

CONGESTION MANAGEMENT PROCESS (CMP) 2026 UPDATE

Committee Meeting Briefings

May 28, 2026



Today's Agenda

- CMP Purpose & Objectives
- Summary of Congestion Screening Process
- Summary of CMP Strategy Recommendations
- Future Action Items from 2026 CMP Update
- Next Steps



Purpose & Components of the CMP Update

- Purpose:

Update the MPO's Congestion Management Process (CMP) to address safety and improve traffic operations using strategies that either reduce travel demand or implement operational improvements.

- Most recent major updates in:

- **2017** – Policy & Procedures Handbook
- **2022** – State of the System Report

CMP 8-Step Framework (FHWA)

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

CMP Goal & Objectives

CMP Goal: Identify SAFE and EFFECTIVE management and operation of the transportation system

CMP Objectives

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)

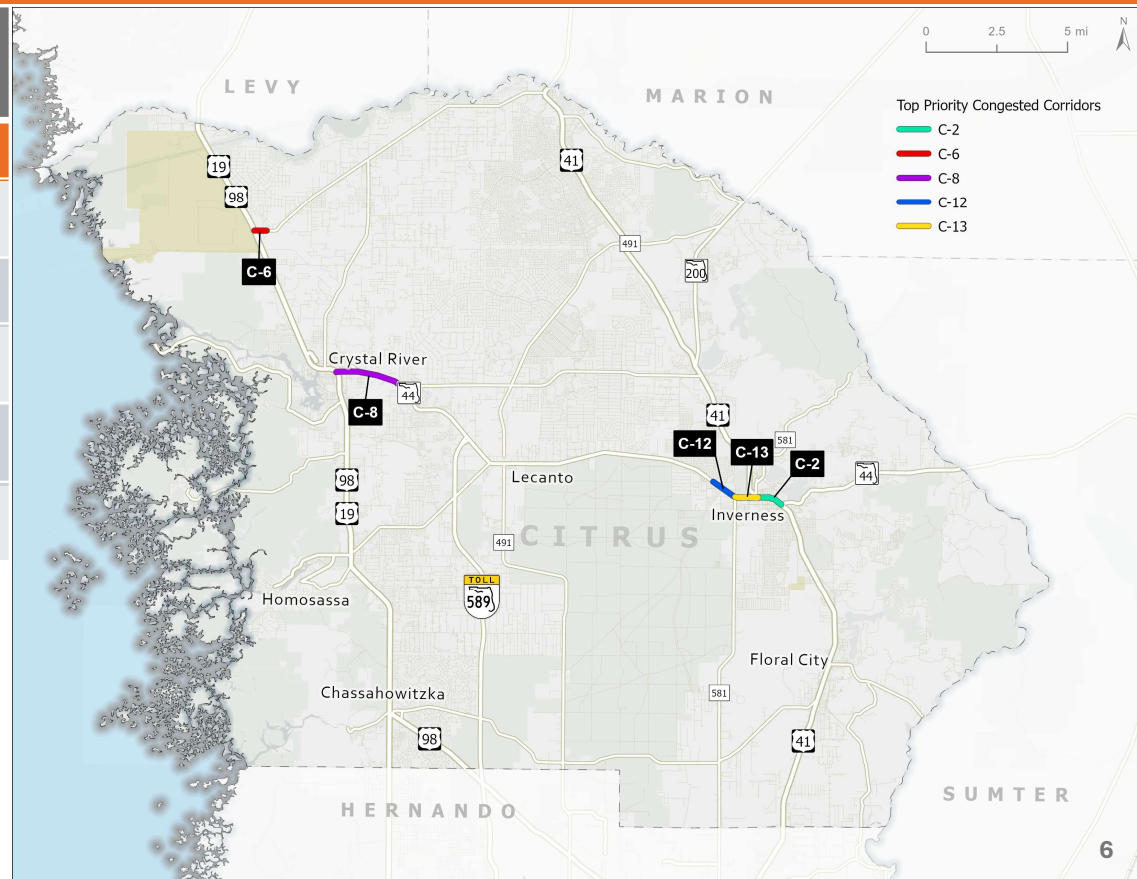
Promote and support local development decisions that include integrated land uses

Congestion Screening Methodology

- **26** Potential Congestion ‘Hot Spots’ (Tier 1 Screening)
 - ✓ 2030 Volume/Capacity Ratio (TBRPM)
 - ✓ 2024 Top Recurring Bottleneck Locations (RITIS)
 - ✓ Stakeholder Feedback from November TAC Meeting
- Narrowed down to **9** Priority Locations (Tier 2 Screening)
‘Hot Spots’ meet 2 of the following 3 Criteria:
 1. Roadway Segment with a 2030 V/C Ratio > 1.2
 2. Top 5 Worst Recurring Bottlenecks in Each County
 3. Locations Identified on at Least 4 Stakeholder Maps

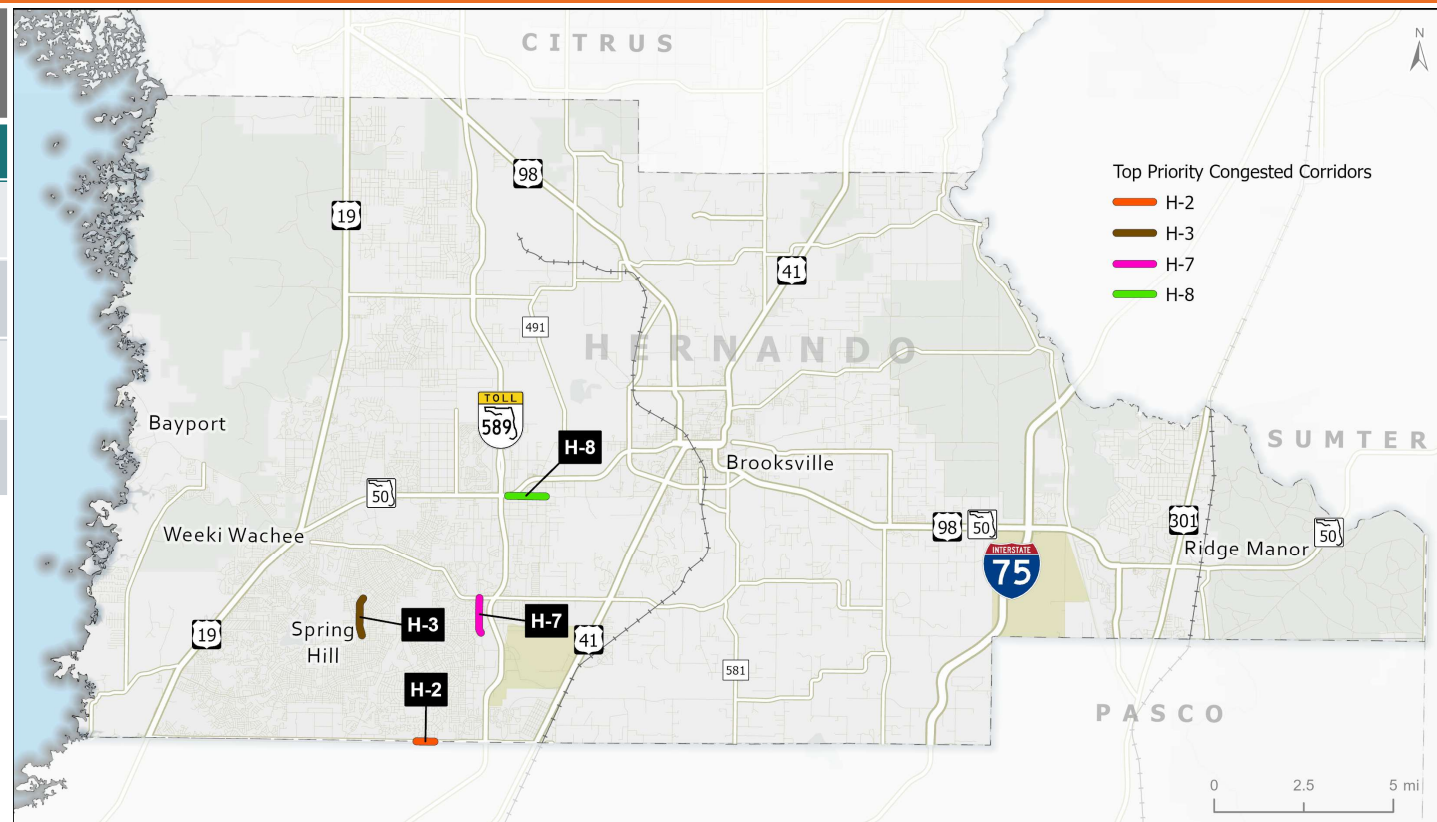
Congestion 'Hot Spots'

ID #	ROADWAY	FROM	TO
CITRUS COUNTY			
C-2	US 41 / SR 44 / Main St	Grace Street (Citrus Hospital)	SR 44
C-6	Dunnellon Road	US 19 / US 98	Chabaud Terrace
C-8	SR 44 / Gulf to Lake Hwy	US 19 / US 98	Norvell Bryant Hwy
C-12	SR 44 / Gulf to Lake Hwy	Independence Hwy	Pleasant Grove Rd
C-13	SR 44 / Gulf to Lake Hwy / Main St	Pleasant Grove Rd	Citrus High School



Congestion 'Hot Spots'

ID #	ROADWAY	FROM	TO
HERNANDO COUNTY			
H-2	County Line Rd	Linden Dr	Oak Chase Blvd
H-3	Mariner Blvd	Northcliffe Blvd	Linden Dr
H-7	Barclay Ave	Elgin Blvd / Powell Rd	Spring Hill Dr
H-8	Wiscon Rd	SR 50 / Cortez Blvd	California St



School Congestion Strategies

- **Circulation Improvement**
 - Evaluate and optimize traffic signals around school dismissal times
 - Evaluate the street network to optimize routing to/from school sites
- **Site-Design**
 - Establish a priority parking and loading zone for carpool vehicles
 - Establish off-site waiting lots and curbing and parking zones
- **Encouragement Solutions**
 - Awareness campaign about school bus routes among eligible students
 - School Carpooling Apps (e.g. GoKid, Carpool.School, Hop Skip Drive, etc.)
- **Demand Scheduling**
- **School Transportation Working Group**



Multimodal & Demand Management Strategies

- **Transit Development Plan Recommendations**
 - New shuttle services to provide more connections
 - New bus shelters and other amenities at high-ridership stops
 - Increased frequency for key routes
- **Improvements to Non-Motorized Facilities**
 - Crosswalk upgrades at intersections
 - Extending existing multi-use paths and trails
 - Address gaps in Complete Streets network
- **Coordination with Stakeholders and Partners to Promote Alternative Travel Options/Incentives, Telecommuting, and Flexible Work Hours**



Roadway & Intersection Strategies

- **Technology-Related Solutions**

- Traffic signal timing coordination/optimization
- Advanced travel time information for routing options

- **Intersection Modifications**

- Adding new turns lanes or extending queue lengths
- Modifying intersection geometry
- Consideration of alternative design concepts (i.e. roundabouts)

- **Access Management**

- Installing median islands to control turning movements and driveway access

- **Roadway Network Connectivity**

- Roadway connections to complete network and allow alternative routes



Example of Median Island Concept

Summary of Corridor Strategy Recommendations

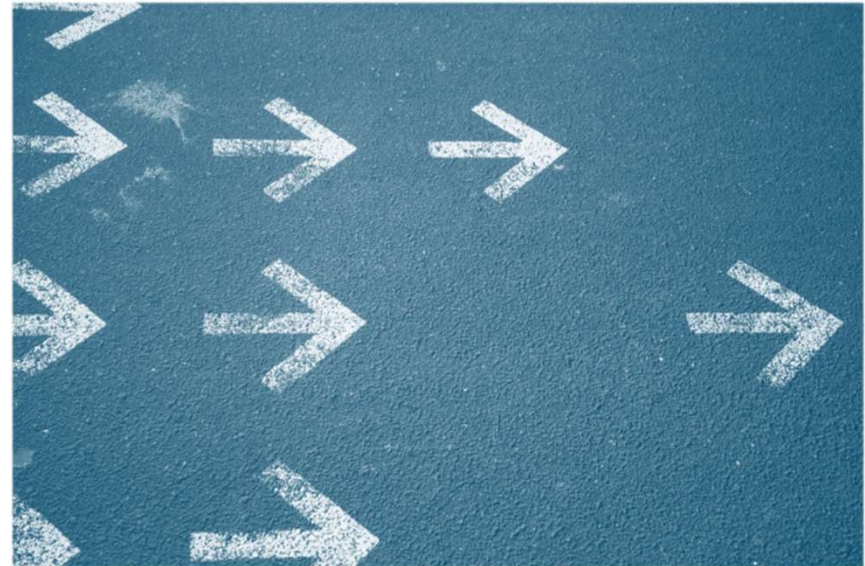
	Citrus County					Hernando County			
	C-2	C-6	C-8	C-12	C-13	H-2	H-3	H-7	H-8
School-Related Strategies	X		X		X		X	X	
Implement TDP Recommendations	X		X						
Non-Motorized Improvements	X			X	X				
Access Management / Median Islands	X		X		X		X		
Signal Timing, Corridor, or Traffic Study	X	X		X	X				X
Intersection Modifications / Turn Lanes		X	X	X	X	X	X	X	
Roadway Network Connections / Parallel Route Considerations	X		X			X	X		X

Future Actions Items from CMP Update

1. Integrating recommendations from the CMP for **ongoing monitoring of the transportation system** by key stakeholders and advisory committees
2. Monitoring the availability of **roadway performance data** from FDOT and other sources
3. Monitoring **federal and state requirements** related to performance evaluation and congestion management
4. Programming **corridor/intersection studies** based on strategy recommendations and funding availability in the MPO's UPWP
5. Emphasizing the evaluation of needs in advance of capacity expansion and incorporating strategies for **more efficient movement of traffic** (i.e. TSM&O)
6. Encouraging coordination with partner agencies to incorporate congestion management strategies **early** in the planning and design process as **potential 'add-on' elements** to other projects
7. Incorporating a review of the CMP into the **upcoming 2055 LRTP update** to inform the project prioritization process and funding decisions

Next Steps

- Present results to the MPO Board
June 4th
- Incorporate feedback and finalize
CMP Documentation
End of June



THANK YOU!

COMPLETE STREETS POLICY AND IMPLEMENTATION GUIDANCE UPDATE

May 2026



Definition

Complete Streets is a Context-Based approach to transportation planning and design that looks to ensure the safe and adequate accommodation of all users of the transportation system and prioritizes placing the right road in the right place.



Source: welovebv.org

Federal Planning Requirements

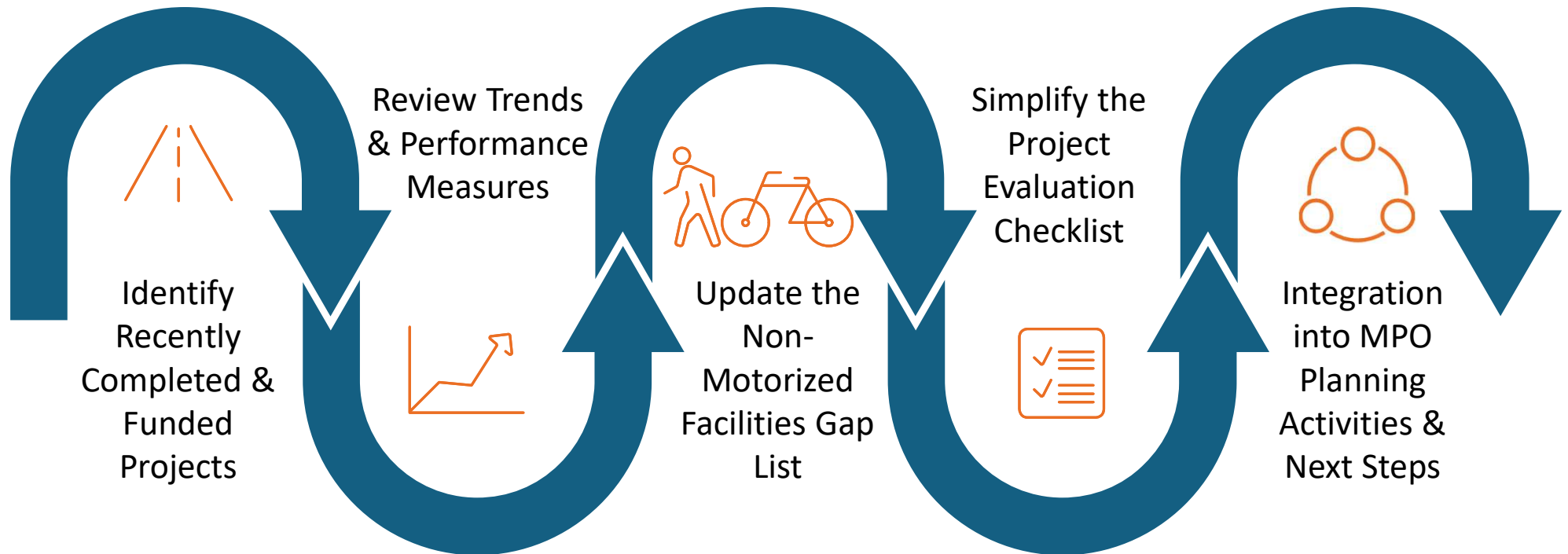
The IIJA (§11206) requires states and MPOs to use at least 2.5% of its Metropolitan Planning (PL) Funds in support of Complete Streets Planning Activities. This includes but is not limited to:

- Adoption of Complete Streets Standards or Policies.
- Development of a Complete Streets Prioritization Plan that identifies a list of specific projects to improve safety, mobility, or accessibility.
- Regional planning (extending beyond MPO boundaries) that addresses travel demand and capacity constraints through alternatives to new roadway capacity.
- Development of transportation plans and policies that support transit-oriented development.
- Create a network of active transportation facilities.
- Integrate active transportation facilities with public transportation
- Create multiuse active transportation infrastructure facilities.
- Increase public transportation ridership.
- Improve the safety of pedestrians and bicyclists.



Source: welovebvl.org

Plan Objectives





Recently Completed Projects

Recently Completed & Funded Projects

Example:

US 19, south of
Fort Island Trail
(Citrus County):

*Roadway
Widening Project
that included
Sidewalk, Bicycle
Lanes, and Shared
Use Path.*






Performance Measures

Performance Measures



Crash History



Transit Ridership



**Commute Mode and
Zero-Vehicle
Households**



**School
Transportation**

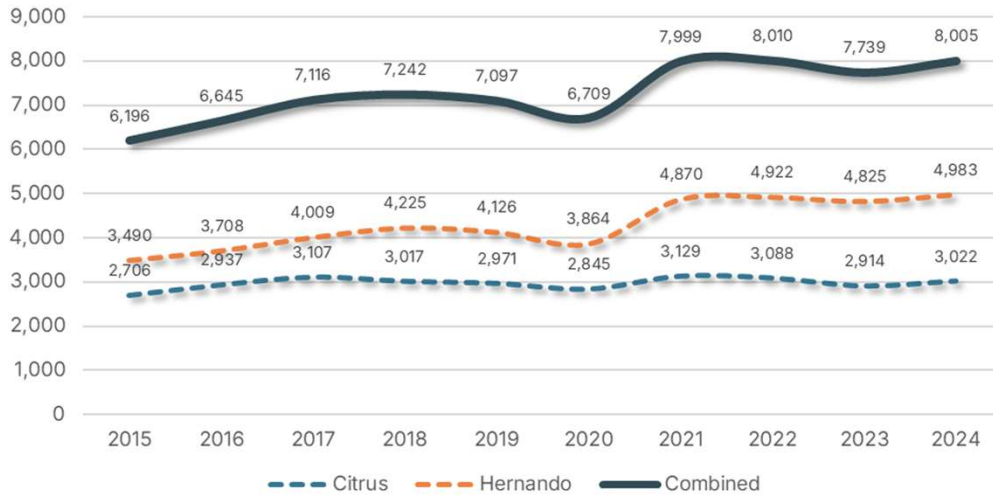
Identified as potential measures in prior planning efforts.

Crash History

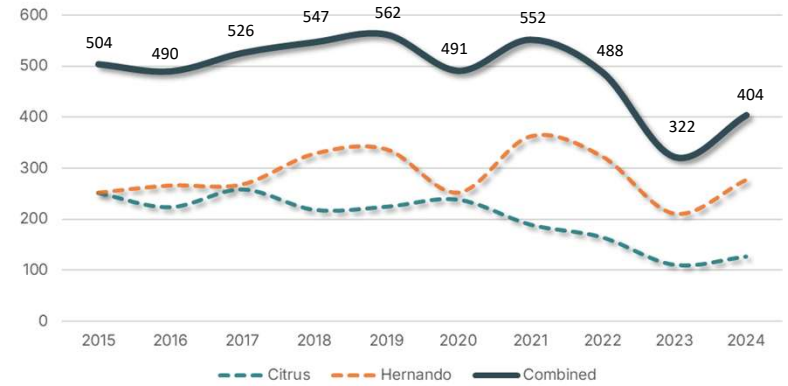


Crash History

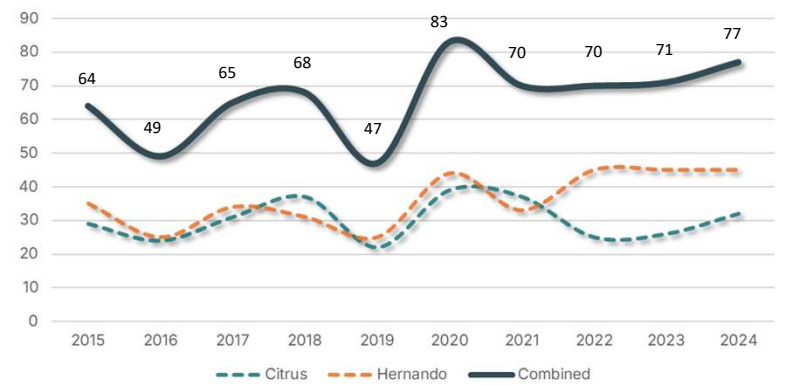
Total Crashes



Serious Injuries



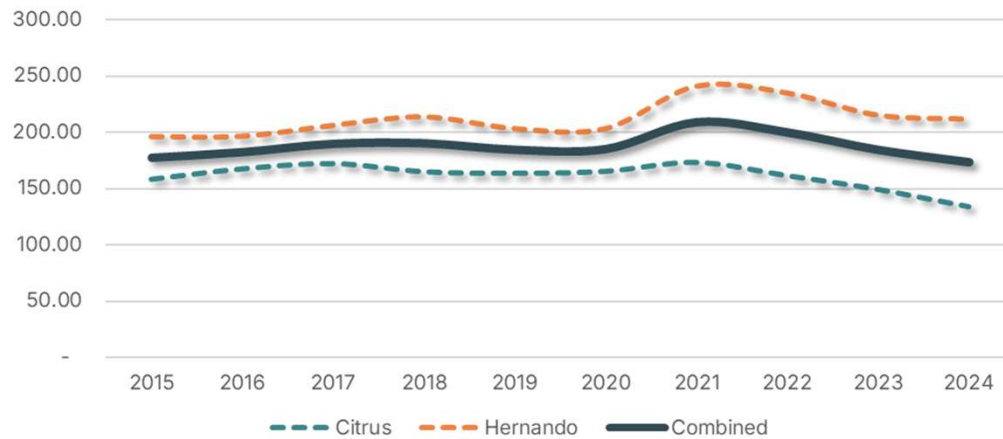
Fatalities



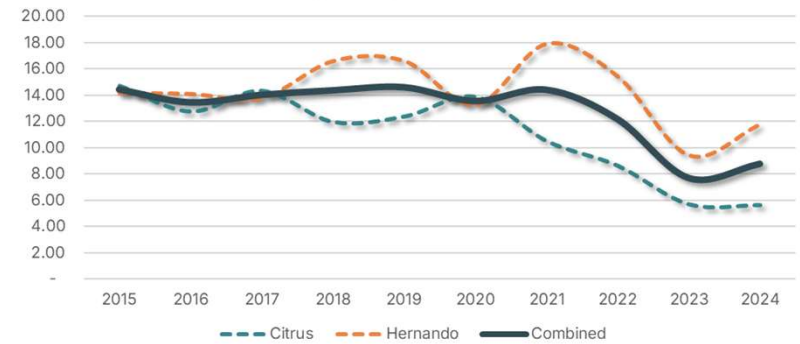
Crash History – Rates

Crashes, Serious Injuries, and Fatalities per 100 Million Vehicle Miles Traveled

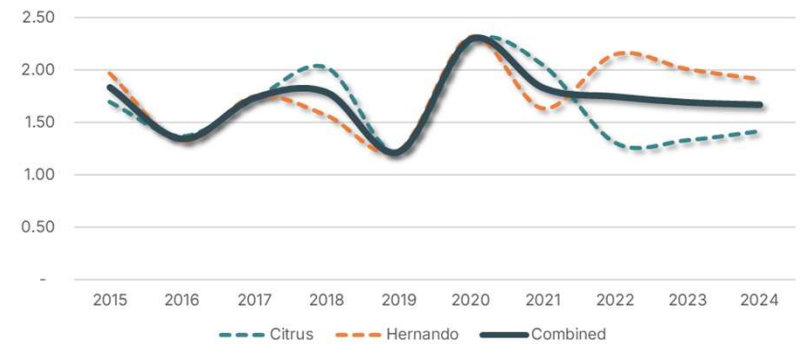
Total Crashes per 100 Million VMT



Serious Injuries per 100 Million VMT



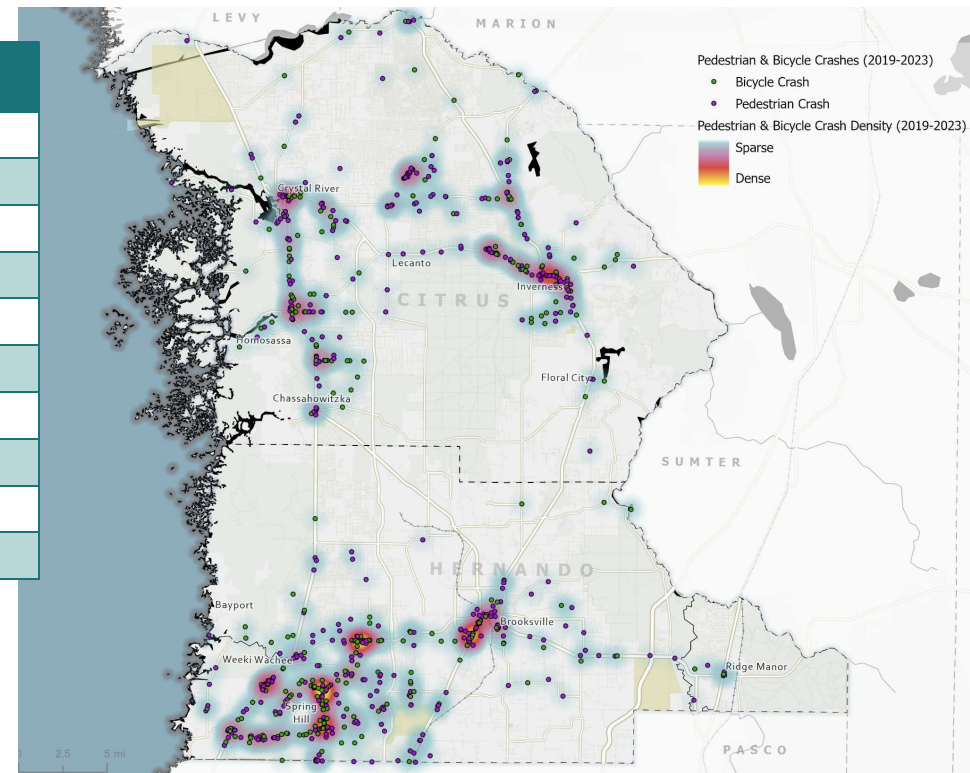
Fatalities per 100 Million VMT



Pedestrian and Bicycle Crashes

Year	Total Crashes	Serious Injuries	Fatalities
2015	158	38	10
2016	200	30	9
2017	200	34	11
2018	177	35	10
2019	191	41	11
2020	212	34	15
2021	206	39	12
2022	256	37	16
2023	287	43	17
2024	344	37	15

*18.98% of All Fatalities Involved a Pedestrian or Bicyclist,
Compared to 3.07% of All Crashes*



Transit Ridership

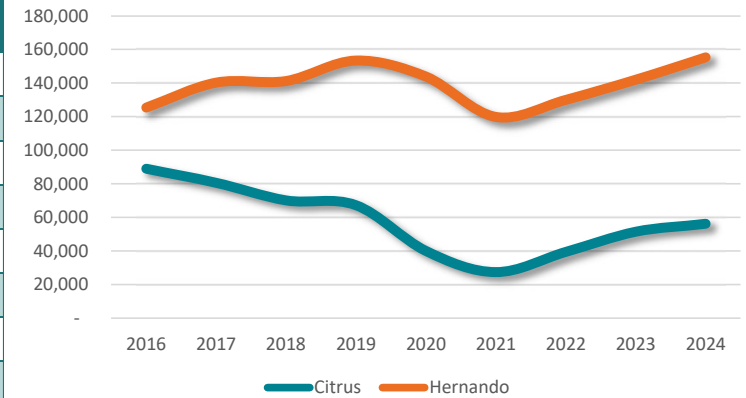


Transit Ridership

Annual Transit Ridership (Unlinked 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



Commuter Mode & Vehicle Access



Commute Mode & Vehicle Access

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%



**Work From Home
+6.24%**

U.S. Census Bureau American Community Survey

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%

U.S. Census Bureau American Community Survey

School Transportation



School Transportation

Transported Students and Number of Bus Stops

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



Implementation Tools

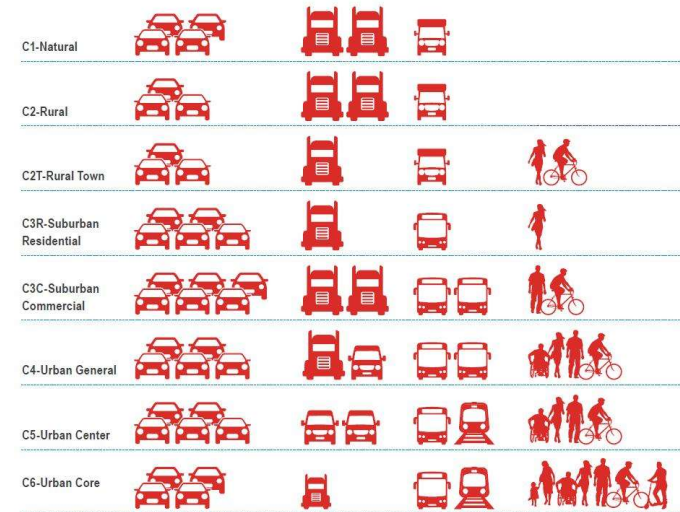
Source: welovebvl.org

Context Classification

Context Classification informs infrastructure design decisions.



FIGURE 6 EXPECTED USER TYPES IN DIFFERENT CONTEXT CLASSIFICATIONS



Non-Motorized Facility Gaps Update

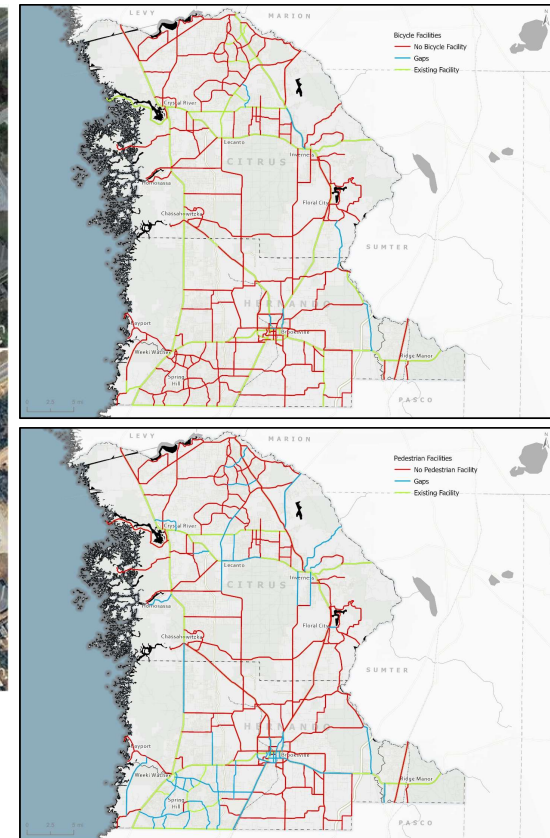
Update the 2022 Non-Motorized Facility Gaps List.

Identified:

- **+46.5 Miles of Pedestrian Facilities**
- **+33 Miles of Bicycle Facilities**




Example: Deltona Boulevard, Elgin Boulevard to SR 50/Cortez Boulevard – Constructed Sidewalk along the West Side



Revisited Project Evaluation Checklist

Project review and evaluation tool to help ensure that projects are considering current and future user needs.

 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:

<input type="checkbox"/> Major/Principal Arterial	<input type="checkbox"/> Major Collector	<input type="checkbox"/> Major Local
<input type="checkbox"/> Minor Arterial	<input type="checkbox"/> Minor Collector	<input type="checkbox"/> Minor Local

Project Context Classification:

<input type="checkbox"/> C1 – Natural	<input type="checkbox"/> C3C – Suburban Commercial	<input type="checkbox"/> C4 – Urban General
<input type="checkbox"/> C2 – Rural	<input type="checkbox"/> C3R – Suburban Residential	<input type="checkbox"/> C5 – Urban Center
<input type="checkbox"/> C2T – Rural Town		



Path Forward

Source: Crystal River Main Street

Path Forward

Plan Integration

- Long Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP)
- List of Priority Projects (LOPP)
- Local Comprehensive Plans

Planning Activities

- Active Transportation Planning Activities
 - E.G., Bikeways and Trails Master Plan Update
- School Area Safety and Mobility Studies
- Corridor Studies and Safety Assessments

Funding Opportunities

- Highway Safety Improvement Program (HSIP)
- Transportation Alternatives (TA)
- Surface Transportation Block Grant Program (STBG)
- Safe Routes to School (SRTS)
- Active Transportation Infrastructure Investment Program (ATIIP)



Questions?

Source: broganabroad.com



Transportation Improvement Program Fiscal Years 2027 - 2031



MPO Advisory Committee Presentation
May 28th, 2026

Fiscal Year 2027 – 2031 Transportation Improvement Program



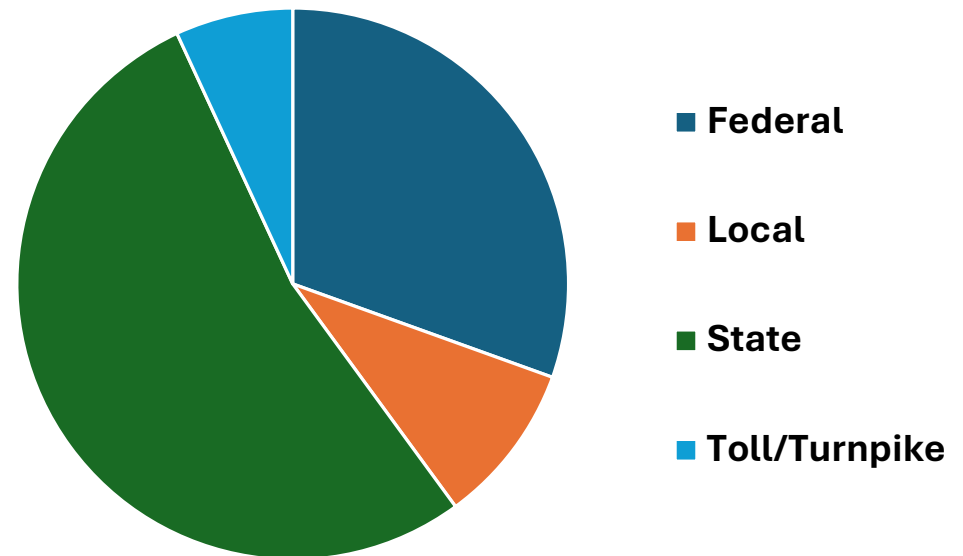
- Meets Federal and State Requirements
- Identifies priority needs and funded transportation projects
- Includes Federally funded and regionally significant projects
- Consistent with 2050 Long Range Transportation Plan
- Developed Using the List of Priority Projects (LOPP)



Fiscal Year 2027 – 2031 Transportation Improvement Program

- Includes full project cost
- Indirect costs for the FDOT Work Program now included
- Historic and Programmed Funding exceeds \$1.1 billion

Revenue Sources



\$302 Million Funding (FY 27-31)

Fiscal Year 2027 – 2031

Transportation Improvement Program

- Incorporates Projects from
 - FDOT Work Program
 - Transit Agencies
 - County & Municipal Capital Improvement Programs

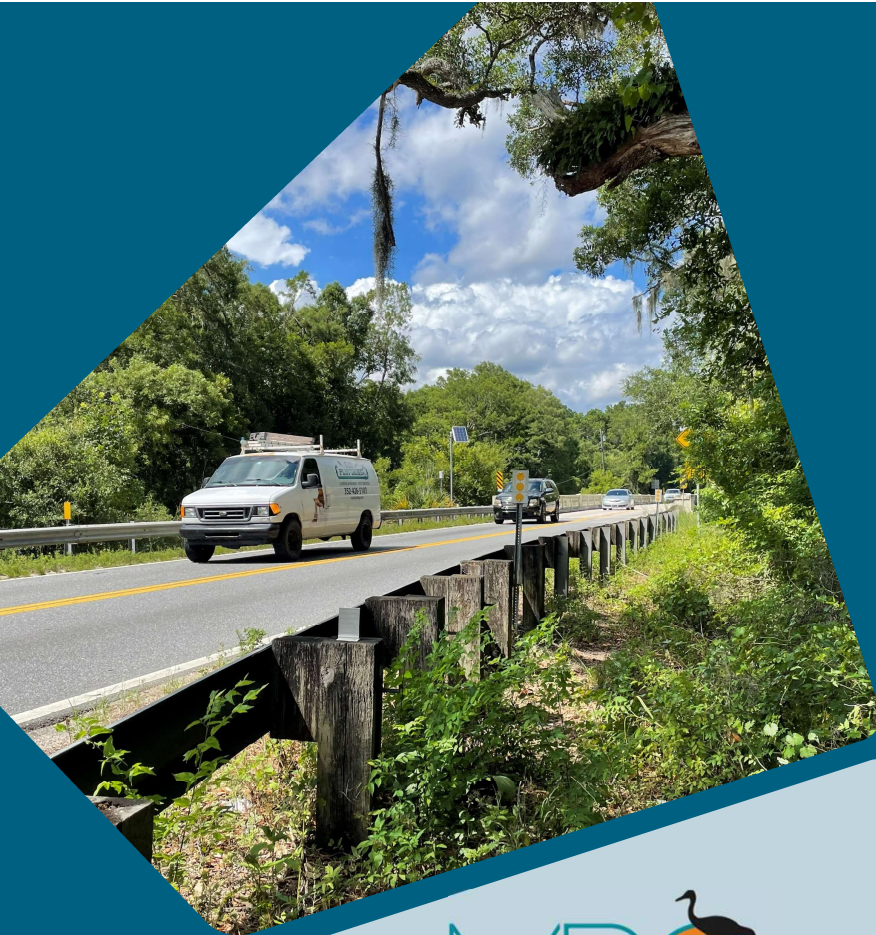
5-YEAR SUMMARY BY PROJECT CATEGORY PER FISCAL YEAR (FDOT WORK PROGRAM)*

Project Categories	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	All Years
Highway Projects	\$80,528,918	\$52,537,652	\$57,599,095	\$6,562,967	\$16,632,062	\$213,860,694
Turnpike Projects	\$1,089	\$15,736,013	\$5,079,784	\$0	\$0	\$20,816,886
Maintenance Projects	\$4,887,944	\$4,107,950	\$4,162,202	\$4,653,567	\$2,680,263	\$20,491,926
Aviation Projects	\$5,598,099	\$4,409,361	\$0	\$0	\$0	\$10,007,460
Transit Projects	\$7,441,699	\$7,568,951	\$7,700,021	\$4,635,019	\$4,753,120	\$32,098,810
Planning	\$943,500	\$943,500	\$943,500	\$943,500	\$943,500	\$4,717,500
GRAND TOTAL:	\$99,401,249	\$85,303,427	\$75,484,602	\$16,795,053	\$25,008,945	\$301,993,276

* Additional transportation funding projected over the next five years is included in local agency CIP and transit agency funding programs.

Fiscal Year 2027 – 2031 Transportation Improvement Program

- Public Comment Period opened on May 1st
- MPO Board Adoption scheduled for June 4th
- Recommended Action:
 - Review and make recommendation of the Draft FY27-FY31 Transportation Improvement Program to the Hernando/Citrus MPO Board.



Roadway LOS (Level of Service)

Hernando & Citrus Counties

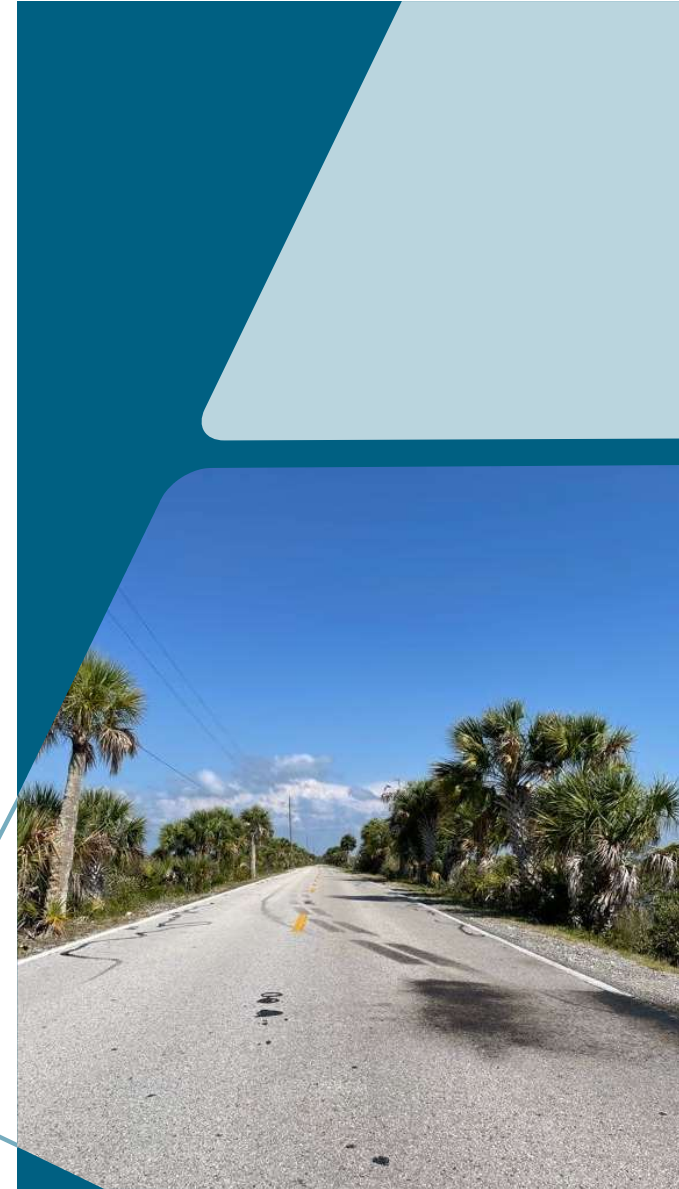
May 28, 2026

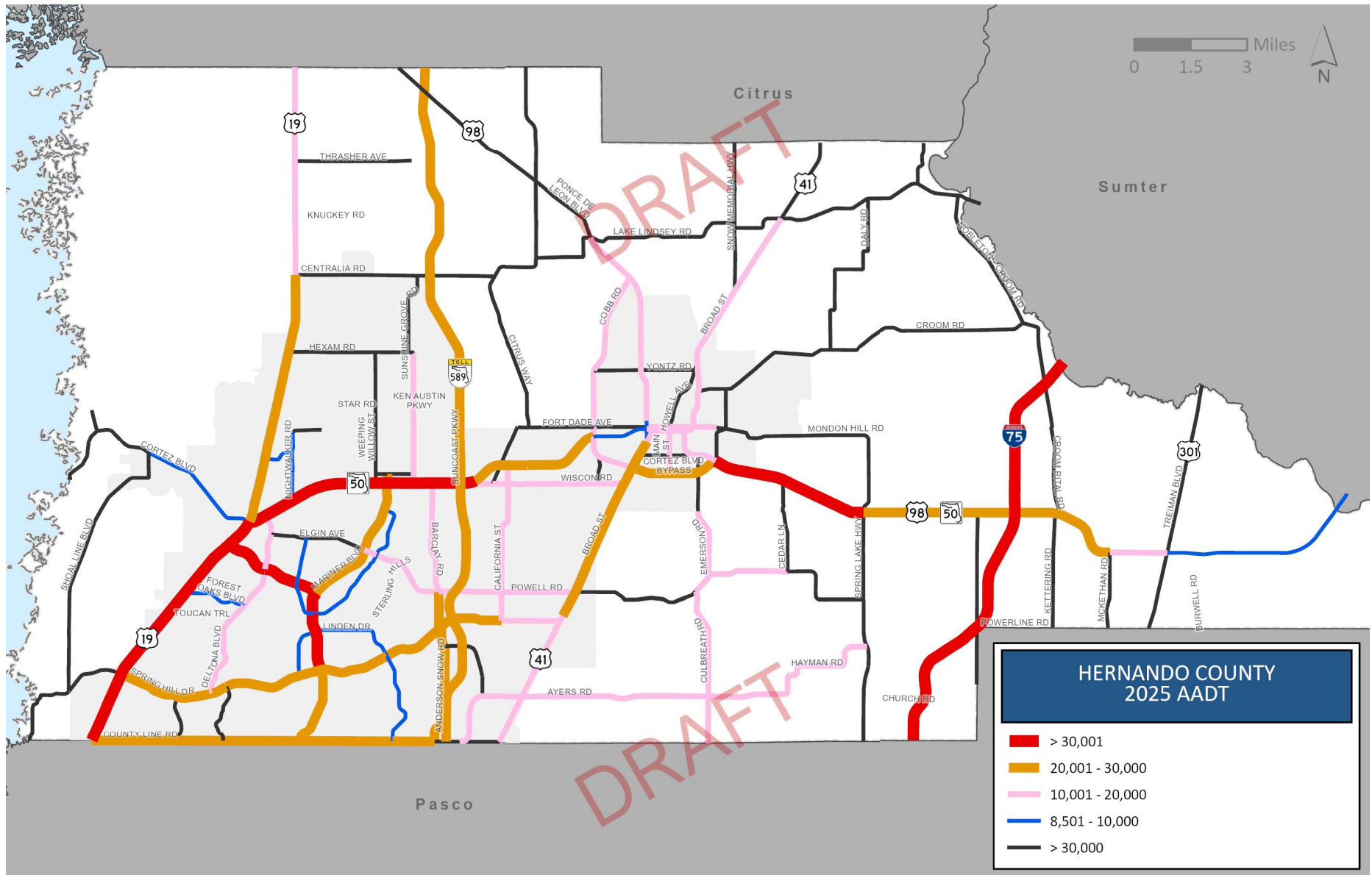


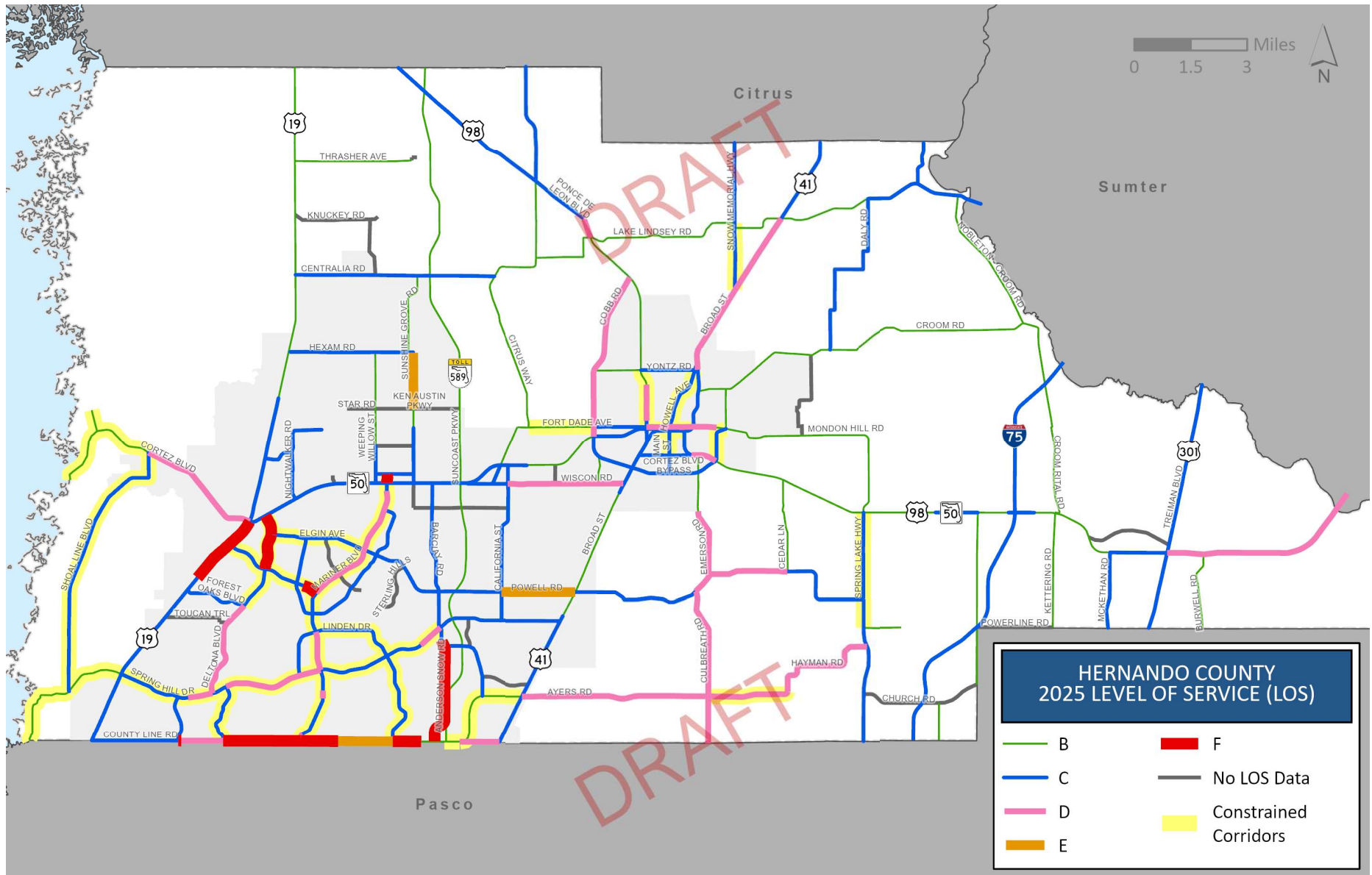
Kimley»»Horn

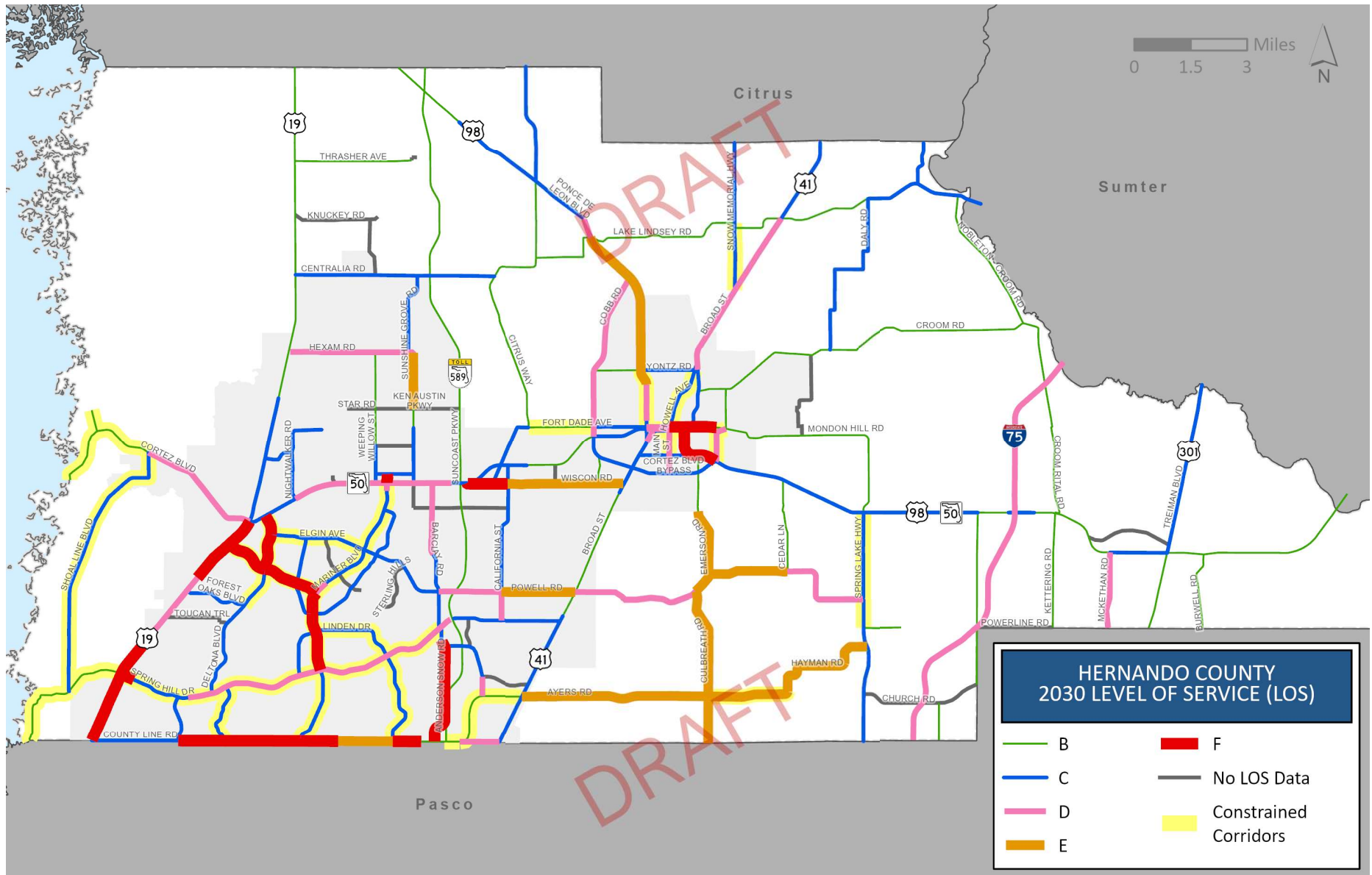
Introduction/Overview

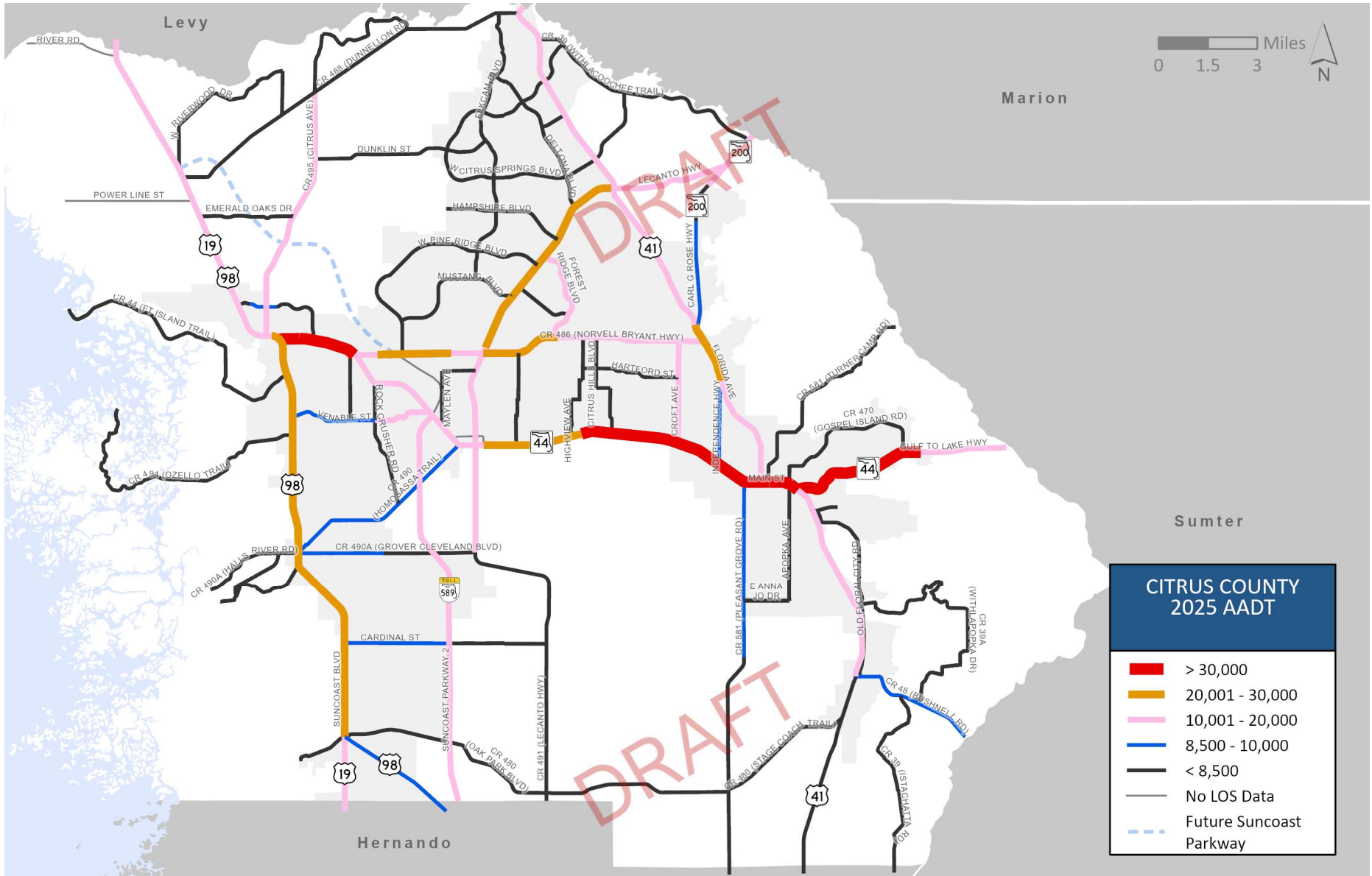
- 2025 & 2030 Level of Service
- Revisions Based on Feedback

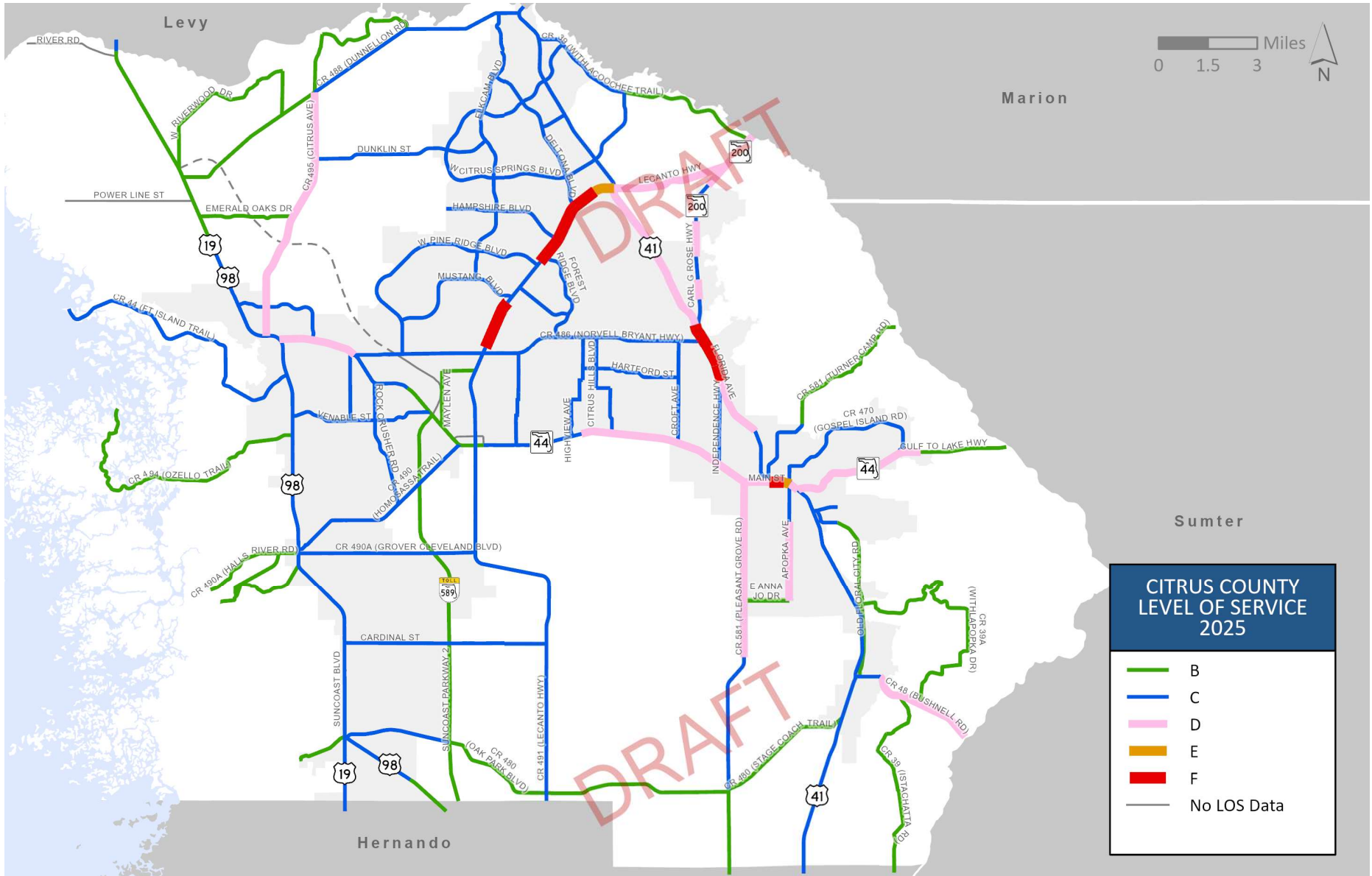


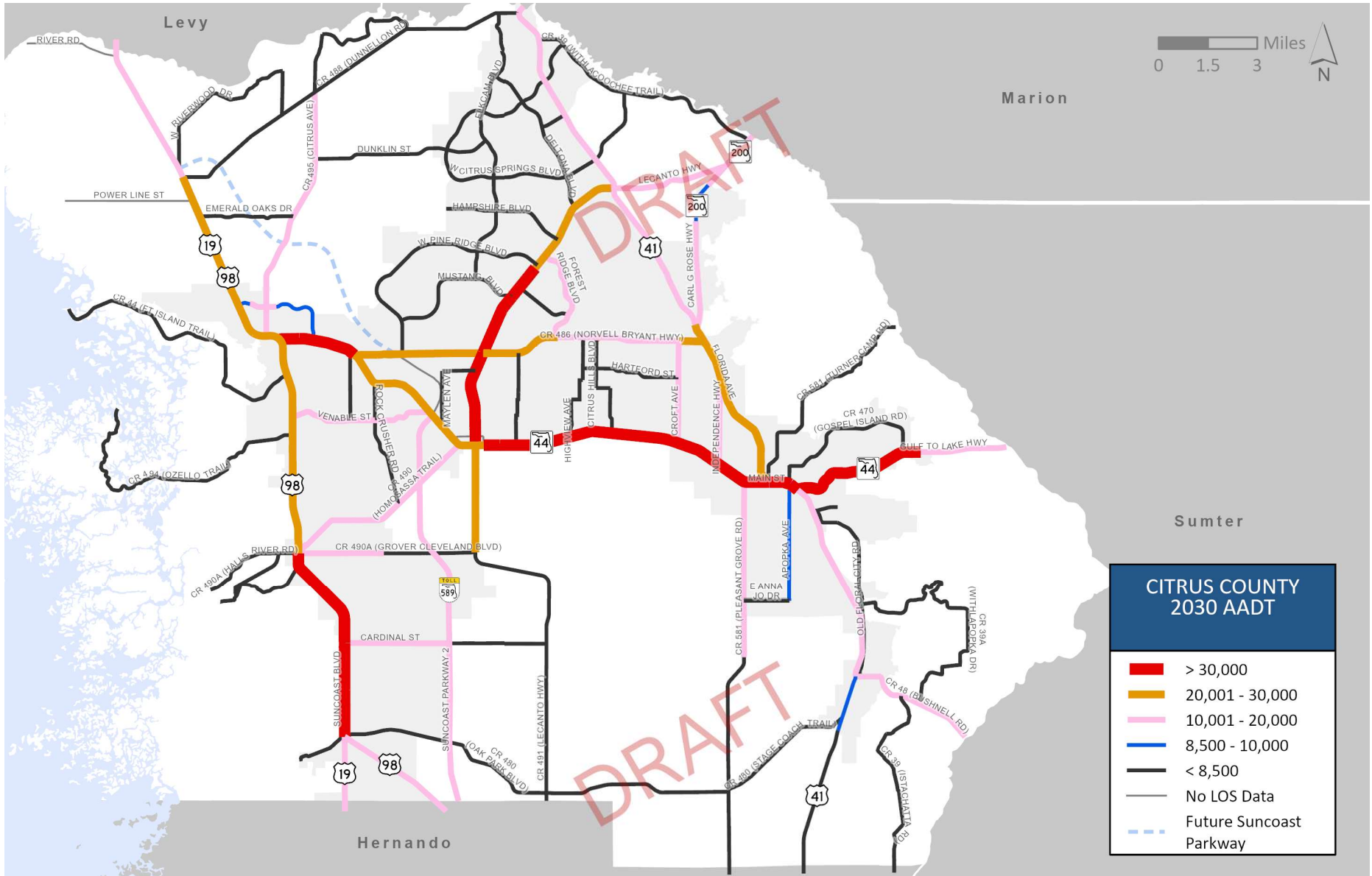


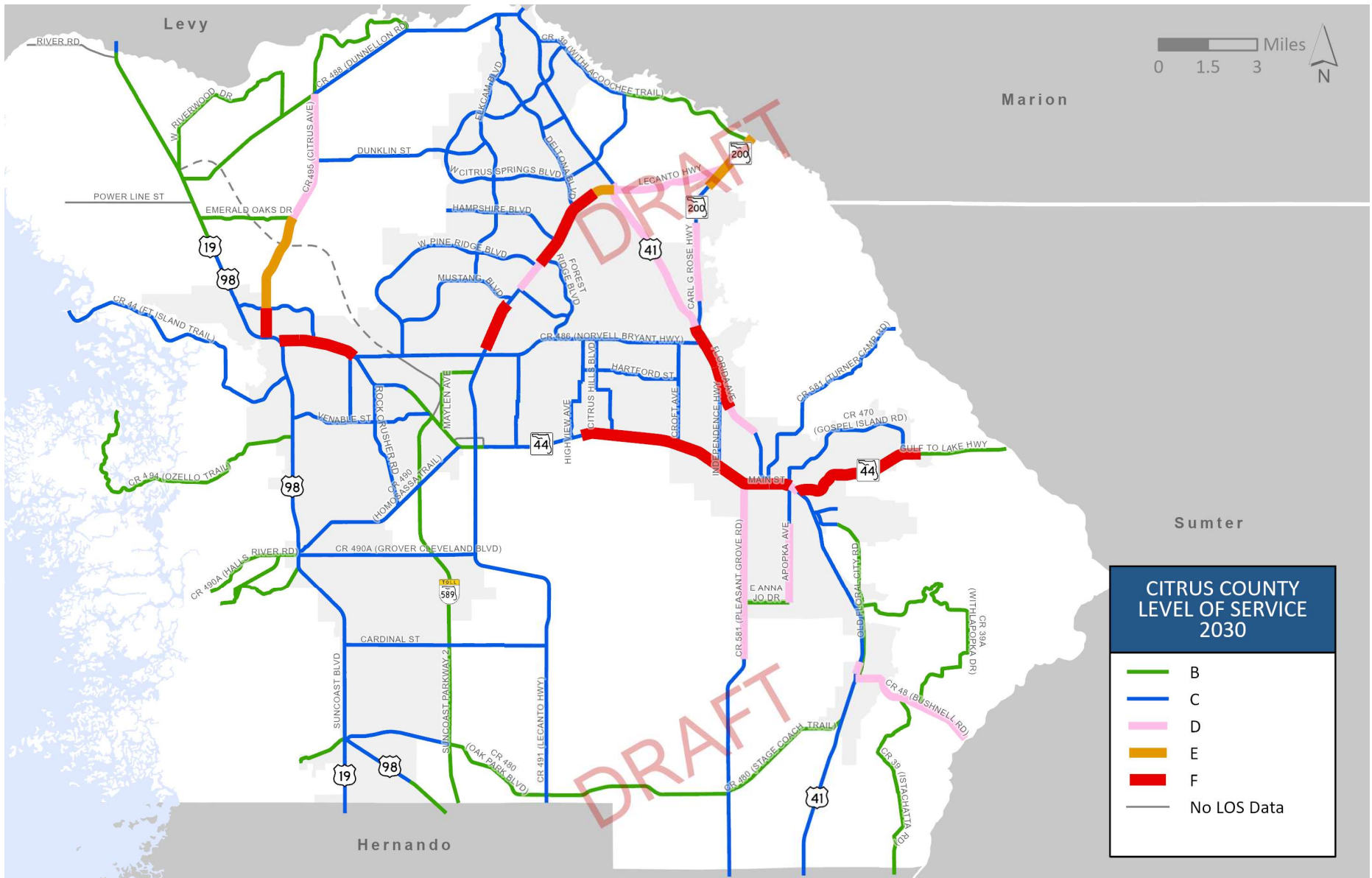












Next Steps

- Presentation to MPO Board
- LOS Spreadsheet Release
- Finalize Documentation





Q&A