Figure 8: 2030 Forecasted Average Annual Daily Traffic (AADT)

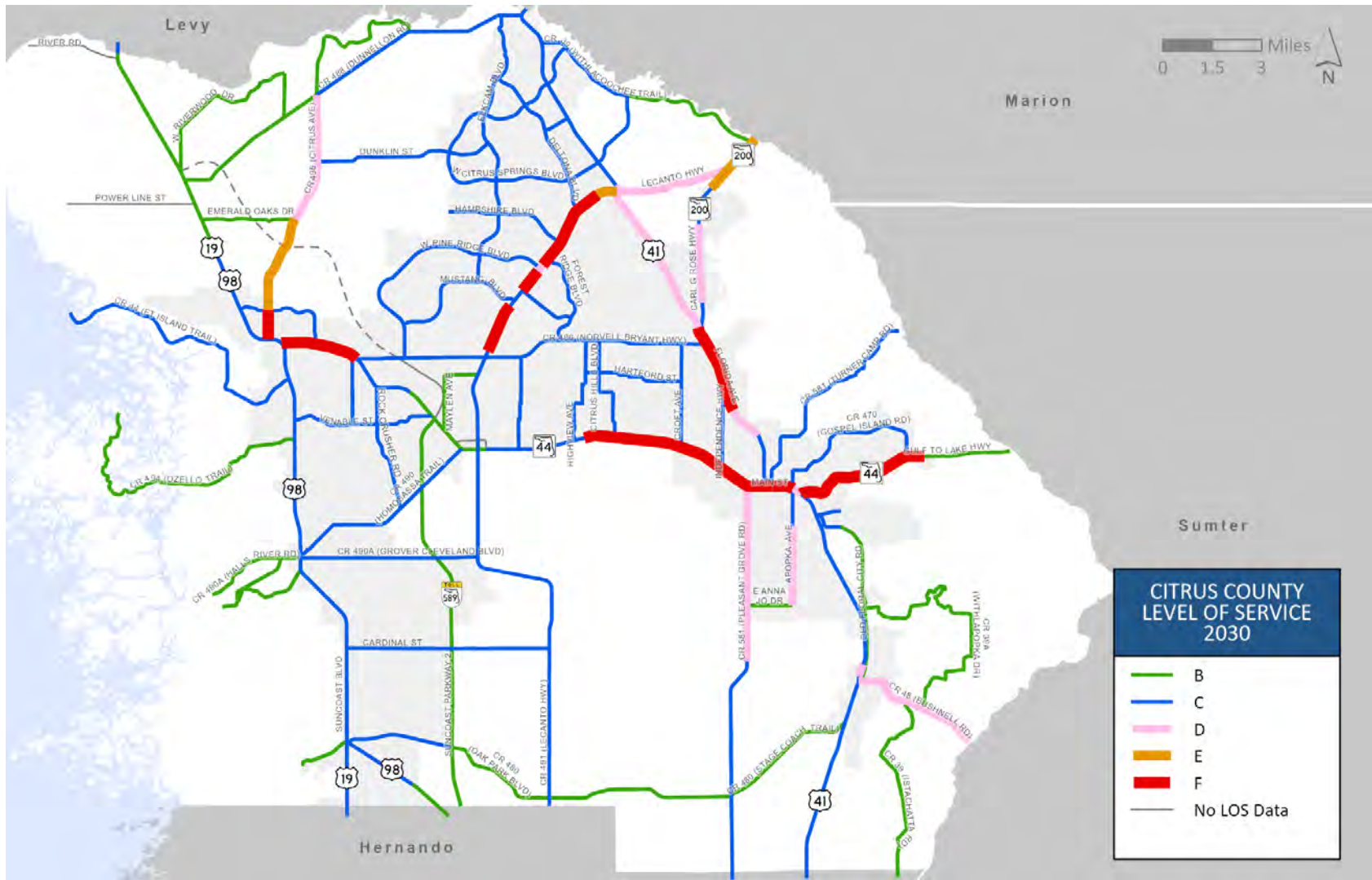


Figure 9: 2030 Forecasted Citrus County Roadway Quality/Level of Service

Key Takeaways

The Citrus County roadway Q/LOS analysis indicates that the majority of the major roadway network continues to operate at or better than the adopted level of service standard in both years. Those corridors that have segments operating at LOS E or F conditions are concentrated on a few facilities. Overall, about 98.0% of centerline miles and 97.9% of lane miles remain in the LOS B through D range in 2025, declining to about 93.7% of centerline miles and 92.1% of lane miles in 2030 as constrained conditions expand. In practical terms, overall roadway performance remains predominantly within the middle LOS categories, with constrained conditions limited to about 2% of the system in 2025 and about 6% to 8% in 2030, while a handful of major corridors account for most of the roadway mileage operating below the adopted standard.

REVIEW AND RECOMMENDATION OF THE TRAFFIC COUNTS AND LEVEL OF SERVICE ANALYSIS FOR HERNANDO COUNTY, AS PREPARED BY THE GENERAL PLANNING CONSULTANT, KIMLEY-HORN

Kimley-Horn, serving as the Hernando-Citrus MPO's General Planning Consultant, conducted 71 routine 48-hour machine traffic counts throughout Hernando County and performed a Level of Service (LOS) evaluation in support of the MPO's Congestion Management Process (CMP). Traffic count information was updated using the County's most recent available data, supplemented by the counts collected by the Consultant and approved by the County.

The Consultant prepared the attached Quality/Level of Service Analysis on Hernando County's road network reflecting the Florida Department of Transportation (FDOT) 2023 Multimodal Quality/Level of Service Handbook and the updated generalized service volume framework applied to the 2025 and projected 2030 roadway network. The analysis is consistent with the scope of work, FDOT Q/LOS Handbook, the adopted Hernando-Citrus MPO Congestion Management (CMP) process, and other MPO planning documents.

The presentation will focus on major aspects of the Level of Service Analysis and provide a public forum for the committee to interact with the Consultant, provide review and comments, and make a recommendation to the MPO Board.

Staff Recommendation: It is recommended that the CAC and BPAC, separately by committee, review and recommend the MPO Board accept the Hernando County traffic counts and the Level of Service Analysis on the Hernando County's Road network.

Attachments: Draft Level of Service Analysis for Hernando County

Hernando County Major Roadway Network Quality/Level of Service Analysis



DRAFT

5/20/2026



Introduction

This memorandum documents the Quality/Level of Service (Q/LOS) analysis for the major roadway network in Hernando County within the Hernando/Citrus MPO planning area. The analysis reflects the Florida Department of Transportation (FDOT) 2023 Multimodal Quality/Level of Service Handbook and the updated generalized service volume framework applied to the 2025 and projected 2030 roadway network.

This memorandum is intended to support planning-level decision-making and is consistent with the FDOT Q/LOS Handbook, adopted Hernando Citrus MPO Congestion Management Process (CMP), and other MPO planning documents. The analysis is appropriate for generalized planning applications, future-year assessments, and systemwide screening. It is not intended to replace detailed operational analysis for corridor studies, traffic operations, design, or project development.

Methodology

The analysis follows the methodology presented in the FDOT 2023 Multimodal Quality/Level of Service Handbook. At a generalized planning level, the handbook identifies Florida's Generalized Service Volume Tables (GSVTs) as the primary tool for motorized vehicle LOS analysis. The handbook states that the GSVTs are intended for systemwide, areawide, and future-year planning analyses where precise operational results are not required.

Under the current methodology, the first step is to identify the appropriate roadway type and segment each facility into logical analysis lengths. The handbook distinguishes among freeways, uninterrupted flow highways, and arterials. For non-limited access highways and arterials, the analysis uses FDOT Context Classification as a core organizing characteristic. Context classifications range from C1 Natural and C2 Rural to C5 Urban Center and C6 Urban Core. Highway and arterial GSVTs are organized by context classification rather than area type because that approach better reflects varied operating environments across the state.

For each roadway segment, the analyst identifies the applicable context classification, number of through lanes, posted speed, and other relevant roadway, traffic, and control characteristics. Existing or forecast traffic demand is then compared against the applicable generalized service volume thresholds to determine LOS. The handbook further explains that all service volumes are first calculated for the peak hour in the peak direction, with two-way peak hour and daily volumes derived using the FDOT standard directional distribution factor and K factors.

For arterials, LOS is tied primarily to average travel speed relative to base free-flow speed rather than to simple capacity alone. The handbook emphasizes that arterial LOS is strongly influenced by signal spacing, progression, cycle length, and effective green ratio. For freeways, LOS is based on density. For uninterrupted flow highways, density is also a core measure. This distinction is important because roadway segments with similar traffic volumes can perform differently depending on their facility type, signal environment, and context classification.

The base year traffic data used for this analysis is 2024 Annual Average Daily Traffic (AADT). Future-year traffic volumes were developed using recent observed traffic count trends. In general, a five-year regression model was used to project future AADT based on available historic count data. Where a consistent multi-year count record was not available, a flat annual growth rate of 2 percent was applied as a reasonable planning assumption. This approach provided a consistent method for forecasting future traffic volumes across the study network while still allowing the analysis to reflect corridor-specific trends where sufficient data existed. The workbook Dashboard and LOS sheets indicate that annual forecast volumes were developed and applied at the segment level for the planning analysis.

Special attention was given to segments that showed a declining traffic trend in the forecast years. Traffic conditions during the COVID-19 period and the immediate post-COVID recovery period introduced irregular patterns that could distort a trend line if applied without review. To avoid overstating traffic decreases that may reflect temporary disruption rather than long-term change, an additional screening step was applied before allowing a segment to forecast downward. A decrease in future traffic was allowed only when both of the following conditions were met: the regression slope for the 2020 to 2024 period was negative, and at least three of the four year-to-year changes within that period were decreases. If both conditions were not met, the forecast was constrained so that each future year was greater than or equal to the previous year. In other words, the forecast was not permitted to decline unless the recent count history showed a clear and sustained downward pattern. This step was used to reduce the influence of abnormal short-term fluctuations and to produce forecasts that are more appropriate for long-range planning.

The handbook also describes several planning-level assumptions and limitations that are relevant to this memorandum. These include the use of generalized statewide average inputs, the assumption that queue spillback is not a controlling condition, and the expectation that the GSVTs should not be used for detailed design or operational analysis when volumes are near or above capacity. In the same way, the forecasting approach used in this memorandum should be understood as a planning-level estimate rather than a prediction of exact future traffic on each segment. The use of regression-based trend forecasting and a default 2 percent annual growth rate provides a practical and internally consistent basis for countywide screening, but it does not fully capture every corridor-specific influence, such as major land use changes, network modifications, project timing, or localized operational effects. As a result, the forecasts are intended to support reasonable long-range comparison across the network rather than to predict exact future traffic volumes on any individual segment.

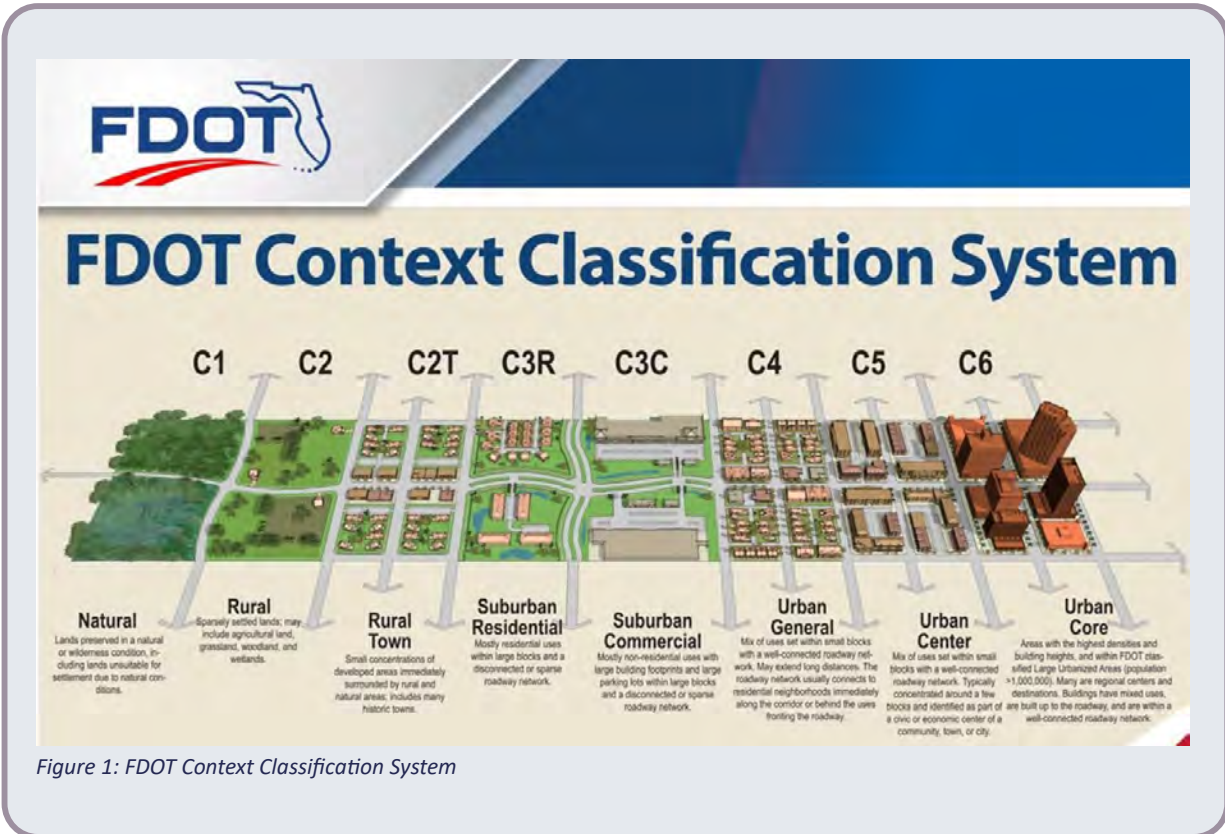
Context Classification Framework

The 2023 handbook treats context classification as a primary input for highway and arterial LOS analysis. The context classes used by FDOT are listed below and illustrated in Figure 1 and are applied to each roadway segment using the adopted or approved county and FDOT context framework. This classification plays into developing the design criteria most appropriate to best meet the various mobility needs along the roadway.

Florida Department of Transportation Context Classification Criteria

The context classification system is broken down into the following 8 classifications with the following descriptions:

Context Classification	Description
C1 – Natural	Lands preserved in a natural or wilderness condition. Not intended for future development.
C2 – Rural	Sparsely settled lands. Could be developed in the future.
C2T – Rural Town	Town area immediately surrounded by rural and natural areas
C3R – Suburban Residential	Residential area uses within large blocks and sparse roadway system.
C3C – Suburban Commercial	Nonresidential use with large building footprints and large parking lots within large blocks or sparse roadway network
C4 – Urban General	Mix of the uses set within a small block with a well-connected roadway. Connects to residential neighborhoods.
C5 - Urban Center	Mix of uses set within small blocks that have a well-connected roadway network. Concentrated around a few blocks. Identified as a civic or economic center.
C6 – Urban Core	Area with the highest densities of building heights. And classified as a large, urbanized area. Buildings have a mixed use; they are built up to the roadway and are in a well-connected roadway network.



County Roadway Network Overview

The Hernando County roadway network within the MPO planning area includes a mix of state highways, county-maintained roadways, and limited-access facilities that together provide regional mobility, intercounty connectivity, and local access to established and emerging activity areas. Based on the dashboard segment set used for this Quality/Level of Service analysis, the evaluated network includes approximately 335.0 centerline miles and 875.0 lane miles in 2025. These totals provide the basis for the summaries used throughout this memorandum.

Based on the established methodology, FDOT context classifications were identified throughout the network. The largest share of roadway mileage is located within C2 Rural context, with approximately 186.8 centerline miles and 408.1 lane miles. C3R Suburban Residential accounts for about 70.1 centerline miles and 195.5 lane miles, while C3C Suburban Commercial accounts for about 66.9 centerline miles and 248.9 lane miles. Smaller portions of the network are classified as C1 Natural or C2T Rural Town.

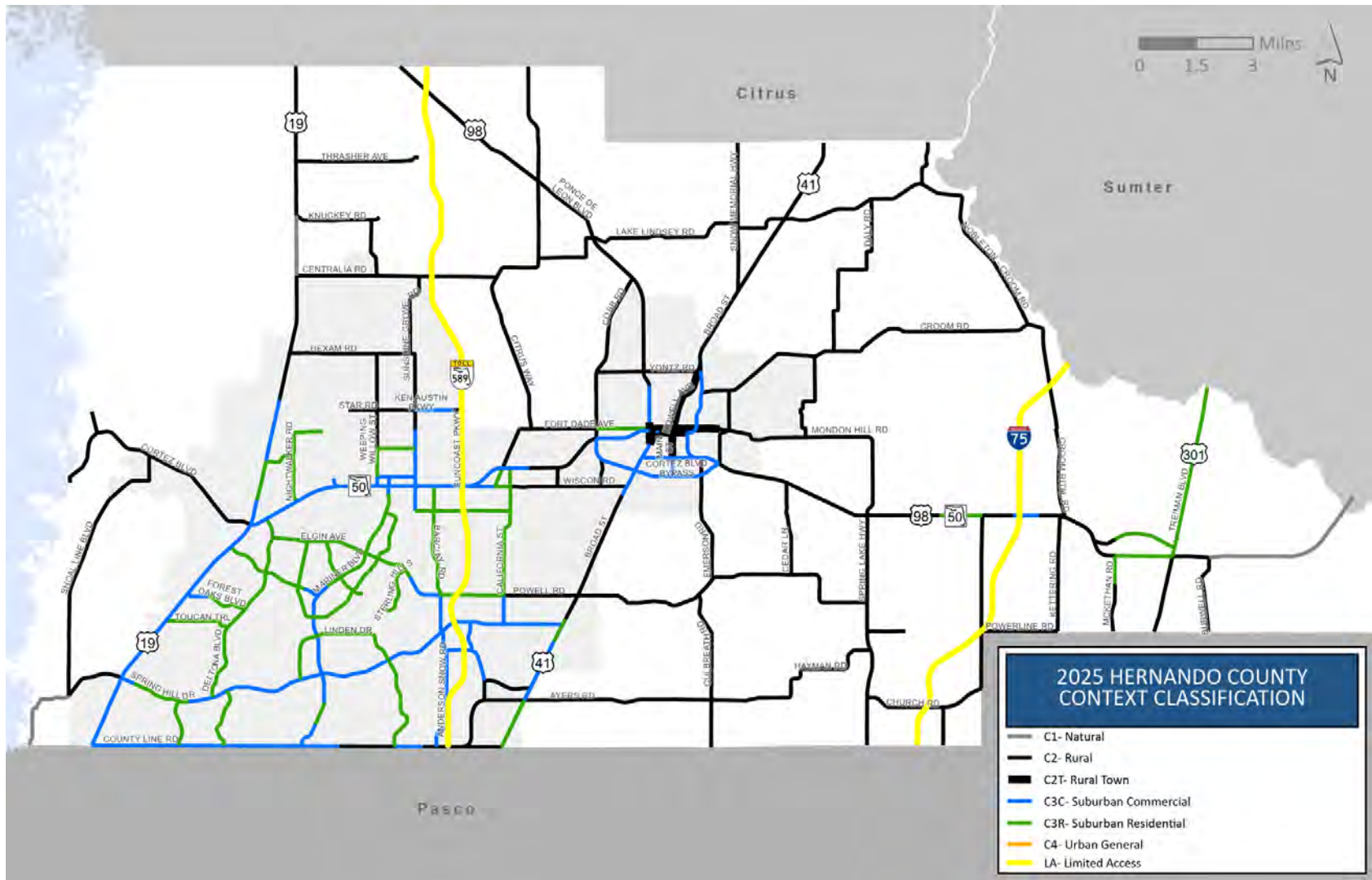


Figure 2: Hernando County Roadway Network by Context Classification

The evaluated network is weighted toward county-maintained facilities. County roadways account for approximately 254.2 centerline miles and 584.4 lane miles, while state roadways account for approximately 51.5 centerline miles and 171.5 lane miles. The remaining mileage consists of segments without a mapped ownership value in the dashboard lookup.

The network also reflects a range of roadway configurations and facility types. Undivided roadway segments account for about 237.6 centerline miles and 475.1 lane miles, while divided roadways account for about 93.2 centerline miles and 384.4 lane miles. One-way and other configurations make up the remaining small share of the analyzed mileage.

The network primarily consists of two-lane roadways, which account for about 244.5 centerline miles and 488.9 lane miles. Four-lane facilities account for about 78.5 centerline miles and 314.1 lane miles, and six-lane facilities account for about 12.0 centerline miles and 72.0 lane miles.

In lane-mile terms, the roadway inventory remains heavily weighted toward two-lane facilities, but four-lane and six-lane corridors represent a larger share of carrying capacity because each centerline mile contributes multiple lane miles. This distinction is important for planning because lane miles better reflect the carrying capacity represented by each corridor.

Several facilities stand out as the most significant corridors in the study network. US 19 (SR 55) is the largest corridor by lane mileage, followed by Lake Lindsey Rd, Cortez Blvd (SR 50), Cortez Blvd (US 98/SR 50), Spring Hill Dr, Powell Rd, and Broad St (US 41/SR 45). These corridors provide the major framework for interpreting countywide Q/LOS results and identifying locations where constrained conditions are most concentrated.

Adopted Level of Service

Hernando County has an adopted level of service standard that serves as the benchmark for interpreting roadway performance in this analysis. Under the County's adopted standard, roadway levels of service for peak-hour traffic volume are generally D for County roadways within the Adjusted Urbanized Area and for other County roadways, and C for state roads, or as otherwise established by FDOT for state roads on the Strategic Intermodal System. This adopted standard provides the basis for distinguishing between facilities that are performing acceptably and those that fall below the applicable planning benchmark. In that way, the adopted level of service standard is a key point of reference for understanding the countywide Q/LOS results, identifying where constrained conditions occur, and evaluating the overall extent of roadway performance deficiencies across the major roadway network. The adopted level of service standard on the roadway network is shown on Figure 5.

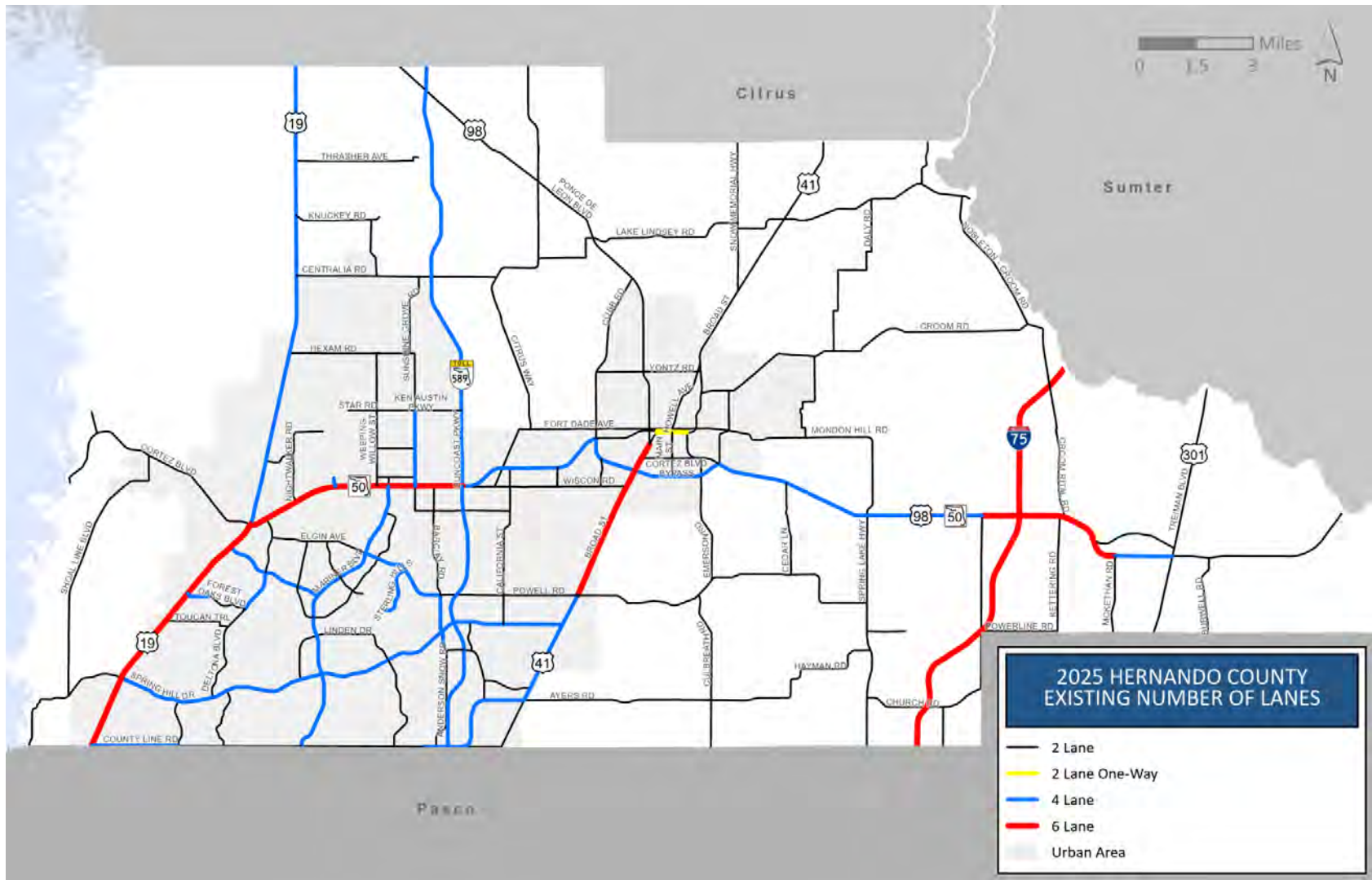


Figure 3: 2025 Hernando County Roadway Network by Number of Lanes

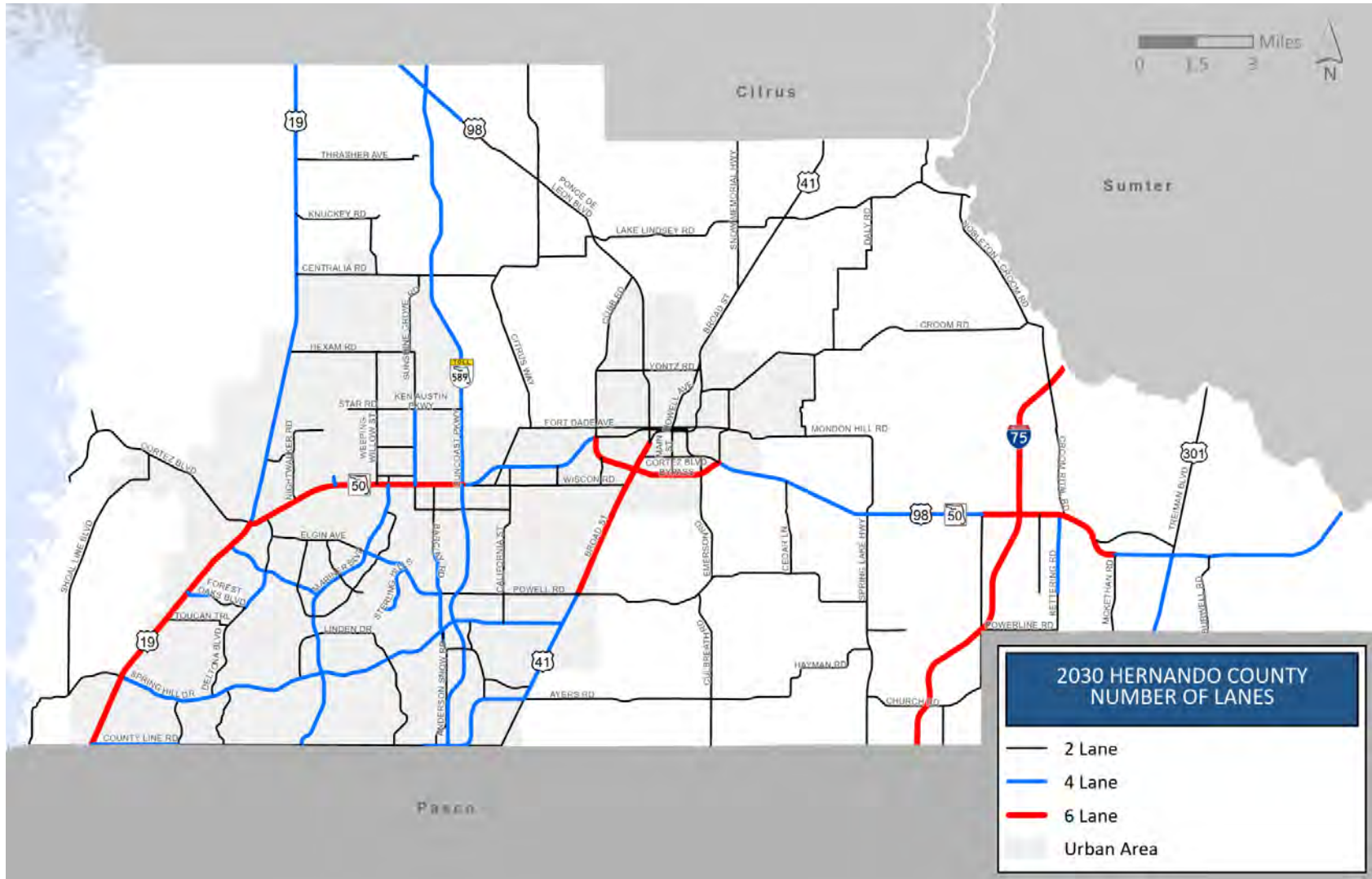


Figure 4: 2030 Hernando County Roadway Network by Number of Lanes

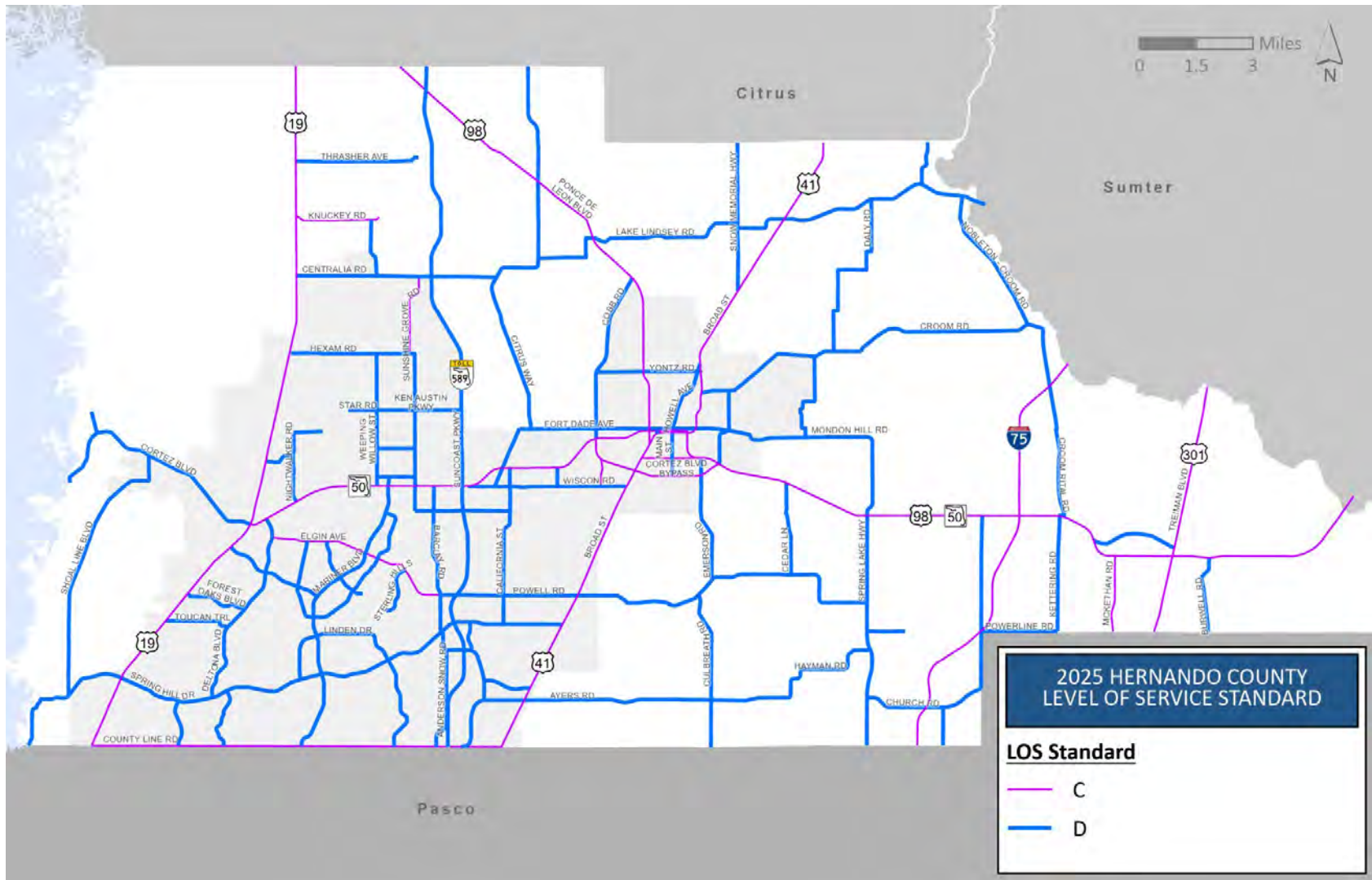


Figure 5: Hernando County Adopted Level of Service Standard

2025 Quality/Level of Service Analysis

In 2025, the roadway network totals approximately 335.0 centerline miles and 875.0 lane miles. Of that total, approximately 14.8 centerline miles and 35.4 lane miles are calculated at LOS E or F, equivalent to about 4.4% of total centerline miles and 4.0% of total lane miles. This indicates that constrained conditions are present but remain limited to a relatively small share of the system as a whole.

The 2025 base year traffic volumes across the network are shown on Figure 6.

Most of the network operates at LOS B, C, or D in 2025. Together, those categories account for approximately 320.2 centerline miles and 839.6 lane miles, which is about 95.6% of centerline miles and 96.0% of lane miles in the analyzed network. Among those categories, LOS C represents the largest share of the system, accounting for about 157.8 centerline miles and 436.4 lane miles, or about 47.1% of total centerline miles and 49.9% of total lane miles. LOS B accounts for about 106.4 centerline miles and 273.3 lane miles, or about 31.8% of centerline miles and 31.2% of lane miles, while LOS D accounts for about 56.0 centerline miles and 129.9 lane miles, or about 16.7% of centerline miles and 14.8% of lane miles.

The more constrained portion of the system is comparatively small in mileage terms. LOS E accounts for about 4.9 centerline miles and 9.8 lane miles, which is about 1.5% of total centerline miles and 1.1% of total lane miles. LOS F accounts for about 9.9 centerline miles and 25.6 lane miles, or about 3.0% of total centerline miles and 2.9% of total lane miles. These percentages help show that most of the system remains in the middle LOS categories, while the most constrained conditions are concentrated on a relatively limited portion of the network.

From a corridor perspective, the most constrained facilities in 2025 are those with the greatest E/F lane-mile totals. County Line Rd accounts for the largest extent of constrained conditions, with about 5.4 E/F centerline miles and 10.7 E/F lane miles. It is followed by US 19 with about 1.2 E/F miles and 7.5 E/F lane miles, Anderson Snow Rd with about 2.8 E/F miles and 5.7 E/F lane miles, Powell Rd with about 2.0 E/F miles and 3.9 E/F lane miles, and Sunshine Grove Rd with about 1.5 E/F miles and 3.0 E/F lane miles. These corridors therefore represent the greatest physical extent of constrained conditions in the 2025 analysis year. The 2025 Q/LOS results across the network are illustrated on Figure 7.

Table 1: 2025 Countywide Quality/Level of Service Summary

Metric	Value
Total centerline miles	335.0
Total lane miles	875.0
LOS E/F centerline miles	14.8
LOS E/F lane miles	35.4
LOS E/F share of centerline miles	4.4%
LOS E/F share of lane miles	4.0%

Table 2: 2025 LOS Distribution by Centerline Miles, Lane Miles, and System Share

LOS	Centerline Miles	% of Centerline Miles	Lane Miles	% of Lane Miles
B	106.4	31.8%	273.3	31.2%
C	157.8	47.1%	436.4	49.9%
D	56.0	16.7%	129.9	14.8%
E	4.9	1.5%	9.8	1.1%
F	9.9	3.0%	25.6	2.9%

Table 3: Corridors with High Rates Below LOS Standard in 2025

Corridor	E/F Centerline Miles	E/F Lane Miles
County Line Rd	5.4	10.7
US 19	1.2	7.5
Anderson Snow Rd	2.8	5.7
Powell Rd	2.0	3.9
Sunshine Grove Rd	1.5	3.0

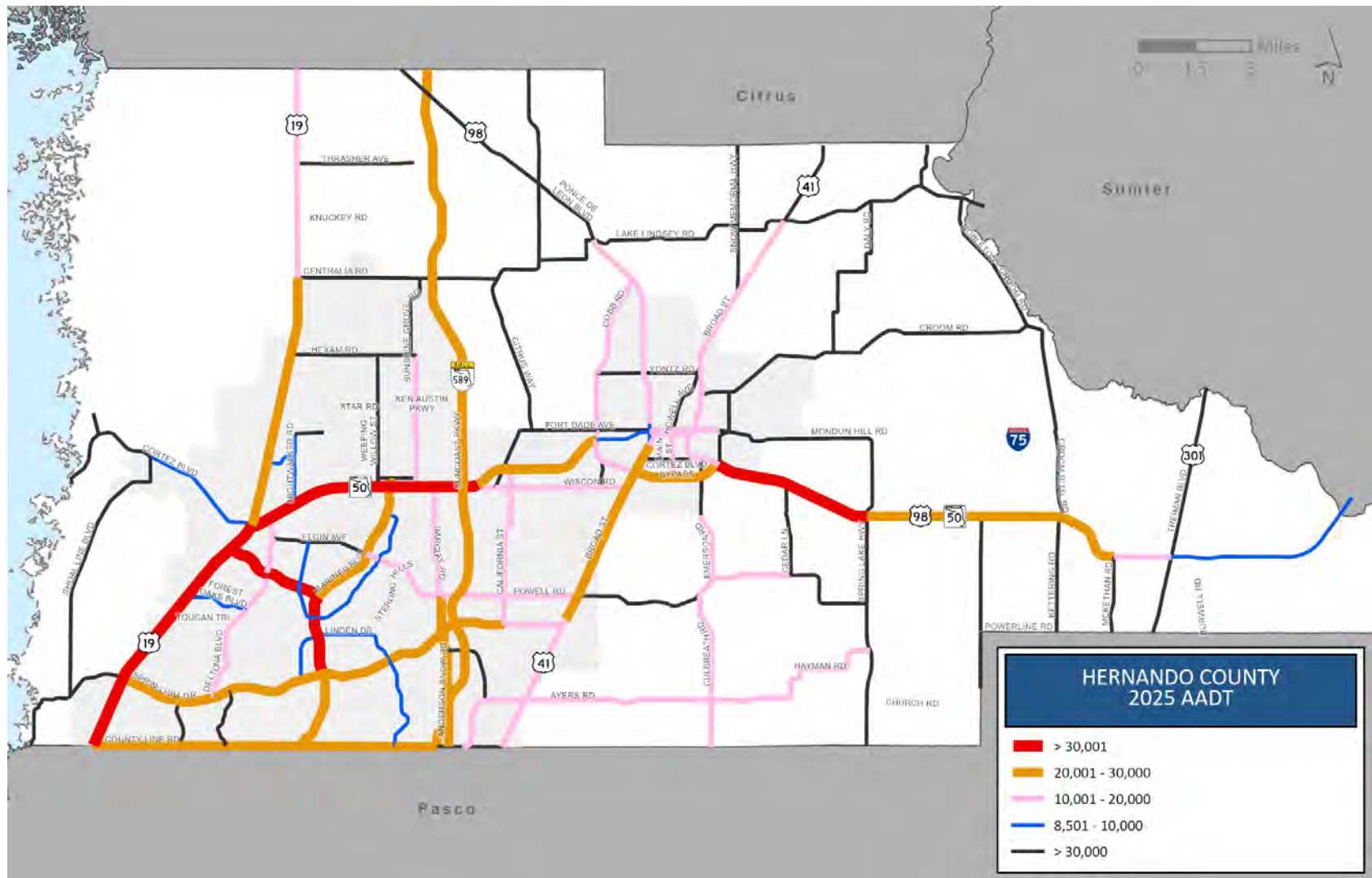


Figure 6: 2025 Average Annual Daily Traffic (AADT)

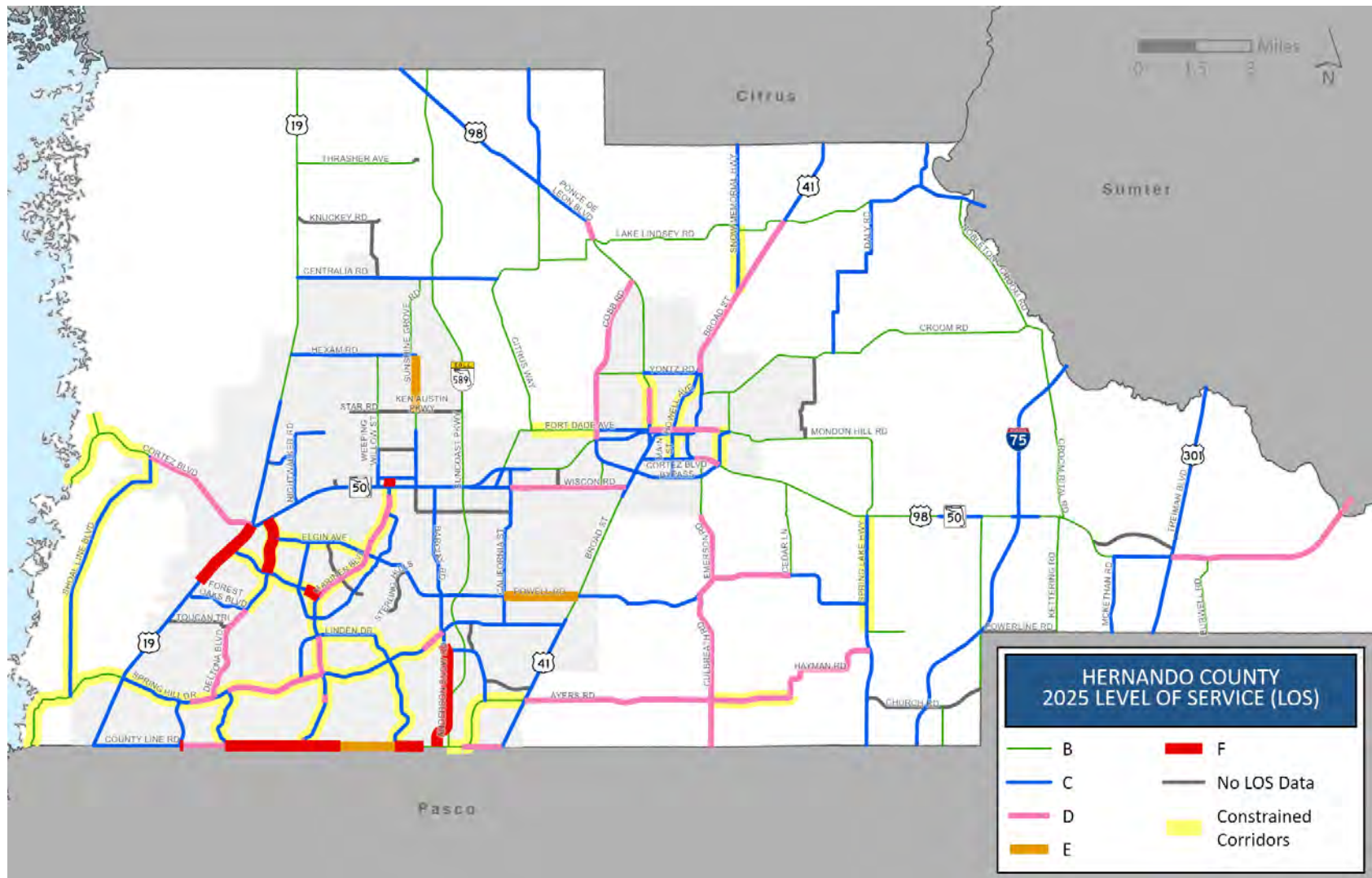


Figure 7: 2025 Hernando County Roadway Quality/Level of Service

2030 Quality/Level of Service Analysis

In 2030, the roadway network totals approximately 335.0 centerline miles and 904.2 lane miles. Of that total, approximately 52.1 centerline miles and 135.5 lane miles are calculated at LOS E or F, equivalent to about 15.6% of total centerline miles and 15.0% of total lane miles. This represents a meaningful increase in the physical extent of constrained conditions compared with 2025.

The 2030 forecasted traffic volumes across the network are shown on Figure 8.

Most of the network continues to operate at LOS B, C, or D in 2030. Together, those categories account for approximately 282.9 centerline miles and 768.7 lane miles, or about 84.4% of centerline miles and 85.0% of lane miles in the analyzed network. As in 2025, LOS C accounts for the greatest share of the system, with about 133.7 centerline miles and 370.4 lane miles, equivalent to about 39.9% of centerline miles and 41.0% of lane miles. LOS B accounts for about 104.0 centerline miles and 273.4 lane miles, or about 31.0% of centerline miles and 30.2% of lane miles, while LOS D accounts for about 45.2 centerline miles and 124.9 lane miles, or about 13.5% of centerline miles and 13.8% of lane miles.

The constrained portion of the system expands in 2030, particularly in LOS E and LOS F. LOS E increases to about 30.5 centerline miles and 64.2 lane miles, which is about 9.1% of total centerline miles and 7.1% of total lane miles. LOS F accounts for about 21.6 centerline miles and 71.3 lane miles, equivalent to about 6.4% of total centerline miles and 7.9% of total lane miles. This makes the increase in constrained conditions clearer than mileage totals alone, because it shows growth across both lower-performing LOS categories.

The corridor rankings indicate that US 19 is the most constrained facility in 2030, with about 4.4 E/F centerline miles and 26.7 E/F lane miles. It is followed by Ayers Rd with about 7.1 E/F miles and 14.2 E/F lane miles, County Line Rd with about 6.5 E/F miles and 12.9 E/F lane miles, Northcliffe Blvd with about 2.7 E/F miles and 10.9 E/F lane miles, and Ponce de Leon Blvd (US 98) with about 3.1 E/F miles and 9.3 E/F lane miles. These corridors therefore represent the greatest physical extent of constrained conditions in the 2030 analysis year. The 2030 Q/LOS results across the network are illustrated on Figure 9.

Table 4: 2030 Countywide Quality/Level of Service Summary

Metric	Value
Total centerline miles	335.0
Total lane miles	904.2
LOS E/F centerline miles	52.1
LOS E/F lane miles	135.5
LOS E/F share of centerline miles	15.6%
LOS E/F share of lane miles	15.0%

Table 5: 2030 LOS Distribution by Centerline Miles, Lane Miles, and System Share

LOS	Centerline Miles	% of Centerline Miles	Lane Miles	% of Lane Miles
B	104.0	31.0%	273.4	30.2%
C	133.7	39.9%	370.4	41.0%
D	45.2	13.5%	124.9	13.8%
E	30.5	9.1%	64.2	7.1%
F	21.6	6.4%	71.3	7.9%

Table 6: Corridors with Significant Rates of Distance Operating Below LOS Standard in 2030

Corridor	E/F Centerline Miles	E/F Lane Miles
US 19	4.4	26.7
Ayers Rd	7.1	14.2
County Line Rd	6.5	12.9
Northcliffe Blvd	2.7	10.9
Ponce de Leon Blvd (US 98)	3.1	9.3

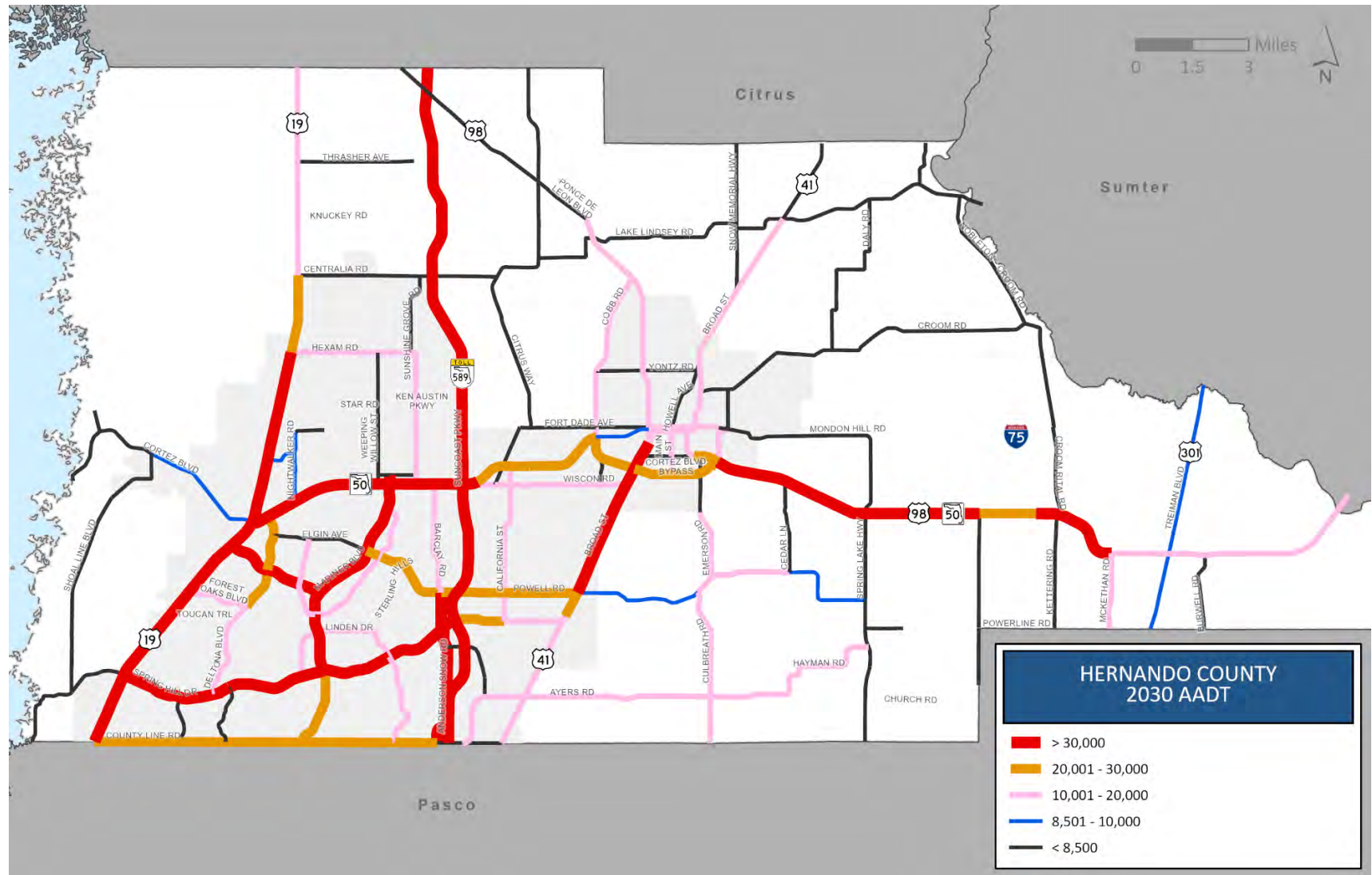


Figure 8: 2030 Forecasted Average Annual Daily Traffic (AADT)

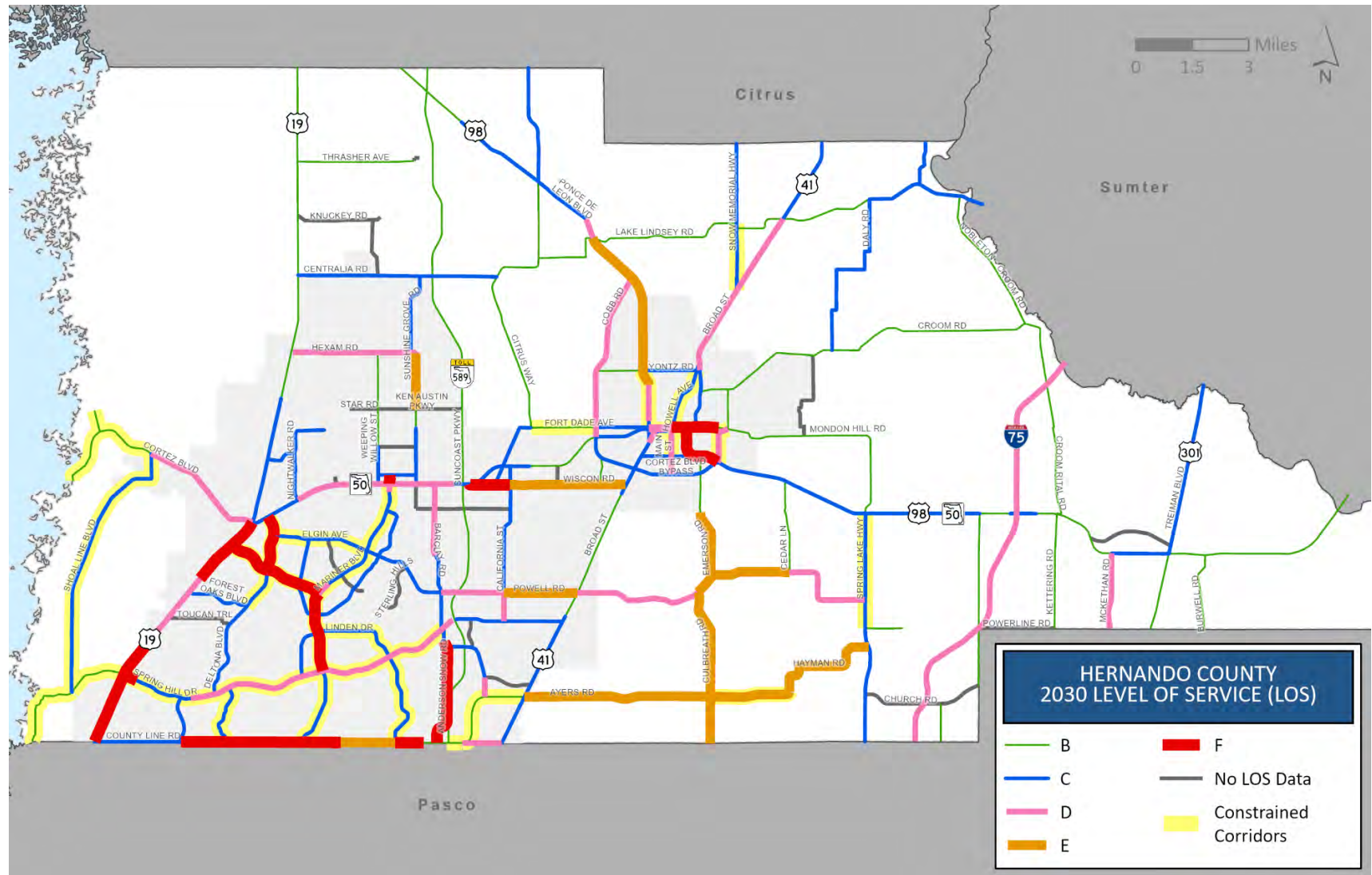


Figure 9: 2030 Forecasted Hernando County Roadway Quality/Level of Service

Key Takeaways

The Hernando County roadway Q/LOS analysis indicates that the majority of the major roadway network continues to operate at or better than the adopted level of service standard in both years. Those corridors that have segments operating at LOS E or F conditions are concentrated on a few facilities. Overall, about 95.6% of centerline miles and 96.0% of lane miles remain in the LOS B through D range in 2025, declining to about 84.4% of centerline miles and 85.0% of lane miles in 2030 as the share operating at LOS E/F increases. Ultimately, systemwide performance is anticipated to remain generally stable in many areas, with a few specific corridors accounting for a disproportionate share of constrained miles.

DRAFT