HERNANDO COUNTY METROPOLITAN PLANNING ORGANIZATION

2035 COST AFFORDABLE LONG RANGE TRANSPORTATION PLAN

DECEMBER 2009

HERNANDO COUNTY MPO

2035 COST AFFORDABLE LONG RANGE TRANSPORTATION PLAN

Prepared by:

HERNANDO COUNTY
METROPOLITAN PLANNING ORGANIZATION
20 NORTH MAIN STREET, ROOM 262
BROOKSVILLE, FLORIDA 34601
Phone (352) 754-4057, Fax (352) 754-4420

Tindale-Oliver & Associates, Inc.
1000 Ashley Drive, Suite 100
Tampa, Florida 33602
Phone (813) 224-8862, Fax (813) 226-2106

Adopted: December 15, 2009
Amended: June 22, 2010, December 13, 2011
May 22, 2012, October 23, 2012, November 19, 2013

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF MAPS

LIST OF TABLES

LIST OF TECHNICAL APPENDICES (Separate Document)

HERNANDO COUNTY
METROPOLITAN PLANNING ORGANIZATION

MPO Board Members:

Commissioner David D. Russell, Jr., Chairman

Commissioner Rose Rocco, Vice-Chairman

Commissioner Jeff Stabins

Commissioner John Druzbick

Commissioner James Adkins

Lara Bradburn
Vice-Mayor, City of Brooksville

Donald Skelton
Ex-Officio, FDOT, District Seven Secretary

HERNANDO COUNTY METROPOLITAN PLANNING ORGANIZATION
2035 COST AFFORDABLE LONG RANGE TRANSPORTATION PLAN

ENDORSEMENT OF THE LRTP

CERTIFICATION STATEMENT

This document was prepared by the Hernando County Metropolitan Planning Organization (MPO) in cooperation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Florida Department of Transportation (FDOT), District Seven.

The preparation of this report has been financed in part through grant(s) from the FHWA and the 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, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the USDOT.

This document is consistent with the requirements of the Safe Accountable Flexible Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) legislation of 2005.

Further, it is hereby certified that the planning process of the Hernando Area Transportation Study is in conformance with the provisions of 23 C.F.R. 450, 23 U.S.C. 134, and 339.175(7) Florida Statutes, and is consistent with all Federal and State requirements.

This certification determination is being made on the basis of an in-depth review utilizing a checklist provided by the FDOT and covering all aspects of the transportation planning process in this urbanized area.

ADOPTION RESOLUTION

Following the second public hearing held on December 15, 2009, the MPO Board approved ***Resolution 2009-08*** as shown in Figure 1.

Figure 1

RESOLUTION 2009-08

A RESOLUTION OF THE HERNANDO COUNTY METROPOLITAN PLANNING ORGANIZATION ADOPTING THE UPDATED MPO 2035 COST AFFORDABLE, POLICY CONSTRAINED, AND 2025 INTERIM PLANS, AND CERTIFYING THESE PLANS AS THE OFFICIAL LONG RANGE TRANSPORTATION PLAN (LRTP) FOR HERNANDO COUNTY, FLORIDA

***WHEREAS**, the Hernando County Metropolitan Planning Organization (MPO) is the responsible entity for conducting a continuing, cooperative, and comprehensive transportation planning program for Hernando County, Florida, including the Brooksville Urbanized Area; and*

***WHEREAS**, under federal and state regulations, the Hernando County MPO has, as one of its primary duties, the responsibility for developing and adopting an updated 2035 Long Range Transportation Plan (LRTP) conforming to the requirements of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and*

***WHEREAS**, the 2035 LRTP has specifically addressed SAFETEA-LU requirements for transportation plans as well as the planning factors contained in SAFETEA-LU; and*

***WHEREAS**, the Hernando County MPO has conducted an extensive public participation and involvement program throughout the 2035 LRTP development process, including advertised public workshops and hearings, distribution of materials throughout the community, and meeting with concerned community groups; and*

***WHEREAS**, the Hernando County MPO has adhered to the principles of Environmental Justice for equitable treatment of the community's low income and minority populations; and*

***WHEREAS**, the Hernando County MPO has coordinated the 2035 LRTP development with all involved state, regional and local agencies, including consideration of locally adopted comprehensive plans and the Florida Transportation Plan; and*

***WHEREAS**, the 2035 LRTP has fully considered all multi-modal and intermodal opportunities to serve the mobility needs of all segments of the County's population and has identified cost-effective means for encouraging use of non-vehicular transportation, enhancing intermodal connections, and providing for the needs of freight movement; and*

***WHEREAS**, the 2035 LRTP identifies short range strategies for alleviating congestion and promoting increased system efficiency through systems management techniques and coordination with land use planning and development activity; and*

***WHEREAS**, the 2035 LRTP identifies project costs and reasonably available revenues to fund projects to assure the 2035 LRTP's cost affordability; and*

***WHEREAS**, the Hernando County MPO has fully supported the development of a transportation plan for the West Central Florida through participation in the Florida Department of Transportation's Regional Transportation Analysis, the West Central Florida MPO Chairs Coordinating Committee (CCC), and the Tampa Bay Area Regional Transportation Authority (TBARTA) Regional Transportation Master Plan, thereby providing for the region's mobility needs and promoting coordinated planning for intercounty corridors; and*

***WHEREAS**, the Hernando County MPO has held two public hearings, four public workshops, and provided a thirty day comment period prior to taking final action on the 2035 LRTP.*

***NOW, THEREFORE, BE IT RESOLVED**, that the Hernando County MPO, duly assembled in regular session on this 15th day of December, 2009, having fulfilled all federal and state requirements, certifies that the 2035 Long Range and 2025 Interim Plans, as well as associated policies, are the adopted Transportation Plans for all modes of transportation for the Brooksville Urbanized Area and Hernando County, Florida.*

***BE IT FURTHER RESOLVED**, that henceforth the 2035 Long Range Transportation Plan, including all maps, inventories, and other related materials, shall be a basis for future plans, programs, and policies of the Hernando County MPO.*

ADOPTED in Regular Session this 15th day of December, 2009.

HERNANDO COUNTY
METROPOLITAN PLANNING ORGANIZATION

Attest:

Karen Nicolai

Karen Nicolai, Clerk

David D. Russell, Jr., Chairman

(SEAL)

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

BY 12/15/09
County Attorney's Office

2035 COST AFFORDABLE
LONG RANGE TRANSPORTATION PLAN

Section 1
INTRODUCTION

Including **Section 1,** this **Introduction**, the 2035 Cost Affordable LRTP is organized into thirteen sections summarized below.

Section 2 documents the process used for **Review and Adoption of the Cost Affordable LRTP,** including two public hearings before the MPO Board, four public workshops, and other supporting activities/materials providing the public the opportunity to review and comment on the draft Cost Affordable LRTP.

Section 3 lists the **Goals, Objectives, and Performance Measures** used to guide development of the 2035 LRTP, as well as assessing the overall performance of the Plan's recommendations in responding to these policies.

Section 4, SAFETEA-LU Compliance, documents how the 2035 LRTP, including each goal, objective, and measure of effectiveness, complies with SAFETEA-LU and the Florida Transportation Plan.

Section 5 contains the **Plan Development Process**, which documents the manner in which socio-cultural, environmental, demographic and other characteristics of Hernando County, and its communities were considered when determining long range mobility needs.

Section 6, describes the MPO's new **Congestion Management Process** (CMP) as required under SAFETEA-LU, and serves as the short-range element of the LRTP. The CMP builds upon the MPO's existing Congestion/Mobility Management System.

Section 7, Transportation and Land Use, provides a comprehensive description of Hernando County and the comprehensive planning process; the methodology used to develop future year population and employment data; and an extensive analysis of the County's socio-cultural characteristics, including environmental features, economic development considerations, and the potential impact of large planned developments.

Section 8 documents the development of the **2035 Policy Constrained Needs Plan,** including the underlying policies that impact expansion of transportation corridors in Hernando County.

Section 9 presents the Hernando County **2035 Cost Affordable Long Range Transportation Plan**. The Cost Affordable LRTP includes descriptions of the following LRTP multi-modal elements:

- Highway Projects
- Transit Projects
- Pedestrian, Bicycle, and Multi-Use Trail Projects
- Intelligent Transportation System/Mobility Management System Projects

Section 10, Plan Performance, evaluates the extent to which the adopted 2035 Cost Affordable LRTP achieves the MPO's goals and objectives as contained within this document.

Section 11 describes the **Cost and Revenue Assumptions** used to develop unit costs and revenue estimates for the LRTP. These assumptions document the revenues used to fund the multi-modal transportation system.

Section 12 documents the **Regional LRTP Component**, and presents the existing and future regionally significant highways, transit, and multi-use trails for West Central Florida. Improvements in Hernando County are consistent with the Regional LRTP.

Section 13 details the **Public Involvement Process** used to ensure that the general public and the traditionally underserved population of Hernando County had full access to LRTP related materials and to actively participate in the decision-making process during all stages of the LRTP's development.

A comprehensive list of the acronyms used throughout this document can be found in Appendix A.

For additional information, please contact the Hernando County MPO by telephone at (352) 754-4057. You may also send an email to mpo@hernandocounty.us. This document will also be available for review on the Hernando County MPO Website at http://www.hernandocounty.us/mpo.

Section 2
REVIEW AND ADOPTION OF THE COST AFFORDABLE LRTP

REVIEW AND ADOPTION PROCESS

The 2035 Long Range Transportation Plan (LRTP) for the Hernando County Metropolitan Planning Organization (MPO) was developed during the 2008 to December 2009 timeframe. This report documents in detail the different elements of the Cost Affordable Transportation Plan and the underlying processes used to develop the Plan's recommendations.

This document was initially produced in draft form and presented to the MPO Board at its first Plan Adoption Public Hearing on October 27, 2009 and was distributed for public review and comment. Subsequently, the MPO Board adopted the 2035 LRTP at its meeting of December 15, 2009 following a second Public Hearing. MPO action regarding the LRTP strictly adhered to the plan review and adoption procedures laid out under federal and state guidelines.

To help facilitate public review and comment during the 30-day comment period, three public workshops were conducted as noted below.

- ***Public Workshops on the 2035 LRTP*** – three additional public workshops devoted exclusively to the 2035 Cost Affordable LRTP have been held as follows:

    - November 3, 2009 - Spring Hill Branch Library
    - November 4, 2009 - East Hernando Branch Library
    - November 17, 2009 - Hernando County Government Center Atrium (held in coordination with the Board of County Commissioners meeting being conducted at the same time and location).

    Comments from the workshops were compiled and presented to the MPO at its December 15, 2009 meeting.

Furthermore, public comments were considered and addressed as appropriate based on consultation with MPO staff. Comments from FDOT District 7 staff have also been addressed in this final report.

Other activities designed to expand the public's knowledge of the LRTP's recommendations and provide the opportunity to comment include the following:

- ***MPO Newsletter*** – An expanded version of the Fall 2009 issue of the Hernando MPO Newsletter, *Transportation Talk,* was devoted solely to the 2035 LRTP Update. The 10-page full color newsletter was distributed in mid-November and immediately posted to the MPO's website. Other issues of *Transportation Talk* have also addressed the LRTP development process.

- ***MPO Website*** – Information on the LRTP has been continuously posted on the MPO's website at www.hernandocounty.us/mpo. Following the first LRTP adoption hearing, materials devoted to the LRTP update were put up on the site. Additionally, for the past two months, persons logging onto the web site have been asked to take a Citizen Transportation Survey with 12 questions related to the LRTP. Responses were compiled and are presented later in this report.

Section 13 of this report describes public involvement activities related to the development and adoption of the LRTP in more detail.

OTHER PUBLIC INVOLVEMENT ACTIVITIES

In addition to public review and comment related to LRTP adoption contained in the preceding section, following are the key public involvement activities conducted during development of the Cost Affordable LRTP.

- **Consensus Building Workshop** – the MPO and its general consultant conducted a day-long Consensus Building Workshop oriented toward key transportation issues, priorities and potential project funding strategies. The Consensus Building Workshop was held on June 24, 2009 at the Hernando County Utilities Building in Brooksville. The participants were selected stakeholders invited by the Hernando County MPO staff. The facilitators were Tindale-Oliver & Associates and the MPO staff. The workshop included board exercises, which were completed as a large group, and small group exercises. The board exercises covered mode finance and revenue options.

The small group exercises covered cross sections, roadway priorities, public transportation, trail facilities, preservation of corridors, and congested intersections.

- **Public Workshops** – additional workshops were held during development of the Policy Constrained Needs Plan to receive citizen input on transportation project priorities used to develop the 2035 Cost Affordable Plan.

SUMMARY OF ACTIVITIES

Getting to this point in the 2035 LRTP development process has resulted from significant efforts over the past two years. Efforts undertaken to develop the plan include:

- Review of planning assumptions and federal/state planning requirements.

- Development of population and employment projections to support transportation demand projections.

- Participation in the regional planning and coordination process for the development of the Regional LRTP for the West Central Florida region.

- Significant coordination with the Tampa Bay Regional Transportation Authority (TBARTA) combined with coordination with adjacent counties in the development of a regional public transportation system that includes premium transit options.

- Discussion groups to obtain input from social service and other agencies regarding the transportation needs of the traditionally under-served populations (minority, low-income, elderly, persons with disabilities, and other population segments).

Section 3
GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

OVERVIEW

The 2035 Long Range Transportation Plan (LRTP) establishes a set of Goals and Objectives to guide development and evaluation of transportation alternatives. Essentially, goals are defined as general statements that describe the desired solution to a problem or issue, whereas objectives are statements that describe the changes expected to achieve a goal. The Goals, Objectives and Measures of Effectivenss listed later in this section, form the core policies of the MPO when defining the transportation needs and priorities to provide mobility for all segments of the County's population.

Furthermore, the Goals and Objectives have been updated from the 2025 LRTP so that they comply with the Federal transportation requirements, including the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in 2005, and the Florida Transportation Plan. The policies contained in the Regional LRTP adopted by the West Central Florida MPOs Chairs Coordinating Committee (CCC) were also considered in the development of the goals and objectives of the 2035 LRTP.

The MPO's overall mission statement guiding development of the LRTP is as follows:

> *The MPO Plan will provide a cost-effective multi-modal transportation system which provides for the safe and efficient movement of people, goods, and services in Hernando County.*

A detailed evaluation of the Goals, Objective and Measures of Effectiveness and their compliance to the requirements of SAFETEA-LU and the Florida Transportation Plan can be found in Section 4.

CHAIRS COORDINATING COMMITTEE REGIONAL LONG RANGE TRANSPORTATION PLAN (CCC RLRTP)

Three goals were established in the CCC RLRTP that must also be considered so that Hernando County's LRTP accommodates the regional transportation goals. These goals are as follows:

1. Provide a **safe and efficient** multimodal transportation system that serves the mobility needs of West Central Florida.
2. Provide a transportation system that contributes to the **economic vitality** of west central Florida.
3. Provide a regional transportation system that protects the **environment** and preserves **quality of life.**

HERNANDO COUNTY 2035 LRTP GOALS, OBJECTIVES, AND MEASURES OF EFFECTIVENESS (MOE)

The following pages describe the goals, objectives, and MOE's established for the 2035 LRTP. Section 4 details how the goals and each objective will be measured and how they relate to the requirements of SAFETEA-LU and the Florida Transportation Plan.

Goal 1.1.0: The Plan will address the efficient, safe, and secure integration of port, airport, and rail modes of transportation, and associated intermodal facilities into one cohesive intermodal system.

- **Objective 1.1.1:** The Plan will accommodate the safe and efficient movement of freight via the highway, airport, port, and rail systems.
    - **MOE 1.1.1.1** Vehicle miles of travel (VMT) by volume to capacity ratio on designated truck routes.
    - **MOE 1.1.1.2** Level of congestion or saturation on designated truck routes.
    - **MOE 1.1.1.3** Identification of high accident truck route corridors.
    - **MOE 1.1.1.4** Does the Plan consider and incorporate the Airport and Aviation Authority Master Plan?

- **MOE 1.1.1.5** Roadway LOS below standard that provide access to intermodal rail yards.

- **Objective 1.1.2:** The Plan will identify and provide for the enhancement of roads providing access to intermodal facilities.

  - **MOE 1.1.2.1** VMT by volume to capacity ratio on designated routes providing access to intermodal facilities.

  - **MOE 1.1.2.2** Level of congestion or saturation on designated routes providing access to intermodal facilities.

- **Objective 1.1.3:** The project prioritization methodology used for prioritizing projects will include criteria that consider access to new intermodal facilities and improvements to existing intermodal facilities.

  - **MOE 1.1.3.1** Does the prioritization methodology address intermodal facilities?

Goal 1.2.0: The Plan will provide for the mobility needs of all segments of the county's population by providing effective alternative modes of transportation to the private automobile.

- **Objective 1.2.1:** The Plan will provide for the transportation needs of the existing elderly, disabled, and low income population of the county and ensure the facilities are designed in such a manner as to not impair their use by this population.

  - **MOE 1.2.1.1** Do facility design standards comply with the Americans with Disabilities Act (ADA)?

  - **MOE 1.2.1.2** Does the Plan provide affordable, alternative modes to the automobile?

- **Objective 1.2.2:** The Plan will use other forms of transportation to reduce the demand for highway usage on congested facilities.

  - **MOE 1.2.2.1** Percent of congested road corridors with sidewalks.

- **MOE 1.2.2.2** Percent of congested road corridors with bicycle facilities.

- **MOE 1.2.2.3** Percent of congested road corridors with future transit routes.

- **Objective 1.2.3:** The Plan will address and promote alternative forms of transportation such as mass transit, High Occupancy Toll, ridesharing, and other techniques when developing operational management strategies to increase the efficiency of traffic flow and increase vehicle occupancy rates.

  - **MOE 1.2.3.1** Does the Plan promote alternative forms of transportation such as mass transit, High Occupancy Toll, ridesharing, and other techniques as appropriate?

- **Objective 1.2.4:** To the greatest extent possible, the Plan will identify bicycle and pedestrian facilities to safely link schools, recreational areas, and commercial centers with residential areas.

  - **MOE 1.2.4.1** Percent of roads within 2 miles of schools and recreational centers with sidewalk facilities.

  - **MOE 1.2.4.2** Percent of roads within 2 miles of schools, recreational areas, and commercial centers with bicycle facilities.

- **Objective 1.2.5:** The Plan will identify appropriate safe and secure user-friendly support facilities for bicycle and pedestrian modes to ensure their usage as viable transportation modes.

  - **MOE 1.2.5.1** Do facility design standards support bicycle and pedestrian facilities?

- **Objective 1.2.6:** The Plan will fund the provision of mobility services to the transportation disadvantaged where fixed route public transportation is not available.

  - **MOE 1.2.6.1** Are mobility options for the transportation disadvantaged provided in the Plan?

- **Objective 1.2.7:** The Plan will address and promote the use of mass transit as a viable alternative form of transportation and provide for the security of its users.

    - **MOE 1.2.7.1** Percent of population within 3/4 mile of a transit route.

    - **MOE 1.2.7.2** Does prioritization methodology address bicycle, pedestrian and transit modes?

- **Objective 1.2.8:** The Plan will ensure that the existing bicycle and pedestrian systems are enhanced and protected and provide for the safety of their users.

    - **MOE 1.2.8.1** Percent of major road network with bicycle facilities.

    - **MOE 1.2.8.2** Percent of major road network with sidewalk facilities.

    - **MOE 1.2.8.3** Is life-cycle cost maintenance budgeted for bicycle and pedestrian facilities?

- **Objective 1.2.9:** The project prioritization methodology used for prioritizing projects will include criteria that considers bicycle, pedestrian and transit modes of transportation.

    - **MOE 1.2.9.1** Does prioritization methodology address bicycle, pedestrian and transit modes?

Goal 1.3.0: The Plan will provide highway corridor capacity for the safe, secure, effective, and efficient movement of people and goods.

- **Objective 1.3.1:** The Plan will ensure that funding of operating and maintenance costs occur throughout the service life of transportation.

    - **MOE 1.3.1.1** Does the Plan include life-cycle maintenance costs as a component of total cost of the transportation system?

- **Objective 1.3.2:** Where effective, the Plan will consider transportation demand and systems management strategies to reduce the demand for or delay the need for major improvements to the transportation system.

- **MOE 1.3.2.1** The Plan will identify those corridors projected to operate at a volume to capacity ratio of 0.9 or greater.

- **Objective 1.3.3:** The Plan will identify corridors that provide for the interconnection of all urbanized areas through a well-developed network of roadways.

  - **MOE 1.3.3.1** Percent of roads crossing the county line with same number of lanes and same functional classification in the adjacent county.

- **Objective 1.3.4:** The Plan will identify and measure level of service on major transportation corridors that provide accessibility to major activity centers.

  - **MOE 1.3.4.1** VMT by volume to capacity ratio on designated roads that serve activity centers.

  - **MOE 1.3.4.2** Level of congestion or saturation on designated roads that serve activity centers.

- **Objective 1.3.5:** The Plan will review and document emergency evacuation routes.

  - **MOE 1.3.5.1** VMT by volume to capacity ratio on designated hurricane evacuation routes.

  - **MOE 1.3.5.2** Level of congestion or saturation on designated hurricane evacuation routes.

  - **MOE 1.3.5.3** Lane miles of improved hurricane evacuation routes.

- **Objective 1.3.6:** The Plan will consider improvements to existing transportation corridors outside of the MPO's Urbanized Area prior to creating new corridors.

  - **MOE 1.3.6.1** Lane miles added outside of the Urbanized Area on existing corridors.

  - **MOE 1.3.6.2** Lane miles added outside of the Urbanized Area on new corridors.

- **Objective 1.3.7:** The Plan will consider improvements to existing transportation corridors having high crash rates.

    - **MOE 1.3.7.1** Lane miles of improved corridors with high crash rates.

- **Objective 1.3.8:** The Plan is consistent with the Florida Department of Transportation's Strategic Highway Safety Plan (SHSP).

    - **MOE 1.3.8.1** Does the plan address the SHSP emphasis areas?

- **Objective 1.3.9:** The Plan will address transportation security

    - **MOE 1.3.9.1** Does the plan address security for the public transportation system where appropriate?

    - **MOE 1.3.9.2** Percent of the Strategic Highway Network (STRAHNET) with ITS surveillance.

- **Objective 1.3.10:** Coordinate with Emergency Management Department to ensure the disadvantaged population has access to transportation to evacuation shelters when needed.

    - **MOE 1.3.10.1** Does the Hernando County Emergency Management Department have a response plan to evacuate the transportation disadvantaged population?

Goal 2.0.0: The Plan will support the development of all sectors of the county's economy through the development of financially feasible multimodal facilities and services.

- **Objective 2.0.1:** The Plan will support economic development through consideration of improve access and connections to port, rail, and airport facilities.

    - **MOE 2.0.1.1** Lane miles of improved and new corridors providing access to intermodal facilities and truck routes.

- **Objective 2.0.2:** The Plan will support economic development in specific geographic areas by providing access to the Brooksville central business district (CBD).

    - **MOE 2.0.2.1** VMT by volume to capacity ratio on designated roads that serve the Brooksville CBD.

- **Objective 2.0.3:** The Plan will support economic development by ensuring that the transportation systems will promote and enhance the efficient, safe, and secure movement of freight and services.

    - **MOE 2.0.3.1** Percent of VMT below adopted standard providing access to designated activity centers.

    - **MOE 2.0.3.2** VMT below adopted standard on designated routes.

    - **MOE 2.0.3.3** Identify high accident corridors.

    - **MOE 2.0.3.4** Does the Plan address the security of appropriate transportation mode?

- **Objective 2.0.4:** The Plan will identify corridors that allow high density and intensity land uses to be served by public transit.

    - **MOE 2.0.4.1** Does the Plan include map identifying potential high transit ridership areas?

- **Objective 2.0.5:** The Plan will review existing and alternative federal, state, and local revenue sources to develop a financially feasible multimodal plan.

    - **MOE 2.0.5.1** Did the Plan review potential funding sources?

    - **MOE 2.0.5.2** Do available projected revenues match costs by jurisdiction?

- **Objective 2.0.6:** The Plan will ensure that regional as well as local markets are adequately served by the transportation system.

- **MOE 2.0.6.1** VMT by volume to capacity ratio on designated regional travel routes.

- **MOE 2.0.6.2** Level of congestion or saturation on designated regional travel routes.

- **MOE 2.0.6.3** Lane miles of improved regional travel routes.

Goal 3.0.0: To the greatest extent possible, the Plan will be used as a tool for managing the growth of the County.

- **Objective 3.0.1:** The Plan may be used in the review of Land Use regulatory functions, including land use plan amendments, zoning, and concurrency reviews, and may be used in the site plan review process by documenting the standards used in the review of access control, parking, and site setback and clear zone requirements.

  - **MOE 3.0.1.1** Percentage of local agencies that use the Plan in their review of development proposals.

- **Objective 3.0.2:** The Plan will identify rights-of-way for preservation that will include not only sufficient space for roadway improvements, but also improvements for mass transit and the bicycle and pedestrian modes, and will support an advanced right-of-way acquisition program for future planned improvements.

  - **MOE 3.0.2.1** Do right-of-way needs consider all modes of transportation?

  - **MOE 3.0.2.2** Does the Plan adequately address land uses along and adjacent to the Suncoast corridor?

- **Objective 3.0.3:** The Plan will identify transportation issues regarding the role of the Brooksville downtown area within the community and will identify measures for preserving and enhancing the commercial and social integrity of this area.

  - **MOE 3.0.3.1** Does the Plan adequately address the unique transportation needs of the Brooksville downtown?

- **Objective 3.0.4:** The Plan will identify and provide for special land use needs within the Suncoast Corridor, especially at planned interchange areas.

    - **MOE 3.0.4.1** Does the Plan adequately address land uses along and adjacent to the Suncoast corridor?

Goal 4.0.0: The Plan will preserve, where possible, and enhance community social and environmental values.

- **Objective 4.0.1:** The Plan will be sensitive to preserving the quality of the environment and in responding to air quality and energy conservation and will ensure that air quality degradation will not occur by addressing the requirements of EPA conformity regulations.

    - **MOE 4.0.1.1** Total VMT.

    - **MOE 4.0.1.2** Percent VMT at Volume to Capacity (V:C) ratio over 1.2 or other selected level.

    - **MOE 4.0.1.3** Weighted V:C ratio.

    - **MOE 4.0.1.4** Total Carbon Monoxide (CO), Hydrocarbon (HC), Nitrous Oxide (NO) emissions.

    - **MOE 4.0.1.5** Total fuel use (gallons).

    - **MOE 4.0.1.6** Air quality modeling output reports.

    - **MOE 4.0.1.7** Does the plan meet the State of Florida's environmental requirements?

- **Objective 4.0.2:** The Plan will constrain the development of highway facilities within corridors which are scenic in nature, and when appropriate, will apply "parkway" treatments that enhance the overall social and aesthetic values of the community.

    - **MOE 4.0.2.1** VMT by volume to capacity ratio on designated scenic corridors.

- **MOE 4.0.2.2** Level of congestion or saturation on designated scenic corridors.

- **MOE 4.0.2.3** Lane miles of improved scenic corridors.

- **MOE 4.0.2.4** Centerline miles of scenic corridors.

- **Objective 4.0.4:** The Plan will minimize disruption to established communities, activity centers, redevelopment areas, and infill areas through minimizing intrusion into these areas.

  - **MOE 4.0.4.1** Miles of lane additions or new roads within established communities, activity centers, re-development areas, and infill areas.

  - **MOE 4.0.4.2** Acres of right-of-way acquired and/or needed in established communities, activity centers, re-development areas, and infill areas.

  - **MOE 4.0.4.3** Miles of residential collectors with Average Annual Daily Traffic (AADT) over 8,000 vehicles per day.

  - **MOE 4.0.4.4** Miles of collectors with posted speed > 35 mph.

  - **MOE 4.0.4.5** Miles of collectors with the number of lanes greater than four.

- **Objective 4.0.5:** The Plan will designate routes that minimize potential exposure from hazardous materials to the community.

  - **MOE 4.0.5.1** Has a hazardous materials routing plan been undertaken?

- **Objective 4.0.6:** The Plan will recognize existing public lands and other environmentally sensitive areas and will strive to ensure that roadway corridors do not encroach upon these valuable county resources.

  - **MOE 4.0.6.1** Acres of environmentally sensitive land needed for various transportation alternatives being reviewed.

- **Objective 4.0.7:** To the greatest extent possible, the Plan should ensure that transportation corridors are consistent with the character of surrounding areas and, whenever possible, should be used as a tool for preserving that character.

    - **MOE 4.0.7.1** Does the Plan adequately ensure the preservation of the character or existing communities?

CONCLUSION

The four goals and accompanying objectives clearly define the underlying policies of the MPO in maintaining long range mobility for Hernando County. Furthermore, most of the objectives and measures of effectiveness are quantifiable and easily measurable. The qualitative objectives that are more policy based require follow up that cannot be easily evaluated as part of this Plan. These goals, objectives, and measures of effectiveness were used throughout the development of the Plan, specifically when quantifying the performance of the selected cost feasible plan alternative.

Section 10, Plan Performance, documents the performance of Plan elements in achieving the goals and objectives by 2035.

Section 4
SAFETEA-LU COMPLIANCE

OVERVIEW

The Hernando County MPO is committed to addressing all issues related to compliance with SAFETEA -LU, specifically, the requirements laid out in the Final Rule regarding statewide and metropolitan transportation planning (Code of Federal Regulations 23, Sections 450 and 500).

Effective July 1, 2007, all metropolitan and statewide transportation plans, transportation improvement programs (TIP), and statewide transportation improvement programs (STIP) were required to be consistent with SAFETEA-LU planning provisions. For this reason, the MPO has broadened the process for developing the 2035 LRTP consistent with these guidelines.

This section documents how the 2035 LRTP, including each goal, objective, and measure of effectiveness, complies with the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Florida Transportation Plan.

SAFETEA-LU

To comply with SAFETEA-LU, the goals and objectives set forth in the 2035 LRTP must address the eight metropolitan planning factors identified below:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the **safety** of the transportation system for motorized and non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase the **accessibility and mobility** of people and for freight.
5. Protect and enhance the **environment,** promote energy conservation, improve the **quality of life,** and promote **consistency** between transportation improvements and State and local planned growth and economic development patterns.

6. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
7. Promote **efficient system management** and operation.
8. Emphasize the **preservation** of the existing transportation system.

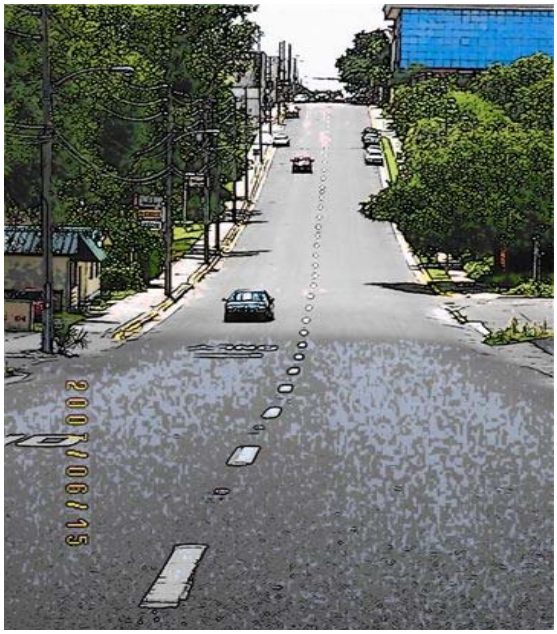
FLORIDA TRANSPORTATION PLAN

The 2035 LRTP is required by state statute to be consistent with the goals and objectives of the Florida Transportation Plan. These goals, as of March 2006, are listed below:

1. A **safer** and more **secure** transportation system for residents, businesses, and visitors.
2. Enriched **quality of life** and responsible **environmental stewardship.**
3. Adequate and **cost-efficient maintenance** and **preservation** of Florida's transportation assets.
4. A stronger **economy** through enhanced mobility for people and freight.
5. **Sustainable** transportation investments for Florida's future.

REVIEW OF COMPLIANCE WITH PLANNING REQUIREMENTS

Table 4-1 documents how each goal, objective, and Measure of Effectiveness (MOE) in the 2035 LRTP complies with Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users SAFETEA-LU and the Florida Transportation Plan. The table also indicates whether each objective and MOE is quantitative or qualitative in measurement and the ability to readily measure each MOE.



The LRTP considers the long term impacts of traffic congestion and planned improvements on the community.

Table 4-1

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance

Quantitative
Qualitative
Recommended in SAFETEA-LU Compliance Documentation (June 2007) xxx

Is the MOE readily measurable?
Yes
No

SAFETEA-LU Criteria								FTP Criteria							
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment	Objective	Measure of Effectiveness	Means of Measurement
1	2	3	4	5	6	7	8	1	2	3	4	5			
x	x	x	x		x			x			x		**Goal 1.1.0: The Plan will address the efficient, safe, and secure integration of port, airport, and rail modes of transportation, and associated intermodal facilities into one cohesive intermodal system.**		
x	x		x					x			x		Objective 1.1.1: The Plan will accommodate the safe and efficient movement of freight via the highway, airport, port, and rail systems.	MOE 1.1.1.1 Vehicle miles of travel (VMT) by volume to capacity ratio on designated truck routes.	Transportation Database (flag/check truck routes)
														MOE 1.1.1.2 Level of congestion or saturation on designated truck routes.	Transportation Database (flag/check truck routes)
														MOE 1.1.1.3 Identify high accident truck route corridors.	CDMS (Crash Data)
														MOE 1.1.1.4 Does the Plan consider and incorporate the Airport and Aviation Authority Master Plan?	(Y/N)
														MOE 1.1.1.5 Roadway LOS below standard that provide access to intermodal rail yards.	Transportation Database
x			x		x						x		Objective 1.1.2: The Plan will identify and provide for the enhancement of roads providing access to intermodal facilities.	MOE 1.1.2.1 VMT by volume to capacity ratio on designated routes providing access to intermodal facilities.	Transportation Database (flag/check intermodal facilities)
														MOE 1.1.2.2 Level of congestion or saturation on designated routes providing access to intermodal facilities.	Transportation Database (flag/check intermodal facilities)
x			x		x						x		Objective 1.1.3: The project prioritization methodology used for prioritizing projects will include criteria that consider access to new intermodal facilities and improvements to existing intermodal facilities.	MOE 1.1.3.1 Does the prioritization methodology address intermodal facilities?	(Y/N)

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

Quantitative
Qualitative
Recommended in SAFETEA-LU Compliance Documentation (June 2007) xxx

Is the MOE readily measurable?
Yes
No

SAFETEA-LU Criteria								FTP Criteria							
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment			
1	2	3	4	5	6	7	8	1	2	3	4	5	Objective	Measure of Effectiveness	Means of Measurement
x	x	x	x	x	x	x	x	x	x	x	x	x	**Goal 1.2.0: The Plan will provide for the mobility needs of all segments of the County's population by providing effective alternative modes of transportation to the private automobile.**		
			x						x		x		Objective 1.2.1: The Plan will provide for the transportation needs of the existing elderly, disabled and low income population of the county and ensure the facilities are designed in such a manner as to not impair their use by this population.	MOE 1.2.1.1 Do facility design standards comply with the Americans with Disabilities Act (ADA)?	(Y/N)
														MOE 1.2.1.2 Does the Plan provide alternative modes to the automobile that are accessible to the elderly, disabled, and low income populations?	(Y/N)
	x		x	x				x	x		x		Objective 1.2.2: The Plan will use other forms of transportation to reduce the demand for highway usage on congested facilities.	MOE 1.2.2.1 Percentage of congested road corridors with sidewalks.	Transportation Database (Potentially additional reporting required)
														MOE 1.2.2.2 Percent of congested road corridors with bicycle facilities.	Transportation Database (Potentially additional reporting required)
														MOE 1.2.2.3 Percent of congested road corridors with future transit routes.	Transportation Database
			x	x	x	x			x		x		Objective 1.2.3: The Plan will address and promote alternative forms of transportation such as Mass Transit, High Occumpacy Tolls, Ride Sharing and other techniques when developing operational management strategies to increase the efficiency of traffic flow and increase vehicle occupancy rates.	MOE 1.2.3.1 Does the Plan promote alternative forms of transportation such as Mass Transit, High Occupancy Tolls, Ride Sharing and other techniques as appropriate?	(Y/N)
	x		x		x			x			x		Objective 1.2.4: To the greatest extent possible, the Plan will identify bicycle and pedestrian facilities to safely link schools, recreational areas and commercial centers with residential areas.	MOE 1.2.4.1 Percent of roads within 2 miles of schools and recreational centers with sidewalk facilities.	GIS (Buffer query)
														MOE 1.2.4.2 Percent of roads within 2 miles of schools, recrational areas, and commercial centers with bicycle facilities.	GIS (Buffer query)

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

Quantitative
Qualitative
Recommended in SAFETEA-LU Compliance Documentation (June 2007) xxx

Is the MOE readily measurable?
Yes
No

SAFETEA-LU Criteria								FTP Criteria						
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment	Objective	Measure of Effectiveness	Means of Measurement
1	2	3	4	5	6	7	8	1	2	3	4	5			
	x		x		x			x			x		Objective 1.2.5: The Plan will identify appropriate safe and secure user friendly support facilities for bicycle and pedestrian modes to ensure their usage as viable transportation modes.	MOE 1.2.5.1 Do facility design standards support bicycle and pedestrian facilities?	(Y/N)
	x		x					x	x		x		Objective 1.2.6: The Plan will fund the provision of mobility services to the transportation disadvantaged where fixed route public transportation is not available.	MOE 1.2.6.1 Are mobility options for the transportation disadvantaged provided in the Plan?	(Y/N)
		x	x	x					x		x		Objective 1.2.7: The Plan will address and promote the use of mass transit as a viable alternative form of transportation and provide for the security of its users.	MOE 1.2.7.1 Percent of population within 3/4 mile of transit route.	GIS (Buffer query)
														MOE 1.2.7.2 Does prioritization methodology address bicycle, pedestrian and transit modes?	(Y/N)
	x				x	x	x				x	x	Objective 1.2.8: The Plan will ensure that the existing bicycle and pedestrian systems are enhanced and protected and provide for the safety of their users.	MOE 1.2.8.1 Percent of major road network with bicycle facilities.	Transportation Database
														MOE 1.2.8.2 Percent of major road network with sidewalk facilities.	Transportation Database
														MOE 1.2.8.3 Is life cycle cost maintenance budgeted for bicycle and pedestrian facilities?	(Y/N)
x	x		x	x	x			x	x		x	x	Objective 1.2.9: The project prioritization methodology used for prioritizing projects will include criteria that considers bicycle, pedestrian and transit modes of transportation.	MOE 1.2.9.1 Does prioritization methodology address bicycle, pedestrian and transit modes?	(Y/N)

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

Quantitative
Qualitative
Recommended in SAFETEA-LU Compliance Documentation (June 2007) xxx

Is the MOE readily measurable?
Yes
No

SAFETEA-LU Criteria								FTP Criteria						
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment	Objective	Measure of Effectiveness	Means of Measurement
1	2	3	4	5	6	7	8	1	2	3	4	5			
x	x		x			x	x	x	x		x	x	**Goal 1.3.0: The Plan will provide highway corridor capacity for the safe, secure, effective, and efficient movement of people and goods.**		
							x			x		x	Objective 1.3.1: The Plan will ensure that funding of operating and maintenance costs occur throughout the service life of transportation.	MOE 1.3.1.1 Does the Plan include life cycle maintenance costs as a component of total cost of the Transportation System?	(Y/N)
				x		x			x	x			Objective 1.3.2: Where effective, the Plan will consider transportation demand and systems	MOE 1.3.2.1 The Plan will identify those corridors projected to operate at a volume to capacity ratio of 0.9 or greater.	Transportation Database
x				x	x				x		x	x	Objective 1.3.3: The Plan will identify corridors which provide for the interconnection of all urbanized areas through a well-developed network of roadways.	MOE 1.3.3.1 Percent of roads crossing County Line with same number of lanes and same functional classification in adjacent County.	Transportation Database, Tampa Bay Regional Planning Model (TBRPM), CTRT Coordination
x			x		x						x		Objective 1.3.4: The Plan will identify and measure level of service on major transportation corridors that provide accessibility to major activity centers.	MOE 1.3.4.1 VMT by volume to capacity ratio on designated roads that serve activity centers.	Transportation Database, GIS
														MOE 1.3.4.2 Level of congestion or saturation on designated roads that serve activity centers.	Transportation Database, GIS
	x	x				x		x					Objective 1.3.5: The Plan will review and document emergency evacuation routes.	MOE 1.3.5.1 VMT by volume to capacity ratio on designated hurricane evacuation routes.	Transportation Database
														MOE 1.3.5.2 Level of congestion or saturation on designated hurricane evacuation routes.	Transportation Database
														MOE 1.3.5.3 Lane miles of improved hurricane evacuation routes.	Transportation Database

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

SAFETEA-LU Criteria								FTP Criteria					Objective	Measure of Effectiveness	Means of Measurement
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment			
1	2	3	4	5	6	7	8	1	2	3	4	5			
				x		x	x			x		x	Objective 1.3.6: The Plan will consider improvements to existing transportation corridors outside of the MPOs Urbanized Area prior to creating new corridors.	MOE 1.3.6.1 Lane miles added outside of the Urbanized Area on existing corridors.	Transportation Database
														MOE 1.3.6.2 Lane miles added outside of the Urbanized Area on new corridors.	Transportation Database
	x							x					Objective 1.3.7: The Plan will consider improvements to existing transportation corridors having high crash rates.	MOE 1.3.7.1 Lane miles of improved corridors with existing high crash rates.	CDMS, Transportation Database
	x							x					Objective 1.3.8: The Plan is consistent with the Florida Department of Transportation's "Strategic Highway Safety Plan."	MOE 1.3.8.1 Does the plan address the SHSP emphasis areas?	(Y/N)
		x						x					Objective 1.3.9: The plan will address transportation security.	MOE 1.3.9.1 Does the plan address security for the public transportation system where appropriate?	(Y/N)
														MOE 1.3.9.2 Percent of the Strategic Highway Network (STRAHNET) with ITS surveillance.	Transportation Database, GIS
		x						x					Objective 1.3.10 Coordinate with Emergency Management Department to ensure the disadvantaged population has access to transportation to evacuation shelters when needed.	MOE 1.3.10.1 Does the Hernando County Emergency Management Department have a response plan to evacuate the transportation disadvantaged population?	(Y/N)

Quantitative
Qualitative
Recommended in SAFETEA-LU Compliance Documentation (June 2007) xxx

Is the MOE readily measurable?
Yes
No

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

Quantitative
Qualitative
Recommended in SAFETEA-LU Compliance Documentation (June 2007) xxx

Is the MOE readily measurable?
Yes
No

SAFETEA-LU Criteria								FTP Criteria							
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment	Objective	Measure of Effectiveness	Means of Measurement
1	2	3	4	5	6	7	8	1	2	3	4	5			
x	x	x	x	x	x	x	x	x		x	x	x	**Goal 2.0.0: The Plan will support the development of all sectors of the County's economy through the development of financially feasible multimodal facilities and services.**		
x			x		x						x		Objective 2.0.1: The Plan will support economic development through consideration of improved access and connections to port, rail, and airport facilities.	MOE 2.0.1.1 Lane miles of improved and new corridors providing access to intermodal facilities and truck routes.	Transportation Database
x			x		x						x		Objective 2.0.2: The Plan will support economic development in specific geographic areas by providing access to the Brooksville central business district (CBD).	MOE 2.0.2.1 VMT by volume to capacity ratio on designated roads that serve the Brooksville CBD.	Transportation Database
x	x	x				x		x			x		Objective 2.0.3: The Plan will support economic development by ensuring that the transportation systems will promote and enhance the efficient, safe, and secure movement of freight and services.	MOE 2.0.3.1 VMT below adopted standard providing access to designated activity centers.	Transportation Database
														MOE 2.0.3.2 VMT below adopted standard on designated truck routes.	Transportation Database
														MOE 2.0.3.3 Identify high accident corridors.	CDMS (Crash Data)
														MOE 2.0.3.4 Does the Plan address the security of appropriate transportation mode?	(Y/N)

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

Quantitative
Qualitative
Recommended in SAFETEA-LU Compliance Documentation (June 2007) xxx

Is the MOE readily measurable?
Yes
No

SAFETEA-LU Criteria								FTP Criteria							
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment	Objective	Measure of Effectiveness	Means of Measurement
1	2	3	4	5	6	7	8	1	2	3	4	5			
x			x		x						x		Objective 2.0.4: The Plan will identify corridors that allow high density and intensity land uses to be served by public transit.	MOE 2.0.4.1 Does the Plan include map identifying potential high transit ridership areas?	(Y/N)
x					x	x	x			x		x	Objective 2.0.5: The Plan will review existing and alternative federal, state, and local revenue sources to develop a financially feasible multimodal plan.	MOE 2.0.5.1 Did the Plan review potential funding sources?	(Y/N)
														MOE 2.0.5.2 Does available projected revenues match costs by jurisdiction?	(Y/N)
x				x	x				x		x	x	Objective 2.0.6: The Plan will ensure that regional as well as local markets are adequately served by the transportation system.	MOE 2.0.6.1 VMT by volume to capacity ratio on designated regional travel routes.	Transportation Database and GIS
														MOE 2.0.6.2 Level of congestion or saturation on designated regional travel routes.	Transportation Database and GIS
														MOE 2.0.6.3 Lane miles of improved regional travel routes.	Transportation Database and GIS

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

Quantitative
Qualitative
Recommended in SAFETEA-LU Compliance Documentation (June 2007) xxx

Is the MOE readily measurable?
Yes
No

SAFETEA-LU Criteria								FTP Criteria							
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment			
1	2	3	4	5	6	7	8	1	2	3	4	5	Objective	Measure of Effectiveness	Means of Measurement
x	x	x		x	x	x	x	x	x	x	x	x	**Goal 3.0.0: To the greatest extent possible, the Plan shall be used as a tool for managing the growth of the County.**		
x	x			x			x	x	x		x	x	Objective 3.0.1: The Plan may be used in the review of Land Use regulatory functions, including land use plan amendments, zoning, and concurrency reviews, and may be used in the site plan review process by documenting the standards used in the review of access control, parking, and site setback and clear zone requirements.	MOE 3.0.1.1 Percentage of local agencies that use the Plan in their review of development proposals.	Qualitative Number
				x		x	x			x		x	Objective 3.0.2: The Plan will identify rights-of-way for preservation that will include not only sufficient space for roadway improvements, but also improvements for mass transit and the bicycle and pedestrian modes, and will support an advanced right-of-way acquisition program for future planned improvements.	MOE 3.0.2.1 Do right-of-way needs consider all modes of transportation?	(Y/N)
														MOE 3.0.2.2 Does the Plan adequately address land uses along and adjacent to the Suncoast corridor?	(Y/N)
x					x				x		x		Objective 3.0.3: The Plan will identify transportation issues regarding the role of the Brooksville downtown area within the community, and will identify measures for preserving and enhancing the commercial and social integrity of this area.	MOE 3.0.3.1 Does the Plan adequately address the unique transportation needs of the Brooksville downtown?	(Y/N)
	x	x		x				x	x				Objective 3.0.4: The Plan will identify and provide for special land use needs within the Suncoast Corridor, especially at planned interchange areas.	MOE 3.0.4.1 Does the Plan adequately address land uses along and adjacent to the Suncoast corridor?	(Y/N)

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

Quantitative
Qualitative
Recommended in SAFETEA-LU Compliance Documentation (June 2007) xxx

Is the MOE readily measurable?
Yes
No

SAFETEA-LU Criteria								FTP Criteria							
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment	Objective	Measure of Effectiveness	Means of Measurement
1	2	3	4	5	6	7	8	1	2	3	4	5			
x	x	x		x		x	x	x	x			x	**GOAL 4.0.0 The Plan will preserve where possible, and enhance community social and environmental values.**		
				x					x				Objective 4.0.1: The Plan will be sensitive to preserving the quality of the environment, and in responding to air quality and energy conservation, and will ensure that air quality degradation will not occur by addressing the requirements of EPA conformity regulations.	MOE 4.0.1.1 Total VMT.	Transportation Database
														MOE 4.0.1.2 Percent VMT at V:C ratio over 1.2 or other selected level.	Transportation Database
														MOE 4.0.1.3 Weighted V:C ratio.	Transportation Database
														MOE 4.0.1.4 Total CO, HC, NO emissions.	FDOT, TBRPM
														MOE 4.0.1.5 Total fuel use (gallons).	FDOT, TBRPM
														MOE 4.0.1.6 Air quality modeling output reports.	FDOT, TBRPM
				x			x		x				Objective 4.0.2: The Plan will constrain the development of highway facilities within corridors which are scenic in nature, and when appropriate, will apply "parkway" treatments that enhance the overall social and aesthetic values of the community.	MOE 4.0.2.1 VMT by volume to capacity ratio on designated scenic corridors.	Transportation Database and GIS (Flag scenic corridors)
														MOE 4.0.2.2 Level of congestion or saturation on designated scenic	Transportation Database and GIS
														MOE 4.0.2.3 Lane miles of improved scenic corridors.	Transportation Database and GIS
														MOE 4.0.2.4 Centerline miles of scenic corridors.	Transportation Database and GIS (Flag scenic corridors)

Table 1: Goals, Objectives, and Measures of Effectiveness: SAFETEA-LU, Florida Transportation Plan Compliance (cont.)

Quantitative
Qualitative
Recommended in SAFETEA-LU Compliance Documentation (June 2007) xxx

Is the MOE readily measurable?
Yes
No

SAFETEA-LU Criteria								FTP Criteria							
Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment	Objective	Measure of Effectiveness	Means of Measurement
1	2	3	4	5	6	7	8	1	2	3	4	5			
x	x			x				x	x				Objective 4.0.4: The Plan will minimize disruption to established communities, activity centers, redevelopment areas, and infill areas through minimizing intrusion into these areas.	MOE 4.0.4.1 Miles of lane additions or new roads within established communities, activity centers, re-development areas, and infill areas.	GIS
														MOE 4.0.4.2 Miles of residential collectors with Average Annual Daily Traffic (AADT) over 8,000 vehicles per day.	Transportation Database (filter or GIS query)
														MOE 4.0.4.3 Miles of collectors with posted speed > 35 mph.	Transportation Database and GIS (confirm data)
														MOE 4.0.4.4 Miles of collectors with the number of lanes greater than four.	Transportation Database, GIS
	x	x		x		x		x	x				Objective 4.0.5: The Plan will designate routes that minimize potential exposure from hazardous materials to the community.	MOE 4.0.5.1 Has a hazardous materials routing plan been undertaken?	(Y/N)
				x					x				Objective 4.0.6: The Plan will recognize existing public lands and other environmentally sensitive areas, and will strive to ensure that roadway corridors do not encroach upon these valuable county resources.	MOE 4.0.6.1 Centerline miles of major roads impacting public environmental lands or areas of critical state concern.	GIS
				x			x		x			x	Objective 4.0.7: To the greatest extent possible, the Plan should ensure that transportation corridors are consistent with the character of surrounding areas, and whenever possible, should be used as a tool for preserving that character.	MOE 4.0.7.1 Does the Plan adequately ensure the preservation of the character or existing communities?	(Y/N)

CONCLUSION

Table 4-1 shows that the eight metropolitan planning factors set forth in SAFETEA-LU and the five goals from the Florida Transportation Plan have all been addressed extensively in the established 2035 LRTP goals.

Section 5
PLAN DEVELOPMENT PROCESS

OVERVIEW OF MAJOR TRANSPORTATION PLAN TASKS

The development of the MPO's 2035 Plan involved the successful completion of a set of complex interrelated tasks. To facilitate understanding of the transportation plan development process, the tasks have been grouped into the following categories:

- Key Planning Tools applied during development of the LRTP
- Key Planning Assumptions
- Travel Demand Forecasting
- Long Range Plan Alternatives Development and Evaluation
- Development of the Congestion/Mobility Management Plan

An overview of each of the above major categories is provided below. The following sections detail the major tasks that were conducted during the 2035 LRTP Update.

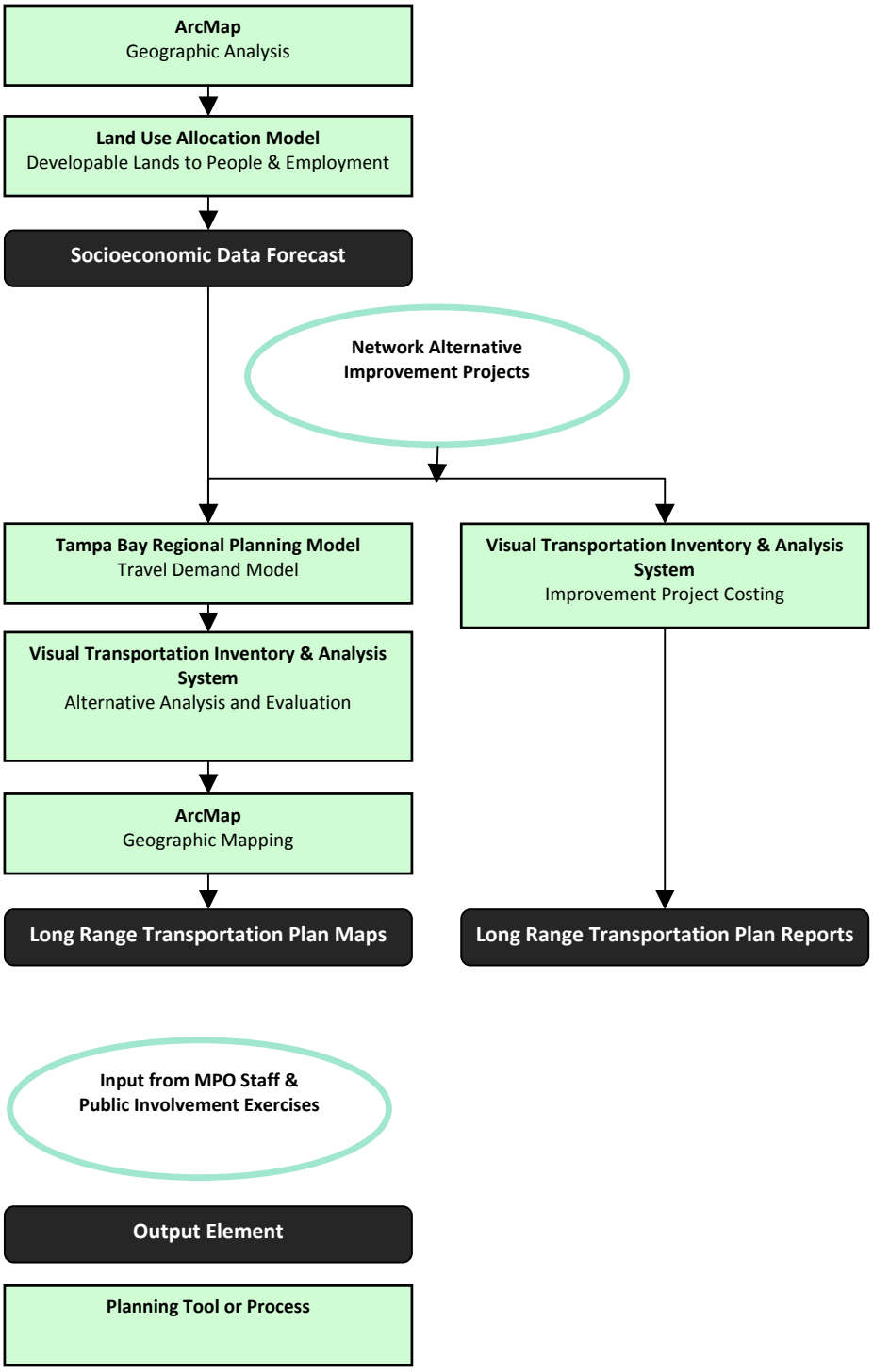
This chapter provides an overview of the plan development process that was used to facilitate the development of the 2035 LRTP Update. This includes a summary of the overall approach, tools, and assumptions made to guide the preparation of the plan. Other important issues to the plan development process also are highlighted.

KEY PLANNING TOOLS

Several tools were used throughout the Needs Plan and Cost Affordable Plan development process. These tools were used to forecast traffic conditions in the future, analyze those traffic conditions based on the improvements, and display the results using maps to convey information in a format fit for general understanding. Figure 5-1 illustrates how each tool was applied in the evaluation process. These tools include:

- The Tampa Bay Regional Planning Model, Version 7 (TBRPM 7), a district-wide travel demand forecasting model used to forecast roadway conditions in the future. This model is based on the Florida Standard Urban Transportation Model Structure (FSUTMS) in a CUBE environment.

Figure 5-1
Plan Development Process



- ArcMap Geographic Information Systems (GIS) software, used to create maps and perform calculations based on geographic features such as length, acreage, and complex spatial overlay calculations.

- The Visual Transportation Inventory Management and Analysis Software, or vTIMAS, a multi-function geographic information systems tool previously developed by the MPO's consultant, Tindale-Oliver, Associates, that was used to analyze forecasted roadway conditions and project roadway improvement costs.

Update of the Facilities Inventory and Data Collection

To support the development and evaluation of transportation system alternatives, the MPO's facilities inventory is continually updated. The inventory consists of both physical and operational information about highways, public transportation, bicycle, pedestrian, intermodal facilities (port, airport, transit, and truck routes), and major activity centers. The facility inventory and attribute database was conducted to collect sufficient data to support development of analysis tools used in the LRTP development process. Data collected in these tasks was used for the database developed in the Planning and Analysis Management Tools category. The MPO's ArcView GIS application is used to graphically display the results of database analysis.

Planning and Analysis Management Tools

This task involved the refinement of the MPO's database used to store and maintain data about transportation facilities, development of a methodology for evaluating plan alternatives, a project prioritization strategy for future multimodal transportation system improvements, and identification of activities and sites which must be uniquely considered from an accessibility point of view (such as airports, railroad stations, major medical facilities, colleges and universities, regional shopping malls, central business districts, etc.).

The database, GIS application, and project prioritization strategy was an important management tool which assisted the MPO in evaluating various transportation plan alternatives, and in developing recommendations for consideration by the public, the Citizens Advisory Committee (CAC), the Technical Advisory Committee (TAC), the Bicycle/Pedestrian Advisory Committee (BPAC), the Transportation Systems Operations Committee (TSOC), and the MPO Board.

KEY PLANNING ASSUMPTIONS

Selected key planning assumptions are highlighted below, along with references where more detailed information and data are available.

Transportation and Land Use

The 2035 LRTP update was based on an extensive analysis of existing land uses, build-out densities and intensities, and developable vacant land by land use plan code. Additionally, this analysis considered the impact of approved developments of regional impact (DRIs) and other major developments, as well as future population and employment projections for Pasco County. The sources for future population and employment projections were the Bureau of Economic and Business Research (BEBR) at the University of Florida and the Florida Department of Labor and Employment Services. The result of this work effort is a set of socioeconomic data that reflects the use of vacant developable land in Hernando County, along with the associated land uses that can be built on this vacant land. The development of socioeconomic data for Hernando County is documented in Section 7 of this Plan.

Development of Roadway Network Alternatives

The development of the final 2035 and 2025 Cost Affordable Plan Networks reflects several iterations and refinements of various network alternatives. The following network alternatives were developed and evaluated, using vTIMAS, as part of the plan development process:

- Base Year (2006) Network
- Existing (2009) Network
- Existing plus Committed (2014) Network
- 2035 Needs Plan Networks
- 2035 Cost Affordable Plan Networks
- 2025 Interim Cost Affordable Plan Networks

The future networks were developed cooperatively with guidance from the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), and the MPO Board. In addition, several public workshops and discussion groups were held to obtain input from citizens of Hernando County throughout the plan development process. The public participation process is summarized in Section 13.

Level of Service Analysis

The vTIMAS System was designed to accept inputs and perform generalized and conceptual LOS. The generalized LOS uses the FDOT Generalized Volume Tables to identify the LOS for a roadway segment and facility. The software also has the ability to run conceptual (Art-Plan) level of service analysis; however, this type of analysis was not performed as a part of this LRTP, except for the Congestion Management Process.

Cost and Revenue Projections

Significant efforts were devoted to the development of standard and reasonable assumptions for the projections of costs and revenues. The vTIMAS software can calculate the roadway costs for right-of-way, design, construction, and unique costs through calculations based on length, total lane miles, added lane miles, or percent of another cost (such as percent of construction cost). The module also accommodates alternative costing methods such as the use of manual costs.

Cost and revenues projections were prepared for all elements of the LRTP, including:

- Highways
- Public transportation
- Bicycle and pedestrian facilities
- Multi-use trail facilities
- Intelligent Transportation Systems (ITS)
- Intersection improvements
- Transportation Demand Management (TDM)

More information on unit cost assumptions and non-roadway costs used in this LRTP can be found in Section 11.

TRAVEL DEMAND FORECASTING

Modeling Process

The Hernando County MPO uses the Tampa Bay Regional Planning Model (TBRPM) for travel demand forecasting in its transportation planning process. During the 2035 Plan update, it was used to evaluate the travel demand needs based on the socioeconomic conditions expected to prevail in the planning horizon year of 2035.

The regional model includes five counties and has been developed and maintained through a coordinated process involving state and local transportation and planning agencies. The TBRPM is a four-step model currently validated to a base year of 2006 with forecast years of 2025 and 2035 (TBRPM v.7).

In order to participate in the development, review and oversight of the forecasting process, the Hernando County MPO is a member of a technical advisory body referred to as the Technical Review Team (TRT). This is part of an overall process for regional transportation planning in the Tampa Bay area. The TRT consists of technical staff representatives from the FDOT District 7, each of the four District 7 MPOs (Hernando, Hillsborough, Pasco, and Pinellas), Citrus County, and other intermodal transportation and travel demand management agencies. The TRT meets bi-weekly and members provide input and review for overall technical guidance in the forecasting process. In addition, the members keep their respective bodies informed of the progress, results and decisions of this group.

To support the regional approach in forecasting travel demand, a letter of understanding was signed by which the three MPOs in the TMA and Hernando County comply with regional TMA requirements. Also, technical responsibilities, lines of communication and review are conducted under the regional planning process of the West Central Florida MPO Chairs Coordinating Committee (CCC) under the supervision of the MPO Staff Directors in the region.

Linking and Importing Model Volumes and Adjustment Process

The process used to test transportation alternatives during development of the Transportation Plan included two key components:

- Using the Regional Transportation Analysis (RTA) model to project traffic volumes throughout the region, and

- Coordinating the development and testing of alternatives through regular meetings of the Technical Review Team, a regional coordination committee led by District 7 of the Florida Department of Transportation (FDOT).

This cooperative multi-county approach ensures that travel demand modeling across county boundaries is performed in a consistent manner and that the impact of land use and transportation changes in adjacent counties is considered.

One of the most significant processes in vTIMAS is called FSUTMS Volumes Input, or FVolsIn. This process links the output of a FSUTMS model to vTIMAS and imports the raw model volumes. In Pasco County, traffic volumes were reviewed and adjusted or "smoothed" to correct for imperfections in the model validation process. These adjustments were made using an accepted methodology published by the Transportation Research Board in Technical Report #255.

Seven "smoothing" methodologies were used to make adjustments as appropriate, including:

- Future Model Volume Adjusted to Average Annual Daily Traffic
- (AADT) = C
- Difference Method (D) = (A - B) + C
- Ratio Method (E) = (A / B) x C
- Average Method (F) = (D + E) / 2
- Exponential Method (G) = B [1 + (FGR / 100)] (AY - AB)
- Straight Line Method (H) = B [1 + ((AY - BY) (FGR / 100))]
- User Select (U) = User Defined AADT where:
    A = Base Year AADT
    B = Base Year Model Volume adjusted to AADT
    C = Future Model Volume adjusted to AADT
    FGR = Future Growth Rate
    AY = Analysis Year
    BY = Base Year

Once adjusted, volumes are developed using one of the above procedures, an additional manual review is conducted for reasonableness.

Additional information about the model development process can be found in Technical Appendix A, Travel Demand Forecasting for the Long-Range Transportation Plan (LRTP).

LONG RANGE PLAN ALTERNATIVES DEVELOPMENT AND EVALUATION

2035 Cost Affordable Plan Alternatives

Using the TBRPM, 16 model runs were conducted in developing the recommended 2035 Cost Affordable Plan. After reviewing the required number of lanes for the final 2035 Needs Plan, the costs associated with the Needs Plan improvements, public input, available revenues, and project priorities, the initial 2035 Cost Affordable Plan network was developed. MPO staff determined the initial revisions to number of lanes and road types in the 2035 Needs Plan network in order to create the initial 2035 Cost Affordable Plan network.

All required level of service variables, analysis segments, and other variables were also updated as necessary in order to process the 2035 database for tables level of service and costs. The Consultant performed quality control on this database so that the costs and level of service calculations were reasonable. For subsequent 2035 Cost Affordable Plan alternatives, the MPO reviewed the results of the previous model runs and determined the appropriate number of lanes and road types.

The Cost Affordable Plan presented in Section 9 is multimodal in nature and addresses needs related to highways, bicycle and pedestrian facilities, intermodal facilities, and goods movement. Findings from the Tampa Bay Regional Goods Movement Study were considered in the development of the Plan. Information from the updated Long Range Transit Element and updated Bicycle and Pedestrian facility inventory was used to create the 2035 Multimodal Cost Affordable Plan. The work effort included several meetings with the FDOT's TRT to review and finalize the 2035 Cost Affordable Plan networks.

2025 Interim Cost Affordable Plan Alternatives

Several model runs were also conducted to develop the 2025 Interim Cost Affordable Plan. Using the road improvement projects identified in the 2035 Interim Cost Affordable Plan and the prioritization process developed as part of the Needs Plan, the road-widening projects were prioritized to define the first iteration of the 2025 Interim Plan. The MPO and its consultant jointly determined the initial number of lanes and road types for the 2025 Interim Cost Affordable Plan based on the project priorities developed previously in this task as well as public input. Using the previously developed databases for 2035, all required level of service variables, analysis section

numbers, and other variables as necessary in order to process the 2025 database for level of service and costs were updated.

The 2025 Interim Cost Affordable Plan presented in Section 9 is also multimodal in nature and addresses needs related to public transportation, bicycle and pedestrian facilities, intermodal facilities, and goods movement. Bicycle and pedestrian components were also incorporated in the 2025 Interim Cost Affordable Plan. Intermodal facilities and goods movement have also been addressed as part of this task and incorporated into the 2025 Interim Cost Affordable Plan.

Section 6
CONGESTION MANAGEMENT PROCESS

INTRODUCTION

The Congestion Management Process (CMP), which has evolved from what was previously known as the Congestion Management System (CMS), is defined by the Federal Highway Administration (FHWA) as:

> *"a systematic approach, collaboratively developed and implemented throughout a metropolitan region, that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies."*

The CMP is required to be developed and implemented as an essential part of the metropolitan planning process in Transportation Management Areas (TMAs). TMAs are defined as urbanized areas with a population over 200,000, or any area where designation as a TMA has been requested.

FEDERAL REQUIREMENTS

The initial federal requirements for congestion management were introduced by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and were continued under the successor law, the Transportation Equity Act for the 21st Century (TEA-21). The requirements guiding congestion management further evolved under the most recent federal transportation act, the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), passed into law in August 2005.

One of the changes included in the most recent reauthorization of the federal surface transportation program, SAFETEA-LU, was the updated requirement for a "congestion management process" in TMAs, as opposed to a "congestion management system." According to FHWA, the change in name is 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 and the environmental review process, based on cooperatively-developed travel demand reduction and operational management strategies as well as capacity

increases. Except for the change in name, the CMP requirements are not expected to change substantially from the Congestion Management System requirements.

CONGESTION MANAGEMENT PROCESS OVERVIEW

Maintenance of a CMP is a requirement for all MPOs under Florida law and for MPOs in TMAs under Federal law. Consistent with the guidance from the Final Rule on the CMP for TMAs (Section 450.320), the intent of the CMP is to "address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system."

Eight-Step Process

Under the federal guidelines, the CMS was initially described as a seven step process; with the addition of a new "first step," the CMS has evolved into a CMP, an eight-step process:

1. **Develop Congestion Management Objectives –** Objectives should be identified that help to accomplish the congestion management goals.

2. **Identify Area of Application –** The CMP must cover a well-defined application area.

3. **Define System/Network of Interest –** The CMP must define the transportation network that will be evaluated.

4. **Develop Performance Measures –** The CMP must define the measures by which it will monitor and measure congestion.

5. **Institute System Performance Monitoring Plan –** There must be a regularly scheduled performance monitoring plan for assessing the state of the transportation network and evaluating the status of congestion.

6. **Identify/Evaluate Strategies –** There must be a toolbox for selecting congestion mitigation strategies and evaluating potential benefits.

7. **Implement Selected Strategies/Manage System –** There must be a plan for implementing the CMP as part of the regional transportation planning process.

8. **Monitor Strategy Effectiveness –** The strategies must be regularly monitored to gauge the effectiveness.

Congestion Management in the Metropolitan Planning Process

The CMP is a working tool that needs to be effectively integrated into the MPO's project prioritization process, Transportation Improvement Program (TIP), and LRTP. The objectives-driven, performance-based CMP starts with the monitoring and evaluation of current conditions, identifying where congestion exists. Based on the identified goals and objectives and the established performance measures of the CMP, this evaluation leads to the identification of mitigation strategies and the development of a monitoring plan.

The outputs of the CMP, such as identified congested corridors/locations and their recommended mitigation measures, then proceed into the long range planning process where they are evaluated and prioritized. The projects that are identified for implementation in the LRTP specific projects or through boxed funds are then moved into project development and programmed into the TIP for funding and implementation. The implemented projects are then monitored to evaluate the strategy effectiveness.

Public Involvement Process

The purpose of the CMP public involvement activities is to provide citizen groups with information on congestion monitoring activities that are in place in Hernando County at this time and planned improvements to mitigate congestion. Proposed CMP improvement projects/strategies will be presented to the citizens of Hernando County at various public involvement activities, and are intended to inform the public and gather input that will be integrated with the 2035 LRTP public involvement activities conducted throughout the LRTP process.

The following section details the recommendations and actions that Hernando County will follow to develop the first "Annual State-of-the System" for its Congestion Management Process.

CMP ACTIONS/RECOMMENDATIONS

A list of recommendations and actions is presented to enhance the congestion management process and become more efficient in the overall MPO planning process.

The actions/ recommendations presented below will be reviewed and considered by MPO staff and the Hernando County CMPTF for implementation as necessary.

- Update the CMP on a five-year cycle and coincide the CMP update cycle with the LRTP five-year update cycle. Timing of the completion of CMP updates in advance of finalizing the LRTP updates would benefit integration of CMP strategies into the LRTP.

- Develop an Annual State-of-the-System Report to track effectiveness of the implemented strategies, to the extent possible, and to evaluate trends and conditions for the multi-modal transportation system in the CMP study area. The general schedule for the annual update of the CMP is provided below.

- **January to May**

    - Update of roadway inventory data to support LOS analysis
    - Calculation of Non-Highway System wide Performance Monitoring (Public Transportation, Bicycle, Pedestrian, TDM, etc.)
    - Produce growth rates on county roadways using county traffic counts and perform initial LOS analysis (existing conditions and existing + 5 years)*
    - Produce preliminary growth rates on state roadways using older state traffic counts and perform initial LOS analysis (existing conditions and existing + 5 years)*

- **May to August**

    - CMP Task Force meeting to review and identify potential operational issues that would not be identified through the technical screening process
    - Coordinate with goods movement stakeholders and providers to identify related needs (Note: May occur earlier)
    - Receive FDOT traffic counts
    - Produce update growth rates on state roadways using state traffic counts and perform initial LOS analysis (existing conditions and existing + 5 years)
    - Screen corridors (existing conditions and existing + 5 years)
    - Prioritize corridors for evaluation
    - Report to CMP Task Force and CAC the results of the corridor screening and prioritization

- Report to the CMP Task Force and CAC the results from the Non-Highway System wide Performance Monitoring (Public Transportation, Bicycle, Pedestrian, TDM, etc.)
- Identify strategies to be considered on prioritized corridors
- Evaluate strategies where appropriate and make improvement or program recommendations for implementation
- Report to the CMP Task Force and CAC the recommended strategies for implementation

- **September to October**

  - Finalize technical recommendations on strategy implementation
  - Program improvement recommendations in the County CIE and identify other priority projects or programs for the TIP
  - Finalize performance monitoring summary
  - Obtain endorsement from the CMP Task Force and CAC on the programmed projects in the CIE and priority projects or programs for the TIP
  - Adopt the CMP Priority List through a Public Hearing of the MPO Board

- **October to November**

  - Finalize the CMP Annual State of the State Report
  - Enhance coordination with agencies

*NOTE: Since FDOT state roadway traffic counts for the prior year are typically released in May or June of the following year, it is necessary to use preliminary state traffic count data that is a year older for the preliminary analysis. Once the FDOT state roadway traffic count data is provided, growth rates and their associated traffic volumes are used to update the LOS analysis.

Please refer to Section 13 of this report, *Public involvement Process*, for a detailed description of how the public was given the opportunity to participate during development of the CMS and the CMP.

Summary Of Congestion

This section provides an overview of the geographic area of application and the transportation network for the Hernando County MPO's CMP. In addition, it

summarizes the methodology used in identifying the congested roadways and intersections followed by a summary of congestion in Hernando County.

Area of Application

The CMP area of application includes the transportation system that needs to be evaluated and monitored and where congestion management policies and procedures need to be applied. The geographic area of application for this CMP consists of Hernando County in its entirety.

Transportation Network

Consistent with federal guidelines, Hernando County CMP covers a multimodal transportation network. In addition to evaluating congestion on the roadway network, the process evaluates transit, bicycle/pedestrian/trail, and freight movement networks within its designated area of application.

The CMP roadway network includes all major roadways included in the adopted 2035 LRTP 2014 existing plus committed (E+C) road network. This road network was selected to account for the existing roadways at this time and the roadway improvements programmed for capacity expansion through the year 2014. Alternative modes and their role in the transportation system are addressed in the CMP technical report.

Congested Corridors and Hot Spots

Various criteria that primarily use traffic volume and capacity are used to select and categorize the congested corridors in Hernando County. The methodology using these criteria to select congested corridors within the CMP application area is presented below. Thereafter, criteria used to identify congestion hot spots, i.e., intersections with recurring or non-recurring congestion, are also summarized. Figure 9-3 presents the process used in selecting congested corridors.

Roadway Selection Methodology

The selection methodology consists of two main steps. First, five criteria are used to categorize the roadways into three sub-categories. The sub categories and corresponding criteria are presented on the next page.

Performance Measures

In the CMP, performance measures are used as tools to measure and monitor the effectiveness of the transportation system. They assist in identifying and tracking the progress of a community in monitoring congestion. However, these measures are dependent upon the transportation network and the availability of data. They are typically used to measure the extent and severity of congestion and for the evaluation of the effectiveness of the implemented strategies.

The performance measures for the CMP were selected to address the multi-modal nature of Hernando's transportation network and ensure compliance with the federal requirements. The measures are organized into five major categories, including roadway, public transit, bicycle/pedestrian/multi-use trail facility, Transportation Demand Management (TDM), and goods movement. The measures are listed below.

Roadway Performance Measures

- V/MSV Ratio
- Number of Crashes

Public Transit Performance Measures

- Percent of Congested Roadway Centerline Miles with Transit Service
- Passenger Trips per Revenue Hour
- Average Peak Service Frequency
- On-Time Performance
- Annual Ridership

Bicycle/Pedestrian/Trail Facility Performance Measures

- Percent of Congested Roadway Centerline Miles with Sidewalks
- Miles of Multi-Use Trails

TDM Performance Measures

- Number of Registered Carpools or Vanpools

Goods Movement Performance Measures

- Truck Vehicle Miles (VMT) Traveled Below LOS Standard

These performance measures were identified based on numerous monitoring activities currently conducted and/or planned by various local and state agencies for Hernando County. Detailed descriptions of each of these measures, together with an explanation

of how the required data are or will be collected, are presented in the full technical report for the CMP.

Monitoring & Evaluation of System Performance

Current Monitoring Efforts

Hernando County has collected a significant amount of valuable congestion management data as part of various existing monitoring efforts for its application area. These efforts are organized into five major categories:

- Intelligent Transportation Systems (ITS)
- Transportation Systems Management and Operations
- Public Transit
- Bicycle/Pedestrian/Trail
- Transportation Demand Management (TDM)

An inventory of these congestion management data collection and monitoring efforts are documented in the MPO's CMP report.

System Performance Monitoring Plan

FHWA identifies congestion monitoring as just one of the several aspects of transportation system performance that leads to more effective investment decisions for transportation improvements. Safety, physical condition, environmental quality, economic development, quality of life, and customer satisfaction are among the aspects of performance that also require monitoring.

The Final Rule on Metropolitan Transportation Planning identifies the requirement for "a coordinated program for data collection and system performance monitoring to assess the extent of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions." In addition, it also indicates that, "to the extent possible, this data collection program should be coordinated with existing data sources and coordinated with operations managers in the metropolitan area."

As a result, the goal of the Hernando County MPO's CMP system monitoring plan, as presented in the full report, is to develop an ongoing system of monitoring and reporting

that relies primarily on data already collected or planned to be collected in the Hernando County.

Each of the five categories are monitored as follows:

- Roadways are monitored through annual Level of Service (LOS) analysis using traffic counts and other related data constantly collected throughout the region.
- Incidents are monitored to help measure non-recurring congestion.
- Transit performance is monitored continuously through various transit operating and capital plans led by Hernando County Public Transportation (PCPT) and the MPO.
- Bicycle/pedestrian/trail data are also monitored and updated in various county and MPO databases.
- Transportation Demand Management-related data monitoring is done primarily by Bay Area Commuter Services (BACS) commuter assistance program that encourages a regional alternative to the single-occupant vehicle and monitors the effectiveness of its efforts.

System Trends & Conditions

A detailed assessment of factors related to multi-modal transportation network performance is an integral component of a complete CMP. In combination with the other components of the CMP, it helps to provide decision makers with a better understanding of the performance of various modes and to prioritize congestion mitigation and mobility strategies to maintain an efficient and safe transportation system.

Using performance measures established for the CMP, the multi-modal transportation network performance is assessed for roadway facilities, public transit, bicycle and pedestrian facilities, multi-use trail facilities, TDM, and truck routes. A summary of trends and conditions for each component of the multimodal system is presented in the full CMP report.

Identification & Evaluation of Strategies

This step of the CMP identifies and evaluates the strategies intended for mitigating existing and future congestion in the Hernando County roadway network. A Toolbox of Strategies is presented to help policy makers and planners in effectively using these congestion reduction and/or mitigation strategies.

Congestion Management Strategies

For MPOs with more than 200,000 people within their planning areas, SAFETEA-LU requires that the MPO "shall address congestion management … through the use of travel demand reduction and operational management strategies."

In addition, the Final Rule on Statewide and Metropolitan Transportation Planning, published on February 14, 2007, states that, "development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the Transportation Improvement Program (TIP)."

A full range of potential strategies has been identified for the MPO's multimodal CMP network. These strategies can be grouped into a set of broad categories which are described later in this section.

Figure 6-1 summarizes the demand and operational management strategies included in the Hernando County MPO's CMP toolbox of strategies, which is presented in detail in the full CMP report. A full range of demand and operational management strategies have been identified for Hernando County to assist in its efforts to mitigating existing and future congestion. Figure 6-2 provides additional detail of the specific activities that may be considered for implementation.

Toolbox of Strategies

The CMP uses a strategy toolbox with multiple tiers of strategies to support the congestion strategy or strategies for congested corridors. Following an approach used by other MPOs and promoted by FHWA, the toolbox of congestion mitigation strategies are arranged so that the measures at the top take precedence over those at the bottom. The toolbox is presented on the following page.

FIGURE 6-1
DEMAND AND OPERATIONAL MANAGEMENT STRATEGIES

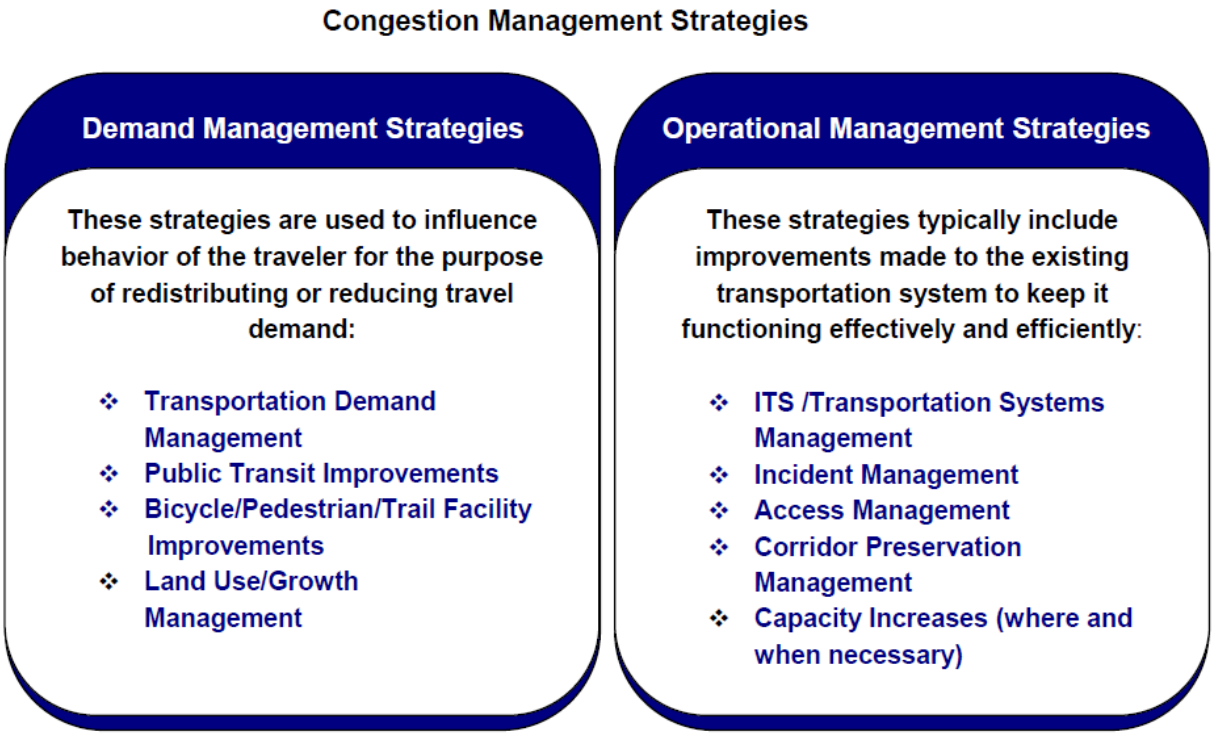
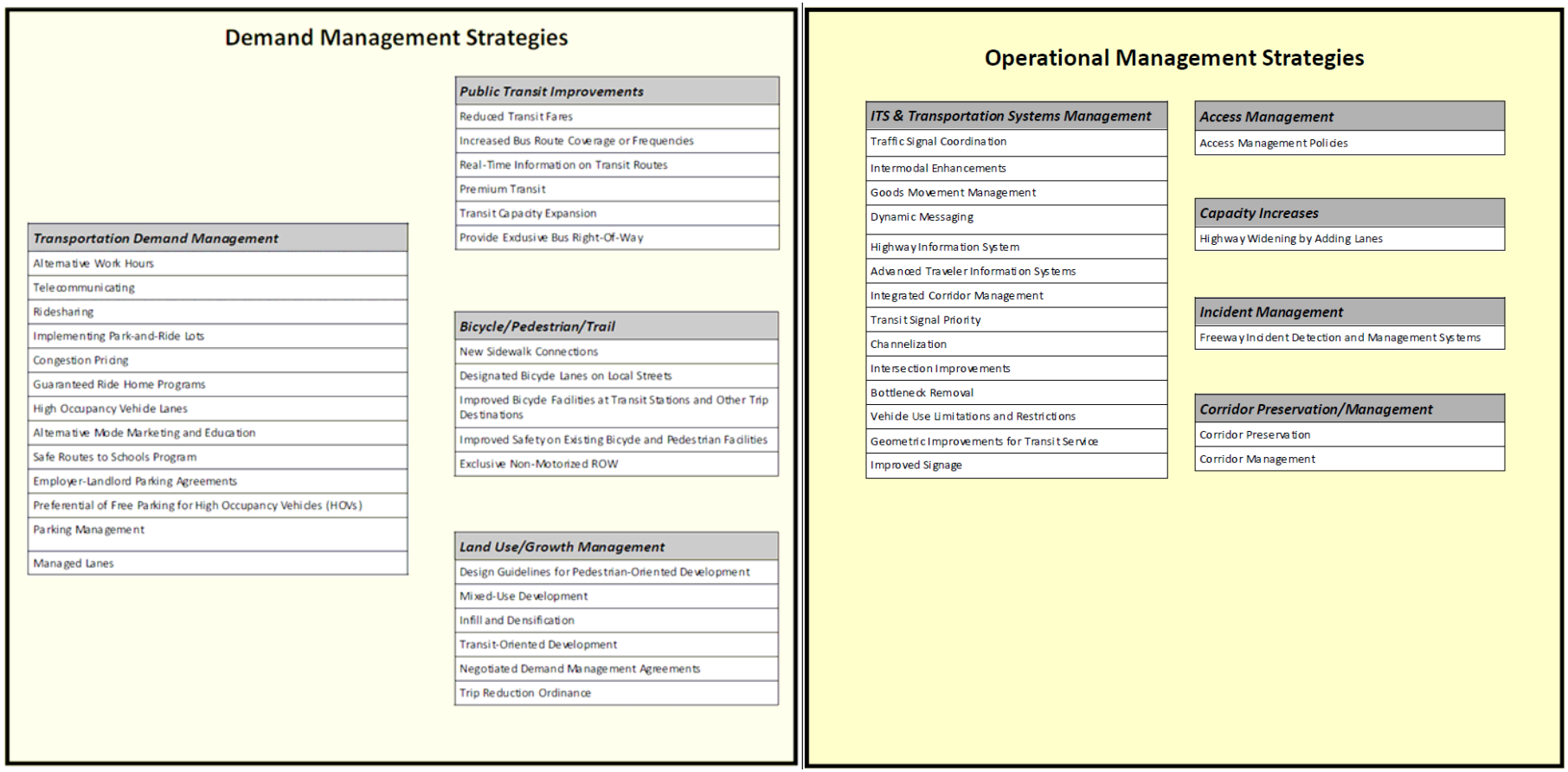


FIGURE 6-2
DEMAND AND OPERATIONAL MANAGEMENT STRATEGIES



The "top-down" approach promotes the growing sentiment in today's transportation planning arena and follows FHWA's clear direction to consider all available solutions before recommending additional roadway capacity. The Hernando County MPO's CMP toolbox of strategies is presented in detail in the remainder of this section.

TDM Strategies

These strategies are used to reduce the use of single occupant motor vehicles, as the overall objective of TDM is to reduce the miles traveled by automobile. The following TDM strategies, not in any particular order, are available for consideration in the toolbox to potentially reduce travel in the peak hours. Strategies include:

- Congestion Pricing
- Alternative Work Hours
- Telework
- Guaranteed Ride Home Programs
- Alternative Mode Marketing and Education
- Safe Routes to Schools Program: Preferential or Free Parking for HOVs

The following TDM strategies are included in the toolbox to encourage HOV use:

- Ridesharing (Carpools and Vanpools)
- High Occupancy Vehicle Lanes
- Park-and-Ride Lots:
- Employer-Landlord Parking Agreements
- Parking Management
- Managed Lanes

Land Use/Growth Management Strategies

The strategies in this category include policies and regulations that would decrease the total number of auto trips and trip lengths while promoting transit and non-motorized transportation options. These strategies include the following:

- Negotiated Demand Management Agreements
- Trip Reduction Ordinance
- Infill Developments
- Transit Oriented Development
- Design Guidelines for Pedestrian-Oriented Development
- Mixed-Use Development

Public Transit Strategies

Two types of strategies, capital improvements and operating improvements, are used to enhance the attractiveness of public transit services to shift auto trips to transit. Transit capital improvements generally modernize the transit systems and improve their efficiency; operating improvements make transit more accessible and attractive. The following strategies are included in the toolbox for consideration:

Transit Capacity Expansion

- Increasing Bus Route Coverage or Frequencies
- Implementing Premium Transit
- Providing Real-Time Information on Transit Routes
- Reducing Transit Fares
- Provide Exclusive Bus Right-Of-Way

Non-Motorized Transportation Strategies

Non-motorized strategies include bicycle, pedestrian, and trail facility improvements that encourage non-motorized modes of transportation instead of single-occupant vehicle trips. The following strategies are included:

- New Sidewalk Connections
- Designated Bicycle Lanes on Local Streets
- Improved Bicycle Facilities at Transit Stations and Other Trip Destinations
- Improved Safety of Existing Bicycle and Pedestrian Facilities
- Exclusive Non-Motorized Right of Way

Intelligent Transportation Systems (ITS) Strategies

The strategies in ITS use new and emerging technologies to mitigate congestion while improving safety and environmental impacts. Typically, these systems are made up of many components, including sensors, electronic signs, cameras, controls, and communication technologies. ITS strategies are sets of components working together to provide information and allow greater control of the operation of the transportation system. The following strategies are included in the toolbox:

- Dynamic Messaging
- Advanced Traveler Information Systems
- Integrated Corridor Management
- Transit Signal Priority

Transportation Systems Management Strategies

Transportation Systems Management (TSM) strategies identify operational improvements to enhance the capacity of the existing system. These strategies typically are used together with ITS technologies to better manage and operate existing transportation facilities. The following strategies are included in the toolbox:

- Traffic Signal Coordination
- Channelization
- Intersection Improvements:
- Bottleneck Removal
- Vehicle Use Limitations and Restrictions
- Improved Signage
- Geometric Improvements for Transit
- Intermodal Enhancements
- Goods Movement Management

Incident Management Strategies

- Freeway Incident Detection and Management Systems

Access Management Strategies

- Access Management Policies

Corridor Preservation/Management Strategies

- Corridor Preservation
- Corridor Management

Strategies to add capacity are the most costly and least desirable strategies and 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. The key strategy is to increase the capacity of congested roadways through additional general-purpose travel lanes.

Strategy Screening Process

The congested corridors can be screened for the application of strategies identified in order from Tier 1 through Tier 5, as presented above. However, new strategies may be added and/or selected strategies may be removed based on the prevailing conditions and local decisions.

This process recommends that capacity improvement projects for the CMP roadway network provide documentation that the applicability of strategies in Tier 1 through Tier 4 have been evaluated and used as feasible. Once all the appropriated strategies have been evaluated/considered on the corridor, then adding capacity may be considered an applicable congestion management strategy for the corridor.

Implementation & Monitoring Strategy Effectiveness

The final two steps of the CMP include the implementation and management of CMP strategies. This includes the process for selecting/prioritizing and implementing future projects as well as an implementation schedule, implementation responsibilities, costs, and possible funding sources for each strategy currently proposed for implementation. These and a process for periodic assessment of the effectiveness of implemented strategies in terms of the established performance measures for the CMP are presented in the Hernando County MPO's full CMP report.

Congestion Management Projects

The Hernando County MPO is in the process of making significant changes in their identification of short term congestions management reduction strategies as they migrate from their old MMS process to a the process previously identified in this chapter for the CMP. The Hernando County MPO has a strong track record of working with its partner agencies, Hernando County, and FDOT to review congestion and safety issues that may be mitigated using short term measures as part of the MPO's prior MMS process. A significant number of the improvements identified in the committed improvements section of the cost affordable plan (Section 9) were identified as part of the MMS process.

SAFETY AND SECURITY

Strategic Highway Safety Plan

The Hernando County MPO's 2035 LRTP is consistent with the Vision, Mission, and Goal of the Florida Department of Transportation's "Strategic Highway Safety Plan" (SHSP), which are as follows:

- Vision - To provide a safer surface transportation system for residents, businesses, and visitors.

- Mission - The State of Florida, utilizing engineering, enforcement, education, and emergency management will focus resources where opportunities for safety improvements are greatest.

- Goal - To improve the safety of Florida's surface transportation system by achieving a five percent annual reduction in the rate of fatalities and serious injuries beginning in 2007.

Specifically, the LRTP addresses the need to provide for the safe movement of goods and people. In addition, the LRTP provides an overview of safety management activities supported by the Hernando County MPO, including the bicycle and pedestrian safety issues and safety issues related to the C/MMS Plan. The MPO's "2006 Congestion/Mobility Management System Update" (August 2006) and "2008 Annual Update Congestion Management System" (September 2008) also provide a discussion of the review of traffic crash incidents completed for the MPO completed for 2004 and 2005, respectively.

The SHSP includes four measurable emphasis areas related to crashes that help to assess performance in the reduction of fatalities and serious injuries over a period of time. The four emphasis areas include:

- Reducing the rate of fatalities and series injuries involving **aggressive driving** (Table 6-1).

- Reducing the rate of fatalities and serious injuries **involving lane departures** (Table 6-2).

- Reducing the rate of fatalities and serious injuries **occurring at intersections** (Table 6-3).

- Reducing the rate of fatalities and serious injuries **involving vulnerable road users such as bicyclists, pedestrians, and motorcyclists** (Table 6-4).

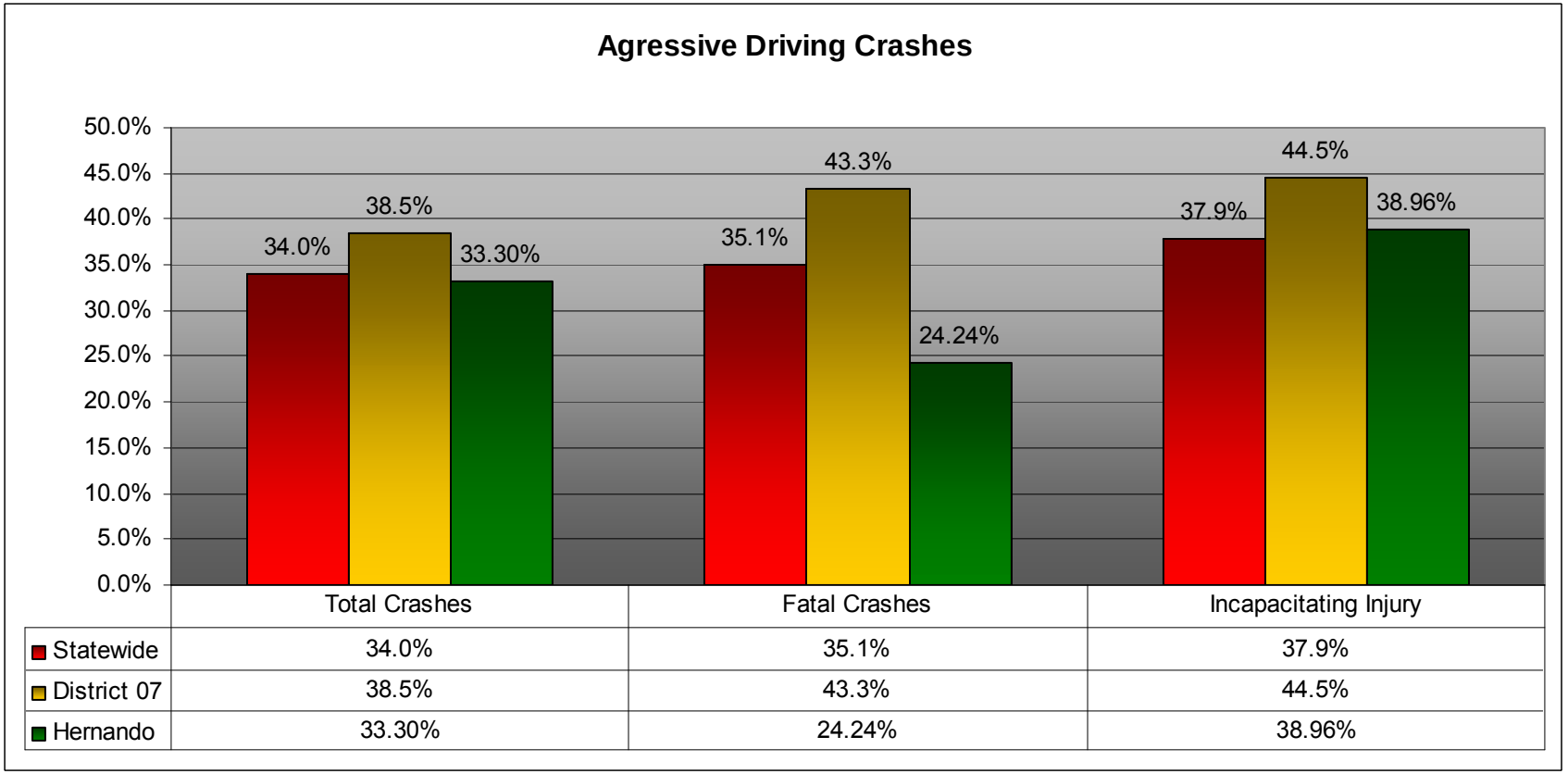
The Hernando County MPO now has the ability to compare crash data from 2004 through 2009 for the four emphasis areas (State of Florida versus Hernando County). This tool allows a comparison ratio to be made between the State and County for the four emphasis areas, further indicating how Hernando County compares with the State of Florida in terms of percent of total crashes related to each emphasis area to the total

number of crashes, percent of fatal crashes related to each emphasis area to the total number of fatal crashes, and percent of serious injury crashes related to each emphasis area to the total number of serious injury crashes.

This type of analysis provides an important tool for Hernando County to monitor crash rates for the four emphasis areas outlined in FDOT's SHSP. The MPO will conduct this type of analysis annually, as data become available, to monitor trends in crashes both Statewide and in Hernando County and include a discussion of the resulting analysis in future updates of the LRTP. In addition, since Hernando County exceeds the Statewide average for lane departure crashes and vulnerable user crashes, the MPO should focus on helping identify countermeasures to reduce the number of crashes related to lane departures and vulnerable road users.

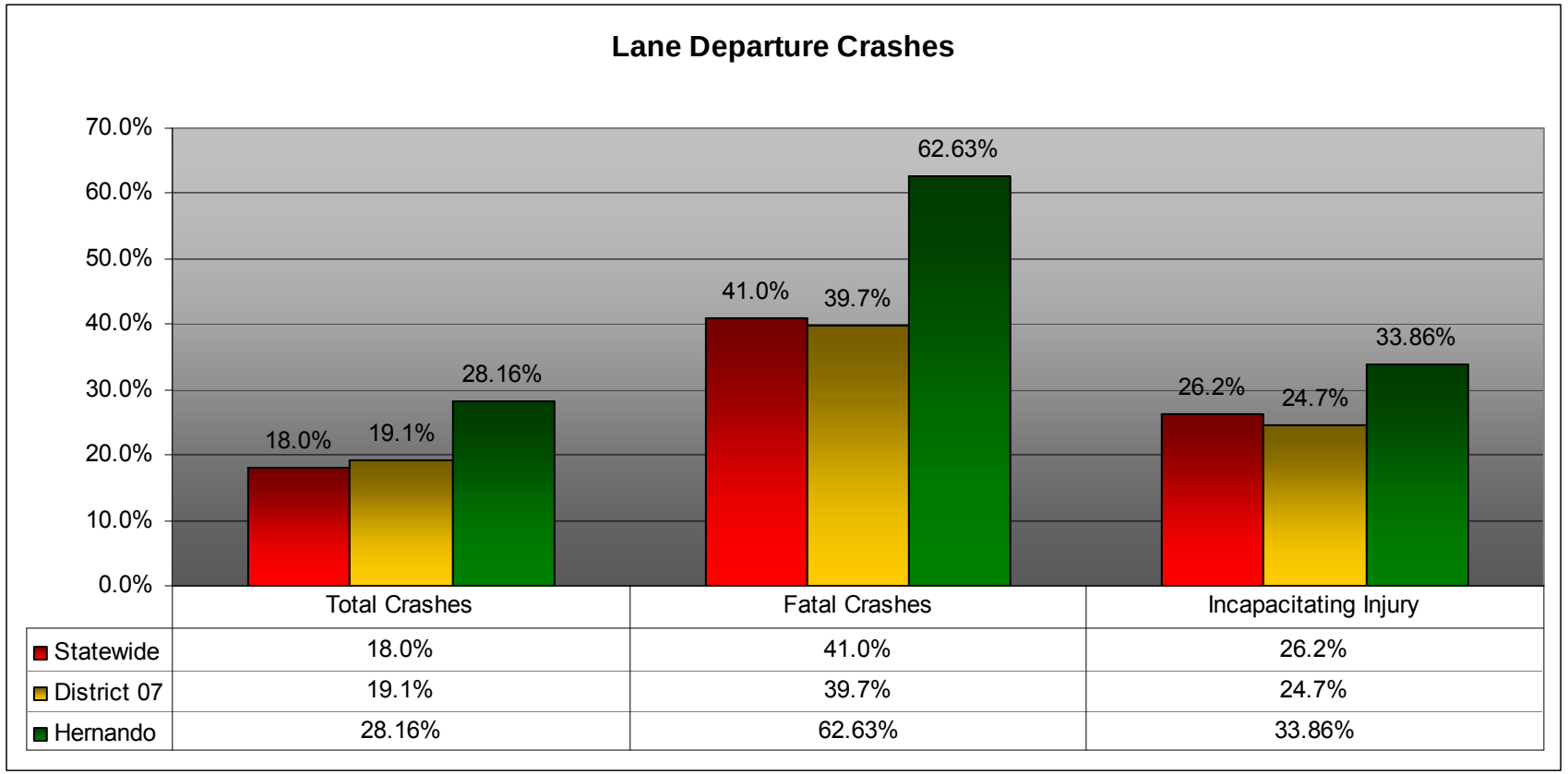
Corridors with a higher occurrence of one or more of the crash types of the SHSP were giving increased consideration for inclusion in the LRTP funded projects list and will receive a higher priority for funding in the TIP where appropriate.

Table 6-1



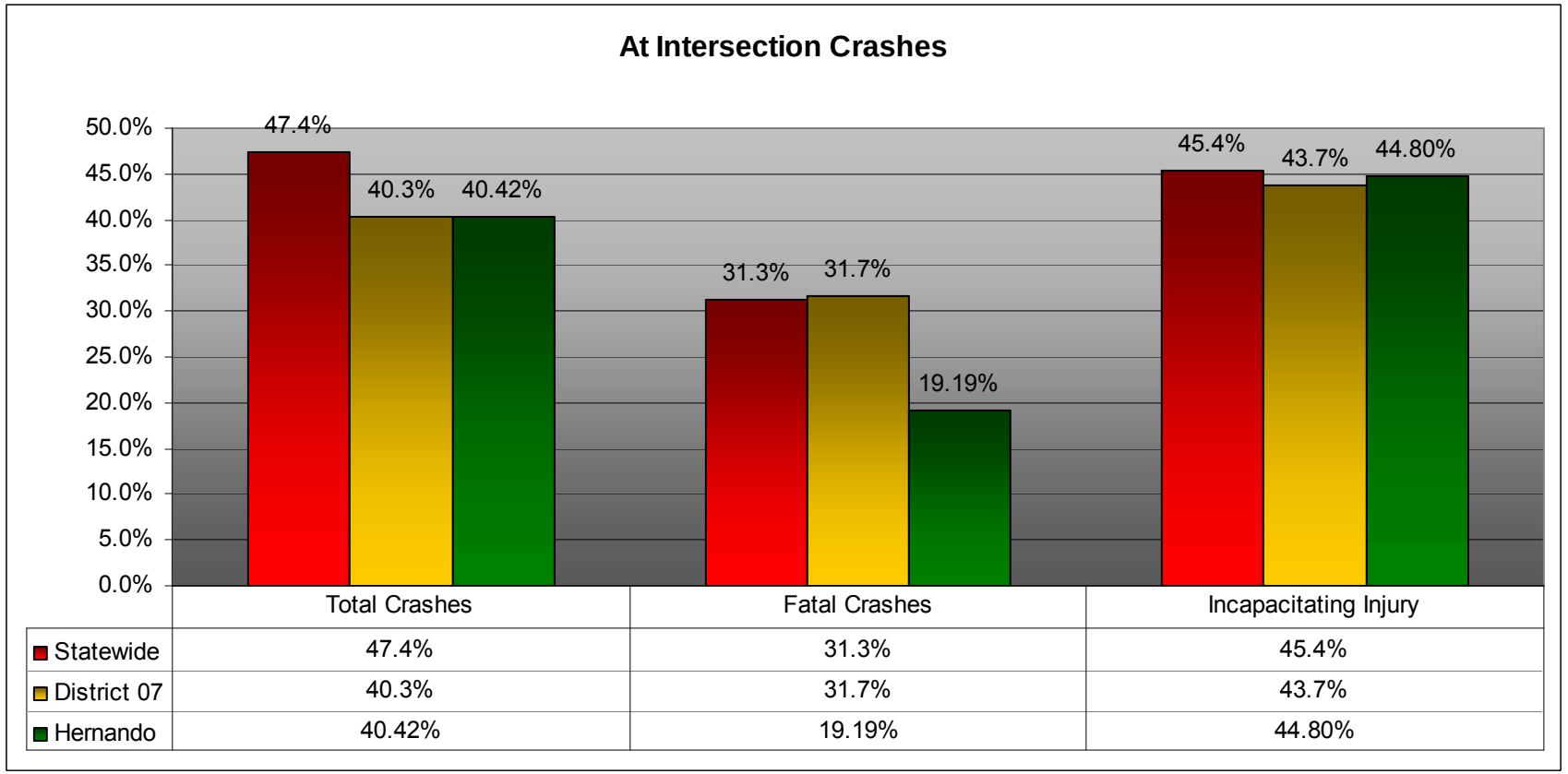
	Total Crashes	Fatal Crashes	Incapacitating Injury
Statewide	34.0%	35.1%	37.9%
District 07	38.5%	43.3%	44.5%
Hernando	33.30%	24.24%	38.96%

Table 6-2



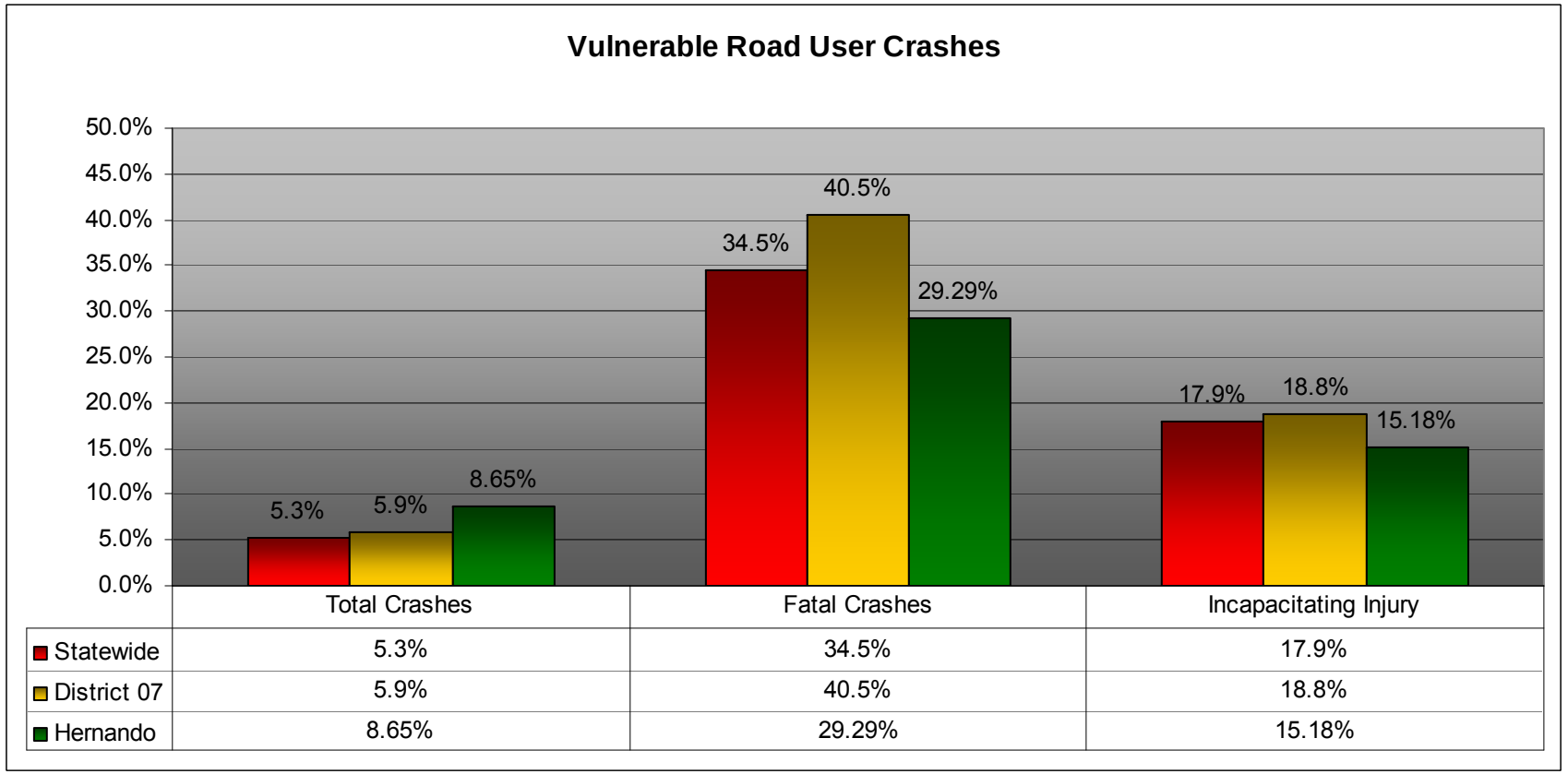
	Total Crashes	Fatal Crashes	Incapacitating Injury
Statewide	18.0%	41.0%	26.2%
District 07	19.1%	39.7%	24.7%
Hernando	28.16%	62.63%	33.86%

Table 6-3



	Total Crashes	Fatal Crashes	Incapacitating Injury
Statewide	47.4%	31.3%	45.4%
District 07	40.3%	31.7%	43.7%
Hernando	40.42%	19.19%	44.80%

Table 6-4



	Total Crashes	Fatal Crashes	Incapacitating Injury
Statewide	5.3%	34.5%	17.9%
District 07	5.9%	40.5%	18.8%
Hernando	8.65%	29.29%	15.18%

System Security

In addition to other items, SAFETEA-LU requires that LRTP identify the means to increase the **security** of the transportation system for motorized and non-motorized users.

Furthermore, the LRTP is required by state statute to be consistent with the goals and objectives of the Florida Transportation Plan. These goals include creating a "**safer** and more **secure** transportation system for residents, businesses, and visitors."

Transportation Security

Transportation security is generally defined as those activities undertaken to prevent, mitigate, respond to, or recover from an intentional act which may threaten the traveling public or transportation infrastructure. A key concern of transportation security has generally been focused on terrorist activities which may impact key target hazards such as seaports, airports, tunnels, bridges, intermodal yards, etc. or the use of the transportation infrastructure by the terrorists to transport dangerous goods. Hernando County does not have significant target hazards within the county boundaries but does have major regional assets in the form of Interstate 75, the Suncoast Parkway, and CSX Transportation Rail. In the case of Interstate 75 and the Suncoast Parkway, these facilities can be provided an increased level of security through ITS surveillance.

Hernando County may also be impacted by events at major regional facilities such as the Port of Tampa, Tampa International Airport, etc. However, the direct security of these assets is outside of the scope of agencies in Hernando County. As Hernando County expands its public transportation service it will need to consider transportation security as part of the design and operations of those facilities and services and may be able to build upon the experience and capabilities of other regional public transportation providers. Agencies which may respond to transportation security threats included but are not limited to the major agencies identified below.

Inventory of Transportation Security or Other Responding Agencies

The following agencies have either direct or indirect responsibility for providing transportation related security in Hernando County:

Law Enforcement
Florida Highway Patrol
Motor Carrier Compliance
Hernando County Sheriffs Department
CSX Transportation Railroad Police
City of Brooksville Police Department
Division of Law Enforcement, Department of Environmental Protection (DEP)

Federal Agencies
US Coast Guard
Transportation Security Administration (No Direct Presence in Hernando County)
U.S. Customs and Border Protection (No Direct Presence in Hernando County)
Federal Emergency Management Agency (No Direct Presence in Hernando County)

Fire Rescue
Hernando County Emergency Services
Hernando County Fire Rescue
City of Brooksville Fire Department

These agencies also have mutual aid agreements coordination activities in place to address local transportation security concerns.

The MPO's Role in Transportation Security

A key area for the Hernando County MPO is to get involved in transportation security is inform the public as to what risks the community faces and what the public can do to assist law enforcement in providing transportation security. One of the sometimes overlooked aspects of transportation security is the railroad network which is protected primarily by CSX Transportation Railroad Police (or local law enforcement) which indicated that one of their key concerns is apathy on the part of the public which may lead them into not reporting events or activities to law enforcement which may impact the transportation system. Railroad security should become one of the education focuses of the Hernando County MPO in future public outreach activities as it relates to transportation security.

Other ways the MPO is able to influence Transportation Security is through Intelligent Transportation System (ITS) surveillance, the development of a Continuity of

Operations Plan or a COOP and providing safe and secure transit shelters, each of which are discussed below.

Intelligent Transportation System (ITS) Surveillance

ITS technologies play an essential role in transportation security. ITS surveillance can be used for incident detection, emergency management, and travel time collection. This LRTP identifies several key transportation corridors in which ITS technologies can play a significant role in providing a secure environment for the traveling public.

Continuity of Operations Plan (COOP)

The purpose of the Continuity of Operations Plan (COOP) is to establish policy and guidance to ensure the execution of mission essential functions for the MPO in the event that 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.

The plan outlines procedures for alerting, notifying, activating and deploying employees. When implemented, the MPO's COOP provides for attaining:

- Operational capability within 12 hours of activation.

- Continued performance of the organization's critical operation under all circumstances for up to 30 days.

The objective of the COOP is to ensure that a viable capability exists to continue essential MPO functions across a wide range of potential emergencies, specifically when the primary facility is either threatened or inaccessible.

Transportation Systems Operations Committee

The Transportation Systems Operations Committee was formed by the MPO in 1998 to identify operational issues/deficiencies and to recommend mitigating strategies for all modes of transportation in Hernando County.

The Transportation Systems Operations Committee (TSOC) was formed in 1998 as a subcommittee of the TAC. As such, the TSOC provides support in the following program areas:

- Identifying system deficiencies

- Developing appropriate mitigative strategies

- Ensuring effective intergovernmental coordination for the efficient operation of the Hernando County transportation system.

Comprised of transportation planners, engineers, emergency management, law enforcement, and representative of the trucking industry, the TSOC identifies both safety and security issues, and focuses on highway operations improvements, congestion and safety/security management, mobility management and intergovernmental coordination.

Transit System Security

Mid Florida Community Services, also doing business as Trans-Hernando, is contracted to Hernando County to provide public fixed-route transit service for the City of Brooksville, the City of Weeki Wachee, and the Spring Hill area. As part of its ongoing responsibilities, the transit operator maintains a Safety and Security Plan (SSP)

Under the SSP, the transit operator has the following role and responsibilities:

- Maintain a procedure fore response to threats/incidents
- Security orientation and training
- Tabletop and functional drills
- Access control
- Criteria for background investigations
- Background investigations
- Substance abuse program
- Maintain protocols – Office of Homeland Security Threat Advisory Levels

The operator must also identify and assess potential threats and areas of vulnerability, and develop a process to resolve these issues.

Transit Shelters

It is important that transit shelters be safe and secure for transit riders in order to keep the system viable. Security cameras, nighttime lighting, and good visibility can all make transit shelters more secure.

Section 7
TRANSPORTATION AND LAND USE

INTRODUCTION

The type, distribution, and density/intensity of land use determine travel patterns and characteristics within urban areas. Accurately inventorying land use data and regulating the future use of land through the comprehensive planning process is essential to accurately predicting 2035 travel demand. The following section describes the methodology used in Hernando County to integrate the land use and transportation planning processes and apply these to the development of the Transportation Plan.

COMPLIANCE WITH FEDERAL AND STATE GUIDELINES

Many parts of this section have been structured to address areas where the MPO planning program was significantly expanded to conform to planning issues required by SAFETEA-LU, and focuses on subject areas identified at the Federal or State levels. These subject areas are related to the physical and institutional characteristics of Hernando County that impact the placement of transportation infrastructure. Subject areas addressed in this section include:

- Comprehensive Land Use Plan
- Environmental Features
- Housing
- Historic/Archaeological Resources
- Hernando County Planned Development District(s)
- Intergovernmental Coordination
- Multi-modal Facilities
- Visualization Techniques
- Congestion Management
- Safety/Emergency Transportation Issues

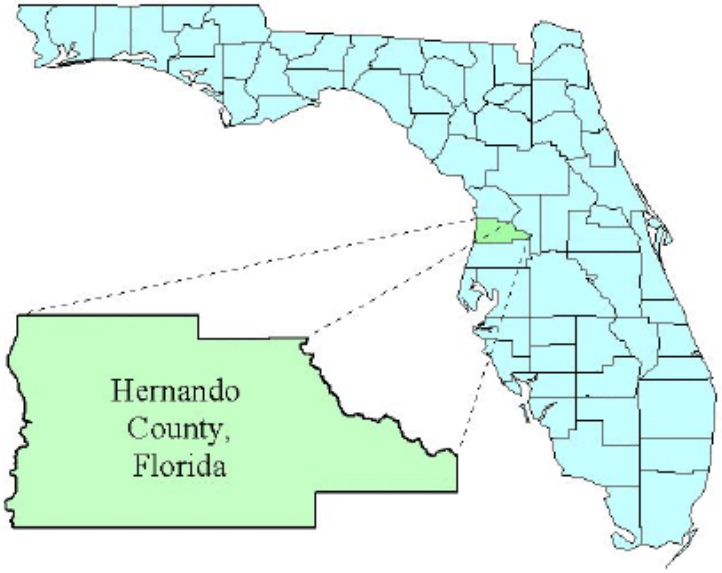
COUNTY BACKGROUND

Hernando County

Hernando County lies on the Gulf coast of West Central Florida (Map 7-1) and contains 478.3 square miles (306,112 acres) of land area within its borders. The county's

western boundary is its coastline along the Gulf of Mexico; the eastern boundary is Sumter County, the northern boundary is Citrus County, and the southern boundary is Pasco County. The distances between its borders are roughly 37 miles from east to west and 18 miles from north to south.

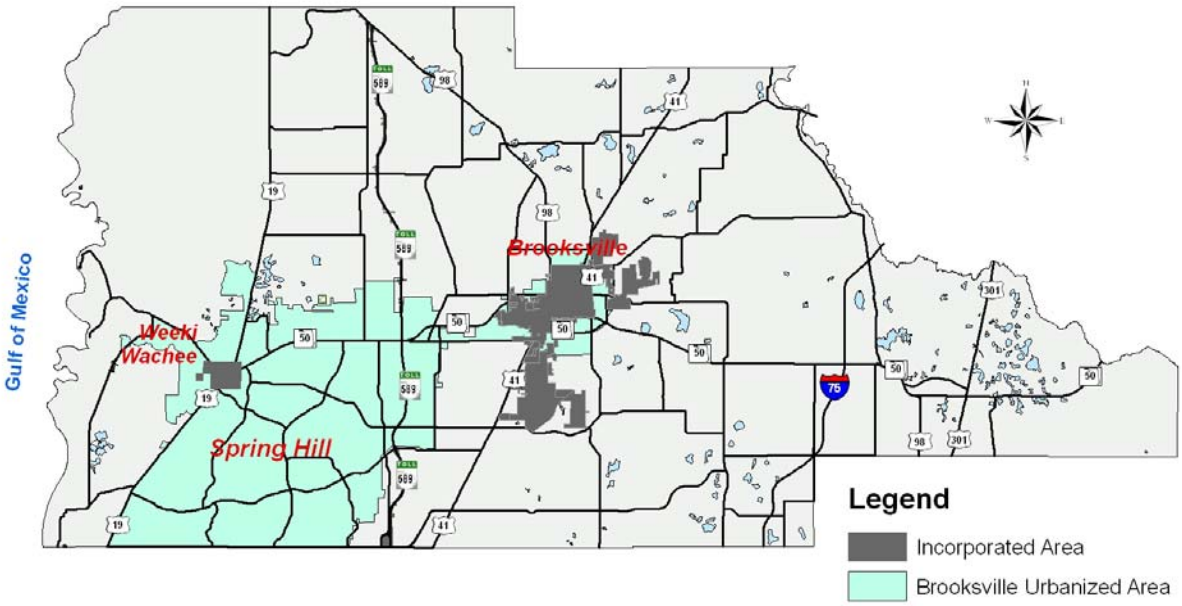
Map 7-1
Hernando County Location Map



As shown in Map 7-2, only two incorporated areas exist within the County: 1) the City of Brooksville located approximately in the center of the County and 2) the City of Weeki Wachee located in the west-central area.

Brooksville is the County seat and, as such, serves as a major commercial and employment center. With 7,633 persons living within the incorporated limits of Brooksville in 2009, the City of Brooksville has approximately 4.6 percent of the County's population. Spring Hill remains as the main population and employment center of Hernando County. As a result of the 2000 Census, the urbanized area was renamed the Brooksville Urbanized Area (UZA), and was expanded to encompass the boundaries of the unincorporated Spring Hill urban area as well as the City of Brooksville (see Map 7-2). The size of the urbanized area is now approximately 105 square miles in southwestern and south-central Hernando County, generally located east of US Highway 19, south of the State Road 50 corridor into Brooksville, and west of

Map 7-2
Municipalities and Urbanized Area



the Suncoast Parkway corridor. The south boundary of the portion of the UZA that lies in Hernando County is formed by County Line Road, which runs east/west on the Pasco County border. However, a considerable portion of the Brooksville UZA lies across the county line in Pasco County, and is within the planning area of the Pasco County MPO. In 2009, the population of the Brooksville UZA was estimated to be 123,928 persons.

Regional Influence

Hernando County has recently been integrated into the larger Tampa Bay Area. This region is itself undergoing a steady rate of growth, with an estimated population of 2,732,839 in 2009 (up from 820,442 in 1960). Nevertheless, significant areas of rural land continue to separate the County from the nearest urban centers in Pasco County to the south. However, this area is rapidly infilling with predominantly single-family residential development, and will likely be joined with the Tampa-St. Petersburg MSA as a result of the 2010 Census.

As the County grows, so has the regional roadway network. Map 7-3 depicts the regional roadway network in Hernando County and adopted by the CCC. The US Highway 19 corridor on the western side of the County has, for the past 35 years, been a channel for drawing growth from Pinellas County northward through Pasco County. However, with the opening of the Spring Hill development in the mid-1960s, this portion of the County has itself become an area of regional significance. According to the *Regional Long Range Transportation Plan (RLRTP)* developed by the CCC (see Section 12), there are nine regional activity centers in Hernando County, the Spring Hill area and the City of Brooksville, as follows:

- Southwest Hernando
- Weeki Wachee
- Spring Hill
- SR 589/Soouth County Line
- Brooksville South
- Downtown Brooksville
- Suncoast Parkway North
- I-75/SR 50
- Hernando Airport

As frequently noted, by the last half of the 1970s, Hernando County had become the fastest growing county in the State of Florida and one of the fastest growing in the country. Virtually all of this activity has been within the Spring Hill urban area. However, this growth rate has been tempered by the recent recession.

Hernando County's estimated 2009 dwelling unit count was 79,631 and prior to the economic downturn was growing at a healthy 3.7% annual rate. This increase led to an increase of more than 12,000 dwelling units, or more than an 18.4% increase over the five-year period since the adoption of the last LRTP, mainly due to a historically high building boom that originated in the late 1990s. Although this boom tapered off, at least for the short term, long term population increase is expected to remain at a healthy rate. Additionally, approximately 3 square miles of vacant land was being consumed by new development each year. Of this total, 2.5 square miles is in residential development, while 0.5 square miles is non-residential development.

Map 7-3
Regional Roadways in Hernando County

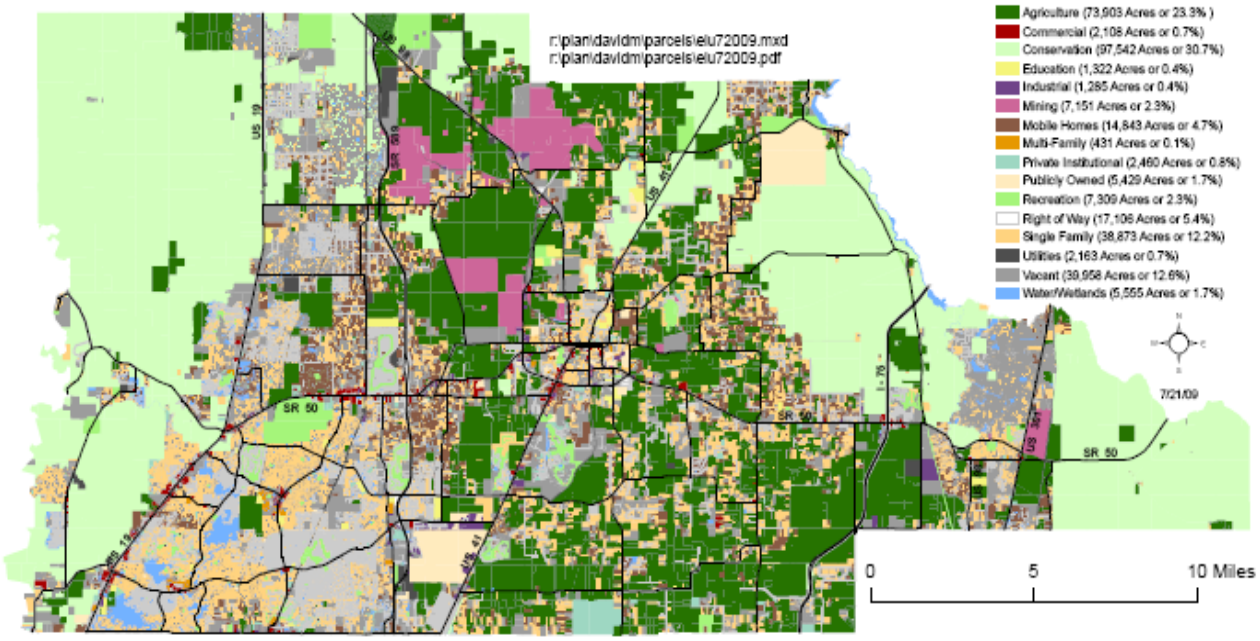
COMPREHENSIVE LAND USE PLAN

Existing Land Use

The type, distribution, and density/intensity of land use determine travel patterns and characteristics within urban areas. Accurately inventorying existing land use data is essential to creating a database for use in the model validation process. The Existing Land Use map depicted in Map 7-4 was prepared by the Hernando County Planning Department. Land use categories are consistent with Department of Revenue codes that are utilized by the Hernando County Property Appraiser's Office. The map also contains a table showing the approximate number of acres within each land use type.

Map 7-4

Existing Land Use (ELU) - Hernando County, Florida

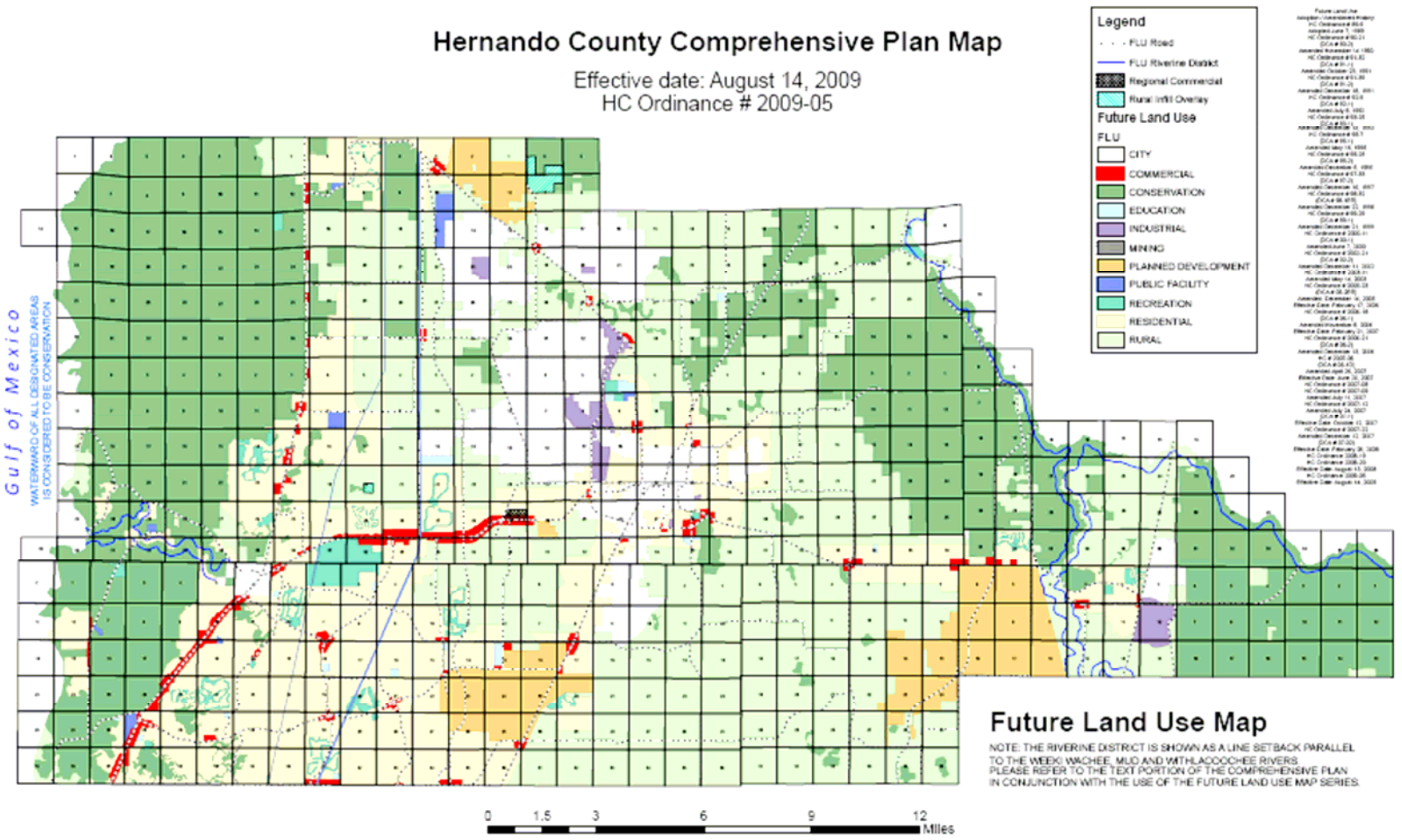


Background

According to the Comprehensive Plan, projections of population growth for the County indicate adding 15,000 new residents over the next five years, 30,000 over the next ten years, and at least 60,000 over the next twenty years to total about 225,000 people. These projected 60,000 new residents would require about 30,000 new dwelling units at the rate of about 1,500 homes per year. While growth rates will vary over time based on changes in economic and other factors, these estimates based on the BEBR projections may be high, especially in consideration of Hernando County's completion of just 410 new residential dwelling units in the twelve month period from April 1, 2008 to March 31, 2009.

As shown in Map 7-5, the Future Land Use Plan provides adequate land to accommodate this projected growth. The supply of land available for residential development presently contains an inventory of about 28,000 vacant existing residential lots with potential for about 31,000 dwelling units, plus about 32,600 dwelling units approved and in various stages of the development process. Another 7,000 potential

Map 7-5
Future Land Use Plan Map



dwelling units could be built in Rural areas, and about 35,000 units could be built on vacant land in and adjacent to the Residential areas on the Future Land Use Map (FLUM). These potential additional dwelling units are among the approximately 140,000 dwelling units expected by buildout.

The LRTP reconsidered its growth projections based upon these numbers. Essentially, current projections translate into an estimated Hernando County capacity of about 220,000 dwelling units and potentially 440,000 people at buildout. Accordingly, the Comprehensive Plan has been very effective in directing residential development into areas designated for urban development on the Future Land Use Map (FLUM). The Plan has also been effective in directing very low density residential development into the rural areas on the FLUM and providing a very low density residential/rural lifestyle alternative.

Large tracts of land are planned for development within the I-275 and Suncoast Parkway Corridors.

Current MPO growth projections anticipate an additional 143,500 population between the year 2010 and 2035, while an additional 131,500 are forecast by the conceptual buildout horizon of 2060. As part of the process to update future dwelling unit and nonresidential growth for development of the socio-economic data that drives the MPO's travel demand estimation models, the above trends were closely scrutinized with Hernando County staff.

Maintaining a close functional interrelationship between the MPO's LRTP and the Future Land Use Plan of the Hernando County Comprehensive Plan is a primary objective of both entities. This relationship exists mainly through the development of socio-economic data and other trip-making characteristics for travel demand estimation purposes. The Comprehensive Plan makes the following assumptions regarding population growth in Hernando County:

- Projections of population growth for the County indicate adding 15,000 new residents over the next five years, 30,000 over the next ten years, and at least 60,000 over the next twenty years to total about 205,000 people.

- These projected 60,000 new residents will require about 30,000 new dwelling units at the rate of about 1,500 per year.

- While growth rates will vary over time based on changes in economic and other factors, these estimates based on the BEBR medium projections may be conservative, especially in consideration of Hernando County's completion of 2,399 new residential dwelling units in the twelve month period from April 1, 2003 to March 31, 2004.

POPULATION AND EMPLOYMENT DATA

2006 Base Year ZDATA

In 2008, MPO and Hernando County Planning Department staffs conducted a detailed review of the County's socio-economic data using an updated 2006 traffic analysis zone (TAZ) configuration. Several items were inventoried in order to accomplish this task. Current land use data and other data related to levels of existing development by TAZ were available by the Hernando County Planning Department. This information included:

- Group quarters, homes for the elderly, multi-family projects, and mobile home parks.
- Residential and Class 1 subdivisions.
- Lands under public ownership.
- 100 year flood zones and other environmental conservation areas.

Additional detail about environmental constraints can be found later in this section.

Additionally, current year population data for the updated TAZ configuration was available from the Planning Department's demographic division. The initial inventory of employment data was provided by FDOT District 7 through the Regional Transportation Analysis.

Items related to attraction variables that were updated included:

- List of major employers (<50 at one location).
- Countywide list of structures over 50,000 gross sq. ft.
- Current school enrollment figures, including private schools.

- Hotel/motel rooms and occupancy rates.
- Special/major trip generators.

MPO staff developed an equivalency table to allow conversion of socio-economic data from the 2000 TAZ configuration to the 2006 TAZs. Several maps indicating existing levels of development, development potential and projected development were used at these meetings in order to effectively do a zone by zone review of existing and future year data. This review allowed for a logic check of initial population and employment estimates, and adjustments were made based upon this analysis.

2035 Future Year ZDATA

For several months, MPO staff worked with FDOT and the other MPOs of the Tampa Bay area to update the Tampa Bay Regional Planning Model developed through FDOT's Regional Transportation Analysis (RTA). One of the main activities in support of this effort was the development of population and employment data for the new planning horizon of 2035 for each of the counties within FDOT District 7. Table 7-1 shows the results of this effort for the four MPOs and Citrus County, which comprise District 7.

Completion of the Suncoast Parkway in 2001 created a new corridor for planned development.

Accurately forecasting future year population and employment data for use in long range travel demand modeling is one of the most important activities conducted during development of the updated LRTP. During the Plan update, the MPO revised its control totals used when allocating this growth into the 235 traffic analysis zones that comprise Hernando County.

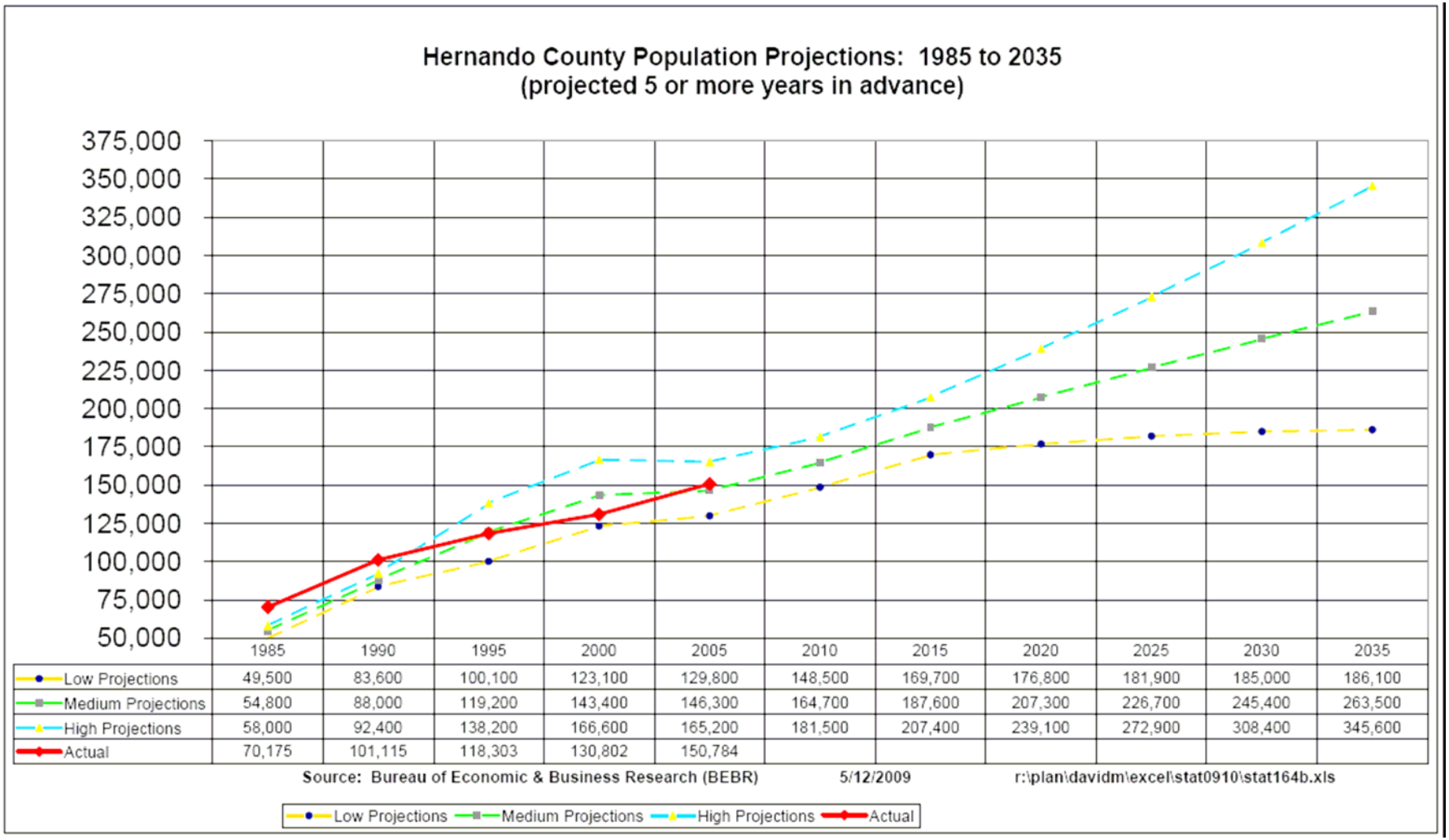
In order to accurately predict long range travel demand and determine future transportation needs, it was essential to have accurate estimates of population and employment growth over the next 25 years. MPO staff, in cooperation with other Hernando County Planning Department staff, conducted an extensive review of Hernando County growth rates from the 2006 base year to the long range planning horizon of 2035. Growth estimates from the Bureau of Business and Economic Research (BEBR) at the University of Florida were

Table 7-1

TAMPA BAY REGIONAL TRANSPORTATION ANALYSIS (RTA)
ESTIMATED EMPLOYMENT TO POPULATION RATIOS

SCENARIO / COUNTY	HILLSBOROUGH	PINELLAS	PASCO	HERNANDO	CITRUS
2000 Employment Estimates	672,386	527,499	95,277	**42,684**	39,093
2000 Population Estimates	998,948	927,349	344,675	**130,600**	118,085
2000 Employment to Population Ratio	0.67	0.57	0.28	**0.33**	0.33
2006 Employment Estimates	759,300	565,400	125,200	**55,900**	50,000
2006 Population Estimates	1,173,361	944,605	424,400	**154,245**	136,710
2006 Employment to Population Ratio	0.65	0.60	0.30	**0.36**	0.37
2035 Employment Estimates	1,175,924	671,000	265,511	**121,576**	91,650
2035 Population Estimates	1,729,300	1,060,259	852,194	**308,584**	235,000
2035 Employment to Population Ratio	0.68	0.66	0.31	**0.39**	0.39
2050 Employment Estimates	1,430,838	699,903	352,201	**157,997**	110,816
2050 Population Estimates	2,121,080	1,069,839	1,071,800	**394,918**	284,145
2050 Employment to Population Ratio	0.67	0.66	0.34	**0.40**	0.39

Table 7-2



	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030	2035
Low Projections	49,500	83,600	100,100	123,100	129,800	148,500	169,700	176,800	181,900	185,000	186,100
Medium Projections	54,800	88,000	119,200	143,400	146,300	164,700	187,600	207,300	226,700	245,400	263,500
High Projections	58,000	92,400	138,200	166,600	165,200	181,500	207,400	239,100	272,900	308,400	345,600
Actual	70,175	101,115	118,303	130,802	150,784						

Source: Bureau of Economic & Business Research (BEBR) 5/12/2009 r:\plan\davidm\excel\stat0910\stat164b.xls

applied during the analysis, and the distribution of future growth is consistent with Hernando County's Comprehensive Future Land Use map as discussed earlier in this section. Table 7-2 shows the growth curves considered during this exercise, and reflects the values produced by BEBR. The final curve for the 2035 ZDATA would conform to a BEBR "Medium High" interpolation of the illustrated curves.

Based upon this analysis, it is anticipated that Hernando County's population will rise from approximately 154,245 in 2006 to approximately 308,584 by 2035. Table 7-3 compares Hernando County's population and employment levels for the LRTP's 2006 base year with the Plan horizon of 2035. Maps 7-6 and 7-7 depict the number of total dwellings units and total employment in 2035 for each of the 235 TAZs.

Table 7-3
Ratio of Hernando County Employment to Population Forecasts

Year	Population	Employment	Ratio
2006	154,245	55,900	36%
2035*	308,584	121,576	39%

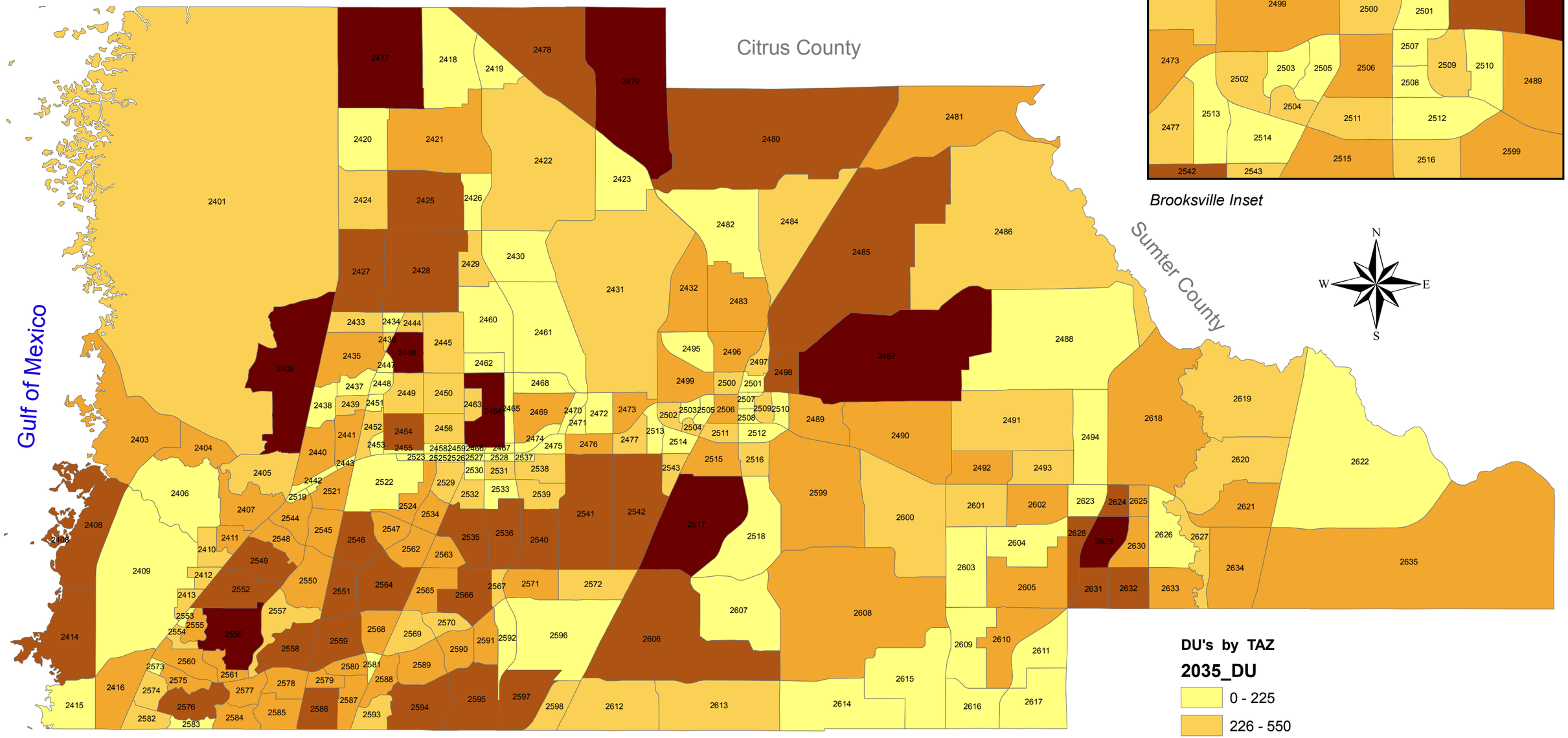
*Note: This represents a "Medium High" population projection for 2035.

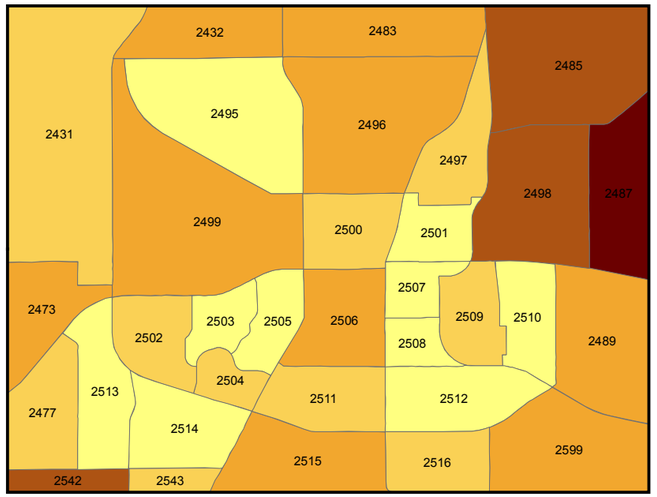
Detailed mapping and tables of the 2006 base year and 2035 socioeconomic data used in modeling future travel demand can be found in Appendix B.

Map 7-6

Hernando County

2035 Estimated Dwelling Units (DU)





Brooksville Inset

DU's by TAZ

2035_DU

- 0 - 225
- 226 - 550
- 551 - 1100
- 1101 - 2000
- 2001 - 3500

0 1.25 2.5 5 7.5 10 Miles

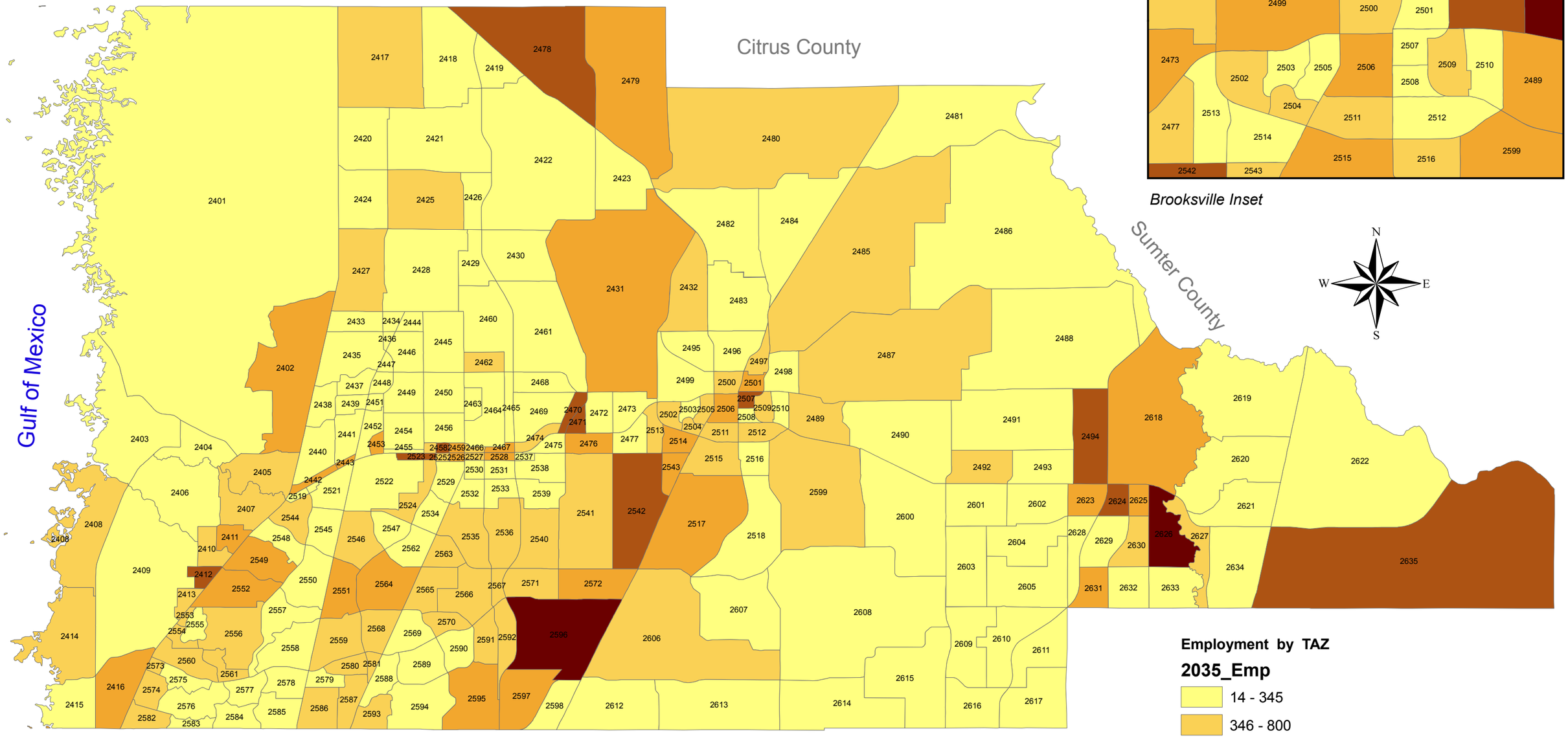
Hernando MPO
Serving Florida's Nature Coast

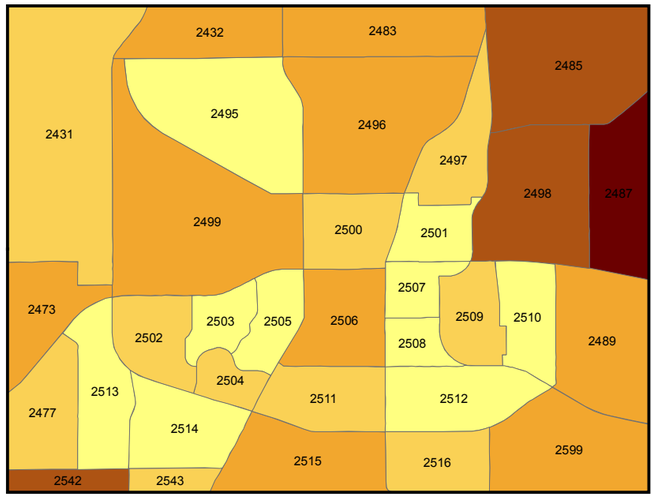
f:/arcdata/hlp/2006TAZ/2006 Detailed Employment TAZ_dave.mxd

Map 7-7

Hernando County

2035 Estimated Employment





Brooksville Inset

Employment by TAZ

2035_Emp

- 14 - 345
- 346 - 800
- 801 - 1674
- 1675 - 2984
- 2985 - 5365

Hernando MPO
Serving Florida's Nature Coast

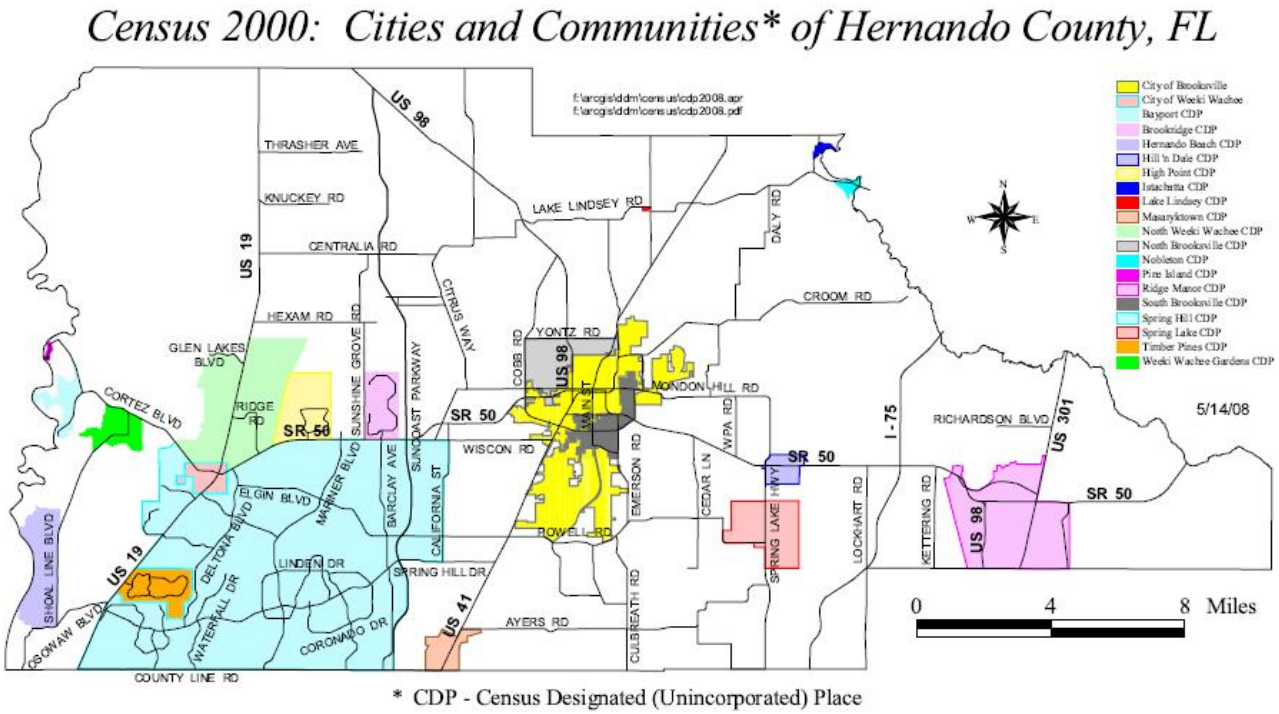
f:/arcdata/hlp/2006TAZ/2006 Detailed Employment TAZ_dave_emp.mxd

SOCIO-CULTURAL ANALYSIS

Demographic Characteristics

Like many high-growth urban areas, Hernando County has strived to identify transportation needs compatible with its community identity. Map 7-8 shown below depicts the identifiable communities which make up Hernando County. Several of these, such as the City of Brooksville and the coastal community of Bayport, have histories that extend back to the mid-1800s, while many date from the beginning of the county's first building boom starting in the 1970s.

Map 7-8



The following Tables 7-4 to 7-7 compare four 2008 demographic characteristics for Hernando County with characteristics for several counties in West Central and Central Florida areas, and for the State of Florida, as follows:

- Table 7-4, Age Demographics, shows that the median age for Hernando County is near the mid-point for the area, but considerably higher than the state median. However, the median value for persons with disabilities and veterans is much higher in Hernando than for Florida.

- Table 7-5, Economic Demographics, shows that median household income is far below that of the State, and is lower than all but one county in the area. Furthermore, the median percentage for persons working outside of the County is approximately double the State median value.

- Table 7-6, Worker Demographics, reflects the relatively low retail and industrial base of Hernando County as compared to the State and other counties within the area.

- Table 7-7, Language/Transportation Demographics, indicates that a much smaller percentage of the County's population is Spanish-speaking as compared to the State and other parts of Central Florida and the Tampa Bay area. Also, Hernando County residents live in relatively uncrowded conditions when measured in persons per room, but have a much higher rate of carpooling, possibly due to their significantly higher travel time to work.

Table 7-4

Age Demographics for Selected Florida Counties – 2008						
	Median Age	Age 65+ %	Age 85+ %	Households w/Person Age 65+ %	People w/Disability %	Age 18 & Over Veterans %
Citrus	50.7	31.7%	5.2%	49.2%	18.7%	17.7%
Sarasota	50.5	30.3%	4.9%	44.9%	15.2%	15.8%
Pinellas	45.7	21.1%	3.7%	33.6%	13.9%	14.1%
Lake	45.0	28.9%	3.7%	46.0%	16.2%	16.5%
Hernando	**44.7**	**26.3%**	**5.2%**	**42.9%**	**18.0%**	**17.3%**
Marion	43.3	24.8%	2.7%	40.3%	15.7%	16.6%
Manatee	43.3	22.8%	3.6%	37.3%	12.7%	13.8%
Sumter	43.1	22.1%	0.5%	35.1%	14.8%	14.2%
Pasco	41.6	21.0%	3.1%	36.2%	14.7%	14.2%
Florida	**40.3**	**17.4%**	**2.5%**	**30.7%**	**12.9%**	**11.6%**
Polk	38.1	17.5%	2.2%	30.9%	14.2%	12.1%
Hillsborough	37.1	12.1%	1.6%	21.8%	11.7%	10.8%
Orange	35.3	9.8%	1.1%	19.1%	10.1%	8.5%

Source: U.S. Census Bureau – American Community Survey (ACS) – GCT 101, 103, 104, 1104, 1810, 2101 (General Comparison Table)

Table 7-5

Economic Demographics for Selected Florida Counties – 2008							
	Median Household Income	Age 16-64 in Labor Force %	FL AWI* Unemployed September 2009	Households: Married with own Children	Family: Wife & Husband Working	Children < Age 6: All Parents Working	Working Outside County %
Orange	$ 50,750	78.3%	11.4%	19.8%	59.7%	72.6%	13.6%
Hillsborough	$ 49,766	76.4%	11.5%	18.1%	53.3%	64.3%	12.3%
Sarasota	$ 48,582	76.4%	12.3%	11.1%	39.3%	69.2%	13.8%
Florida	**$ 47,778**	**75.0%**	**11.2%**	**17.3%**	**49.4%**	**67.4%**	**18.9%**
Sumter	$ 47,250	n/a	9.0%	30.0%	48.6%	75.6%	33.0%
Manatee	$ 46,105	76.5%	12.7%	16.5%	46.0%	65.4%	25.5%
Pinellas	$ 45,895	75.7%	11.2%	12.8%	48.3%	71.0%	13.0%
Lake	$ 45,020	76.0%	12.3%	15.4%	37.7%	71.1%	40.5%
Polk	$ 44,360	73.1%	12.7%	19.6%	48.1%	62.4%	20.7%
Pasco	$ 42,212	73.4%	12.5%	18.6%	44.8%	65.7%	50.7%
Marion	$ 40,170	70.5%	13.3%	15.8%	38.4%	70.5%	16.0%
Hernando	**$ 38,771**	**71.6%**	**13.8%**	**15.1%**	**33.5%**	**67.0%**	**37.4%**
Citrus	$ 38,137	64.4%	12.1%	10.9%	28.0%	39.4%	21.6%

Source: U.S. Census Bureau – American Community Survey (ACS) – GCT 805, 1102, 1901, 2301-2302, 2304 (General Comparison Table)

Table 7-6

Worker Demographics for Selected Florida Counties – 2008							
	Work in Service Occupation %	Work in Professional Occupation %	Work in Business Occupation %	Work in Manu-facturing %	Work in Information Occupation %	Subtotal %	Private Wage Workers %
Hillsborough	16.1%	21.1%	16.1%	7.0%	3.2%	63.5%	82.8%
Hernando	**17.2%**	**17.7%**	**9.5%**	**5.1%**	**2.3%**	**51.8%**	**78.7%**
Manatee	17.3%	17.6%	14.7%	8.4%	1.4%	59.4%	82.6%
Pinellas	17.7%	20.3%	15.1%	8.5%	2.8%	64.4%	82.5%
Marion	18.2%	17.1%	10.5%	6.9%	1.9%	54.6%	79.8%
Pasco	18.6%	19.0%	12.5%	5.7%	3.1%	58.9%	81.4%
Florida	**19.2%**	**18.8%**	**14.0%**	**5.9%**	**2.4%**	**60.3%**	**80.7%**
Polk	19.6%	17.9%	11.3%	7.4%	2.0%	58.2%	81.4%
Orange	20.3%	18.6%	14.7%	4.9%	2.9%	61.4%	86.6%
Lake	21.1%	17.5%	14.5%	5.7%	2.8%	61.6%	81.5%
Sarasota	21.9%	18.5%	12.1%	5.1%	2.1%	59.7%	81.3%
Citrus	22.6%	18.7%	6.7%	5.3%	2.5%	55.8%	77.5%
Sumter	n/a	n/a	n/a	n/a	n/a	n/a	67.5%

Source: U.S. Census Bureau – American Community Survey (ACS) – GCT 2401-2406 (General Comparison Table)

Table 7-7

Language/Transportation Demographics by Selected Florida Counties – 2008							
	Not Speaking English at Home %	Speaking Spanish at Home %	Speaking English < "Very Well" %	Households: 1+ Persons Per Room (Crowded) %	Workers who Carpooled %	Workers who Drove Alone %	Average Travel Time to Work (min.)
Hernando	**10.3%**	**6.0%**	**3.4%**	**0.8%**	**16.1%**	**78.0%**	**30.2**
Marion	10.5%	7.8%	3.8%	1.9%	8.6%	82.1%	24.8
Sarasota	10.9%	5.5%	5.0%	1.3%	9.4%	79.9%	21.4
Lake	11.1%	7.1%	3.3%	2.1%	9.3%	82.9%	28.2
Pasco	12.0%	7.2%	4.3%	1.3%	12.0%	80.3%	30.1
Pinellas	12.2%	5.2%	5.2%	1.3%	9.2%	79.6%	23.1
Manatee	14.0%	9.6%	6.6%	3.0%	10.4%	80.8%	23.0
Polk	17.8%	13.7%	8.7%	5.2%	10.6%	80.5%	25.6
Hillsborough	24.7%	18.9%	9.8%	2.1%	9.1%	80.2%	25.6
Florida	**25.9%**	**18.9%**	**11.6%**	**2.7%**	**10.3%**	**79.4%**	**25.9**
Orange	32.0%	21.5%	12.2%	2.4%	9.4%	80.6%	26.2
Sumter	n/a	n/a	n/a	n/a	n/a	n/a	18.8
Citrus	n/a	n/a	n/a	1.7%	11.0%	77.3%	25.1

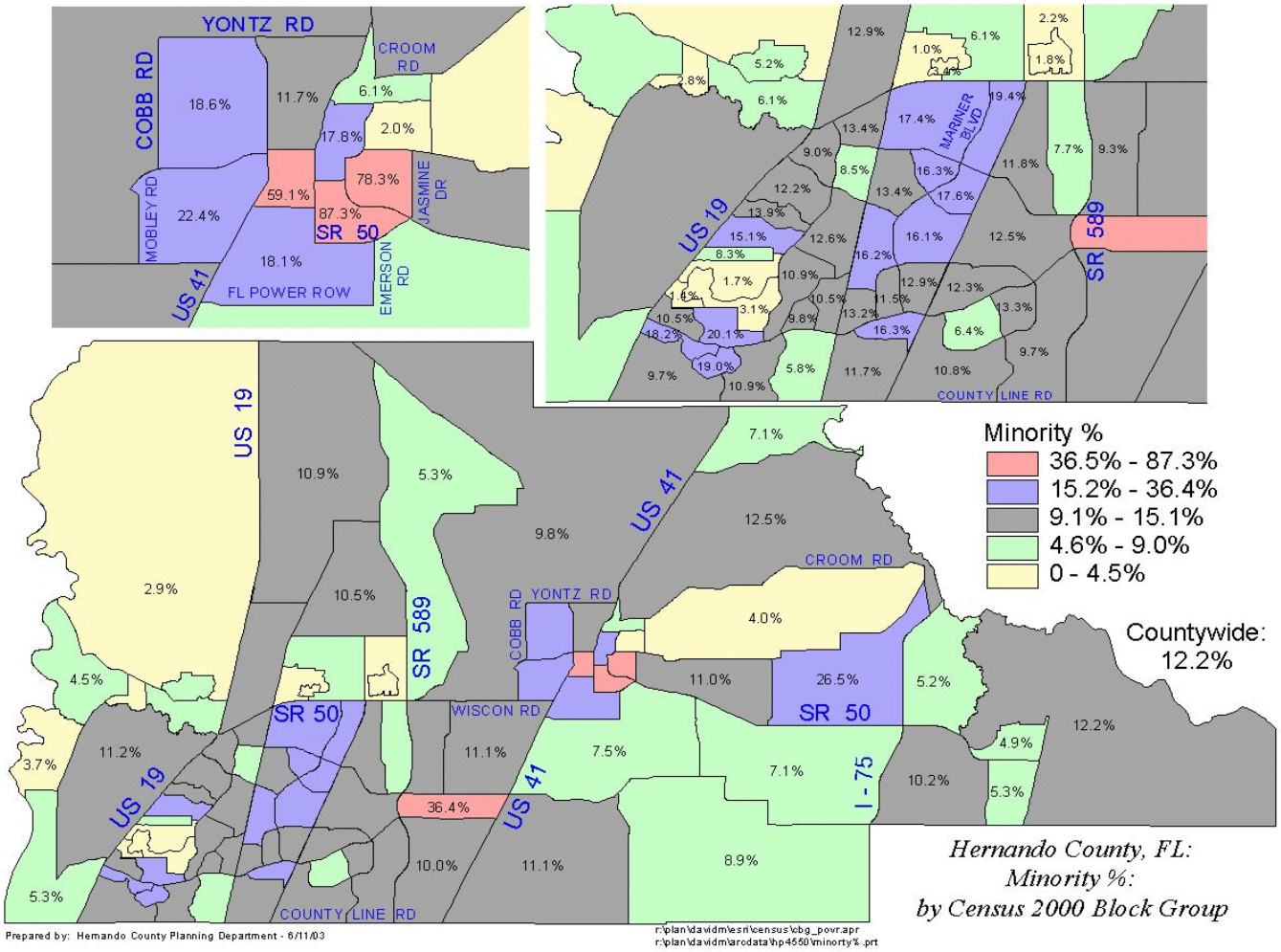
Source: U.S. Census Bureau – American Community Survey (ACS) – GCT 801-803, 1601-1603, 2509 (General Comparison Table)

Environmental Justice Areas

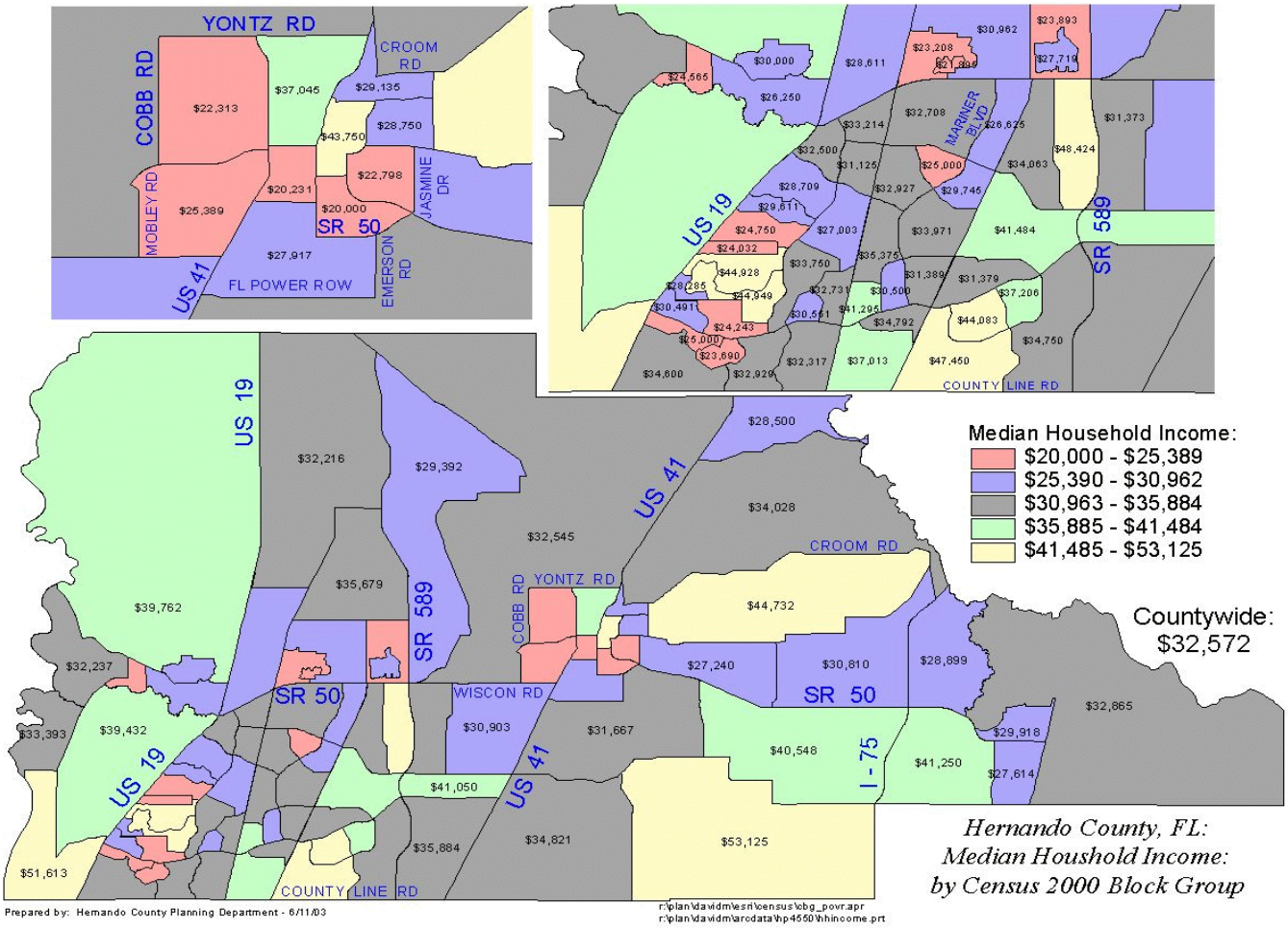
The Environmental Justice Program has become an established part of the MPO's public involvement process, and has made a considerable effort to reach out to the low-income and minority populations of Hernando County. For the most part, these populations are concentrated in the City of Brooksville, as illustrated in Maps 7-9 and 7-10.

In order to identify areas in which to focus the MPO's efforts, specifically regarding Environmental Justice and Title VI, 2000 Census data was queried to pinpoint block groups with high levels of low-income, minority, and elderly (65+) populations.

Map 7-9
MINORITY COMMUNITIES IN HERNANDO COUNTY



Map 7-10
LOW INCOME COMMUNITIES IN HERNANDO COUNTY



ENVIRONMENTAL FEATURES

The LRTP has considered the types of potential environmental mitigation activities and the potential areas in which to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the Transportation Plan. This analysis has been developed in consultation with federal, state, land management, and regulatory agencies.

Environmental Mitigation Activities

Environmental/wildlife preservation issues are very important in Hernando County. To be consistent with the values of the County, as well as to address the requirements of SAFETEA-LU, it is the MPO's responsibility to identify alternative solutions for meeting current and projected future demands, which will provide for a safe and efficient transportation system that meets the mobility needs of the public while limiting the adverse impacts to the human and natural environment. Examples of the human and natural environment are neighborhoods and communities, homes and businesses, cultural resources, parks and recreation areas, wetlands and water sources, forested and other natural areas, agricultural areas, endangered and threatened species, and air quality.

To assist the MPO with this effort, SAFETEA-LU legislation calls for the inclusion of potential environmental mitigation activities (or strategies, policies, programs, action, and activities) that, over time, will function to circumvent, diminish, or counteract the adverse impacts to or disruption of the human and natural environment associated with the implementation of the LRTP. According to SAFETEA-LU, the environmental mitigation activities identified are intended to be regional in scope and not necessarily project specific.

While a detailed environmental analysis is not required during the LRTP process, the intent of SAFETEA-LU is to identify mitigation strategies that facilitate discussions with environmental resource agencies, such as Federal, State, tribal land management, wildlife, and regulatory agencies. While the mitigation strategies and recommendations regarding environmental impacts are considered during the initial long-range planning process, a more detailed environmental analysis of individual projects is required as part of a Project Development and Environmental (PD&E) Study conducted for major roadway and transit projects. At this stage, the scope of any environmental impacts can be ascertained and appropriate environmental mitigation strategies can then be identified.

During development of the LRTP, staff gathered extensive materials developed by agencies responsible for environmental planning and regulation within the area. As discussed in greater detail later in this section, those partner agencies consist of the following:

- Department of Environmental Protection (DEP)
- Southwest Florida Water Management District (SWFWMD)
- Florida Fish and Wildlife Conservation Commission)

Coordination with these agencies is primarily accomplished through the Hernando County Environmental Planning section, part of the Hernando County Planning Department. Due to its close relationship with the Planning Department, the MPO has ready access to the extensive mapping tools developed by the County. These have proven indispensable to visually identify potential environmental conflict areas. Where such issues have occurred, additional analysis has been conducted and discussions have taken place to initially pinpoint mitigation strategies.

Improvement projects contained in the MPO plan have also been thoroughly scrutinized for potential environmental impacts, including potential impacts on environmental lands, potential mitigation activities, impact on drainage plans, and coastal zone management issues. The following discussion focuses on specific environmental issues, including the mapping of environmentally sensitive lands, conservation lands, and coastal management areas.

Additional follow-up activities will consist of closely working with the County as updates to the Hernando County Comprehensive Plan are prepared, specifically the sections on:

- Conservation
- Drainage & Natural Groundwater Aquifer Recharge
- Coastal Management

Work has already begun regarding the relationship of planned wildlife corridors to planned roadway capacity projects, particularly as identified in the Policy Constrained Needs Plan shown in Section 8. This continuing process will lead to a refined process for identifying and addressing environmental impacts during development of the next LRTP update. This update will likely be done in the 2013/14 timeframe due to the anticipated finding of air quality non-conformance necessitating shifting from a five-year to a four-year LRTP cycle.

Background

Hernando County is part of the Tampa Bay Metropolitan Area and part of the 9-county Nature Coast. The Nature Coast designation strongly shapes the County's identify by emphasizing the importance of environmental features in many aspects of community life. Hernando County continues to have a strong identification with the many environmental features present in the county, and has an extensive local environmental protection program, primarily implemented through the County Planning Department. Encouragement of eco-tourism is also a major component of the County's overall tourist development program.

The Nature Coast extends from Clearwater to Ochlocknee Bay in north Florida.

Additional features identified by the Environmental section of the Hernando County Planning Department that have been considered as part of the LRTP development process include:

- Identification and potential acquisition of wildlife crossings/corridors
  - Northern US 19 (Chassahowitzka to Seville)
  - Osowaw Blvd. between Aripeka and Weeki Wachee
  - Need for State coordination (FWS) re: additional roadway crossings

- Identify environmentally sensitive areas and the potential impact of roadway improvements.

- Consideration of "critical habitat area," specifically strategic habitat conservation areas as identified by the State (FWS).

- Need to minimize air quality impacts in the Chassahowitzka NWR.

Environmental Features

As part of the Nature Coast, vast tracts of public land have been preserved in Hernando County. These include the Chassahowitzka National Wildlife Refuge, Chinsegut Hill National Wildlife Refuge, Withlacoochee State Forest, Weeki Wachee Preserve, and the PK Ranch. Recreational activities are also major features on the Withlacoochee and Weeki Wachee Rivers as well as at the Silver Lake Recreation Area, and the first-

magnitude Weeki Wachee Springs. The latter were recently purchased by the State of Florida.

Hernando County has a largely unique landform compared to other counties within West Central Florida, consisting of well-drained sand hills, coastal swamps and marshes, the Big Hammock hills and forests of the Brooksville Ridge, and the swamps and forests of the Withlacoochee River system. The County is mostly drained by subsurface drainage within closed basins, with a general absence of surface drainage features. The County is underlain by porous, honeycombed limestone containing the Florida Aquifer, which is the principal source of water for the area.

Located on Florida's Gulf Coast, Hernando County offers a wide range of recreational opportunities.

As shown in Map 7-11, more than 27% of the County's land area is in conservation areas, chiefly the Withlacoochee State Forest and coastal swamps and marshes of the Chassahowitzka National Wildlife Refuge and Weeki Wachee Preserve. Following are some of the more significant environmental features in the County:

- Chinsegut Nature Center and Chinsegut Wildlife and Environmental Area- Located 7 miles north of Brooksville, the center is home to many wildlife species, and contains a retreat/conference center operated by the University of South Florida.

- Withlacoochee State Trail - part of Florida's Rails-to-Trails program, its 41-mile stretch of railroad tracks have been converted to a trail suitable for hiking, biking, and horseback riding.

- Withlacoochee State Forest - crisscrossed with miles of hiking trails and forest roads, the Withlacoochee WSF is a major environmental feature of the north central and northeast portions of the county.

- Weeki Wachee Preserve - located west of US 19 near the communities of Weeki Wachee and Spring Hill, this property is owned by the Southwest Florida Water Management District as part of a regional system of conservation lands.

- Chassahowitzka Wildlife Management Area (excluding the Chassahowitzka National Wildlife Refuge)- Camping, hiking, and fishing.

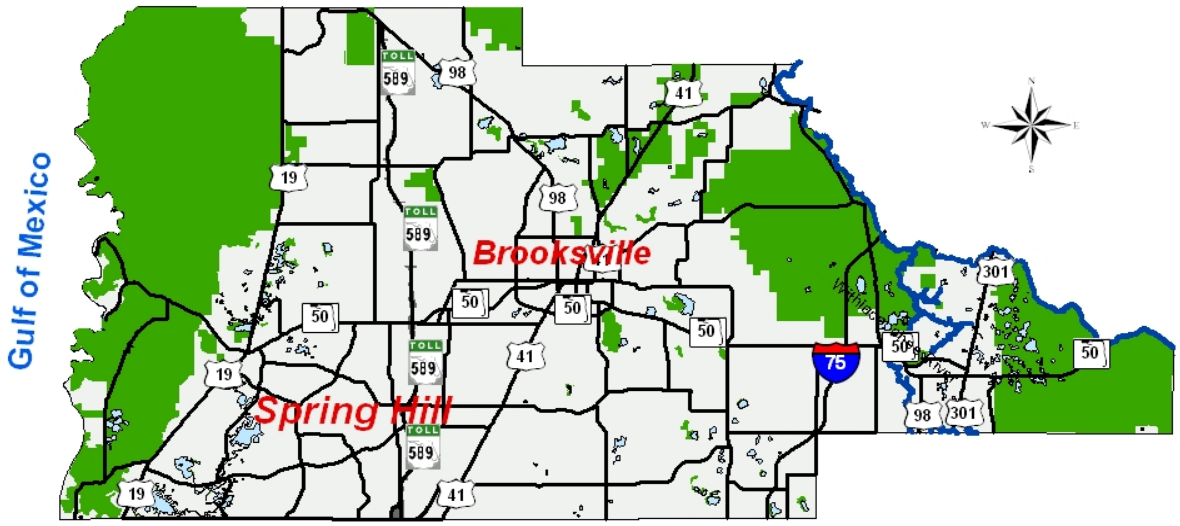
Several major hiking trails are also located in Hernando County, most of which are reflected in the Bicycle and Pedestrian element of the LRTP. These include:

- Croom Hiking Trail is about 20 miles long in three connected loops located in the Croom tract of the Withlacoochee State Forest.

- Richloam Hiking Trail wanders across this 50,000-acre tract of the Withlacoochee State Forest. There is 26 miles of trail with the main loop blazed in orange and crossover trails blazed in blue allowing short day hikes or longer multi-day backpack trips.

- Green Swamp Hiking Trail - located 20 miles north of Lakeland in the Southwest Florida Water Management District's Green Swamp Flood Detention Area.

Map 7-11
Conservation Lands



- Citrus Hiking Trail is located about 15 miles north of Brooksville and southwest of Inverness.

- Chassahowitzka National Wildlife Refuge - Much wildlife inhabit the refuge, including some 250 species of birds, more than 40 reptile and amphibian species, and 25 species of mammals (including manatees). To see these animals (and to get into the Wilderness at all, for that matter), you will need a boat. Currently there are no walking trails or observation areas on the refuge.

The MPO recognizes environmental constraints on roadway widenings, such as dense tree canopies.

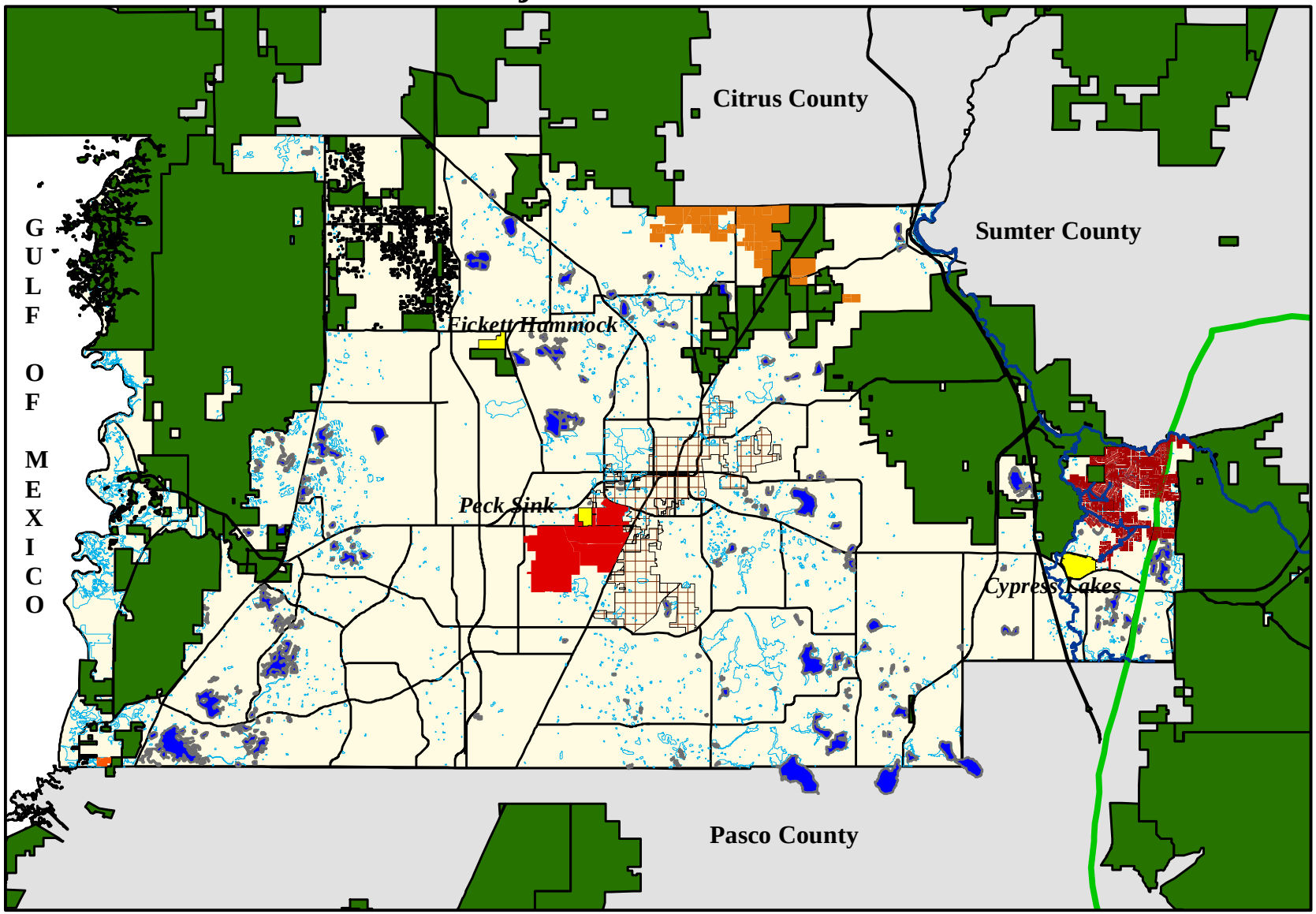
The discussions of issues address a number of environmental concerns, including groundwater quality and quantity, development in closed drainage basins, development in karst areas, and wildlife habitat issues. While these are important issues to the County's residents, Hernando County is not the primary regulatory authority in these areas. These environmental issue areas are the primary responsibility of several state agencies (Department of Environmental Protection (DEP), Southwest Florida Water Management District (SWFWMD), and Florida Fish and Wildlife Conservation Commission).

The County has developed environmental ordinances and regulations which supplement those of the State, but prefers to utilize coordination and cooperation with the appropriate state agencies to attain environmental protection in those agencies' respective areas of responsibility. While the County regulates land use, the larger responsibility rests with the State. Furthermore, the County has noted that environmental quality issues are persistent. Obviously, the development of roadway corridors and attendant environmental impacts need careful attention at both the local and state levels, including the MPO planning process.

Map 7-12 depicts environmentally sensitive lands deserving special consideration when planning new roadway corridors or the expansion of existing alignments. The map also shows these corridors of special concern regarding their potential for impacting these sensitive areas.

3

Map 7-12
Hernando County Environmentally Sensitive Lands
Projects and Preserves



ESL Acquisition Projects
- Fleamasters
- Withlacoochee Forest Corridor
- Little Withlacoochee Corridor
- Peck Sink Stormwater Preserve

HC Preserves
- Peck Sink
- Fickett Hammock
- Cypress Lakes

County Features
- Green Swamp
- Lakes
- HC Wetlands
- City of Brooksville
- Main Roads
- Hernando County

JDH HC Planning ESL 2010

Housing

Hernando County has historically been a major growth area within the Tampa Bay metropolitan area, thereby making the provision of adequate and affordable housing for the various demographic components of the County's existing and anticipated population is of significant importance. Since the provision of the vast majority of the County's housing stock is from the private sector, the County's role in housing delivery is primarily regulatory, with certain incentive-based programs such as those administered by the Hernando County Housing Authority.

The Housing Element contains five goals, as follows:

- Provision of adequate and affordable housing for all residents.
- Elimination of substandard housing and the preservation of the quality of existing housing.
- Cooperation of the public and private sector in the promotion and delivery of adequate housing.
- Provision of adequate and appropriate sites for housing for populations with need based on income levels and other needs.
- Preservation of historically and architecturally significant housing.

The LRTP and other MPO plans have considered the location of minority and low-income populations within the context of the goals of environmental justice. Although these plans do not directly address housing goals as identified by the Housing Authority, the LRTP supports the following key areas related to housing supply and location as contained in the Housing Element of the Hernando County *Comprehensive Plan*:

- To provide adequate and appropriate sites for future housing including housing for low-income and moderate-income families, mobile homes, and group home facilities and foster care facilities, ***with supporting infrastructure and public facilities***.

- To provide the opportunity for all Hernando County residents to obtain safe, decent and sanitary housing at affordable cost while ***encouraging their self-sufficiency***.

- Address within Land Development Regulations the location of group homes and foster care facilities. These standards shall be nondiscriminatory in nature, and

address proximity to services, concentration of homes in a single area, isolation of homes, and incompatible land uses.

- The County shall establish locational criteria to guide projects which accommodate very-low, low and moderate income households. The criteria shall address ***accessibility to shopping, schools, services, and employment*** and will avoid concentration of such units in single areas or neighborhoods.

Specifically, the LRTP contains a goal calling for the plan to "*provide for the mobility needs of all segments of the county's population by providing effective alternative modes of transportation to the private automobile."* Therefore, the LRTP must address not only for the traditional movement of people and goods, but must also demonstrate that the transportation needs of the mobility impaired existing elderly, disabled, and low income population of the county and ensure the facilities are designed in such a manner as to not impair their use by this population.

This goal and related objectives clearly overlap with the County's policies to provide adequate infrastructure for the occupants of low-income housing. Clearly, the need to provide adequate accessibility, particularly for employment and life-sustaining trips, is of great importance to the community.

Of particular note is the South Brooksville Initiative. This program is directly dealing with the infrastructure needs of the County's most economically and accessibility challenged population. As discussed in Section 13, Public Involvement, the MPO has directly worked with this group to identify issues related to community revitalization, and to receive input about transportation services in support of the planned renewal of housing stock.

The MPO will continue to work with the Hernando County Housing Authority to identify issues with accessibility of transportation services for low-income housing. These issues should be considered during development of the next LRTP (anticipated to occur in 2014), and should be specifically addressed when updating the LRTP Goals and Objectives.

ECONOMIC DEVELOPMENT

Background

In terms of commercial development, the County's Comprehensive Plan has provided an adequate supply of commercial land available for development, with a total of about 2,240 commercial zoned parcels comprising 4,626 acres. Of these parcels about 956 are occupied, comprising about 43% of the total commercial zoned parcels and about 34% of total commercial zoned acreage. About 1,284 commercial zoned parcels are vacant, comprising about 57% of the total commercial zoned parcels and about 66% of total commercial zoned acreage. Accordingly, the Plan has been effective in directing commercial development into commercial nodes and infill areas, but additional direction is needed for managing commercial infill and commercial development in the Residential Land Use Category on the Future Land Use Map (FLUM).

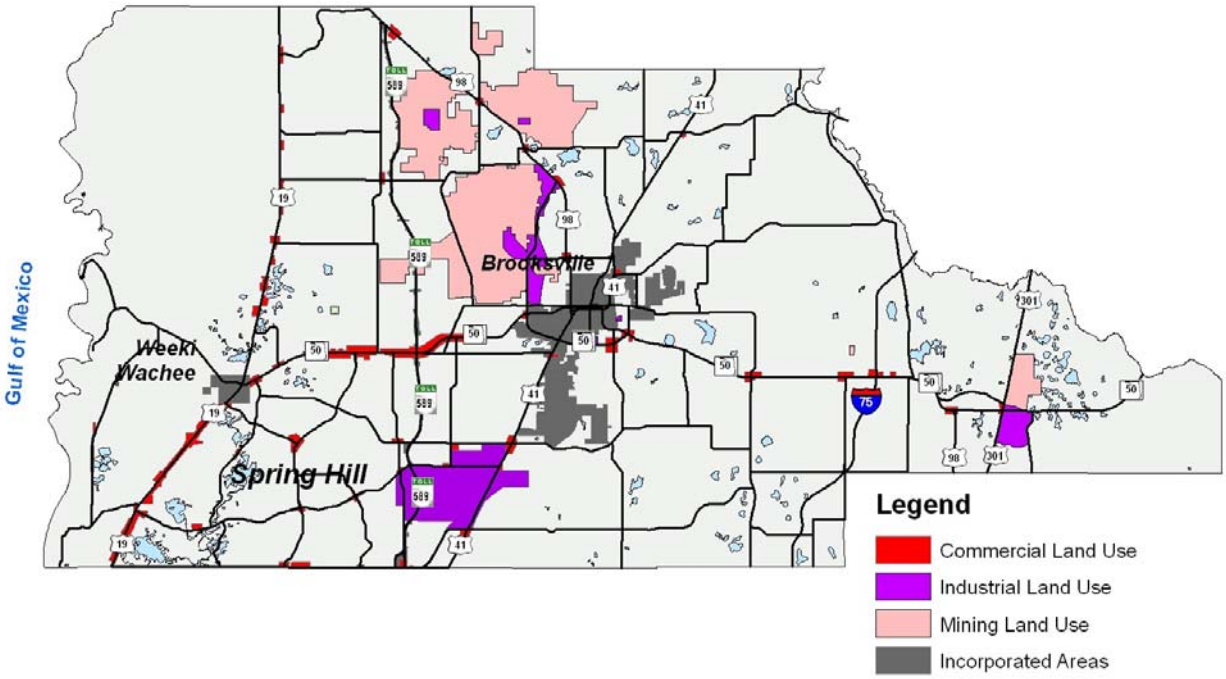
Industrial development has been directed into areas designated as Industrial on the FLUM. Further, the Plan has provided land for industrial development, with about 159 industrial zoned parcels comprising 2,394 acres, and of these, about 93 are occupied, comprising about 58% of the total parcels and about 62% of total acreage. About 66 parcels are vacant, comprising about 42% of the total parcels and about 38% of total acreage. Additional industrial land may be needed to provide balance and diversity in the local economy and to provide adequate revenues to balance service demands for local government over the long term, especially considering the magnitude of the potential residential growth contemplated by the Plan as discussed above. The Plan has also been effective in providing infrastructure to support planned growth and development as needed. The annual updates of the Capital Improvements Element and Capital Improvements Plan have provided guidance for the timing and funding of capital projects. Levels of service have been maintained as growth has taken place, with regular evaluations based in the MPO's Concurrency Management Process.

The Airport Planned Development District between the Suncoast Parkway and US 41 is one of the largest contiguous industrial areas in the County.

Economic issue discussions address the financial costs and benefits for various types and intensities of land use and development of tourism, and economic and tourism development indicators and objectives. Recommendations address development of the indicators currently required by the Plan.

Map 7-13 provides a generalized depiction of the locations of commercial, industrial and mining lands in Hernando County.

Map 7-13
Commercial and Industrial Lands



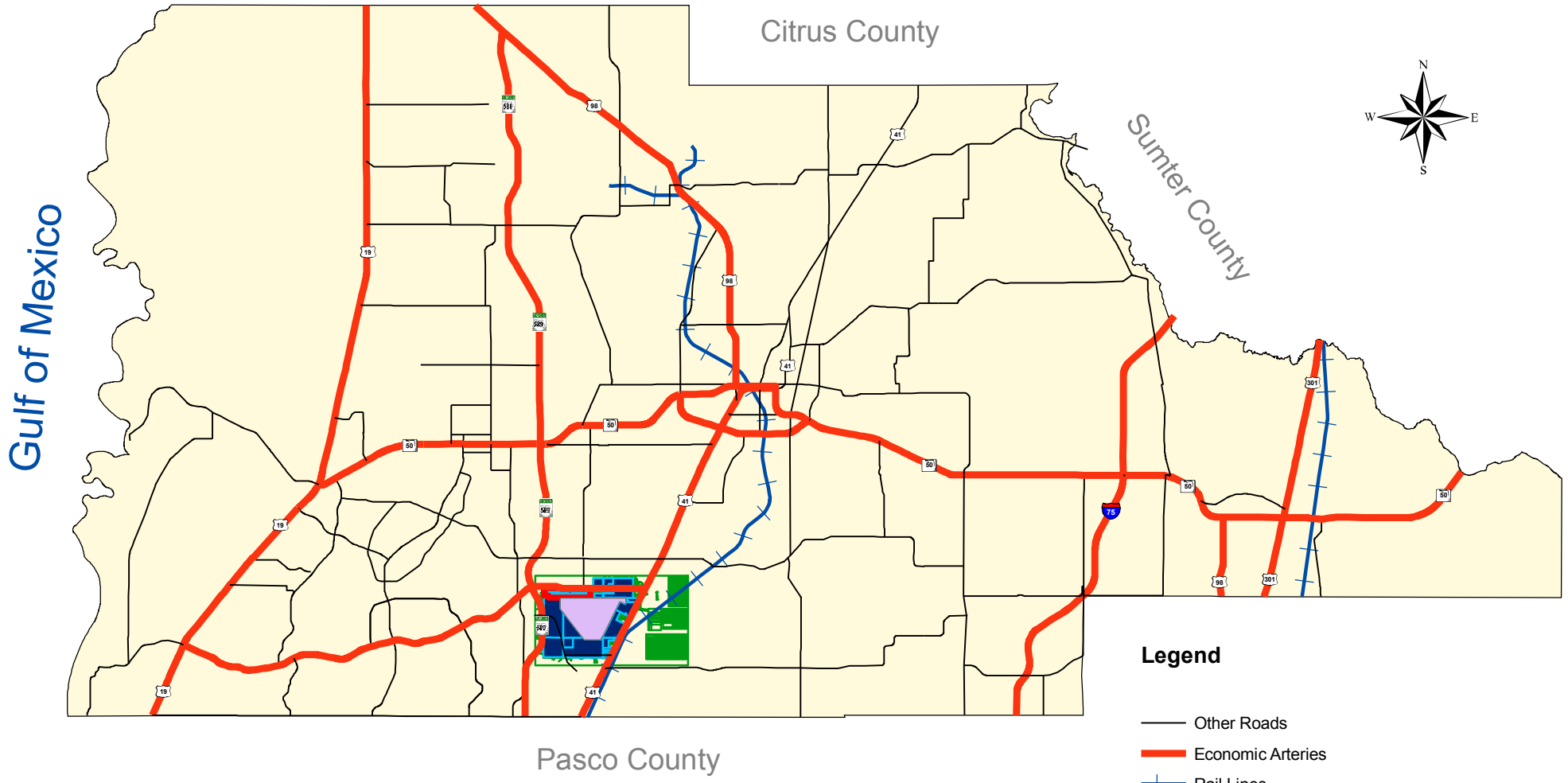
Use of Enterprise Zones

Hernando County has aggressively pursued the designation of enterprise zones as a strategy to foster economic development. An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries.

Transportation for Market Access

Hernando County's transportation network enables companies to move their products, via land, air, rail or a combination thereof, to gain ready access to markets and reduce costs. There are four major highways that run through the County. US 19 borders the coastline on the western edge of the County, and is the most direct route to the St. Petersburg-Clearwater area. State Route 50 travels east and west, connecting to Interstate 75, US 19, and US 41. I-75 provides easy access north to the Ocala/Gainesville area, and south to Tampa, Sarasota, Ft. Myers, and Naples. This transportation network gives easy access routes for employees, customers, and suppliers. The newly opened Suncoast Parkway has reduced travel time to Tampa International Airport to about 35 minutes. Hernando County is also within close proximity to Orlando International Airport for any needed freight or passenger service. Map 7-14 depicts the location of the economic development network in Hernando County.

Map 7-14
Hernando County MPO
Economic Development Network



Hernando MPO
Serving Florida's Nature Coast

Hernando County's Economic Arteries

The LRTP update has thoroughly assessed the future performance of the following major economic arteries relative to the economic goals of Hernando County:

- ***US 19 (Commercial Way)*** - A major commercial center running beside the Gulf of Mexico on the western edge of the county. Used as a primary connecting route to cities down the west coast of Florida, including Hudson, New Port Richey, Tarpon Springs, Clearwater, and St. Petersburg, as well as Homosassa and Crystal River to the north.

- ***US 41 (Broad Street)*** - Runs parallel to US 19 through points in the center of the county, including downtown Brooksville, where it intersects with SR 50 and US 98. Still a primary connecting route with Tampa.

- ***US 98 (Ponce de Leon Boulevard)*** - Runs diagonally across the county from the northwest to the southeast where it crosses into Pasco County. The roadway is collocated with SR 50 in the eastern part of the county, intersects I-75, and meets the Suncoast Parkway at the parkway's current end.

- ***US 301 (Treiman Boulevard)*** - A north and south highway that crosses into the county briefly at its tapered eastern end, running parallel to I-75. Intersects with SR 50 at Ridge Manor.

- ***Interstate 75*** - Runs north and south across the eastern part of the county, with one exit (Exit 301) at its intersection with US 98/SR 50. Once a major connecting point with Tampa, I-75 has been made somewhat obsolete for western residents of the county by the Suncoast Parkway.

- ***Suncoast Parkway (SR 589)*** - Enters the county in the south slightly to the west of US 41, and ends in the far northern part of the county at US 98. (N.B. the Suncoast Parkway is considered incomplete; there are plans for it to Hernando County in the north and head into Crystal River.) The Suncoast Parkway is a recently constructed toll road that connects Hernando County with Hillsborough County, where it becomes the Veterans Expressway and heads directly into Tampa International Airport before reaching Interstate 275. SR 589 has four Hernando County exits: County Line Road (Exit 37), Spring Hill Drive (Exit 41), SR 50 (Exit 46), and US 98.

- ***SR 50 (Cortez Boulevard)*** - Begins at US 19 in Weeki Wachee, runs through Brooksville, and exits into Sumter County at the eastern tip of the county. Along the way, it interchanges with the Suncoast Parkway, intersects with US 41 in Brooksville, runs concurrently with US 98, and intersects with I-75 and US 301 in the eastern part of the county. A significant, well-developed highway in the county, SR 50 originally extended from US 19 to the Gulf Coast at Bayport. This section was given back to the County and is currently CR 550. Currently, SR 50 is used as a direct route from Hernando County to Orlando to the east.

- ***SR 50 Alternate (Jefferson Street)*** - A spur of SR 50 that runs through downtown Brooksville. Runs concurrently with both US 41 and US 98 at points.

- ***Spring Hill Drive (CR 574)*** - A major county road running roughly parallel to both SR 50 and County Line Rd. along the border with Pasco County. The roadway begins at US 19, has an interchange at the Suncoast Parkway, and terminates at US 41.

Major Corporate Developments

The following sections describe the three major corporate developments being planned by Hernando County, all in conjunction with the air and rail system provided around the Hernando County airport. As such, these developments present some of the best opportunities in the northern tier of the Tampa Bay region to promote intermodal connectivity as a means of enhancing economic development.

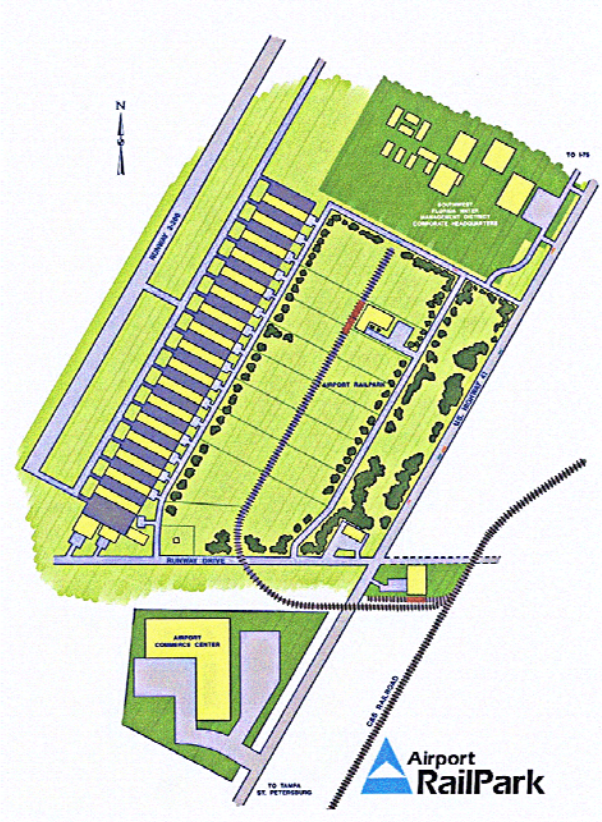
Corporate AirPark - The Corporate AirPark consists of a 250-acre industrial park located south of Brooksville in the Spring Hill area of Hernando County. Adjacent to the Suncoast Parkway, the corporate AirPark provides a readily accessible location with excellent connections to the regional highway network. The AirPark provides the following amenities to potential developers:

A new Aviation Authority building was dedicated in 2008.

- Ready-to-build sites from 2 to 50 acres in size
- Drainage permitting in place
- Air-Side lots available for corporate aircraft

- A location adjacent to the Suncoast Parkway, a limited access highway, providing a 35 minute commute to Tampa International Airport
- Hernando County incentives to qualify industry for building and impact fee mitigation
- Customized employee training and recruitment programs
- Simplified and Expedited Permitting

Airport RailPark - Located on the Southeastern edge of the airport and adjacent to the Southwest Florida Water Management District Headquarters, the RailPark provides "Rail-Side" lots with access to track side unloading.



Located on the Southeastern edge of the airport, the RailPark offers "Rail-Side" lots with access to track side unloading.

Airport Industrial Park - Owned and operated by Hernando County Government, the Airport Industrial Park is a 155-acre industrial park located in the Brooksville-Spring Hill area.

The Corporate Airpark – part of the Hernando Airport Industrial Park.

The Airport Industrial Park provides building sites available for lease from 2 to 4 acres in size in addition to air-side lots which provide aircraft access. The park is adjacent to the Suncoast Parkway, a limited access highway that provides 35-minute commuting time to Tampa International Airport. Incentives include the only Impact Fee Abatement Program available throughout the Tampa Bay Region, subsidized wages for new employment, a cash refund program for targeted industries, and simplified and expedited permitting.

PLANNED DEVELOPMENT

Background

Hernando County is a dynamic market that has experienced an extensive amount of development over the last three decades. Map 7-15 depicts the location of the approved developments of regional impact (DRIs) and planned developments either existing or proposed in Hernando County.

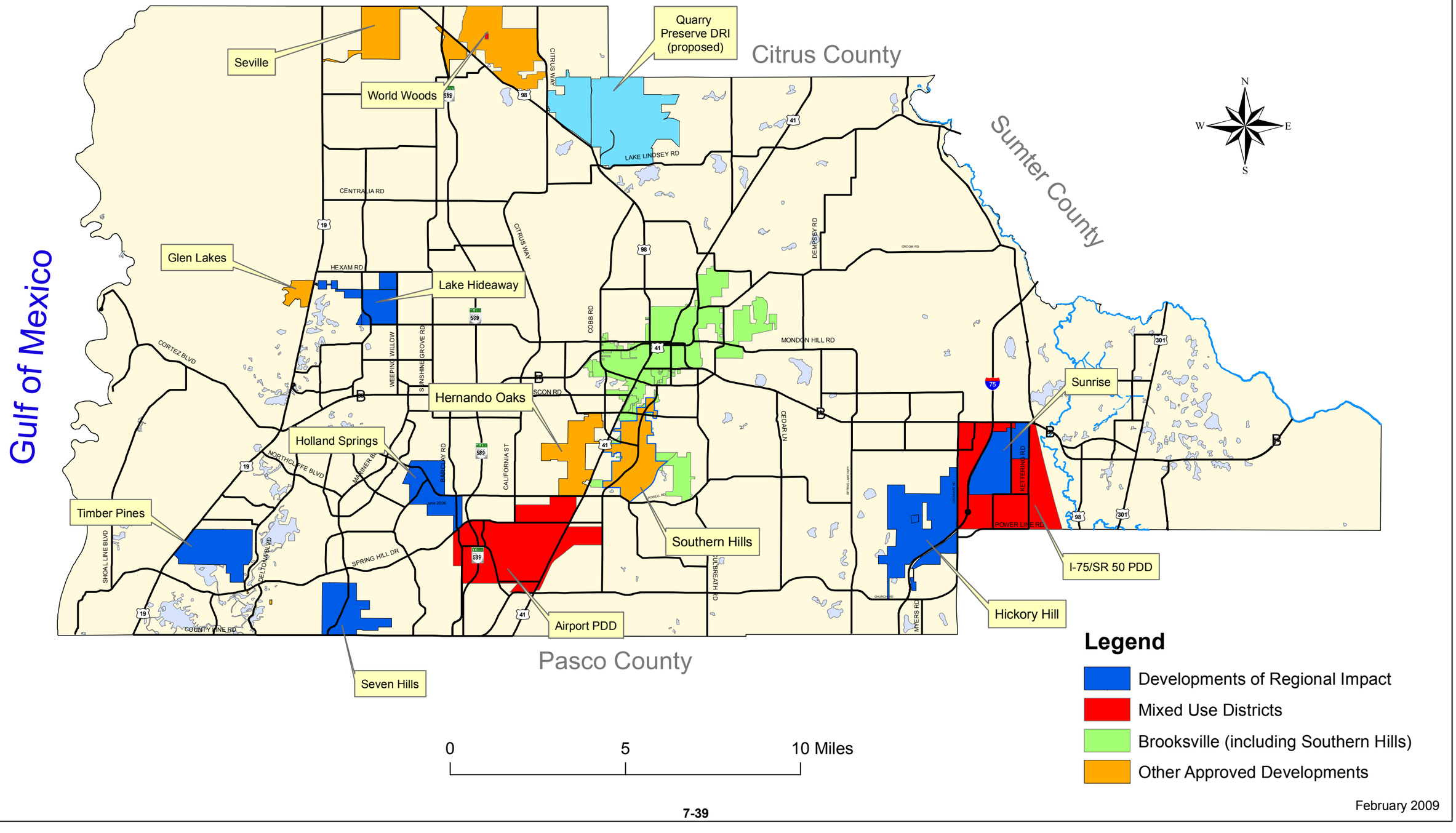
Since adoption of the prior LRTP, the County has conducted an extensive analysis of a large mixed-use Planned Development District (PDD) in the vicinity of I-75 and SR 50 in the eastern portion of the county. Due to its proximity to the only existing Interstate access point in the County, the desirability of large-scale residential and non-residential development in this area has accelerated in the past several years. Two DRIs submitted Applications for Development Approval, along with one amendment to the Comprehensive Plan, all subsequent to adoption of the LRTP in 2004. Both DRIs are currently in different stages of review.

The MPO, in cooperation with Hernando County, has assisted in the modeling and transportation system analysis process for these development proposals.

Buildout Plans

In an effort to thoroughly assess the transportation needs of these large developments, the MPO, in cooperation with Hernando County and FDOT District 7, formulated a series of "Buildout" scenarios. Addressing highway needs for a very long range timeframe (approximately 2050), the Buildout Plan is contemplated as a means for identifying major corridors which, through proper regulatory controls, can be preserved for future use in line with forecasted demand.

Map 7-15
Hernando County
Large Developments



February 2009

INTERGOVERNMENTAL COORDINATION

MPO Consultation with State and Local Agencies

Under SAFETEA-LU legislation, the LRTP provides for consulting with State and Federal environmental protection, tribal government, wildlife management, land management, and historic preservation agencies, as appropriate.

The consultation shall involve: 1) a comparison of the LRTP with State conservation plans or maps, if available, or 2) comparison of the LRTP with inventories of natural or historic resources, if available.

Specifically, the MPO has ensured adequate coordination between appropriate Federal agencies, as well as FDOT, Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, Southwest Florida Water Management District (SWFWMD), and the State's Bureau of Historic Preservation.

MPOs have been encouraged to consult with officials responsible for other types of planning activities that are affected by transportation, including local planned growth, economic development, environmental protection, airport operations, and freight movements when it comes to development of their LRTP and TIP. Intergovernmental coordination discussions for the LRTP have addressed joint planning with the City of Brooksville, coordination with the school district, the Southwest Florida Water Management District (SWFWMD), the Withlacoochee Regional Planning Council (WRPC), adjacent counties, and changes in Florida Statutes, Rules of the Florida Administrative Code (F.A.C.), the State Comprehensive Plan, and the Withlacoochee Strategic Regional Policy Plan.

Recommendations addressed changes required by modifications to Statutes and Rules with respect to ten year water supply planning and coordination with SWFWMD's adopted Regional Water Supply Plan (which does not cover the part of the district including Hernando County), and transportation planning.

Additional issues include:

- Extension of the Suncoast Parkway into Citrus County
- Protection of the US 19 corridor re: environmental concerns
- Creation of intra- and inter-county wildlife corridors

Regional Initiatives

The following comments are found in the Hernando County *Comprehensive Plan,* and address topics that have been further examined during development of the 2035 LRTP update:

- ***Suncoast Parkway Corridor*** - The Florida Department of Community Affairs has expressed interest in knowing how the opening of the Suncoast Parkway has affected the location and amount of growth in Hernando County. To our knowledge, no studies have been conducted to address the impacts of the Suncoast Parkway on Hernando County. In the absence of research, we can only speculate about such impacts. There are no apparent impacts on growth patterns from the opening of the Suncoast Parkway. The area of Spring Hill near the Parkway has experienced significant residential and commercial building activity since the opening of the Parkway, but that activity probably would have taken place in the absence of the new road, since the remainder of Spring Hill is mostly built and it was expected that building activity would shift to the lesser developed part, which is coincidentally near the Parkway. While the Parkway may have stimulated or accelerated building activity, or encouraged the building of additional multifamily dwelling units, or changed the demographics of new residents to include more commuters to the Tampa Bay area, or accelerated commercial development, we have no substantiation of any potential Parkway impacts on the location and amount of growth in Hernando County. The growth that has occurred near the Parkway is in areas anticipated for urban development by the Plan, and no Plan amendments have been needed (or are anticipated) as a result of the opening of the Suncoast Parkway.

Suncoast Parkway interchange at Spring Hill Drive.

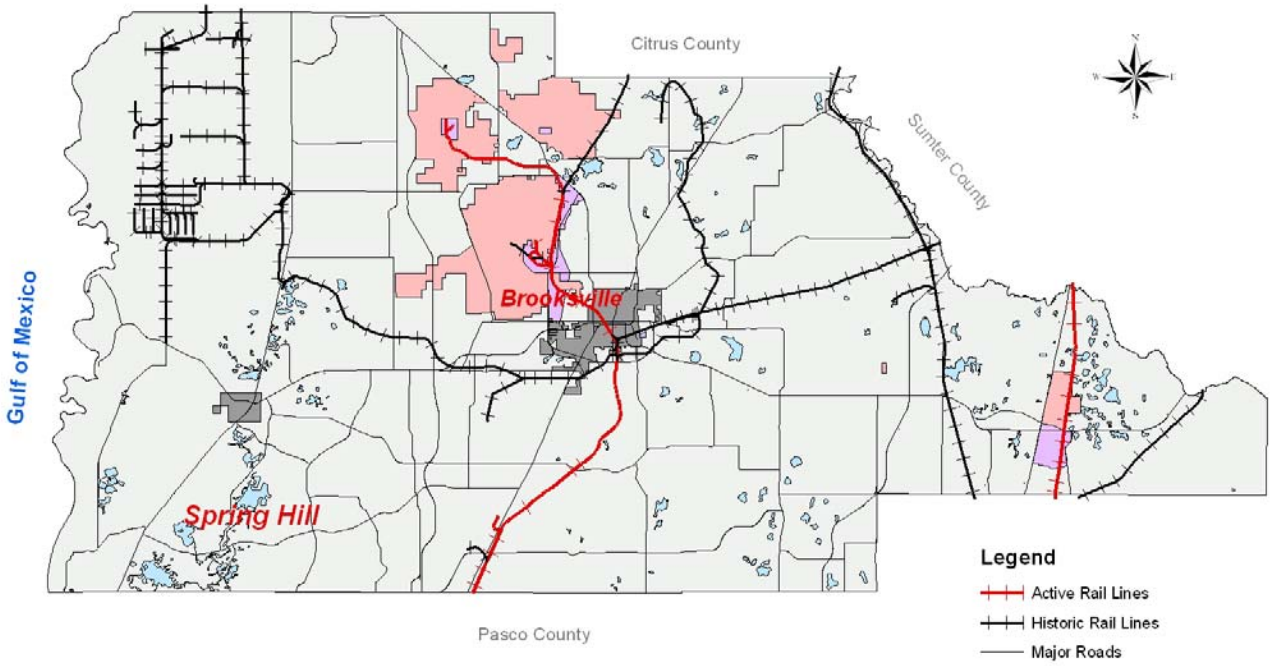
- ***Railroads*** - Prior LRTPs have not fully addressed railroads. New objectives and policies should be added to the Transportation Element to address railroads as part of the County's transportation network in order to address the following issues:

- Recognize the importance of railroads in carrying freight to support commercial and industrial sectors
- Conserve the potential for future rail passenger service to the metropolitan areas to the south
- Coordinate with the MPO to include railroads in transportation planning.

Map 7-16 depicts all historic and active rail lines in Hernando County. Many of the historic lines located in the northwest section of the county were narrow gauge lines dedicated to lumber extraction in the Chassahowitzka area. Two additional lines have been converted to bicycle trails under the rails-to-trails program. The active lines operated by the CSX Corp. are currently used to the support of mining operations north of Brooksville, or for general freight movement. The rail line paralleling US 41 supports the RailPark adjacent to the Hernando County Airport, and is intended to play a prominent role in supporting the economic development activities associated with the Airport Planned Development District.

Map 7-16

Historic and Active Rail Lines



Section 8
POLICY CONSTRAINED NEEDS PLAN

OVERVIEW

Identification of transportation needs, including highway, transit, bicycle, pedestrian, multi-use trail, intersection/safety improvements, technology, and other transportation projects is an important component of the updated multi-modal LRTP. The Long Range Transportation Plan is updated every five years to reflect changing conditions for demographics and travel characteristics, and identifies ways to ensure that the mobility needs of both existing and future growth are well served.

In Hernando County, the Plan incorporates a "Policy Constrained Needs Plan" to analyze the existing transportation system and identify improvements needed to make it as complete and efficient as possible through 2035. The Needs Plan is a critical element of an LRTP, and is not financially constrained.

According to the Florida MPO Advisory Council, transportation projects included in a MPO Needs Plan should meet the identified transportation need while advancing the goals and policies of the MPO. Projects extremely unlikely to be implemented may distort the total estimated cost of transportation "needs" in the metropolitan area to unrealistic amounts; therefore, these projects are not considered to be truly needed and their costs should not be included in a MPO Needs Plan.

DEVELOPMENT OF THE NEEDS PLAN

Network Modeling Activities

The first major milestone in development of the updated 2035 Long Range Transportation Plan was determination of Highway Needs unconstrained by cost. Only policy considerations that have been determined by the MPO would constrain the type, size and/or location of highway facilities that will provide capacity to meet future travel demand.

The MPO followed a rigorous technical process throughout development of the Plan Update. As with previous LRTP updates, the technical process for forecasting future travel demand utilized the Regional Planning Model developed through the ongoing Regional Transportation Analysis. MPO staff has attended meetings of a Technical

Review Team every one or two weeks. Additionally, the West Central Florida Chairs Coordinating Committee (CCC), has reviewed regional issues associated with the Needs Plan, and has coordinated review through the MPO Staff Directors Coordination Team.

During the update to the 2035 Needs Plan, several model runs were conducted during the update of the 2035 Policy Constrained Needs Plan. This review took several factors into consideration, including:

- The previous MPO adopted 2025 Cost Affordable Plan.
- Changes to the socio-economic data since the 2025 LRTP Update.
- Changes to existing and new DRIs and other major development.

The MPO also coordinated this effort directly with adjoining MPOs and the regional coordination process concerning the development of the Needs Plan at roads crossing county boundaries. The result of this work effort will be the first 2035 Needs Plan network to be tested and evaluated. The Tampa Bay Regional Transportation Analysis (RTA) 2006 validated model and associated 2035 Needs and Cost Affordable Plan networks and 2025 interim year network, as provided by the FDOT consultant, were used in the update of the LRTP.

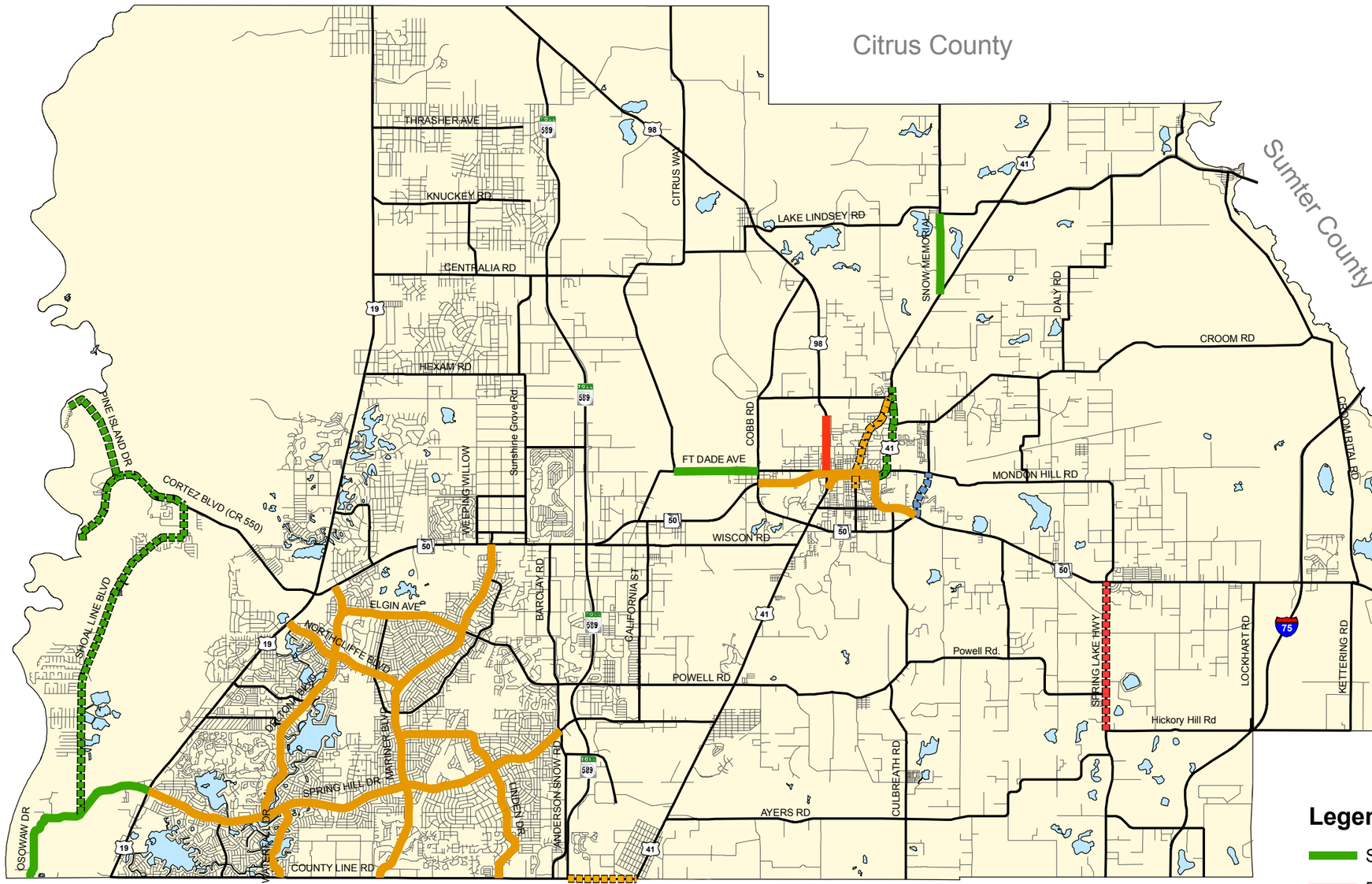
For the final 2035 Needs Plan alternatives, the MPO staff reviewed the results of previous model run and determine the number of lanes and road types for subsequent 2035 Needs Plan model runs. Once the 2035 Needs Plan was completed, the Hernando County MPO Prioritization Process was reviewed and updated to establish road widening project priorities for the final Needs Plan. The results of the project prioritization process were subsequently used to develop of the Cost Affordable Transportation Plan.

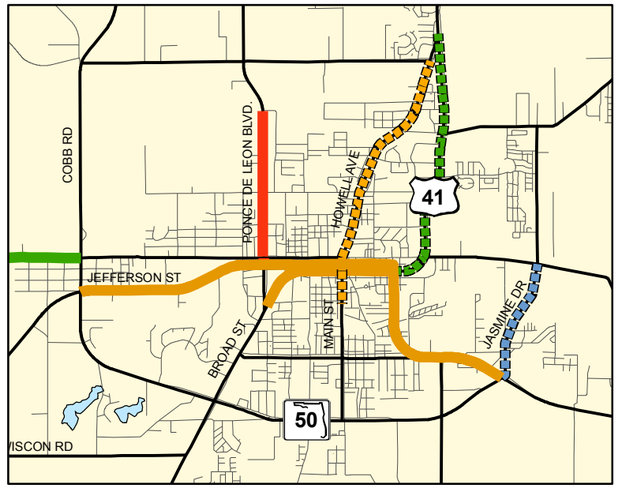
Constrained Highway Needs

Policy Constraints

In November 2008, the MPO took formal action to adopt a list of Constrained Facilities accompanied by a list of “Areas of Concern” to guide development of the Needs Plan. Map 8-1 depicts Policy Constrained Facilities approved by the MPO and Table 8-1 describes the constraints applied during development of the 2035 Long Range Policy Constrained Highway Needs Plan.

Map 8-1
Hernando County MPO
Policy Constrained Facilities





Brooksville Inset

N
W E
S

Legend

- Scenic
- Policy
- Right-of-Way (ROW)
- Policy/ROW/Scenic
- Policy/ROW
- Scenic/Environmental
- ROW/Environmental

Hernando MPO
Serving Florida's Nature Coast

TABLE 8-1
HERNANDO COUNTY CONSTRAINED ROADWAY FACILITIES

Facility	From	To	Jurisdiction	Constraint	Constrained Number of Lanes	
					Existing	Planned
Ft. Dade Ave.	Cobb Rd.	Citrus Way/CR 491	County	Scenic	2 lane undivided	-
Snow Memorial	US 41	Lake Lindsay Rd/CR 476	County	Scenic	2 lane undivided	-
Jasmine Drive	SR 50	Mondon Hill Road	County	ROW/Environmental	2 lane undivided	-
Broad Street/US 41	Downtown Brooksville*		State/Federal	ROW	2 lane undivided	-
Jefferson Street (SR 50A)	Downtown Brooksville*		State/Federal	ROW	2 lane undivided	-
US 41	SR 50A	Howell Avenue	State/Federal	Scenic/Environmental	2 lane undivided	-
Ponce de Leon Blvd. (US 98)	S. of Yontz Rd.	Jefferson St. (SR 50A)	State/Federal	Policy	2 lane divided	-
Spring Hill Drive	US 19	Anderson Snow Road	County	ROW	4 lane divided	-
Mariner Blvd.	SR 50	County Line Road	County	ROW	4 lane divided	-
Northcliffe Blvd.	US 19	Mariner Blvd.	County	ROW	4 lane divided	-
Deltona Blvd.	SR 50	Forest Oaks Blvd.	County	ROW	2 lane undivided/ 4 lane divided	4 lane divided
	Forest Oaks Blvd.	Spring Hill Drive	County	ROW	2 lane undivided	2 lane divided
Linden Drive	Mariner Blvd.	County Line Road	County	ROW	2 lane undivided	-
Cortez Blvd. (CR 550)	Bayport Pier	Shoal Line Blvd.	County	Scenic/Environmental	2 lane undivided	-
Pine Island Drive	Pine Island	Cortez Blvd. (CR 550)	County	Scenic/Environmental	2 lane undivided	-
Osowaw Blvd.	Pasco County	US 19	County	Scenic/Environmental	2 lane undivided	-
Shoal Line Blvd.	Cortez Blvd.	CR 595	County	Scenic/Environmental	2 lane undivided	-
Howell Ave./Main Street	Yontz Road	Lamar Avenue	County	Policy/ROW	2 lane undivided	-
County Line Road (existing alignment)	Suncoast Pkwy.	US 41	County	Policy/ROW	2 lane undivided	-

Facility	From	To	Jurisdiction	Constraint	Constrained Number of Lanes	
					Existing	Planned
Elgin Blvd.	Deltona Blvd.	Mariner Blvd.	County	ROW	2 lane undivided	-
Waterfall Drive	Spring Hill Dr.	County Line Road	County	Policy/Scenic	2 lane undivided	-
Spring Lake Hwy.	Hickory Hill Rd.	SR 50	County	Policy/ROW/Scenic	2 lane undivided	-
*From the Hilltop to SR 50A and US 41 to Mildred Avenue						

Based upon the nature of these constraints, additional roadway widenings may be precluded due to unacceptable community impacts. Furthermore, in these areas the MPO recognized that it may be necessary to seek other solutions to meet anticipated travel demand other than the addition of general-purpose travel lanes.

Tree canopies are just one of the constraints to roadway widening considered in the LRTP

Areas of Concern - Identification of Critical Current Issues

The Long Range Transportation Plan not only addresses system needs resulting from long range travel demand, but also looks at critical areas where urgent issues must be resolved. These issues can be in the form of large or small-scale operational deficiencies such as congestion or high accident locations caused by impending development that will result in high traffic levels, or by physical deterioration of the system.

Table 8-2 describes several Areas of Concern identified for the 2035 LRTP update along with associated planning factors, and potential transportation improvements.

In developing the lists, the MPO reviewed factors which would constrain or prevent capacity widening of major roadway corridors. The MPO reexamined the map of these facilities along with the rationale for constraining a roadway to its current configuration or to a specific planned number of lanes or facility type.

These designations pertain to the "ultimate" configuration acceptable to the community; hence, constraints are identified prior to testing of alternatives for the 2035 Policy Constrained Needs Plan. Although the MPO's approved Needs Plan was not limited by funding considerations, it was constrained by factors that would make roadway widening projects either acceptable or unacceptable.

Table 8-2
Highway Areas Of Concern

AREA OF CONCERN		NATURE OF CONCERN	PLANNING FACTORS	TRANSPORTATION IMPROVEMENT
Facility	**Limits**			
East/West Connector	**US 41 to I-75**	Effectiveness of a new corridor in reducing projected traffic on SR 50, and assisting the State by adding traffic to the Suncoast Parkway. Currently only one east-west corridor connects Spring Hill with I-75 (SR 50).	Identifying an acceptable alignment: Impacts on environmental features Impact on existing development, i.e., community impacts Approval for adding a new interchange on I-75 is potentially difficult to obtain. Input of corridor on land use pattern, community character, and development trends.	Limited access roadway connecting from the Suncoast Parkway to a new interchange with I-75 or to the existing CR 41 interchange. As per coordination with Pasco County, do not indicate alignment on map; rather, depict preferred corridor along Hernando/Pasco County line. Funding of facility will not utilize county revenues. Potential for widening Ayers Rd. and developing an arterial connection between US 41 and I-75 corridor.
US 19	**County Line Road to Ridge Road**	High projected volumes; need to maintain an acceptable level of service. Future role as a viable commercial corridor. Maintaining operational integrity of the roadway through frontage road development and development controls.	Parallel corridors do not significantly reduce future traffic levels on this portion of US 19. Realistically assessing the ability of the frontage system to pull traffic from the main line. Ability to affect trip generation through land use planning and development regulations.	6 lane arterial with fully functioning parallel frontage roads. Conduct a detailed study of traffic operations, frontage road design and continuity, and sensitivity to modifications in land use and development.

SR 50	**US 19 to the Suncoast Parkway**	High projected volumes; maintaining an adequate level of service. Future role as a viable commercial corridor. Maintaining operational integrity of the roadway through frontage road development and development controls. Integrating widening project as per FDOT PD&E study with County frontage road system.	Existing parallel corridors do not significantly reduce future traffic levels. Need to balance through movements with land service component. Realistically assessing the ability of the frontage system to pull traffic from the main line. Ability to affect trip generation through land use planning and development regulations. Conduct study to coordinate FDOT PD&E with County frontage road system and development controls.	6 lane arterial with fully functioning parallel frontage roads. Implementation of parallel collector roads and additional connectivity with SR 50.
SR 50	**Lockhart Road to Kettering Road**	Existing and planned high intensity commercial development around the I-75/SR 50 interchange.	Need to coordinate development with Planning Development District (PDD) road network improvements. Accessibility of existing and planned development. Internal circulation and connectivity to external network.	Implementation of fully functioning frontage road system. Widening of main line to 6 lanes divided with interchange reconstruction. Implementation of I-75/SR 50 PDD area road network per adopted Plan.
US 41	**North of SR 50A in Brooksville**	Impact of four-laning on adjacent development. Identified as an environmental and scenic constrained corridor by the MPO.	Traffic levels will rise significantly along this portion of US 41. Role of Howell Ave. in relieving congestion on Broad Street. Nature of land use and parcel size within the corridor.	Limit widening of US 41 to two lane divided, or accommodate projected traffic by means of intersection improvements.

SR 50A	**Ponce de Leon (US 98) to Mildred Ave.**	Impact of widening this segment of SR 50A within a heavily developed corridor.	Maintaining an adequate level of service through the downtown, particularly during peak hours. Need to accommodate demand generated by through traffic while maintaining adequate accessibility to the downtown and encourage redevelopment. Lane balancing with the one-way pairs to the east.	Implement planned four lane divided, or constrain to operational improvement such as intersection widening. Review impact of one-way pairs on downtown redevelopment.
Cobb Road	**SR 50 to US 98**	Implementation of the MPO's policy to divert the movement of heavy through trucks around the Brooksville downtown.	Impact of the movement of heavy vehicles on established and planned communities. Adequate connectivity to major freight distribution centers. Accessibility to major commercial and industrial centers.	Prioritize the full or phased widening project relative to other highway needs. Feasibility of reclassifying SR 50A and US 98 from the State to the County and/or City.
California Street	**Powell Road to SR 50**	North/south reliever for congestion on area parallel roadways.	Role of California St. in relieving traffic on Barclay Avenue. Solutions should be supportive of land uses within the corridor.	Widening of California Street from Powell Road to SR 50. Acceptable plan for minimizing unacceptable community impacts while enhancing existing and planned land uses within the corridor.
US 98	**Suncoast Parkway to Cobb Rd.**	Large amount of approved and planned development anticipated to create travel demand which will far exceed the capacity of the highway. As an "Other Arterial" roadway on the State Highway System, it is likely that there will not be sufficient funds to widen the facility in line with future demand.	May want to pursue demand management strategies in planned developments within the corridor.	Major widening project between Cobb Rd. and the Suncoast Parkway as either a 4 or 6 lane arterial. Seek alternative means of funding capacity improvements. Examine effective operational improvements as part of the Interim plan.

Barclay Ave.	**Powell Road to SR 50**	North/south reliever for congestion on area parallel roadways. Anticipated heavy volumes resulting from approved and planned development in the corridor may stress the facility. Roadway limited to a 4 lane configuration due to right-of-way constraints	Providing local access to land uses within the Suncoast Parkway Corridor. Additional right-of-way required to vertical alignment and off-site drainage needs. Solutions should be supportive of land uses within the corridor.	Review of proposed or potential development within the corridor. Assess the potential for operational improvements to mitigate future traffic demand.

ENDORSED 2035 HIGHWAY NEEDS PLAN

Map 8-2 illustrates the Endorsed 2035 Policy Constrained Highway Needs Plan. As mentioned earlier in this section, the Needs Plan is based upon an extensive modeling process which indicates the number of highway lanes required to meet travel demand over the next 25 years. The Plan has also been coordinated with the efforts of the other MPOs and FDOT through a Technical Review Team (TRT) to identify, evaluate and refine transportation alternatives.

The following tables provide an overview of the costs associated with implementation of the Policy Constrained Needs Plan. Table 8-3 and Figure 8-1 summarize the distribution of costs by transportation mode/program from 2015 to 2035, while Table 8-4 presents a summary of the distribution of revenues by source. Additional details regarding the financial plan can be found in Section 11, Cost and Revenue Assumptions.

Table 8-3
Distribution of Costs by Transportation Mode/Program (2015-2035)
2035 Needs Plan (in millions)

Mode/Program	Total Cost	Percent
Highway Expansion	$4,018.9	73.5%
Transit (operations & capital)	$1,241.1	22.7%
Intelligent Transportation Systems / CMS	$21.6	0.4%
Highway Maintenance	$188.2	3.4%
TOTAL	**$5,469.8**	**100.0%**

Table 8-4
Distribution of Revenues by Source (2015-2035)
2035 Needs Plan (in millions)

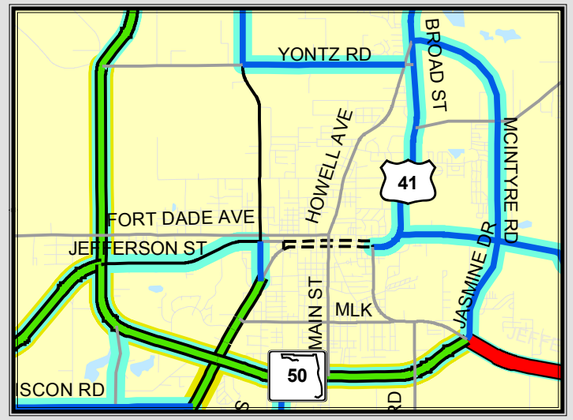
Revenue Source	Total Revenues	Percent
Federal Revenues	$38.4	2.0%
State Revenues	$157.7	8.2%
Strategic Intermodal System (SIS)	$554.4	28.8%
Local Revenues	$1,176.9	61.1%
TOTAL	**$1,927.4**	**100.0%**

Composition of Local Revenues		
Transportation Impact Fees	$200.4	17.0%
Gas Tax	$188.2	16.0%
Local Transit	$45.7	3.9%
Developer Contributions	$742.6	63.1%
TOTAL	**$1,176.9**	**100.0%**

0 3 Miles

N

BROOKSVILLE INSET



CITRUS COUNTY

SUMTER COUNTY

PASCO COUNTY

Gulf of Mexico

East Rd.

Waterfall Dr.

Mariner Blvd.

Linden Dr.

Hernando County 2035 LRTP

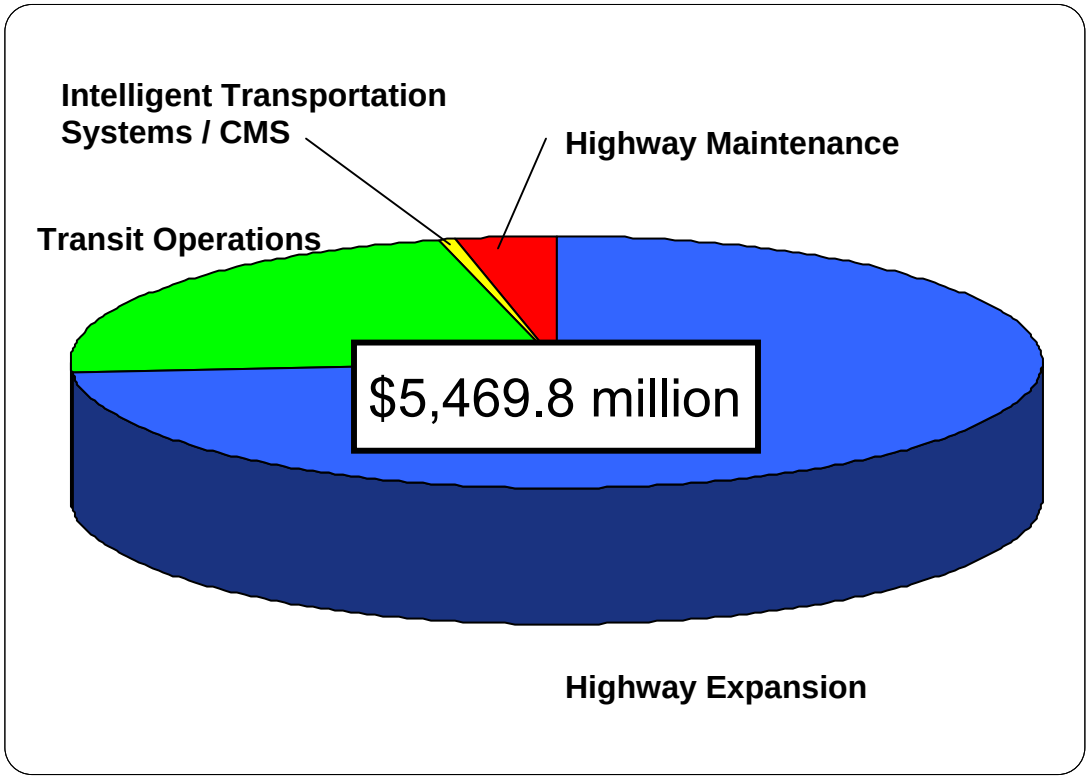
Tindale-Oliver & Associates, Inc. Planning and Engineering

- 2 Lanes, One Way
- 2 Lanes, Undivided
- 2 Lanes, Divided
- 4 Lanes, Divided
- 4 Lanes, Freeway
- 6 Lanes, Divided
- 6 Lanes, Freeway
- 8 Lanes, Divided
- 8 Lanes, Freeway
- Roadway Improvements 2015-2035
- FrontageRdsNeeds
- Intersection Improvements
- Interchange Improvements

Map 8-2

2035 Needs Plan Number of Lanes and Roadway Type

Figure 8-1
Distribution of Costs by Transportation Mode/Program (2015-2035)
2035 Highway Needs Plan (in millions)



ENDORSED 2035 PUBLIC TRANSPORTATION NEEDS PLAN

This section summarizes the 2035 Public Transportation Needs Plan for Hernando County. The Hernando Express (The Bus) began operations in October 2002 in Springhill and has expanded service to include local circulation in Brooksville and connection service between Springhill and Brooksville. The transit needs plan presented in this section provides an update to the adopted Long Range Transit Element adopted in December 2004 and identifies regional connections consistent with recent planning efforts including the work completed by the Tampa Bay Area Regional Transportation Authority (TBARTA). Existing transit services and facilities (2009) are illustrated in Map 8-3, while the proposed changes to transit services and facilities including enhanced local services to build a supporting network for the regional services included in the 2035 Long Range Transit Element Needs Plan are illustrated in Maps 8-4 and 8-5. In addition, transit project costs are provided in Figures 8-2 and 8-3.

2035 Hernando County Public Transportation Needs Plan

The existing transit services and proposed transit improvement programs are provided below and include significant components of the *Tampa Bay Area Regional Transportation Authority (TBARTA) Regional Master Plan*, adopted May 2009.

Existing Services

1) Fixed-route service – The existing fixed bus routes should continue to operate with two-hour headways until 2015 when the one-hour headways will be re-instated.

2) Paratransit service – The existing complimentary paratransit service (both the directly operated and purchased transportation) should be maintained; thereby continuing to serve the need of the transportation disadvantaged (TD) residents of Hernando County. Operating costs for this service will total approximately $14.6 million from 2015 to 2035.

0 5 Miles

N

BROOKSVILLE INSET

CITRUS COUNTY

SUMTER COUNTY

PASCO COUNTY

Gulf of Mexico

Hernando MPO

Tindale-Oliver & Associates, Inc. Planning and Engineering

Hernando County 2035 LRTP

- Existing Local Bus Routes
- State Roadways without Transit Service
- Other Major Roadways without Transit Service

Map 8-3

Existing Transit Service

G:\122060-03.08_HernandoLRTP_ScopeA\Maps\2035_35CA13\LRTE_10yrCA_.mxd

Updated: October 19, 2009 (JRS)

0 5 Miles

N

BROOKSVILLE INSET

CITRUS COUNTY

SUMTER COUNTY

PASCO COUNTY

Gulf of Mexico

Hernando MPO

Tindale-Oliver & Associates, Inc. Planning and Engineering

Hernando County 2035 LRTP

Local Transit Route Needs

- Existing Local Bus Routes
- Existing Local Bus Routes in Pasco County
- Future Local Transit Routes
- Proposed Premium Transit Routes
- Proposed Park-and-Ride Location
- State Roads without Local Transit Service
- Other Major Roadways without Local Transit Service

Map 8-4

2035 Transit Needs Plan Local Transit Route Needs

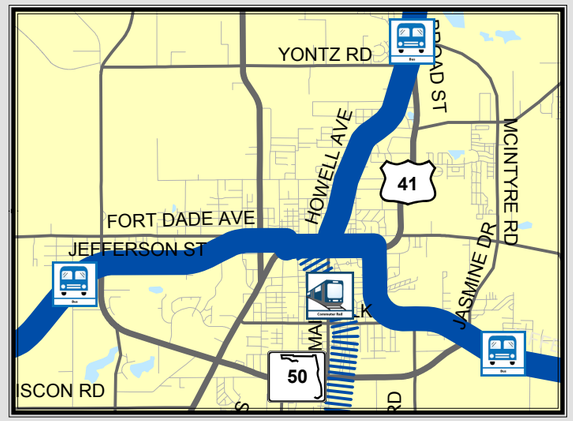
G:\122060-03.08_HernandoLRTP_ScopeA\Maps\2035_35ND6\LRTENeeds_2035_local.mxd

Updated: September 18, 2009 (BNW)

0 5 Miles

N

BROOKSVILLE INSET



CITRUS COUNTY

SUMTER COUNTY

PASCO COUNTY

Gulf of Mexico

PONCE DE LEON BLVD
CITRUS WAY
COMMERCIAL WAY
THRASHER RD
KNUCKEY RD
CENTRALIA RD
HEXAM RD
STAR RD
KEN AUSTIN PKWY
CORTEZ BLVD
PINE ISLAND DR
RIDGE RD
NIGHTVALKER RD
WEEPING WILLOW ST
SNOW MEMORIAL HWY
LAKE LINDSEY RD
BROAD ST
LINGLE RD
DALY RD
NOBLETOWN RD
CROOM RD
DEMPSEY RD
CORBB RD
YONTZ RD
JEFFERSON ST
FORT DADE AVE
HOWELL AVE
MCINTYRE RD
JASMINE DR
WEATHERLY RD
MONDON HILL RD
WISCON RD
SOUTHERN HILLS
CEDAR LN
POWELL RD
CROOM RITAL RD
TREIMAN BLVD
RIDGE MANOR BLVD
CORTEZ BLVD
LOCKHART RD
KETTERING RD
MCKETHAN RD
BURWELL RD
POWER LINE RD
HICKORY HILL RD
HAYMAN RD
CULBREATH RD
SPRING LAKE HWY
CHURCH
MYERS
AYERS RD
AIRPORT BLVD
N SNOW RD
BARCLAY AV
CALIFORNIA ST
ELGIN BLVD
NORTHCLIFFE BLVD
FOREST OAKS BLVD
TOUCAN TRAIL
SPRING HILL DR
LINDEN DR
SHOAL LINE BLVD
OSOWAW BLVD
DELTONA BLVD
COBBLESTONE DR
WATERFALL DR
MARINER BLVD
COUNTY LINE RD

TOLL 589
19
98
41
50
301
75
PARK & RIDE
Commuter Rail

Premium Transit Route Needs

- Commuter Rail (Peak Hour/Long Distance - TBARTA)
- Express Bus (TBARTA)
- Proposed Park-and-Ride Location
- State Roadways without Premium Transit Service
- Other Major Roadways without Premium Transit Service

Note: All TBARTA Facilities based on May 22, 2009 Adopted Master Plan

Hernando MPO

Tindale-Oliver & Associates, Inc. Planning and Engineering

Hernando County 2035 LRTP

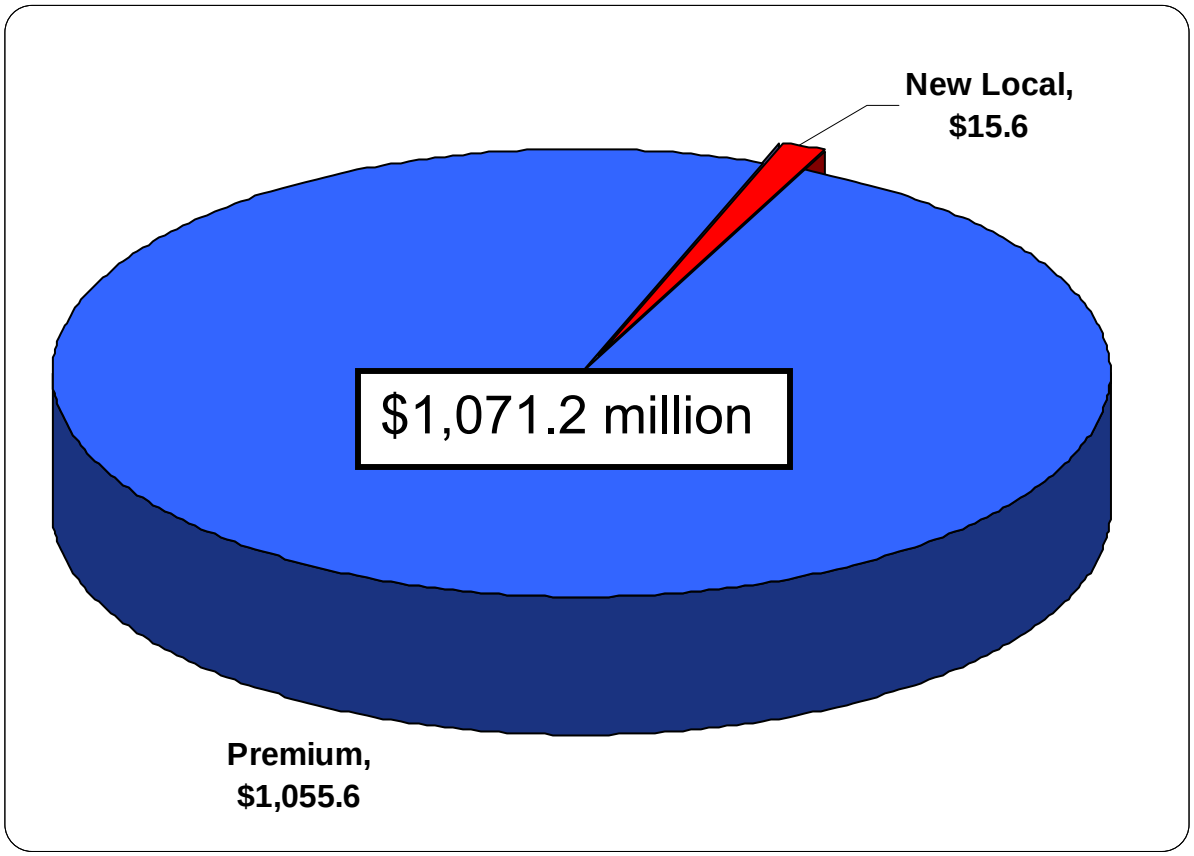
Map 8-5

2035 Transit Needs Plan Premium Transit Route Needs

G:\122060-03.08_HernandoLRTP_ScopeA\Maps\2035_35ND6\LRTENeeds_2035_regional.mxd

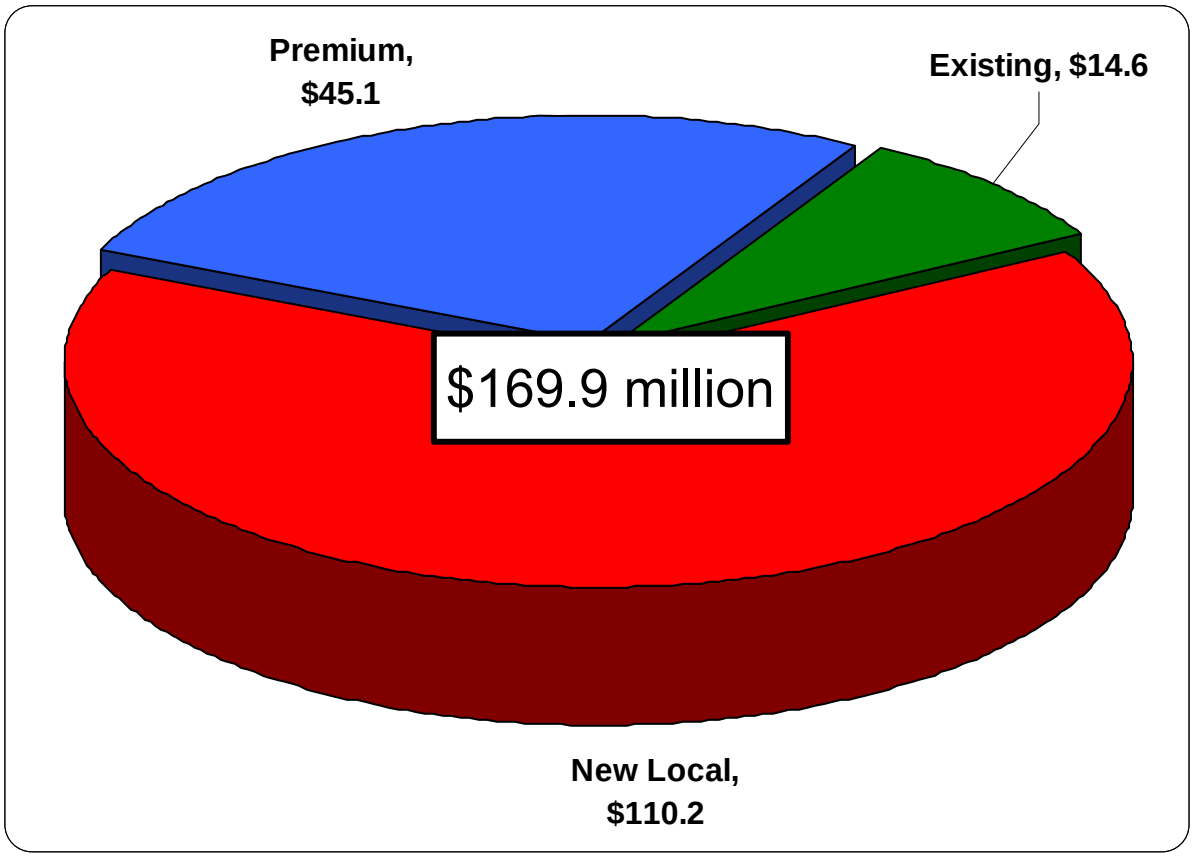
Updated: September 18, 2009 (BNW)

Figure 8-2
2015-2035 Hernando County Public Transportation Needs Plan
Capital/Infrastructure and Fleet Purchase Costs (in millions)



Note: Figure 8-2 provides a breakdown of the public transportation capital/infrastructure and fleet purchase costs for Hernando County. This figure represents the total year-of-expenditure costs of all projects in the needs plan from 2015 to 2035.

Figure 8-3
2015-2035 Hernando County Public Transportation Needs Plan
Operating Costs (in millions)



Note: Figure 8-3 provides a breakdown of the public transportation operating costs for Hernando County. This figure represents the total year-of-expenditure costs of all projects in the needs plan from 2015 to 2035.

New Local Services

3) **Increase Service Frequency to 60-Minute Headways** - As described in the 2009 TDP Update, the two-hour service frequencies to be implemented in FY 2009/10 as a cost-saving measure should be changed back to 60-minute headways when it becomes feasible. For the route structure, one of the following options is recommended to be determined at a later date closer to the implementation of the service change. Operating costs for this service will total approximately $44.5 million from 2015 to 2035:

   - ***Option 1*** - Maintain the existing route structure with the two circulator routes in Spring Hill, the route connection between Spring Hill and Brooksville and the Brooksville Circulator.

   - ***Option 2*** - Modify the existing route structure in Spring Hill by converting the two circulator routes to four traditional local bus routes, as identified in the 2004 Hernando County Long Range Transit Element (Section 3, Spring Hill Circulator Realignment Evaluation). The four routes will cover the same area currently covered by the circulators but will operate as separate routes connecting to each other. No alignment change is recommended for the route connecting Spring Hill and Brooksville and the Brooksville Circulator.

4) **West Pasco Connector (local bus service to Pasco County on US 19)** - There is demand for providing a local route connecting Hernando County to northwest Pasco County via US 19. This desire has been expressed during various public involvement activities conducted as part of the TDP updates in Hernando and Pasco counties. This also is confirmed by the population and employment densities along the US 19 corridor. This route would connect to Bayonet Point Plaza on US 19 in Pasco County, providing access to Pasco County Public Transportation (PCPT) routes. Operating costs for this service will total approximately $7.4 million from 2015 to 2035.

5) **Expand Complementary ADA Paratransit Service to Complement New Service** - Paratransit service should be expanded in conjunction with new fixed-route or flex-route service provided by THE Bus to continue serving the needs of the ADA-eligible transportation disadvantaged residents of Hernando County. Operating costs for this service will total approximately $14.1 million from 2015 to 2035.

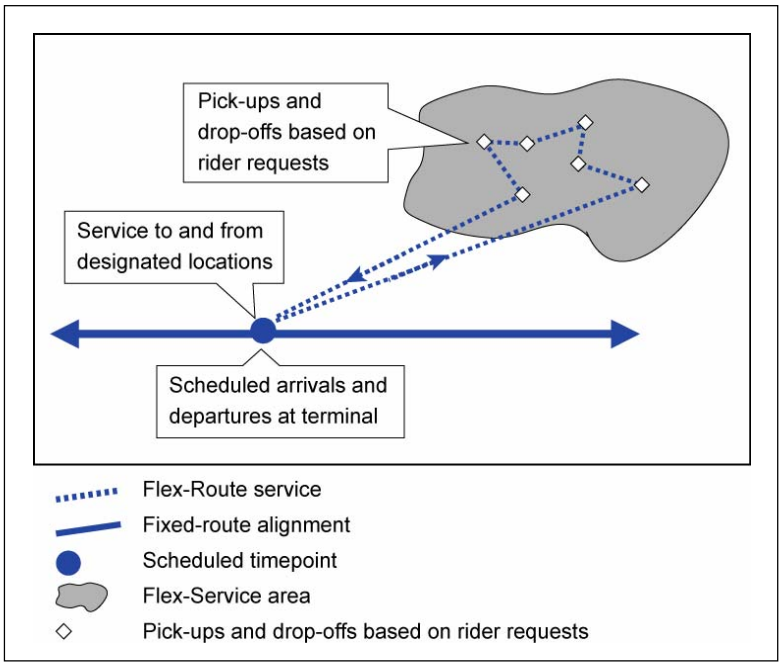
6) **Implement Peak-Hour Commuter Service Serving Brooksville, Airport Area, and Spring Hill in 2017** - Express or limited stop service should be provided to serve commuters from Brooksville and Spring Hill to the Airport Industrial Park during the AM and PM peak commuting hours. Shared-use park-and-ride lots should be pursued in Brooksville and Spring Hill in conjunction with the new commuter service to maximize potential ridership. Operating costs for this service will total approximately $3.3 million from 2015 to 2035.

7) **Implement Flex-Route Service** - Flex-route service should be provided in areas where transit is currently not provided, such as the Ridge Manor area, south Brooksville, and the airport area connecting the current Spring Hill route on west side. Operating costs for this service will total approximately $9.7 million from 2015 to 2035.

- Flex-route service is a hybrid service that combines the predictability of fixed-route bus service with the flexibility of demand response service. This service generally operates in suburban areas where the street and pedestrian networks are not conducive to fixed-route bus service. As shown in Figure 8-4, flex-route service originates from a fixed point, such as a transit center, where it connects with fixed-route buses or rapid transit service. The service areas of flex-route services are usually about seven square miles, in which one vehicle can offer service once per hour. Twelve-passenger, wheelchair-accessible cutaways are typically used for flex services.

- Passengers transferring from a fixed-route bus to flex-route service simply board the vehicle and tell the driver their destination within the designated flex service area. Passengers traveling from the designated flex service area to connect to a fixed-route bus must call and make a reservation for the trip they desire based on its arrival time at the fixed transfer point. Reservations can be made on the same day of travel and do not require a prior day reservation, as is typical of demand response services. Same-day reservations are generally possible because the service areas are relatively small.

Figure 8-4
Flex-Route Service Example



The proposed flex routes in Hernando County include the following:

- Spring Hill Airport Flex Route (peak-hour service)
- South Brooksville Flex Route
- Ridge Manor Flex Route

8) **East Pasco Connector (local bus service to Pasco County on SR 50/US 98)** - A potential second route is identified, connecting THE Bus service to Pasco County's PCPT services in east Pasco County. This route would provide service on SR 50 and US 98, connecting the east Hernando area to PCPT routes in northeast Pasco County. Operating costs for this service will total approximately $6.5 million from 2015 to 2035.

9) **Add Saturday Service to Existing Routes (8 am to 5 pm)** - Similar to the previous TDP Update, one of the most frequent requests expressed during the public involvement process is the need/desire for weekend transit service. All routes should be evaluated for Saturday service implementation. This service, however, will be provided only from 8 am to 5 pm initially and, based on utilization and demand, will be expanded to match weekday service hours. Operating costs for this service will total approximately $5.4 million from 2015 to 2035.

10) **Implement East Hernando Connector** (**local bus service on SR 50)** - The previous TDP identified the need for transit service for residents of east Hernando. Based on public input and discussions with MPO staff, this service need was still found to be valid. Operating costs for this service will total approximately $5.2 million from 2015 to 2035.

11) **Implement Spring Hill/Airport Connector (local bus service on SR 50/Barclay Ave/Powell Rd/California St/Spring Hill Dr)** - The previous TDP update identified the need for a route along the SR 50/Barclay Ave/Powell Rd/California St/Spring Hill Dr corridor. Based on the transit demand assessment conducted for this TDP update, as well as future development plans for the Hernando County Airport Industrial Park, transit service providing direct access to the Hernando County Airport and the Airport Industrial Park for residents and commuters in the Spring Hill area is needed. Operating costs for this service will total approximately $9.7 million from 2015 to 2035.

12) **Implement Airport Commuter Service on US 41** – The transit demand assessment, including comments gathered through the public involvement activities, identified the need for a route along this corridor where employment growth has occurred and is expected to continue. This route will provide direct access to the Hernando County Airport and the Airport Industrial Park along the identified corridor for residents/commuters in the Spring Hill area. Operating costs for this service will total approximately $4.5 million from 2015 to 2035.

Premium Public Transportation Services

13) **Implement Express Bus on the Suncoast Parkway, SR 50, and I-75** – The TBARTA Master Plan mid-term vision identifies express bus service operating every 15 to 30 minutes during peak hour on the Suncoast Parkway from the Citrus County line to the Pasco County Line, on SR 50 from I-75 to the Suncoast Parkway, and on I-75 from Pasco County Line to SR 50. Operating costs for these services will total approximately $21.8 million and capital/infrastructure costs will total approximately $440.0 from 2015 to 2035.

14) **Implement Express Bus on the US 41/SR 45 from the Citrus County Line to Brooksville** – The TBARTA Master Plan long-term vision identifies express bus service operating every 30 minutes during peak hour on the US 41/SR 45. Operating costs for this service will total approximately $2.3 million and

capital/infrastructure costs will total approximately $16.4 million from 2015 to 2035.

15) **Implement Long Distance Rail (CSX) between Brooksville and the Pasco County Line** – The TBARTA Master Plan long-term vision identifies long distance rail service operating every 20 minutes during peak hour on the CSX corridor between Brooksville and the Pasco County line. Operating costs for this service will total approximately $21.1 million and capital/infrastructure costs will total approximately $599.1 million from 2015 to 2035.

Capital and Infrastructure Alternatives

16) **Vehicle Replacement and Acquisition** - Vehicle replacement and acquisition is the most important component of transit infrastructure for THE Bus. Following an increase in service frequency to 60-minute headways, Hernando County should evaluate its vehicle replacement and acquisition plan. Vehicle Replacement and acquisition costs for existing and new local services will total approximately $12.5 million from 2015 to 2035.

17) **Add Shelters, Shaded Benches, and Other Transit Infrastructure** - Hernando County should add transit infrastructure (e.g., purchase and installation of bus shelters, shaded benches, bike racks, etc.) as funding becomes available. Transit infrastructure costs for existing and new local services will total approximately $3.2 million from 2015 to 2035.

Table 8-5 provides a breakdown of the 2035 Needs Plan's capital and operating costs.

Table 8-5
2015-2035 Hernando County Public Transportation Needs Plan
Capital/Infrastructure and Fleet Purchase Costs

Year	Capital	Operating	Total
2015	$455,417	$2,179,020	**$2,634,437**
2016-2020	$2,697,610	$16,166,729	**$18,864,339**
2021-2025	$5,472,619	$24,925,608	**$30,398,227**
2026-2030	$6,162,415	$36,885,435	**$43,047,850**
2031-2035	$1,056,456,781	$89,735,978	**$1,146,192,759**
Total	**$1,071,244,842**	**$169,892,770**	**$1,241,137,612**

Source: Appendix D

Shown earlier in this Section, Figure 8-2 provides the breakdown of the capital/infrastructure and fleet purchase costs for the 2035 Hernando County Needs Plan. The total cost in the plan will be approximately $1,071.2 million through 2035. Of the total capital cost, existing public transportation services and new local services account for $15.6 million and premium public transportation services will cost $1,055.6 million.

Figure 8-3 provides the breakdown of operating costs for the 2035 Hernando County Needs Plan. The total cost in the plan will be approximately $169.9 million through 2035. Of the total operating cost, existing services account for $14.6 million, new local services are $110.2 million and premium services will be $45.1 million.

Detailed capital and operating costs for the Long Range Transit Element, 2015 to 2035 Needs Plan, can be found in Appendix C.

Section 9
2035 COST AFFORDABLE
LONG RANGE TRANSPORTATION PLAN

OVERVIEW OF THE COST AFFORDABLE PLAN

This section presents the Hernando County **MPO'S 2035 Long Range Cost Affordable Transportation Plan**. The MPO's multi-modal LRTP consists of four main elements as follows:

- Highway Projects
- Mass Transit Projects
- Multi-Use Trail, Bicycle, and Pedestrian Projects
- Intelligent Transportation System/Congestion Management System Projects

FINANCIAL OVERVIEW

The 2035 Cost Affordable LRTP reflects a **$1.927 billion** transportation program from 2015 to 2035. This is a significant increase in transportation funding in Hernando County when compared to the previously adopted 2025 LRTP (December 2004) that provided a $391 million transportation program from 2010 to 2025.

The 2015 to 2035 investment is composed of $1.739 billion in capital and transit operating investment and $188 million in highway maintenance investment.

The following tables provide an overview of the financial plan that supports the financial feasibility of the adopted LRTP. Table 9-1 and Figure 9-1 summarize the distribution of costs by transportation mode/program from 2015 to 2035, while Table 9-2 presents a summary of the distribution of revenues by source.

Additional details regarding the financial plan can be found in Section 11, Cost and Revenue Assumptions.

Table 9-1
Distribution of Costs by Transportation Mode/Program (2015-2035)
2035 Cost Affordable Plan (in millions)

Mode/Program	Total Cost	Percent
Highway Expansion	$1,616.5	83.9%
Transit (operations & capital)	$104.4	5.4%
Intelligent Transportation Systems / CMS	$18.3	0.9%
Highway Maintenance	$188.2	9.8%
TOTAL	**$1,927.4**	**100.0%**

Table 9-2
Distribution of Revenues by Source (2015-2035)
2035 Cost Affordable Plan (in millions)

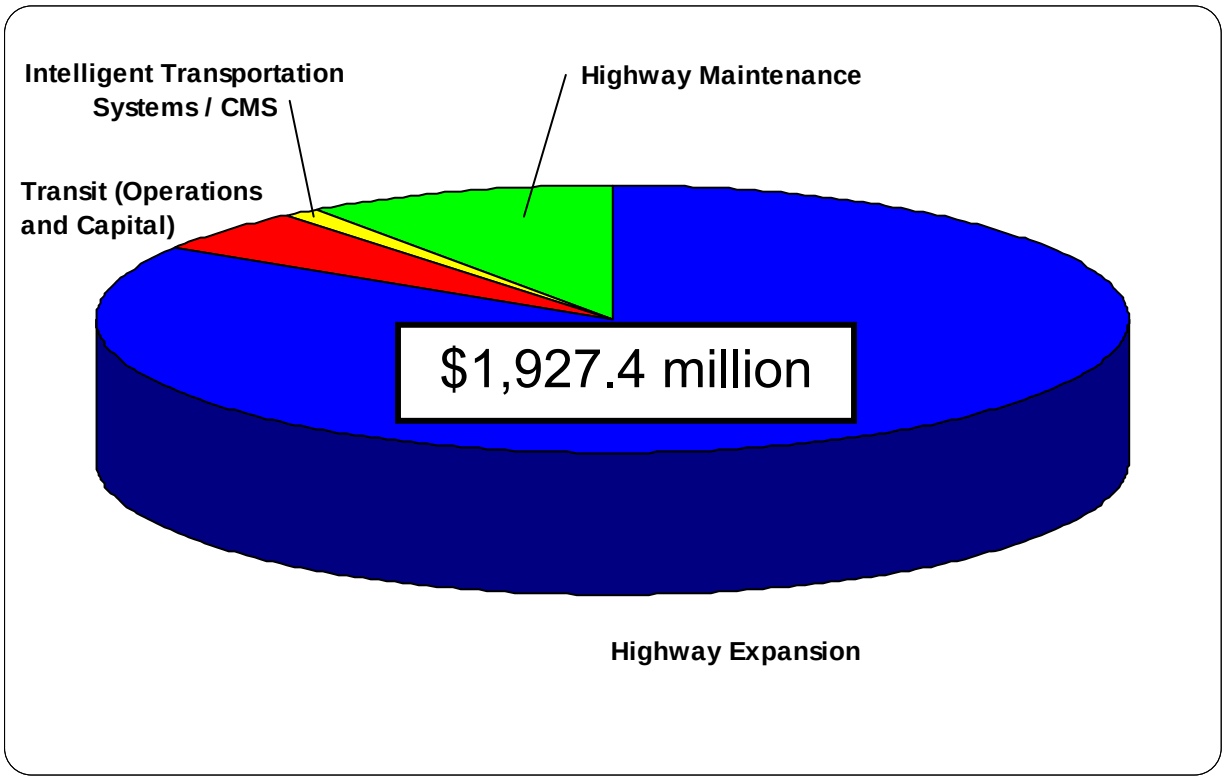
Revenue Source	Total Revenues	Percent
Federal Revenues	$38.4	2.0%
State Revenues	$157.7	8.2%
Strategic Intermodal System (SIS)	$554.4	28.8%
Local Revenues	$1,176.9	61.1%
TOTAL	**$1,927.4**	**100.0%**

Composition of Local Revenues		
Transportation Impact Fees	$200.4	17.0%
Gas Tax	$188.2	16.0%
Local Transit	$45.7	3.9%
Developer Contributions	$742.6	63.1%
TOTAL	**$1,176.9**	**100.0%**

HIGHWAY PROJECTS

Proposed highway improvements for the 2035 Cost Affordable Plan and the resulting number of lanes are illustrated in Map 9-1. In addition, the highway projects are summarized in Table 9-3. The 2035 Cost Affordable highway network includes significant capacity improvements throughout Hernando County. Highlights of the proposed highway improvements are provided on the next page.

Figure 9-1
Distribution of Costs by Transportation Mode/Program (2015-2035)
2035 Highway Cost Affordable Plan (in millions)



- Improve I-75 to six lanes.
- Improve SR 50 from US 19 to the Suncoast Parkway as a six lane divided roadway.
- Improve SR 50 as a six lane divided roadway from Lockhart Rd. to Kettering Rd.
- Complete the frontage road system along US 19 between the Pasco County Line and SR 50.
- Complete the frontage road system along SR 50 between US 19 and the Suncoast Parkway.
- Implement the newly developed Congestion Management Program along five major congested corridors.
- Improve key intersections along County Line Road (Hernando/Hernando) consistent with the planned Pasco County four-laning.
- Significant developer funded major roadways in the planned development district around SR 50 and I-75.

Amended 11/7/2013 1:174,743 & 1:85,172

0 3 Miles

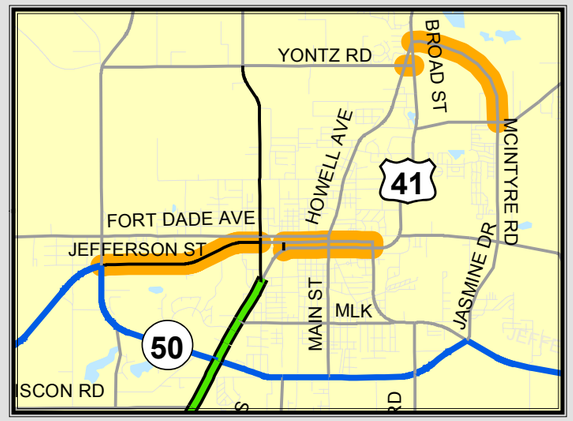
N

CITRUS COUNTY

SUMTER COUNTY

Gulf of Mexico

BROOKSVILLE INSET



Frontage Road Improvements are 80% Developer funded and 20% County funded.

County Line Rd. improvements to be funded partially by Hernando and partially by Pasco.

East Rd. Waterfall Dr. Mariner Blvd. Linden Dr.

2 Lanes, One Way
2 Lanes, Undivided
2 Lanes, Divided
4 Lanes, Divided
4 Lanes, Freeway
6 Lanes, Divided
6 Lanes, Freeway
Improvements 2015-2025
Roadways with Frontage Roads
Intersection Improvements
Interchange Improvements

Hernando County 2035 LRTP

MAP 9-1

Cost Affordable 2015 - 2025 Roadway Improvements

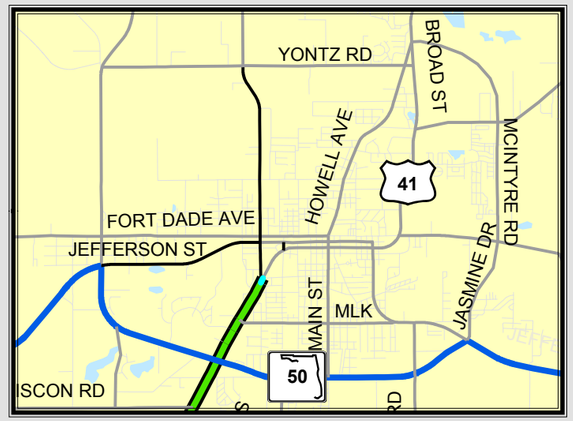
s:\share\mpo_gis\lrtp\dave_lane_rt_improvements1_93.mxd

Updated: November 6, 2013 (DDM)

0 3 Miles

N

BROOKSVILLE INSET



CITRUS COUNTY

SUMTER COUNTY

PASCO COUNTY

Gulf of Mexico

Frontage Road Improvements are 80% Developer funded and 20% County funded.

County Line Rd. improvements to be funded partially by Hernando and partially by Pasco.

East Rd.

Waterfall Dr.

Mariner Blvd.

Linden Dr.

Hernando MPO

Tindale-Oliver & Associates, Inc. Planning and Engineering

Hernando County 2035 LRTP

- 2 Lanes, One Way
- 2 Lanes, Undivided
- 2 Lanes, Divided
- 4 Lanes, Divided
- 4 Lanes, Freeway
- 6 Lanes, Divided
- 6 Lanes, Freeway
- 8 Lanes, Divided
- 8 Lanes, Freeway
- Improved Roadways 2026-2035
- Roadways Improved with Frontage Roads
- Intersection Improvements
- Interchange Improvements

Map 9-2

2035 Cost Affordable 2026 - 2035 Improvements

G:\122060-03.08_HernandoLRTP_ScopeA\Maps\2035_35CA13\Lane_RT_improvements CA13_jt.mxd

Updated: October 27, 2009 (JRS)

Table 9-3

Amended 12/13/2011, 5/22/2012, 10/23/2012 and 11/19/2013

Hernando County Capacity Summary

Includes Cost Affordable Projects funded by Pasco County

2035 Cost Affordable List of Roadway Projects including ITS/CMS

Facility	From	To	Lanes: Existing or Committed	Lanes: Improved Lanes	Funding Source	Present Day Costs: PD&E/PE Cost	PD&E/PE Time Period	Right of Way Cost	Right of Way Time Period	Construction Cost	Construction Time Period	Total	Year of Expenditure Cost: PD&E/PE	Right of Way	Construction	Total
Committed Projects (2009 to 2014)																
AIRPORT BLVD	CORPORATE BLVD	BROAD ST (US41/SR45)	2U	2U	County	$ 496,045	Committed	$ 7,086,364	Committed	$ 7,795,000	Committed	$ 15,377,409				
ANDERSON SNOW RD	COUNTY LINE RD	SPRING HILL DR	2U	2U	County	$ 200,000	Committed	$ -	Committed	$ -	Committed	$ 200,000				
AYERS RD EXT	C.R. 578 (COUNTY LINE RD)	TRILLIUM BLVD	00	4D	County	$ 672,000	Committed	$ 9,600,000	Committed	$ 10,560,000	Committed	$ 20,832,000				
AYERS RD EXT	TRILLIUM BLVD	CORPORATE BLVD	00	2U	County	$ 252,000	Committed	$ 3,600,000	Committed	$ 3,960,000	Committed	$ 7,812,000				
BARCLAY RD	ELGIN BLVD	CORTEZ BLVD (SR50)	2U	2U	County	$ 500,000	Committed	$ 500,000	Committed	$ -	Committed	$ 1,000,000				
CHURCH RD	SPRING LAKE HWY	MYERS RD	2U	2U	County	$ 138,222	Committed	$ 1,188,709	Committed	$ -	Committed	$ 1,326,931				
COBB RD (US98)	CORTEZ BLVD (SR50)	PONCE DE LEON BLVD (US98/SR700)	2U	2U	County	$ 632,300	Committed	$ -	Committed	$ -	Committed	$ 632,300				
CORPORATE BLVD	AYERS RD EXT	AIRPORT PROPERTY	00	2U	County	$ 126,000	Committed	$ 1,800,000	Committed	$ 1,980,000	Committed	$ 3,906,000				
CORTEZ BLVD (SR50)	US19 (SR55)	W. of CR 587/MARINER BLVD	6D	6D	SIS	$ -	Committed	$ 17,675,410	Committed	$ 62,027,551	Committed	$ 79,702,961				
CORTEZ BLVD (SR50)	CR 587 (MARINER BLVD)	SR 589 (SUNCOAST PKWY)	4D	6D	SIS			$ 1,014,442	Committed	$ 24,315,267	Committed	$ 25,329,709		$ 1,014,442	$ 24,315,267	$ 25,329,709
CORTEZ BLVD (SR50)	CALIFORNIA ST	COBB RD	4D	4D	SIS	$ 2,761,000	Committed	$ -	Committed	$ -	Committed	$ 2,761,000				
CORTEZ BLVD (US98/SR50)	**WINDMERE RD/BRONSON BLVD**	**US98/MCKETHAN RD**	**4D**	**6D**	**OA**	**$ 2,002,000**	**Committed**					**$ 2,002,000**	**$2,002,000**			**$2,002,000**
CORTEZ BLVD (SR50)	**MCKETHAN RD (US98/SR700)**	**TREIMAN BLVD (US301/SR35)**	**2U**	**4D**	**OA**	**$ 1,802,000**	**Committed**	**$ -**				**$ 1,802,000**	**$1,802,000**		**$0**	**$1,802,000**
C.R. 578 (COUNTY LINE RD)	SR 589 (SUNCOAST PKWY)	TO US 41 AYERS RD INCHG	2U	2U	County	$ 101,996	Committed	$ 9,220,336	Committed	$ -	Committed	$ 9,322,332				
C.R. 578 (COUNTY LINE RD)	US 19	EAST ROAD (PASCO CO)	4D	4D	County	$ -	Committed	$ 25,639,275	Committed	$ 16,129,510	Committed	$ 41,768,785				
C.R. 578 (COUNTY LINE RD)	EAST ROAD (PASCO CO)	CR 587 (MARINER BLVD)	2U	2U	County	$ 2,943,148	Committed	$ 18,585,798	Committed	$ -	Committed	$ 21,528,946				
C.R. 578 (COUNTY LINE RD)	CR 587 (MARINER BLVD)	SUNCOAST PKWY	2U	2U	County	$ 1,054,326	Committed	$ 14,032,122	Committed	$ -	Committed	$ 15,086,448				
ELGIN BLVD/POWELL RD	CR 587 (MARINER BLVD)	LAUREN DR	4D	4D	County	$ 161,000	Committed	$ 5,215,862	Committed	$ 2,530,000	Committed	$ 7,906,862				
I-75 (SR 93)	PASCO COUNTY LINE	CORTEZ BLVD (SR50)	4F	4F	SIS	$ 517,715	Committed	$ -	Committed	$ -	Committed	$ 517,715				
I-75 (SR 93)	CORTEZ BLVD (SR50)	SUMTER COUNTY LINE	4F	6F	SIS	$ 418,484	Committed	$ -	Committed	$ -	Committed	$ 418,484				
I-75 (SR 93)	PASCO/HERNANDO CO/L	S of US 98/SR 50/CORTEZ	4F	6F	SIS			$ 55,498,400	Committed	$ 41,137,768	Committed	$ 96,636,168		$55,498,400	$ 42,021,039	$ 97,519,439
I-75 (SR 93) Interchange	S of US 98/SR 50/CORTEZ	N of US 98/SR 50/CORTEZ	4F	6F	SIS											
I-75 (SR 93)	N of US 98/SR 50/CORTEZ	HERNANDO/SUMTER C/L	4F	6F	SIS			$ 1,413,900	Committed			$ 1,413,900		$ 1,413,900		$ 1,413,900
KEN AUSTIN PKWY	SUNSHINE GROVE RD	RESTER DR	2D	2D	County	$ 150,000	Committed	$ -	Committed	$ -	Committed	$ 150,000				
LEE MILLS	CORPORATE BLVD	BROAD ST (US 41)	0	2U	County				Committed							
MCINTYRE RD	MONDON HILL RD	CROOM RD	2U	2U	County	$ -	Committed	$ 360,000	Committed	$ -	Committed	$ 360,000				
SPRING LAKE HWY	POWELL RD	CORTEZ BLVD (SR50)	2U	2U	County	$ 50,000	Committed	$ -	Committed	$ 1,020,000	Committed	$ 1,070,000				
STAR RD	EXILE RD	WEEPING WILLOW ST	2U	2U	County	$ -	Committed	$ 500,000	Committed	$ -	Committed	$ 500,000				
STAR RD	WEEPING WILLOW ST	SUNSHINE GROVE RD	2U	2U	County	$ 424,057	Committed	$ 6,057,955	Committed	$ 6,663,751	Committed	$ 13,145,763				
SUNSHINE GROVE RD	CORTEZ BLVD (SR50)	KEN AUSTIN PKWY	4D	4D	County	$ -	Committed	$ -	Committed	$ 8,000,000	Committed	$ 8,000,000				
US 98 (SR 700)	PASCO/HERNANDO COUNTY LINE			Widen/Resurface	OA					$ 2,801,890	Committed	$ 2,801,890				
Cost Affordable Plan Projects (2015 to 2035)																
AYERS RD EXT	CORPORATE BLVD	U.S. 41	00	4D	County	$ 681,545	2031-2035	$ 108,424	2031-2035			$ 789,969	$1,513,030	$240,701	$0	$1,753,731
NEW ROAD G	BOURASSA BLVD	HEXAM RD	00	2U	Developer	$ 207,852	2021-2025	$ 2,969,318	2026-2030	$ 3,266,250	2026-2030	$ 6,443,420	$334,642	$5,612,011	$6,173,213	$12,119,865
BOURASSA BLVD	US19 (SR55)	WEEPING WILLOW ST	00	2U	Developer	$ 1,016,432	2021-2025	$ 14,520,454	2026-2030	$ 15,972,500	2026-2030	$ 31,509,386	$1,636,456	$27,443,658	$30,188,025	$59,268,139
C.R. 578 (COUNTY LINE RD)	EAST			Intersection Improvement	County		2015	$ 2,926,461	2015	$ 2,437,314	2016-2020	$ 5,363,775	$0	$3,570,283	$3,339,120	$6,909,403
C.R. 578 (COUNTY LINE RD)	WATERFALL			Intersection Improvement	County		2016-2020	$ 9,276,000	2016-2020	$ 2,177,301	2021-2025	$ 11,453,301	$0	$12,708,120	$3,505,455	$16,213,575
C.R. 578 (COUNTY LINE RD)	CR 587 (MARINER BLVD)			Intersection Improvement	County			$ 5,723,149	2016-2020			$ 5,723,149	$0	$7,840,714	$0	$7,840,714
C.R. 578 (COUNTY LINE RD)	LINDEN			Intersection Improvement	County		2021-2025	$ 1,887,049	2026-2030	$ 1,443,269	2031-2035	$ 3,330,318	$0	$3,566,522	$3,204,057	$6,770,580
C.R. 578 (COUNTY LINE RD)	EAST			Intersection Improvement	TRIP			$ 960,539	2015		2016-2020	$ 960,539	$0	$1,171,857	$0	$1,171,857
C.R. 578 (COUNTY LINE RD)	WATERFALL			Intersection Improvement	TRIP					$ 3,639,308	2021-2025	$ 3,639,308	$0	$0	$5,859,286	$5,859,286
C.R. 578 (COUNTY LINE RD)	CR 587 (MARINER BLVD)			Intersection Improvement	TRIP			$ 4,276,851	2016-2020		2016-2020	$ 4,276,851	$0	$5,859,286	$0	$5,859,286
C.R. 578 (COUNTY LINE RD)	LINDEN			Intersection Improvement	TRIP			$ 3,100,151	2026-2030	$ 2,639,318	2031-2035	$ 5,739,469	$0	$5,859,286	$5,859,286	$11,718,571
C.R. 578 (REMAINING FUNDS)	East	CR 587 (MARINER BLVD)	2U	4D	County			$ 1,937,592	2031-2035			$ 1,937,592	$0	$4,301,454	$0	$4,301,454
C.R. 578 (COUNTY LINE RD)	1/4 MI E OFSHADY HILLS	SR 589 (SUNCOAST PKWY)	2U	4D	County			$ 14,744,278	2031-2035	$ 23,556,946	2031-2035	$ 38,301,224	$0	$32,732,297	$52,296,420	$85,028,717
C.R. 578 (COUNTY LINE RD)	1/4 MI E OF EAST RD	SHADY HILLS	2U	4D	County	$ 157,500	Underway	$ 19,261,302	2026-2030	$ 21,795,009	2026-2030	$ 41,213,811	$0	$36,403,861	$41,192,567	$77,596,428
CORTEZ BLVD (SR50)	SUNCOAST PKWY	CALIFORNIA ST	4D	6D	OA	$ 2,792,748	2031-2035	$ 4,817,490	2031-2035	$ 21,496,153	Unfunded	$ 29,106,391	$6,199,900	$10,694,827	$0	$16,894,727
CORTEZ BLVD (SR50)	SUNCOAST PKWY	CALIFORNIA ST	4D	6D	OA	$ 1,506,483	Unfunded	$ 5,930,587	Unfunded			$ 7,437,070	$0	$0	$0	$0
CORTEZ BLVD (US98/SR50)	LOCKHART RD	I-75 (SR93)	4D	6D	OA	$ 2,488,200	2016-2020	$ 7,777,789	2016-2020	$ 4,562,680	2016-2020	$ 14,828,669	$3,408,834	$10,655,571	$6,250,872	$20,315,277
CORTEZ BLVD (US98/SR50)	LOCKHART RD	I-75 (SR93)	4D	6D	OA	$ 622,951	2015			$ 10,993,077	2021-2025	$ 11,616,028	$760,000	$0	$17,698,854	$18,458,854
CORTEZ BLVD (US98/SR50)	**WINDMERE RD/BRONSON BLVD**	KETTERING RD	4D	6D	Developer	**$ -**		$ 8,457,208	2021-2025	$ 16,914,417	2021-2025	$ 28,754,507	**$0**	$13,616,105	$27,232,211	**$40,848,316**
CORTEZ BLVD (SR50)	MCKETHAN RD (US98/SR700)	TREIMAN BLVD (US301/SR35)	2U	4D	OA	**$ -**		$ 5,342,327	2021-2025			**$ 5,342,327**	**$0**	$8,601,146	$0	**$8,601,146**
CORTEZ BLVD (SR50)	MCKETHAN RD (US98/SR700)	TREIMAN BLVD (US301/SR35)	2U	4D	OA	**$ -**		$ 4,478,455	2026-2030	$ 10,495,090	2026-2030	**$ 14,973,545**	**$0**	$8,464,280	$19,835,720	**$28,300,000**
CORTEZ BLVD (SR50)	MCKETHAN RD (US98/SR700)	TREIMAN BLVD (US301/SR35)	2U	4D	OA					$ 9,146,474	2031-2035	$ 9,146,474	$0	$0	$20,305,173	$20,305,173
GOVENORS BLVD	POWELL RD	SOUTHERN HILLS BLVD	00	2U	Developer	$ 741,920	2021-2025	$ 10,598,864	2026-2030	$ 11,658,750	2031-2035	$ 22,999,534	$1,194,491	$20,031,853	$25,882,425	$47,108,769
HOSPITAL RD	CORTEZ BLVD (SR50)	FORT DADE AVE	00	2U	Developer	$ 433,920	2021-2025	$ 6,198,864	2021-2025	$ 6,818,750	2026-2030	$ 13,451,534	$698,611	$9,980,171	$12,887,438	$23,566,220
I-75 (SR 93)	INTERCHANGE AT US 98/SR 50/CORTEZ			NEW INTERCHANGE	SIS			$ 16,192,000	2015	$ 74,293,079	2015	$ 90,485,079	$0	$26,460,000	$78,702,957	$105,162,957
I-75 (SR 93)	N. OF CORTEZ BLVD (SR 50)	HERNANDO/SUMTER CO/L	4F	6F	SIS					$ 23,237,628	2015	$ 23,237,628	$0	$0	$24,655,123	$24,655,123
SR50A (JEFFERSON ST.)	COBB RD (CR 485)	PONCE DE LEON BLVD (US98/SR700)	2U	2D	OA					$ 3,114,754	2015	$ 3,114,754	$0	$0	$3,800,000	$3,800,000
SR50A (JEFFERSON ST.)	COBB RD (CR 485)	PONCE DE LEON BLVD (US98/SR700)	2U	2D	OA					$ 4,739,823	2016-2020	$ 4,739,823	$0	$0	$6,493,557	$6,493,557
LOCKHART RD	MYERS RD	POWERLINE RD	00	2U	Developer	$ 427,424	2016-2020	$ 3,053,030	2021-2025	$ 6,716,667	2021-2025	$ 10,197,121	$585,571	$4,915,378	$10,813,834	$16,314,783
LOCKHART RD	POWERLINE RD	I-75 (SR93)	00	4D	Developer	$ 106	2016-2020	$ 758	2021-2025	$ 1,667	2021-2025	$ 2,531	$145	$1,220	$2,684	$4,049
LOCKHART RD	I-75 (SR93)	HICKORY HILL RD	00	2U	Developer	$ 63,742	2016-2020	$ 455,303	2016-2020	$ 1,001,667	2021-2025	$ 1,520,712	$87,327	$623,765	$1,612,684	$2,323,776
MCINTYRE RD/YONTZ RD	CROOM RD	BROAD ST (US 41)	00	2U	Developer	$ 412,284	2016-2020	$ 5,889,773	2016-2020	$ 6,478,750	2021-2025	$ 12,780,807	$564,829	$8,068,989	$10,430,788	$19,064,605
MYERS RD	CHURCH RD	LOCKHART RD	00	2U	Developer	$ 312,720	2016-2020	$ 2,233,712	2016-2020	$ 4,914,166	2021-2025	$ 7,460,598	$428,426	$3,060,185	$7,911,807	$11,400,419
NEW ROAD B	LOCKHART RD	NEW ROAD C	00	2U	Developer	$ 170,068	2015	$ 2,429,545	2016-2020	$ 2,672,499	2016-2020	$ 5,272,112	$207,483	$3,328,477	$3,661,324	$7,197,283
NEW ROAD C	NEW ROAD B	CORTEZ BLVD (US 98/SR 50)	00	2U	Developer	$ 332,500	2015	$ 4,750,000	2016-2020	$ 5,225,000	2016-2020	$ 10,307,500	$405,650	$6,507,500	$7,158,250	$14,071,400
NEW ROAD D	NEW ROAD E	CORTEZ BLVD (US 98/SR 50)	00	2U	Developer	$ 867,523	2016-2020	$ 12,393,182	2016-2020	$ 13,632,500	2021-2025	$ 26,893,205	$1,188,507	$16,978,659	$21,948,325	$40,115,491
NEW ROAD E	NEW ROAD F	KETTERING RD	00	2U	Developer	$ 425,727	2016-2020	$ 6,081,818	2016-2020	$ 6,690,000	2021-2025	$ 13,197,545	$583,246	$8,332,091	$10,770,900	$19,686,237
NEW ROAD F	POWERLINE RD	NEW ROAD E	00	2U	Developer	$ 348,807	2016-2020	$ 4,982,955	2016-2020	$ 5,481,251	2021-2025	$ 10,813,013	$477,866	$6,826,648	$8,824,814	$16,129,328
POWERLINE RD	LOCKHART RD	KETTERING RD	00	2U	Developer	$ 564,508	2016-2020	$ 4,032,197	2016-2020	$ 8,870,833	2021-2025	$ 13,467,538	$773,376	$5,524,110	$14,282,041	$20,579,527
US 19/SR 55	SR 50	US 98			SIS	$ 2,894,404	2016-2020					$ 2,894,404	$3,965,334	$0	$0	$3,965,334
WEEPING WILLOW ST	MONTOUR ST	STAR RD	00	2U	Developer	$ 422,148	2016-2020	$ 6,030,682	2016-2020	$ 6,633,750	2021-2025	$ 13,086,580	$578,343	$8,262,034	$10,680,338	$19,520,715
WEEPING WILLOW ST	STAR RD	HEXAM RD	00	2U	Developer	$ 630,557	2021-2025	$ 9,007,954	2026-2030	$ 9,908,750	2026-2030	$ 19,547,261	$1,015,197	$17,025,033	$18,727,538	$36,767,767

Facility	From	To	Lanes: Existing or Committed	Lanes: Improved Lanes	Funding Source	Present Day Costs: PD&E/PE Cost	PD&E/PE Time Period	Right of Way Cost	Right of Way Time Period	Construction Cost	Construction Time Period	Total	Year of Expenditure Cost: PD&E/PE	Right of Way	Construction	Total
IRVING ST EXTENSION	MARINER BLVD (CR587)	SUNSHINE GROVE RD	00	2U	County	$ 224,300	2015					$ 224,300	$273,646	$0	$0	$273,646
IRVING ST EXTENSION	MARINER BLVD (CR587)	SUNSHINE GROVE RD	00	2U	County	$ 68,440	2016-2020	$ 466,760	2016-2020			$ 535,200	$93,763	$639,461	$0	$733,224
IRVING ST EXTENSION	MARINER BLVD (CR587)	SUNSHINE GROVE RD	00	2U	County			$ 155,700	2021-2025			$ 155,700	$0	$250,677	$0	$250,677
IRVING ST EXTENSION	MARINER BLVD (CR587)	SUNSHINE GROVE RD	00	2U	County			$ 3,559,540	2026-2030	$ 4,600,200	2026-2030	$ 8,159,740	$0	$6,727,531	$8,694,378	$15,421,909
SUNSHINE GROVE RD	IRVING ST	CORTEZ BLVD (SR50)	00	2U	County	$ 276,427	2026-2030	$ 3,277,427	2026-2030			$ 3,553,854	$522,447	$6,194,337	$0	$6,716,784
SUNSHINE GROVE RD	IRVING ST	CORTEZ BLVD (SR50)	00	2U	County			$ 671,528	2031-2035	$ 4,343,851	2031-2035	$ 5,015,379	$0.00	$1,490,792	$9,643,349	$11,134,141
IRVING ST	SUNSHINE GROVE RD	HIGHFIELD RD	00	2U	County	$ 421,113	2031-2035		2031-2035	$ 6,617,499	2031-2035	$ 7,038,612	$934,871	$0	$14,690,848	$15,625,719
HIGHFIELD RD	IRVING ST	CALIFORNIA ST	00	2U	County	$ 637,955	2031-2035	$ 3,000,000	2031-2035	$ 10,025,001	2031-2035	$ 13,662,956	$1,416,260	$6,660,000	$22,255,502	$30,331,762
US 19 (NB Frontage)	COUNTY LINE RD	APPLEGATE DR	00	2U	County					$ 109,288	2015	$ 109,288	$0	$0	$133,331	$133,331
US 19 (NB Frontage)	COUNTY LINE RD	APPLEGATE DR	00	2U	County					$ 1,505,115	2016-2020	$ 1,505,115	$0	$0	$2,062,007	$2,062,007
US 19 (NB Frontage)	OSOWAW BLVD	TIMBER PINES DR	00	2U	County					$ 941,551	2016-2020	$ 941,551	$0	$0	$1,289,925	$1,289,925
US 19 (NB Frontage)	OSOWAW BLVD	TIMBER PINES DR	00	2U	County					$ 47,896	2021-2025	$ 47,896	$0	$0	$77,113	$77,113
US 19 (NB Frontage)	TIMBER PINES DR	TOUCAN TRAIL	00	2U	County					$ 833,208	2015	$ 833,208	$0	$0	$1,016,514	$1,016,514
US 19 (NB Frontage)	TOUCAN TRAIL	FOREST OAKS BLVD	00	2U	County					$ 1,171,704	2021-2025	$ 1,171,704	$0	$0	$1,886,444	$1,886,444
US 19 (NB Frontage)	BERKLEY MANOR BLVD	NORTHCLIFF BLVD	00	2U	County					$ 2,551,769	2021-2025	$ 2,551,769	$0	$0	$4,108,348	$4,108,348
US 19 (SB Frontage)	APPLEGATE DR	COUNTY LINE RD	00	2U	County					$ 1,354,015	2021-2025	$ 1,354,015	$0	$0	$2,179,964	$2,179,964
US 19 (SB Frontage)	TIMBER PINES DR	OSOWAW BLVD	00	2U	County					$ 2,681,922	2021-2025	$ 2,681,922	$0	$0	$4,317,895	$4,317,895
US 19 (SB Frontage)	TOUCAN TRAIL	TIMBER PINES DR	00	2U	County					$ 807,170	2021-2025	$ 807,170	$0	$0	$1,299,544	$1,299,544
US 19 (SB Frontage)	FOREST OAKS BLVD	TOUCAN TRAIL	00	2U	County					$ 1,796,613	2021-2025	$ 1,796,613	$0	$0	$2,892,548	$2,892,548
US 19 (SB Frontage)	NORTHCLIFF BLVD	BERKLEY MANOR BLVD	00	2U	County					$ 1,171,731	2021-2025	$ 1,171,731	$0	$0	$1,886,486	$1,886,486
CORTEZ BLVD (SR50 EB FRONTAGE)	US19 (SR55)	DELTONA BLVD	00	2U	County					$ 651,000	2026-2030	$ 651,000	$0	$0	$1,230,390	$1,230,390
CORTEZ BLVD (SR50 EB FRONTAGE)	DELTONA BLVD	NIGHTWALKER RD	00	2U	County					$ 833,349	2026-2030	$ 833,349	$0	$0	$1,575,029	$1,575,029
CORTEZ BLVD (SR50 EB FRONTAGE)	NIGHTWALKER RD	OAK HILL HOSPITAL	00	2U	County					$ 2,604,089	2026-2030	$ 2,604,089	$0	$0	$4,921,728	$4,921,728
CORTEZ BLVD (SR50 EB FRONTAGE)	OAK HILL HOSPITAL	HIGHPOINT BLVD	00	2U	County					$ 600,147	2021-2025	$ 600,147	$0	$0	$966,237	$966,237
CORTEZ BLVD (SR50 EB FRONTAGE)	OAK HILL HOSPITAL	HIGHPOINT BLVD	00	2U	County					$ 493,730	2026-2030	$ 493,730	$0	$0	$933,151	$933,151
CORTEZ BLVD (SR50 EB FRONTAGE)	HIGHPOINT BLVD	MARINER BLVD	00	2U	County					$ 1,329,399	2026-2030	$ 1,329,399	$0	$0	$2,512,564	$2,512,564
CORTEZ BLVD (SR50 EB FRONTAGE)	HIGHPOINT BLVD	MARINER BLVD	00	2U	County					$ 571,448	2031-2035	$ 571,448	$0	$0	$1,268,615	$1,268,615
CORTEZ BLVD (SR50 EB FRONTAGE)	MARINER BLVD	SUNSHINE GROVE RD	00	2U	County					$ 338,556	2021-2025	$ 338,556	$0	$0	$545,075	$545,075
CORTEZ BLVD (SR50 EB FRONTAGE)	SUNSHINE GROVE RD	BARCLAY AVE	00	2U	County					$ 546,798	2021-2025	$ 546,798	$0	$0	$880,344	$880,344
CORTEZ BLVD (SR50 EB FRONTAGE)	BARCLAY AVE	SUNCOAST PKWY	00	2U	County					$ 1,979,139	2021-2025	$ 1,979,139	$0	$0	$3,186,413	$3,186,413
CORTEZ BLVD (SR50 WB FRONTAGE)	DELTONA BLVD	US19 (SR55)	00	2U	County					$ 729,120	2026-2030	$ 729,120	$0	$0	$1,378,037	$1,378,037
CORTEZ BLVD (SR50 WB FRONTAGE)	NIGHTWALKER RD	DELTONA BLVD	00	2U	County					$ 1,250,023	2026-2030	$ 1,250,023	$0	$0	$2,362,543	$2,362,543
CORTEZ BLVD (SR50 WB FRONTAGE)	OAK HILL HOSPITAL	NIGHTWALKER RD	00	2U	County					$ 2,890,539	2026-2030	$ 2,890,539	$0	$0	$5,463,118	$5,463,118
CORTEZ BLVD (SR50 WB FRONTAGE)	HIGHPOINT BLVD	OAK HILL HOSPITAL	00	2U	County					$ 729,252	2021-2025	$ 729,252	$0	$0	$1,174,095	$1,174,095
CORTEZ BLVD (SR50 WB FRONTAGE)	MARINER BLVD	HIGHPOINT BLVD	00	2U	County					$ 807,209	2021-2025	$ 807,209	$0	$0	$1,299,607	$1,299,607
CORTEZ BLVD (SR50 WB FRONTAGE)	SUNSHINE GROVE RD	MARINER BLVD	00	2U	County					$ 677,111	2021-2025	$ 677,111	$0	$0	$1,090,149	$1,090,149
CORTEZ BLVD (SR50 WB FRONTAGE)	BARCLAY AVE	SUNSHINE GROVE RD	00	2U	County					$ 390,570	2021-2025	$ 390,570	$0	$0	$628,817	$628,817
CORTEZ BLVD (SR50 WB FRONTAGE)	SUNCOAST PKWY	BARCLAY AVE	00	2U	County					$ 1,979,139	2021-2025	$ 1,979,139	$0	$0	$3,186,413	$3,186,413
US 19 (NB Frontage)	COUNTY LINE RD	APPLEGATE DR	00	2U	Developer					$ 6,457,610	2016-2020	$ 6,457,610	$0	$0	$8,846,925	$8,846,925
US 19 (NB Frontage)	OSOWAW BLVD	TIMBER PINES DR	00	2U	Developer					$ 3,957,788	2021-2025	$ 3,957,788	$0	$0	$6,372,039	$6,372,039
US 19 (NB Frontage)	TIMBER PINES DR	TOUCAN TRAIL	00	2U	Developer					$ 3,332,833	2015	$ 3,332,833	$0	$0	$4,066,056	$4,066,056
US 19 (NB Frontage)	TOUCAN TRAIL	FOREST OAKS BLVD	00	2U	Developer					$ 4,686,818	2021-2025	$ 4,686,818	$0	$0	$7,545,776	$7,545,776
US 19 (NB Frontage)	BERKLEY MANOR BLVD	NORTHCLIFF BLVD	00	2U	Developer					$ 10,207,075	2021-2025	$ 10,207,075	$0	$0	$16,433,391	$16,433,391
US 19 (SB Frontage)	APPLEGATE DR	COUNTY LINE RD	00	2U	Developer					$ 5,416,060	2021-2025	$ 5,416,060	$0	$0	$8,719,857	$8,719,857
US 19 (SB Frontage)	TIMBER PINES DR	OSOWAW BLVD	00	2U	Developer					$ 10,727,690	2021-2025	$ 10,727,690	$0	$0	$17,271,580	$17,271,580
US 19 (SB Frontage)	TOUCAN TRAIL	TIMBER PINES DR	00	2U	Developer					$ 3,228,682	2021-2025	$ 3,228,682	$0	$0	$5,198,177	$5,198,177
US 19 (SB Frontage)	FOREST OAKS BLVD	TOUCAN TRAIL	00	2U	Developer					$ 7,186,454	2021-2025	$ 7,186,454	$0	$0	$11,570,190	$11,570,190
US 19 (SB Frontage)	NORTHCLIFF BLVD	BERKLEY MANOR BLVD	00	2U	Developer					$ 4,686,922	2021-2025	$ 4,686,922	$0	$0	$7,545,945	$7,545,945
CORTEZ BLVD (SR50 EB FRONTAGE)	Lockhart Rd	I 75	00	2U	Developer					$ 12,758,612	2026-2030	$ 12,758,612	$0	$0	$24,113,777	$24,113,777
CORTEZ BLVD (SR50 EB FRONTAGE)	I 75	Kettering Rd	00	2U	Developer					$ 13,409,612	2026-2030	$ 13,409,612	$0	$0	$25,344,167	$25,344,167
CORTEZ BLVD (SR50 WB FRONTAGE)	I-75 (SR93)	LOCKHART RD	00	2U	Developer					$ 11,586,903	2026-2030	$ 11,586,903	$0	$0	$21,899,247	$21,899,247
CORTEZ BLVD (SR50 WB FRONTAGE)	KETTERING RD	I-75 (SR93)	00	2U	Developer					$ 13,409,612	2026-2030	$ 13,409,612	$0	$0	$25,344,167	$25,344,167
CORTEZ BLVD (SR50 EB FRONTAGE)	US19 (SR55)	DELTONA BLVD	00	2U	Developer					$ 2,604,000	2026-2030	$ 2,604,000	$0	$0	$4,921,560	$4,921,560
CORTEZ BLVD (SR50 EB FRONTAGE)	DELTONA BLVD	NIGHTWALKER RD	00	2U	Developer					$ 3,333,395	2026-2030	$ 3,333,395	$0	$0	$6,300,117	$6,300,117
CORTEZ BLVD (SR50 EB FRONTAGE)	NIGHTWALKER RD	OAK HILL HOSPITAL	00	2U	Developer					$ 10,416,355	2026-2030	$ 10,416,355	$0	$0	$19,686,911	$19,686,911
CORTEZ BLVD (SR50 EB FRONTAGE)	OAK HILL HOSPITAL	HIGHPOINT BLVD	00	2U	Developer					$ 4,375,510	2026-2030	$ 4,375,510	$0	$0	$8,269,715	$8,269,715
CORTEZ BLVD (SR50 EB FRONTAGE)	HIGHPOINT BLVD	MARINER BLVD	00	2U	Developer					$ 7,603,389	2031-2035	$ 7,603,389	$0	$0	$16,879,523	$16,879,523
CORTEZ BLVD (SR50 EB FRONTAGE)	MARINER BLVD	SUNSHINE GROVE RD	00	2U	Developer					$ 1,354,222	2021-2025	$ 1,354,222	$0	$0	$2,180,298	$2,180,298
CORTEZ BLVD (SR50 EB FRONTAGE)	SUNSHINE GROVE RD	BARCLAY AVE	00	2U	Developer					$ 2,187,191	2021-2025	$ 2,187,191	$0	$0	$3,521,378	$3,521,378
CORTEZ BLVD (SR50 EB FRONTAGE)	BARCLAY AVE	SUNCOAST PKWY	00	2U	Developer					$ 7,916,554	2021-2025	$ 7,916,554	$0	$0	$12,745,653	$12,745,653
CORTEZ BLVD (SR50 WB FRONTAGE)	DELTONA BLVD	US19 (SR55)	00	2U	Developer					$ 2,916,480	2026-2030	$ 2,916,480	$0	$0	$5,512,147	$5,512,147
CORTEZ BLVD (SR50 WB FRONTAGE)	NIGHTWALKER RD	DELTONA BLVD	00	2U	Developer					$ 5,000,092	2026-2030	$ 5,000,092	$0	$0	$9,450,174	$9,450,174
CORTEZ BLVD (SR50 WB FRONTAGE)	OAK HILL HOSPITAL	NIGHTWALKER RD	00	2U	Developer					$ 11,562,154	2026-2030	$ 11,562,154	$0	$0	$21,852,472	$21,852,472
CORTEZ BLVD (SR50 WB FRONTAGE)	HIGHPOINT BLVD	OAK HILL HOSPITAL	00	2U	Developer					$ 2,917,007	2026-2030	$ 2,917,007	$0	$0	$5,513,144	$5,513,144
CORTEZ BLVD (SR50 WB FRONTAGE)	MARINER BLVD	HIGHPOINT BLVD	00	2U	Developer					$ 3,228,837	2021-2025	$ 3,228,837	$0	$0	$5,198,427	$5,198,427
CORTEZ BLVD (SR50 WB FRONTAGE)	SUNSHINE GROVE RD	MARINER BLVD	00	2U	Developer					$ 2,708,446	2021-2025	$ 2,708,446	$0	$0	$4,360,597	$4,360,597
CORTEZ BLVD (SR50 WB FRONTAGE)	BARCLAY AVE	SUNSHINE GROVE RD	00	2U	Developer					$ 1,562,279	2021-2025	$ 1,562,279	$0	$0	$2,515,270	$2,515,270
CORTEZ BLVD (SR50 WB FRONTAGE)	SUNCOAST PKWY	BARCLAY AVE	00	2U	Developer					$ 7,916,554	2021-2025	$ 7,916,554	$0	$0	$12,745,653	$12,745,653
CMS/ITS (2015)					County					$ 500,000	2015	$ 500,000	$0	$0	$610,000	$610,000
CMS/ITS (2016-2020)					County					$ 2,500,000	2016-2020	$ 2,500,000	$0	$0	$3,425,000	$3,425,000
CMS/ITS (2021-2025)					County					$ 2,500,000	2021-2025	$ 2,500,000	$0	$0	$4,025,000	$4,025,000
CMS/ITS (2026-2030)					County					$ 2,500,000	2026-2030	$ 2,500,000	$0	$0	$4,725,000	$4,725,000
CMS/ITS (2031-2035)					County					$ 2,500,000	2031-2035	$ 2,500,000	$0	$0	$5,550,000	$5,550,000
11/19/13 Amendment includes adding/modifying highlighted segments																
					Highway Improvements	$ 34,441,859		$ 408,166,651		$ 721,597,856		$ 1,167,589,249	$ 37,136,377	$ 502,317,084	$ 1,085,632,417	$ 1,625,085,878

Additional information on the phasing and funding of highway projects is provided in Appendix D.

Bus shelter at Brooksville City Hall.

2035 PUBLIC TRANSPORTATION COST AFFORDABLE PLAN

This section summarizes the 2035 Public Transportation Cost Affordable Plan for Hernando County. The public transportation needs identified previously in Section 8 were reviewed relative to available funding sources for both capital and operations of these improvements. The proposed transit services and facilities, including the existing public transportation system, enhanced local services, and regional services. In summary, the existing public transportation system along with those funded in the 2009 Transit Development Plan (TDP) represent the cost feasible public transportation system in the 2035 Plan. In addition, the transit project costs and revenues are provided in Figures 9-2 through 9-5.

2035 Hernando County Public Transportation Cost Affordable Plan

The existing transit services and proposed transit improvement programs are provided below and include significant components of the *Tampa Bay Area Regional Transportation Authority (TBARTA) Regional Master Plan,* adopted May 2009.

Existing Services

1) Fixed-route service – The existing fixed bus routes should continue to operate with two-hour headways until 2015 when the one-hour headways will be re-initiated.

2) Paratransit service – The existing complimentary paratransit service (both the directly operated and purchased transportation) should be maintained; thereby continuing to serve the need of the transportation disadvantaged (TD) residents of Hernando County. Operating costs for this service will total approximately $14.6 million from 2015 to 2035.

New Local Services

3) **Increase Service Frequency to 60-Minute Headways** – As described in the 2009 TDP Update, the two-hour service frequencies to be implemented in FY 2009/10 as a cost-saving measure should be changed back to 60-minute headways when it becomes feasible (tentatively set for 2015). For the route structure, one of the following options is recommended to be determined at a later date closer to the implementation of the service change. Operating costs for this service will total approximately $44.5 million from 2015 to 2035:

   - ***Option 1*** - Maintain the existing route structure with the two circulator routes in Spring Hill, the route connection between Spring Hill and Brooksville and the Brooksville Circulator.

   - ***Option 2*** - Modify the existing route structure in Spring Hill by converting the two circulator routes to four traditional local bus routes, as identified in the 2004 Hernando County Long Range Transit Element (Section 3, Spring Hill Circulator Realignment Evaluation). The four routes will cover the same area currently covered by the circulators but will operate as separate routes connecting to each other. No alignment change is recommended for the route connecting Spring Hill and Brooksville and the Brooksville Circulator.

4) **West Pasco Connector (local bus service to Pasco County on US 19) to be implemented in 2016** – There is demand for providing a local route connecting Hernando County to northwest Pasco County via US 19. This desire has been expressed during various public involvement activities conducted as part of the TDP updates in Hernando and Pasco counties. This also is confirmed by the population and employment densities along the US 19 corridor. This route would connect to Bayonet Point Plaza on US 19 in Pasco County, providing access to Pasco County Public Transportation (PCPT) routes. Operating costs for this service will total approximately $7.4 million from 2015 to 2035.

5) **Expand Complementary ADA Paratransit Service to Complement New Service to be implemented within the next 26 years (2010 to 2035) as new local services are implemented** – Paratransit service should be expanded in conjunction with new fixed-route or flex-route service provided by THE Bus to continue serving the needs of the ADA-eligible transportation disadvantaged

residents of Hernando County. Operating costs for this service will total approximately $14.1 million from 2015 to 2035.

6) **Implement Peak-Hour Commuter Service Serving Brooksville, Airport Area, and Spring Hill in 2017** – Express or limited stop service should be provided to serve commuters from Brooksville and Spring Hill to the Airport Industrial Park during the AM and PM peak commuting hours. Shared-use park-and-ride lots should be pursued in Brooksville and Spring Hill in conjunction with the new commuter service to maximize potential ridership. Operating costs for this service will total approximately $3.3 million from 2015 to 2035.

7) **East Pasco Connector (local bus service to Pasco County on SR 50/US 98)** will be implemented in 2019 – A potential second route is identified, connecting THE Bus service to Pasco County Public Transportation (PCPT) services in east Pasco County. This route would provide service on SR 50 and US 98, connecting the east Hernando area to Pasco County Public Transportation (PCPT) routes in northeast Pasco County. Operating costs for this service will total approximately $6.5 million from 2015 to 2035.

Premium Public Transportation Services

8) **Implement Express Bus on the Suncoast Parkway in 2031** – The TBARTA Master Plan mid-term vision identifies express bus service operating every 15 to 30 minutes during peak hour on the Suncoast Parkway from the Crystal River to Tampa via Westshore Blvd. Operating costs for these services will total approximately $1.4 million and capital/infrastructure costs will total approximately $2.0 from 2015 to 2035.

Figure 9-2 provides the breakdown of the capital/infrastructure and fleet purchase costs for the 2035 Hernando County Cost Affordable Plan. The total cost in the plan will be approximately $15.1 million through 2035. Of the total capital cost, new local services account for $13.2 million and premium services will cost $1.9 million.

Figure 9-3 provides the breakdown of operating costs for the 2035 Hernando County Cost Affordable Plan. The total cost in the plan will be approximately $86.5 million through 2035. Of the total operating cost, existing services account for $14.6 million, new local services are $70.5 million and premium services will be $1.4 million.

Figure 9-4 provides the breakdown of the revenues that will fund the capital/infrastructure and fleet purchase costs of approximately $15.1 million in the 2035 Hernando County Cost Affordable Plan. Of the total capital revenues, local sources will contribute $13.0 million, and federal sources will contribute $2.1 million though 2035.

Figure 9-5 provides the breakdown of the revenues that will fund the operating costs of approximately $86.5 million in the 2035 Hernando County Cost Affordable Plan. Of the total operating revenues, local sources will contribute $33.3 million, state sources will contribute $19.1 million, and federal sources will contribute $34.1 million though 2035.

Figure 9-2
2015-2035 Hernando County Public Transportation Cost Affordable Plan
Capital/Infrastructure and Fleet Purchase Costs (in millions)

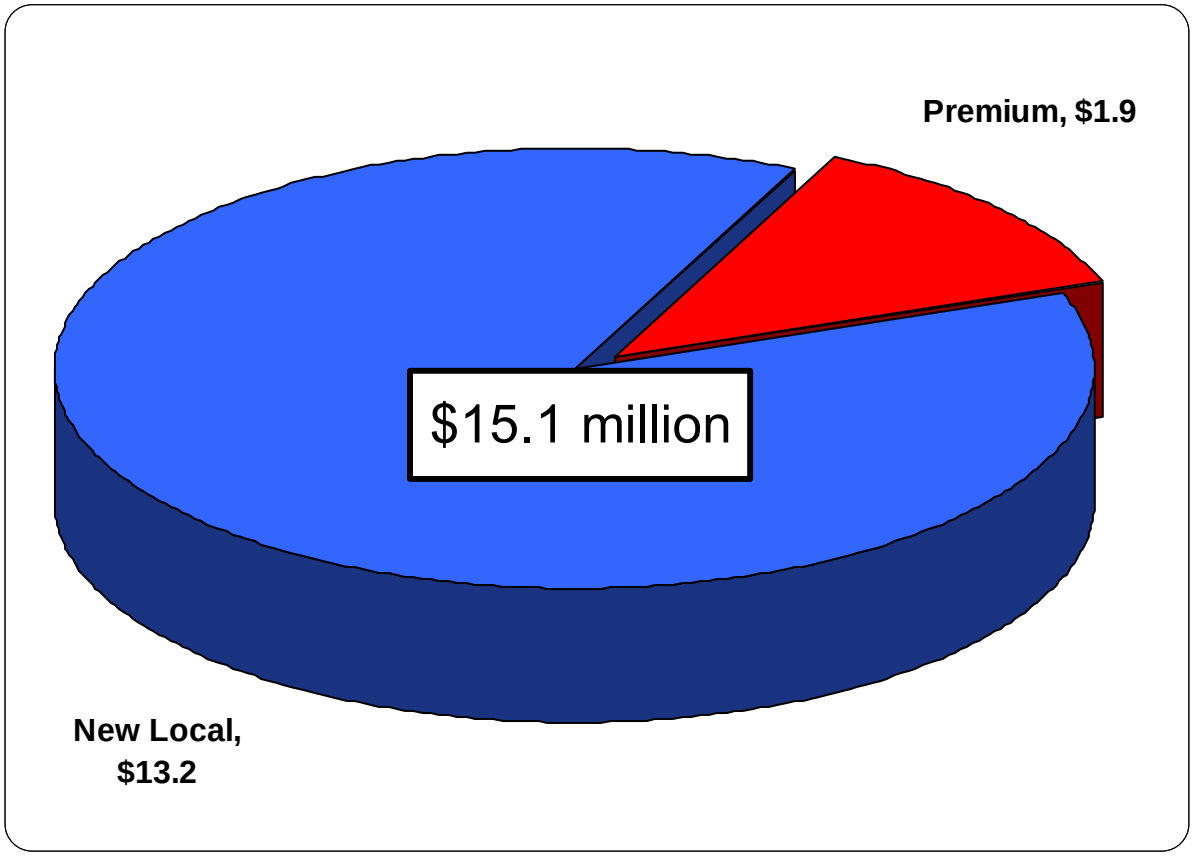


Figure 9-3
2015-2035 Hernando County Public Transportation Cost Affordable Plan
Operating Costs (in millions)

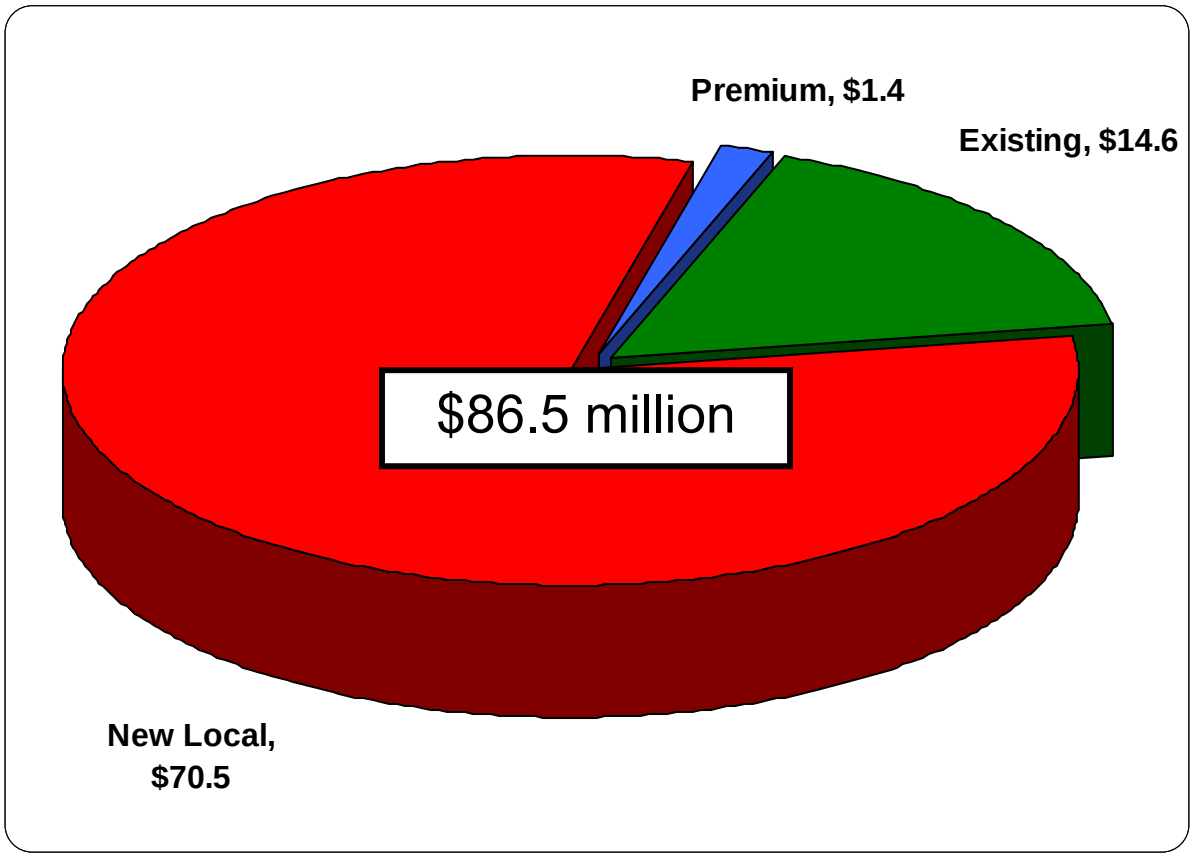


Figure 9-4
2015-2035 Hernando County Public Transportation Cost Affordable Plan
Capital/Infrastructure and Fleet Purchase Revenues (in millions)

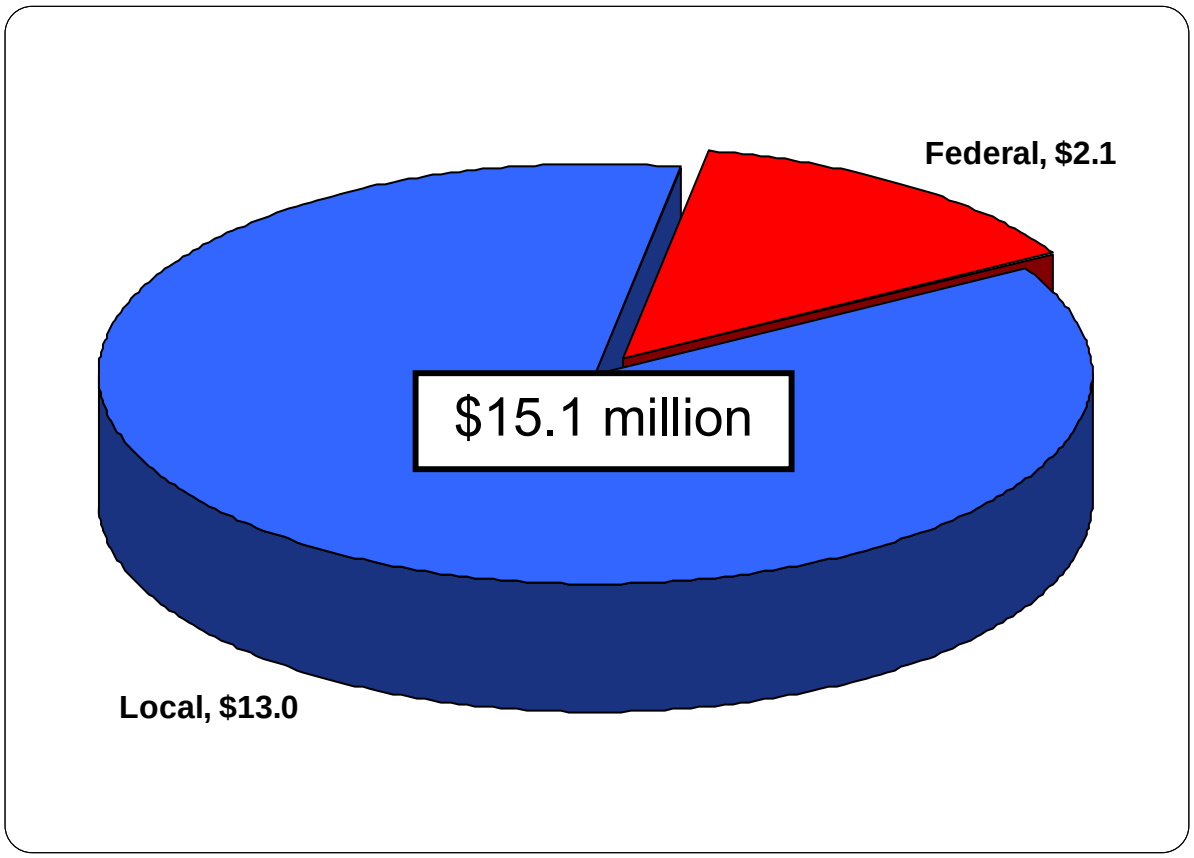
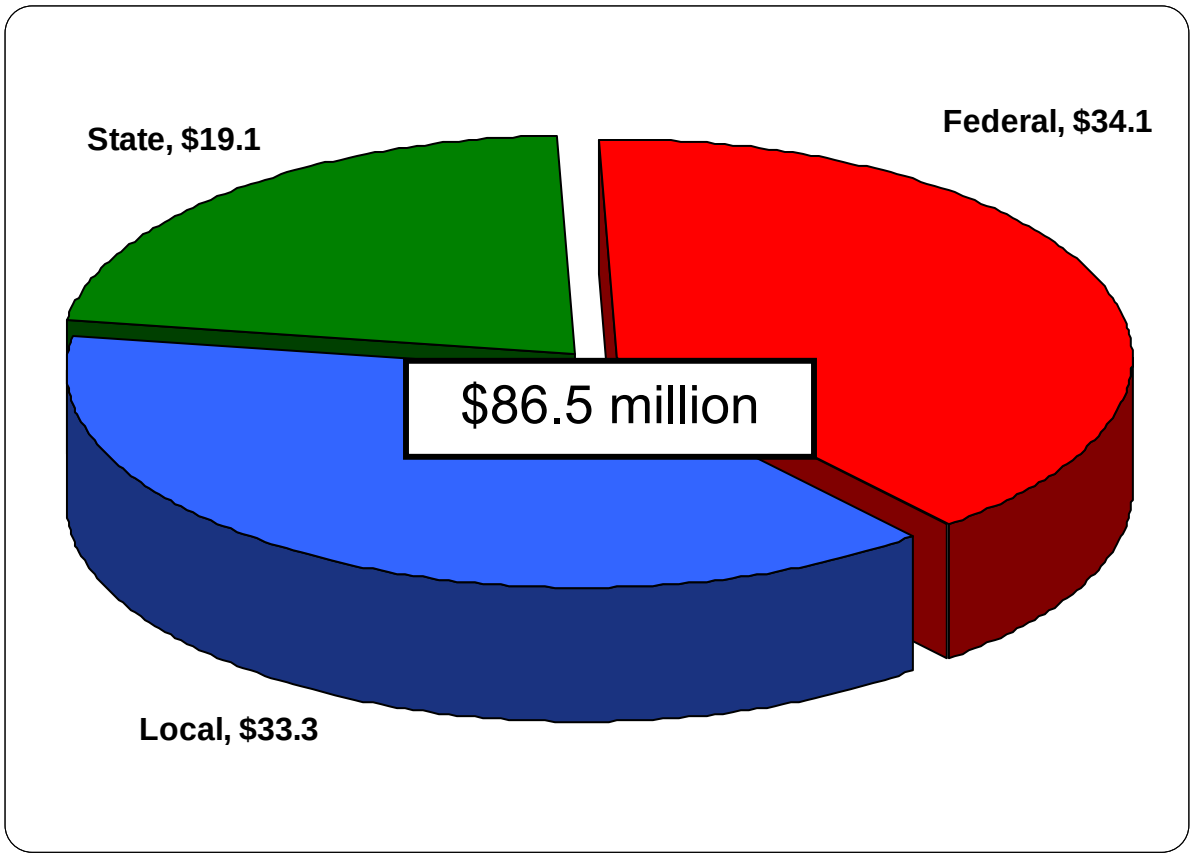


Figure 9-5
2015-2035 Hernando County Public Transportation Cost Affordable Plan
Operating Revenues (in millions)



TRANSIT PROJECT SUMMARY

The planned services and facilities for the 2035 Cost Affordable Plan are illustrated in Map 9-3, while the transit projects are listed and summarized in Table 9-4.

A summary of the proposed transit improvement projects is provided below.

- Implement improvements identified in the Hernando County adopted Transit Development Plan including new routes and service enhancements.
- Develop a new local transit route on US 19 from Pasco County to Spring Hill Drive by 2016.
- Develop a new local transit route on SR 50 and US 98 (East Pasco Connector) to Pasco County by 2019.
- Implement Express Bus Service connecting to Pasco County via the Suncoast Parkway from Spring Hill Drive by 2031.
- Develop two new park-n-ride facilities to support the premium transit on the Suncoast Parkway.

Additional information on the phasing and funding of transit projects is provided in Appendix E.

0 5 Miles

N

BROOKSVILLE INSET

CITRUS COUNTY

SUMTER COUNTY

PASCO COUNTY

Gulf of Mexico

Hernando County 2035 LRTP

Tindale-Oliver & Associates, Inc. Planning and Engineering

- Existing Local Bus Routes
- Proposed Local Bus Routes
- Proposed Express Bus
- Spring Hill Airport Area Peak Hour Flex Route
- Local Transit by Pasco County
- Proposed Park-and-Ride Location
- Existing Transfer Station
- Proposed Transfer Station

(Park and Ride Locations are generally at node/intersections. Exact locations to be determined, and additional or substitute park and ride locations may be required).

There is one Transfer Station on SR 50 and one being discussed on US 19 that is not in the plan.

TDP = Transit Development Plan.

Map 9-3

2035 Cost Affordable Plan Transit Improvements

Table 9-4
Hernando County Long Range Transit Element 2015-2035 Cost Affordable Plan - Implementation Schedule

Project Description	Implementation Year	Capital[1]		Operating Cost[1]	Total
		Fleet Purchase	Infrastructure		
Continue Operating Complementary ADA Paratransit Service	Ongoing	-	-	$14,580,442	$14,580,442
Implement 60 minute headways	2015	-	-	$44,525,481	$44,525,481
West Pasco Connector (local bus service to Pasco County on US 19)	2016	-	-	$7,381,223	$7,381,223
Provide Complementary ADA Paratransit Service on New Routes	2016	-	-	$11,159,615	$11,159,615
Peak-Hour Commuter Service (Brooksville/Airport Industrial Park/Spring Hill)	2017	-	-	$3,273,251	$3,273,251
Spring Hill Airport Area Peak-Hour Flex Route	2017	-	-	$3,273,251	$3,273,251
East Pasco Connector (local bus service to Pasco County on SR 50/US 98)	2019	-	-	$6,492,128	$6,492,128
Suncoast Express from Pasco County Line to Spring Hill Dr.	2031	$527,755	$1,456,425	$1,365,629	$3,349,809
Replacement buses (light duty cutaway)	2015-2035	$7,555,650	-	-	$7,555,650
Refurbished buses (medium duty low-floor)	2020-2035	$545,154	-	-	$545,154
ADA vans (New and Replacement)	2015-2035	$1,502,570	-	-	$1,502,570
Benches (with shade and concrete work)	2016-2035	-	$46,520	-	$46,520
Bus stop signs	2016-2035	-	$83,565	-	$83,565
Misc. capital/ marketing material	2015-2035	-	$626,820	-	$626,820
Total		***$10,131,129***	***$2,213,330***	***$92,051,020***	***$104,395,479***

(1) All costs are presented in the year of expenditure

BICYCLE, PEDESTRIAN AND MULTI-USE TRAILS

Previously, TEA-21 called for the identification of pedestrian walkway and bicycle transportation facilities in the LRTP. Under SAFETEA-LU, pedestrian walkway and bicycle transportation enhancement projects must now be included. Objectives in the 2035 LRTP reference the consideration of enhancement and protection of the County's bicycle/pedestrian system. Another objective supports the inclusion of both new and improved bicycle and pedestrian facilities in the project prioritization system. In addition to identifying existing bicycle and pedestrian facilities as part of the LRTP, the Hernando County MPO has identified future bicycle and pedestrian projects in the 2035 Cost Affordable Plan.

It is the current policy of both Hernando County and the MPO to include bicycle facilities and pedestrian walkways in the form of sidewalks as part of future highway expansion projects in the urbanized portions of the county. Enhancement projects selected for inclusion in the 2035 Cost Affordable Plan are prioritized for inclusion, in part, based on community input received from the MPO's Citizen Advisory Committee (CAC), Technical Advisory Committee (TAC), and Bicycle Pedestrian Advisory Committee (BPAC).

Bicycle and pedestrian modes of travel are a vital link in a *multi-modal*, intermodal transportation system. Hernando County's Long-Range Plan seeks to integrate bicycle and pedestrian facilities into the transportation system by applying input from the Technical Advisory Committee, Citizens Advisory Committee, Bicycle/Pedestrian Advisory Committee, MPO staff, MPO Board, Hernando County School System, local jurisdictions, and the general public through the Plan Development Process.

The Suncoast Trail parallels the Suncoast Parkway from Pasco County to US 98 just south of the Citrus County line.

Proposed multi-use trail, bicycle, and pedestrian improvements for the 2035 Cost Affordable Plan are illustrated in Maps 9-4 and 9-5.

All funding for multi-use trail, bicycle and pedestrian projects will come from Federal Enhancement funds allocated to Hernando County on a programmatic basis. Between 2015 and 2035 these funds will total $10.3 million.

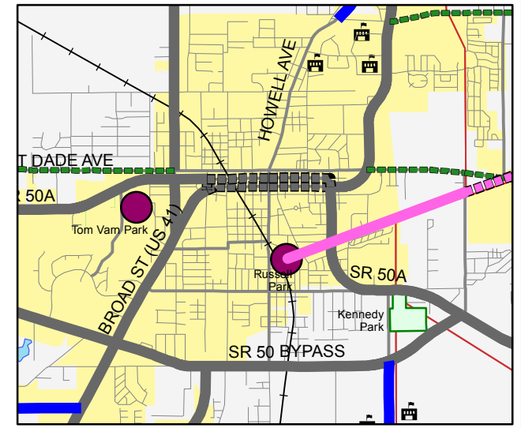
Highlights of the proposed multi-use trail, pedestrian, and bicycle improvement program include the following, and are listed in Table 9-5:

- Extensive expansion of the Hernando County multi-use trail system consistent with the CCC's Regional Multi-Use Trails Element (see Section 12).

- Expansion of the bicycle network associated with new roadway construction or the expansion of existing roadways in a cost effective fashion.

- Expansion of the sidewalk network associated with new roadway construction or the expansion of existing roadways in a cost effective fashion in the urbanized area.

Map 9-4
Hernando County MPO
2035 Future Planned Bicycle Facilities



Brooksville Inset

Citrus County

Sumter County

Pasco County

Gulf of Mexico

Chassahowitzka National Wildlife Refuge

Coastal Trail

Suncoast Trail

Withlacoochee Trail

Good Neighbor Trail

Nobleton

Brooksville

Pine Island

Bayport

Hernando Beach

Spring Hill

Ridge Manor

Spring Lake

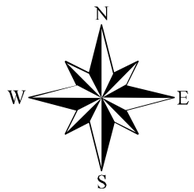
Masaryktown

Withlacoochee State Forest - Richloam Tract

WITHLACOOCHEE OFF-ROAD BICYCLE TRAILS

THRASHER AVE
KNUCKEY RD
CENTRALIA RD
HEXAM RD
BOURASSA BLVD
STAR RD
FORT DADE AVE
MONDON RD
WISCON RD
POWELL RD
SPRING HILL DR
HINDEN DR
HICKORY HILL RD
HAYMAN RD
CHURCH RD
AYERS RD
COUNTY LINE RD
LAKE LINDSEY RD
YONTZ RD
CITRUS WAY
SNOW MEMORIAL HWY
OLD CRYSTAL RIVER RD
DALY RD
COBB RD
CROOM RD
SUNSHINE GROVE RD
WILLOW ST
CULTON AVE
ELGIN AVE
NORTHCLIFF BLVD
MARINER BLVD
SPRING HILL BLVD
CALIFORNIA ST
CEDAR LN
SPRING LAKE HWY
LOCKHART RD
KETTERING RD
BURWELL RD
CRUM RD
CULBREATH RD
ANDERSON SNOW RD
MYERS RD
CYPRESS LAKE PRESERVE

98 19 41 50 75 301



Legend

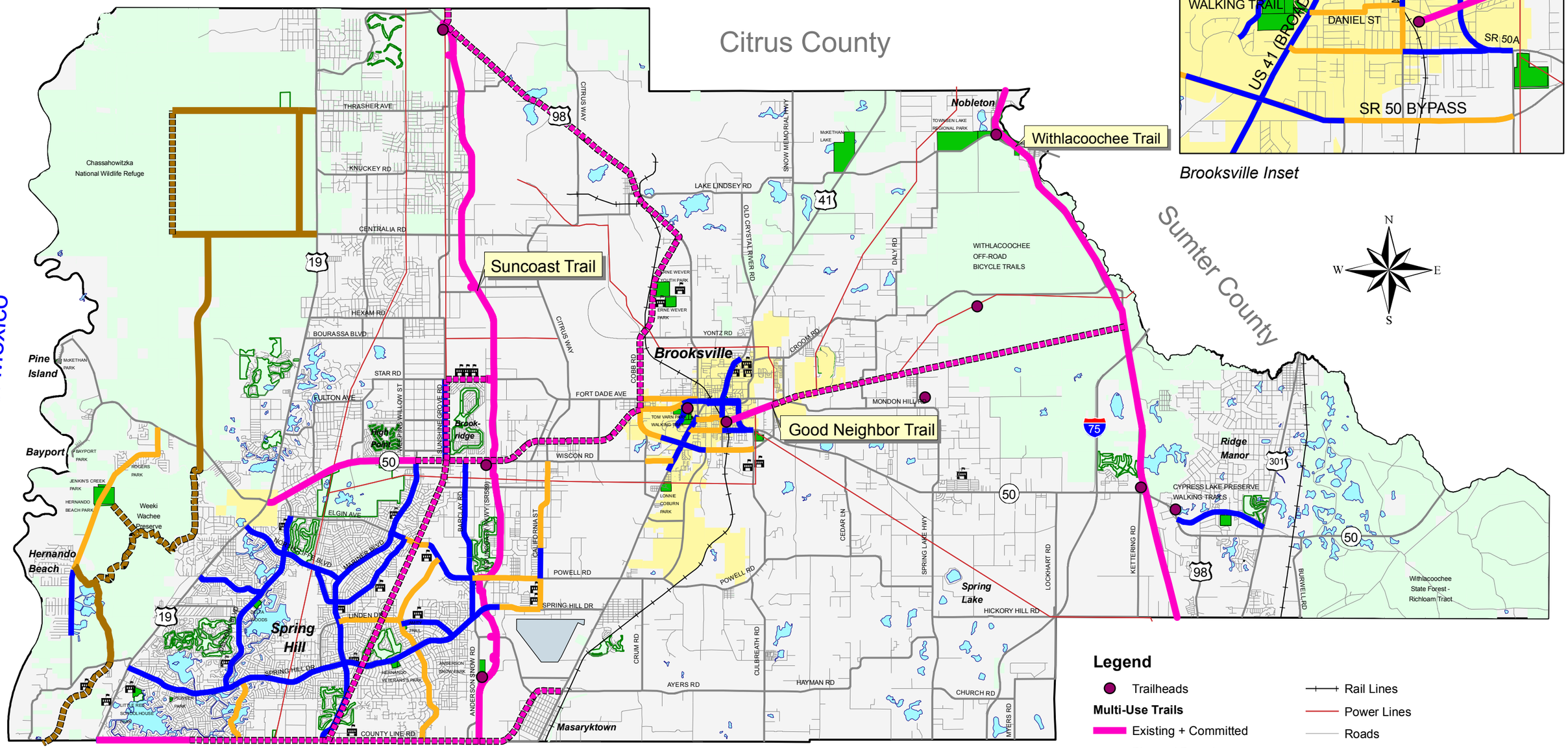
- Trailheads
- **Multi-Use Trails**
  - Existing Paved
  - Planned Paved
  - Existing Unpaved
  - Planned Unpaved
- **Planned Bicycle Facilities**
  - Paved Shoulder/Bike Lane
  - Wide Lane
  - Collector Routes (Signed)
  - Community Connectors
- **Existing & Programmed Bicycle Facilities**
  - Paved Shoulder/Bike Lane
  - Wide Lane
- Hernando Airport
- Rail Lines
- Power Lines
- Roads
- Schools
- Municipalities
- Lakes
- Parks
- Conservation/Recreation Lands

Hernando MPO — Serving Florida's Nature Coast

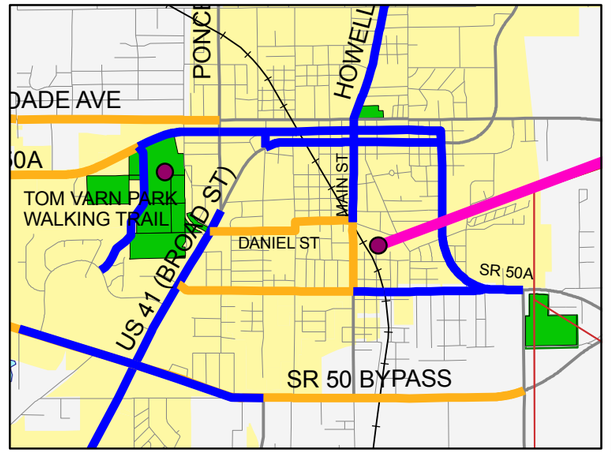
0 1.25 2.5 5 7.5 10 Miles

October 2009

Map 9-5
Hernando County MPO
2035 Future Planned Pedestrian Facilities



Brooksville Inset



Legend

- Trailheads
- **Multi-Use Trails**
  - Existing + Committed
  - Planned Paved
  - Existing Unpaved
  - Planned Unpaved
  - Existing + Committed Sidewalk
  - Future Sidewalk
  - Hernando Airport
- Rail Lines
- Power Lines
- Roads
- Schools
- Parks
- Lakes
- Municipalities
- Conservation/Recreation Lands

Hernando MPO — Serving Florida's Nature Coast

November 2009

Table 9-5
Hernando County Bicycle/Pedestrian Revenues and Costs
Multi-Use Trails Projects

Facility	Limits	Type of Improvement	Funding Source	PD&E/PE Cost (PDC)	PD&E/PE Time Period	ROW Cost (PDC)	ROW Time Period	CST Cost (PDC)	CST Time Period	Total Project Cost (PDC)	20154 PE/PDE	20154 ROW	20154 CST	2016-20204 PE/PDE	2016-20204 ROW	2016-20204 CST	2021-20254 PE/PDE	2021-20254 ROW	2021-20254 CST	2026-20304 PE/PDE	2026-20304 ROW	2026-20304 CST	2031-20354 PE/PDE	2031-20354 ROW	2031-20354 CST	Total
Good Neighbor Trail	(Phase III) Weatherly Rd. To Withlacoochee State Trail	12 ft. paved bicyble/pedestrian trail	County	$0	2016-2020	$0	2016-2020	$2,100,000	2016-2020	$2,100,000				$0	$0	$2,877,000										$2,877,000
	Gran Canyon Trailhead	Trailhead/restroom and Parking	County	$0	2016-2020	$0	2016-2020	$300,000	2016-2020	$300,000				$0	$0	$411,000										$411,000
	(Phase IV) E. Richbarn Rd. to Withlasoochee State Trail	12 ft. paved bicyble/pedestrian trail	County	$0	2021-2025	$0	2021-2025	$1,575,000	2021-2025	$1,575,000							$0	$0	$2,535,750							$2,535,750
Suncoast Trail	County Line Rd to US 98	Removal of concrete medians	County	$0	2016-2020	$0	2016-2020	$50,000	2016-2020	$50,000				$0	$0	$68,500										$68,500
Chassahowitzka Trail	Chassahowitzka Wildlife Refuge	Unpaved off-road trail development	County	$0	2021-2025	$0	2021-2025	$150,000	2021-2025	$150,000							$0	$0	$241,500							$241,500
Gran Canyon Mountain Bike/GNT Trailhead	Monddon Hill Rd & Cooper Terrace	Mountain Bike park and GNT Trailhead	County	$0	2021-2025	$0	2021-2025	$300,000	2021-2025	$300,000							$0	$0	$483,000							$483,000
Ken Austin Connector Trail	Sunshine Grove Rd. to Suncoast Pkwy.	12 ft. paved bicyble/pedestrian trail	County	$0	2021-2025	$0	2021-2025	$317,000	2021-2025	$317,000							$0	$0	$510,370							$510,370
		Total Multi-Use Trail Improvements		**$0**		**$0**		**$4,792,000**		**$4,792,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,356,500**	**$0**	**$0**	**$3,770,620**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,127,120**

Bicycle Projects

Facility	Limits	Type of Improvement	Funding Source	PD&E/PE Cost (PDC)	PD&E/PE Time Period	ROW Cost (PDC)	ROW Time Period	CST Cost (PDC)	CST Time Period	Total Project Cost (PDC)	2015 PE/PDE	2015 ROW	2015 CST	2016-20204 PE/PDE	2016-20204 ROW	2016-20204 CST	2021-20254 PE/PDE	2021-20254 ROW	2021-20254 CST	2026-20304 PE/PDE	2026-20304 ROW	2026-20304 CST	2031-20354 PE/PDE	2031-20354 ROW	2031-20354 CST	Total
GNT/Jefferson Ave	GNT/Jefferson Ave intersection	Bike/Ped Signal Crossing	City/County	$0	2016-2020	$0	2016-2020	$25,000	2016-2020	$25,000				$0	$0	$34,250										$34,250
Bicycle Safety Education Program	County-wide	Bicycle rehab and education campaign	County	$0	2021-2025	$0	2021-2025	$34,000	2021-2025	$34,000							$0	$0	$54,740							$54,740
		Total Bicycle Improvements		**$0**		**$0**		**$59,000**		**$59,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$34,250**	**$0**	**$0**	**$54,740**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$88,990**

Pedestrian Projects

Facility	Limits	Type of Improvement	Funding Source	PD&E/PE5 Cost (PDC)	PD&E/PE5 Time Period	ROW1 Cost (PDC)	ROW1 Time Period	CST1 Cost (PDC)	CST1 Time Period	Total Project Cost2 (PDC)	2015 PE/PDE	2015 ROW	2015 CST	2016-20204 PE/PDE	2016-20204 ROW	2016-20204 CST	2021-20254 PE/PDE	2021-20254 ROW	2021-20254 CST	2026-20304 PE/PDE	2026-20304 ROW	2026-20304 CST	2031-20354 PE/PDE	2031-20354 ROW	2031-20354 CST	Total
MLK Blvd	Main Street to US 41	Boardwalk/Sidewalk	County	$0	2016-2020	$0	2016-2020	$375,000	2016-2020	$375,000				$0	$0	$513,750										$513,750
Daniel Avenue	Main Street to US 41	Connector	County	$0	2016-2020	$0	2016-2020	$94,500	2016-2020	$94,500				$0	$0	$129,465										$129,465
Spring Hill Drive	Suncoast Pkwy. to California Street	Sidewalk	County	$0	2016-2020	$0	2016-2020	$432,000	2016-2020	$432,000				$0	$0	$591,840										$591,840
Linden Drive	Mariner Blvd. to Coronado Drive	Sidewalk	County	$0	2016-2020	$0	2016-2020	$383,000	2016-2020	$383,000				$0	$0	$524,710										$524,710
Linden Drive	Coronado Drive to Spring Hill Drive	Sidewalk	County	$0	2016-2020	$0	2016-2020	$178,000	2016-2020	$178,000				$0	$0	$243,860										$243,860
Linden Drive	Spring Hill Drive to County Line Road	Sidewalk	County	$0	2021-2025	$0	2021-2025	$546,000	2021-2025	$546,000							$0	$0	$879,060							$879,060
Waterfall Drive	Spring Hill Drive to County Line Road	Sidewalk	County	$0	2016-2020	$0	2016-2020	$404,000	2016-2020	$404,000				$0	$0	$553,480										$553,480
Gallup Rd Connector	Gallup Rd to Ancho Ave	Bike/Ped Bridge	County	$0	2026-2030	$0	2026-2030	$200,000	2026-2030	$200,000										$0	$0	$378,000				$378,000
Ft. Dade Ave.	Howell Ave to US 98	Sidewalk	County	$0	2021-2025	$0	2021-2025	$130,000	2021-2025	$130,000							$0	$0	$209,300							$209,300
SR 50A	Emerson Ave to Cleveland St.	Sidewalk	County	$0	2026-2030	$0	2026-2030	$130,000	2026-2030	$130,000										$0	$0	$245,700				$245,700
Shoal Line Blvd.	Calienta St to Linda Pederson Park	Boardwalk/Sidewalk	County	$0	2026-2030	$0	2026-2030	$1,452,000	2026-2030	$1,452,000										$0	$0	$2,744,280				$2,744,280
Shoal Line Blvd.	Linda Pederson Park (internal sidewalk)	Sidewalk	County	$0	2016-2020	$0	2016-2020	$60,000	2016-2020	$60,000				$0	$0	$82,200										$82,200
Shoal Line Blvd.	Linda Pederson Park to Rogers Park	Boardwalk/Sidewalk	County	$0	2016-2020	$0	2016-2020	$354,000	2016-2020	$354,000				$0	$0	$484,980										$484,980
Shoal Line Blvd.	Jewfish to Osowa Blvd.	Sidewalk	County	$0	2021-2025	$0	2021-2025	$285,000	2021-2025	$285,000							$0	$0	$458,850							$458,850
		Pedestrian Improvements		**$0**		**$0**		**$5,023,500**		**$5,023,500**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,124,285**	**$0**	**$0**	**$1,547,210**	**$0**	**$0**	**$3,367,980**	**$0**	**$0**	**$0**	**$8,039,475**

CONGESTION MANAGEMENT SYSTEM (CMS) & INTELLIGENT TRANSPORTATION SYSTEM (ITS) PROJECTS

Congestion Management System (CMS) and Intelligent Transportation System (ITS) projects are a significant component of the Cost Affordable Plan, and are illustrated in Map 9-6.

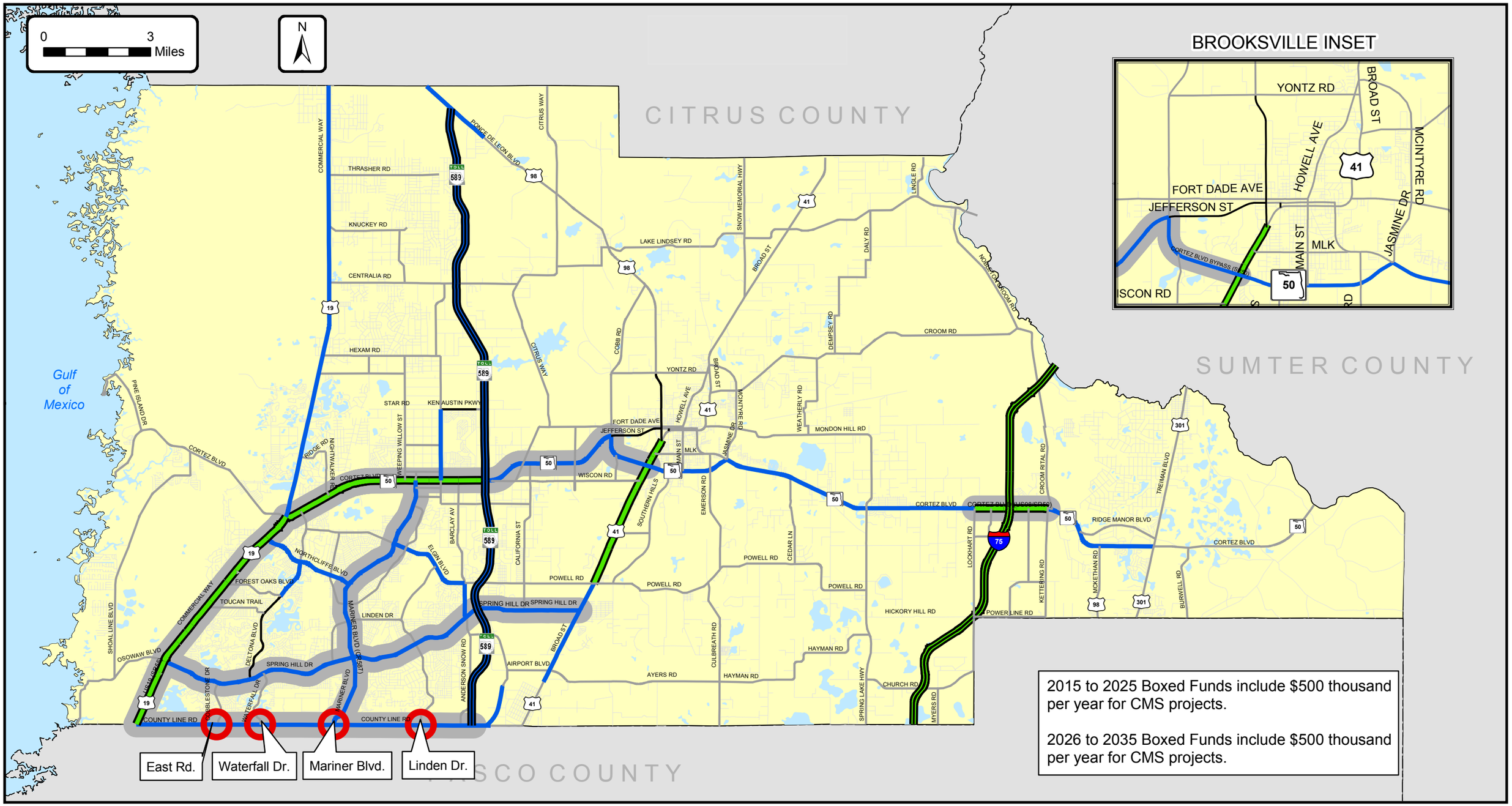
Highlights of the proposed ITS and MMS programs include the following:

The high cost of major highway capacity improvements make low-cost traffic management systems a viable option.

- Application of CMS/ITS improvements on five major roadway corridors as follows:
  - US 19 from County Line Rd. to SR 50
  - SR 50 from US 19 to US 41 in Brooksville
  - SR 50 from Lockhart Rd. to Kettering Rd., including the I-75 interchange area
  - County Line Rd. intersection improvements
  - Mariner Blvd. from SR 50 to County Line Rd.
  - Spring Hill Drive from US 19 to US 41

- Boxed funds for CMS/ITS improvements totaling $10.5 million from 2015 to 2035, which will be prioritized on an annual basis consistent with Hernando's County Congestion Management Process/Mobility Management System (see Table 9-3). These systems support the County's annual Capital Improvement Element development for transportation facilities.

Refer to Section 6, Congestion Management Process, for additional information regarding the MPO's ongoing congestion management activities.



Hernando MPO

Tindale-Oliver & Associates, Inc. Planning and Engineering

Hernando County 2035 LRTP

- 2 Lanes, One Way
- 2 Lanes, Undivided
- 2 Lanes, Divided
- 4 Lanes, Divided
- 4 Lanes, Freeway
- 6 Lanes, Divided
- 6 Lanes, Freeway
- 8 Lanes, Divided
- 8 Lanes, Freeway
- Other Roads Not in Network
- CMS/ITS Corridors
- CMS/ITS Intersections

Map 9-6

2035 Cost Affordable CMS/ITS Improvements

G:\122060-03.08_HernandoLRTP_ScopeA\Maps\2035_35CA13\Lane_RT_improvements CA13_jt.mxd

Updated: September 18, 2009 (BNW)

Section 10
PLAN PERFORMANCE

INTRODUCTION

Section 3 of this Long Range Transportation Plan documents the goals, policies, and measures of effectiveness that identify the guiding criteria upon which this plan was developed. Specific measures of effectiveness within the section are identified as measurable criteria that can be applied to differentiate the performance of network alternatives that were tested to ultimately develop the adopted 2035 Cost Affordable Plan. This section documents the performance evaluation where feasible, which determines the extent to which the goals and objectives will be achieved by the year 2035.

EVALUATION CRITERIA AND METHODOLOGY

Throughout the development of the plan, a comprehensive series of performance measures were developed and evaluated. These performance measures address different attributes of the plan including:

- Roadway System Performance Evaluation
- Level of Transportation Investment
- Accommodation of Non-Highway Modes of Travel
- Goods Movement System Performance
- Intermodal Access Performance
- Community Impacts

The Plan identifies several projects to increase the capacity of major roadways based upon projected need and available revenues.

PERFORMANCE OF THE 2035 COST AFFORDABLE PLAN

The performance of the transportation network is summarized in the following table reports:

- **Table 10-1: System Performance Evaluation**
  This table summarizes the overall performance of each of the transportation modes addressed in the LRTP. The performance measures reflect the MPO's adopted goals and objectives.

- **Table 10-2: 2035 Road System Performance Evaluation**
  This table summarizes the performance of the overall roadway network with details on the performance of specific component parts of the roadway network such as the State System and County System.

- **Table 10-3: System Summary Performance Evaluation**
  This provides a series of tables that summarize the performance of the transportation system as it relates to the following considerations
    - Truck Route/Goods Movement Performance
    - Intermodal Access Performance
    - Activity Center Performance
    - Regional Roadway Performance
    - Scenic Corridor Performance

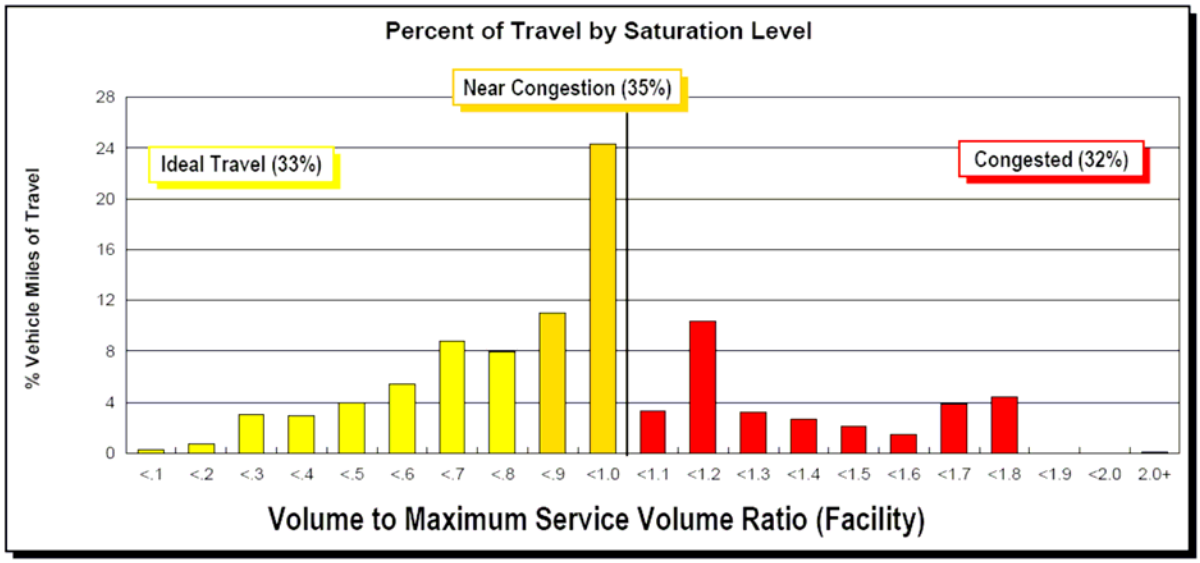
Additional details regarding the performance of the highway systems can be found in Technical Appendix B through D.

Table 10-1
System Performance Evaluation

Performance Measure	2009 Existing	2025 Cost Affordable Plan	2035 CA Plan	2035 Needs Plan
% OF VMT WITH VOLUME TO CAPACITY* RATIO GREATER THAN 1.0				
All Major Roads	2.68%	7.92%	16.40%	5.73%
Regional Roads	2.14%	9.28%	14.60%	5.43%
Intermodal Access Roads	0.00%	10.91%	48.64%	40.52%
Activity Center Access Roads	3.27%	9.13%	19.81%	16.34%
Primary Truck Routes	1.93%	8.85%	15.85%	6.95%
Hurricane Evacuation Routes	0.00%	8.86%	15.82%	3.70%
AVERAGE WEIGHTED VOLUME-TO-CAPACITY* RATIO				
All Major Roads	0.5359	0.6554	0.7503	0.6076
State Roads	0.5397	0.6780	0.7932	0.6491
County Roads	0.5302	0.6217	0.6881	0.5560
Other Roads	0.0000	0.0000	0.0000	0.0000
Regional Roads	0.5473	0.6900	0.7910	0.6370
Intermodal Access Roads	0.4137	0.6387	0.8608	0.7440
Activity Center Access Roads	0.6943	0.8127	0.8914	0.8064
Primary Truck Routes	0.5748	0.6948	0.8013	0.6645
Hurricane Evacuation Routes	0.5858	0.7035	0.8044	0.6692
CENTERLINE MILES				
All Major Roads	348.090	387.200	396.049	417.912
State Roads	126.629	127.676	127.676	123.411
County Roads	221.461	259.524	268.373	294.501
Other Roads	0.000	0.000	0.000	0.000
Regional Roads	172.612	175.386	175.386	173.298
Intermodal Access Roads	10.191	11.449	15.349	11.449
Activity Center Access Roads	46.118	44.794	44.794	45.506
Primary Truck Routes	171.053	172.354	175.414	168.089
Hurricane Evacuation Routes	158.576	154.515	169.181	149.001
TRANSIT FACILITIES				
Miles of Transit Service	42.46	46.2	48.18	153.94
% of Corridor Miles with Transit Service	12.20%	11.93%	12.17%	36.84%
Land Area 1/4 mi. of Transit Service (sq. mi.)	22.36	25.52	30.42	93.2
BICYCLE FACILITIES				
Miles with Bicycle Facilities	128*	Not Calculated	206	206
% of Corridor Miles with Bicycle Facilities	36.77%	Not Calculated	52.01%	49.29%
PEDESTRIAN FACILITIES				
Miles with Sidewalks	65*	Not Calculated	93	93
% of Corridor Miles with Sidewalks	18.67%	Not Calculated	23.48%	22.25%

*Includes E+C (2014) facilities

Table Number: 10-2
Road System Performance Evaluation
2035 LRTP - 2035 Cost Affordable Network



Percent of VMT with V/MSV Ratio Greater than 1.0: 28.23%

Based on: Maximum Service Volume

Roadway Type	V/MSV Ratio	VMT	% VMT With V/MSV >= 1	VMC
All Roads	0.9259	754,603	31.57	1,232,668
All State Roads	1.0476	439,474	41.72	550,785
SIS Highways	0.3136	337,172	37.99	380,307
SIS Connectors	0.0000	0	0.00	0
Emerging SIS Highways	0.0000	0	0.00	0
Emerging SIS Connectors	0.0000	0	0.00	0
Other State Roads	3.4670	102,302	54.00	170,478
County Roads	0.7561	315,129	17.41	681,882
All Other Roads	0.0000	0	0.00	0

Definition of Terms:

V/MSV Ratio: Volume to Maximum Service Volume Ratio
VMT: Vehicle Miles of Travel
% VMT Below STD: The percentage of Vehicle Miles of Travel where Volume to Maximum Service Volume (V/MSV) => 1
VMC: Vehicle Miles of Capacity

Table Number: 10-3
System Summary
Performance Evaluation
2035 LRTP - 2035 Cost Affordable Network

Based on: Maximum Service Volume - Facility Level

Road System Performance:

Roadway Type	V/MSV Ratio	VMT	% VMT With V/MSV >= 1	VMC	Ideal Travel	Near Congestion	Congested
All Roads	0.9259	754,603	31.57	1,232,668	33%	35%	32%
All State Roads	1.0476	439,474	41.72	550,785	19%	40%	42%
SIS Highways	1.0519	337,172	37.99	380,307	18%	44%	38%
SIS Connectors	0.0000	0	0.00	0	N/A	N/A	N/A
Emerging SIS Highways	0.0000	0	0.00	0	N/A	N/A	N/A
Emerging SIS Connectors	0.0000	0	0.00	0	N/A	N/A	N/A
Other State Roads	1.0336	102,302	54.00	170,478	19%	27%	54%
County Roads	0.7561	315,129	17.41	681,882	53%	29%	17%
All Other Roads	0.0000	0	0.00	0	N/A	N/A	N/A

Truck Route Performance:

Roadway Type	V/MSV Ratio	VMT	% VMT With V/MSV >= 1	VMC	Ideal Travel	Near Congestion	Congested
All Roads	1.0044	548,675	36.80	706,132	24%	39%	37%
All State Roads	1.0503	433,034	42.34	542,736	19%	39%	42%
SIS Highways	1.0519	337,172	37.99	380,307	18%	44%	38%
SIS Connectors	0.0000	0	0.00	0	N/A	N/A	N/A
Emerging SIS Highways	0.0000	0	0.00	0	N/A	N/A	N/A
Emerging SIS Connectors	0.0000	0	0.00	0	N/A	N/A	N/A
Other State Roads	1.0447	95,862	57.63	162,429	20%	22%	58%
County Roads	0.8326	115,641	16.03	163,396	44%	40%	16%
All Other Roads	0.0000	0	0.00	0	N/A	N/A	N/A

Intermodal Access Performance:

Roadway Type	V/MSV Ratio	VMT	% VMT With V/MSV >= 1	VMC	Ideal Travel	Near Congestion	Congested
All Roads	0.8272	43,190	41.48	56,324	54%	4%	41%
All State Roads	1.0713	9,630	81.56	10,946	0%	18%	82%
SIS Highways	0.0000	0	0.00	0	N/A	N/A	N/A
SIS Connectors	0.0000	0	0.00	0	N/A	N/A	N/A
Emerging SIS Highways	0.0000	0	0.00	0	N/A	N/A	N/A
Emerging SIS Connectors	0.0000	0	0.00	0	N/A	N/A	N/A
Other State Roads	1.0713	9,630	81.56	10,946	0%	18%	82%
County Roads	0.7572	33,559	29.98	45,378	70%	0%	30%
All Other Roads	0.0000	0	0.00	0	N/A	N/A	N/A

Activity Center Performance:

Roadway Type	V/MSV Ratio	VMT	% VMT With V/MSV >= 1	VMC	Ideal Travel	Near Congestion	Congested
All Roads	0.8548	162,536	17.90	156,350	30%	52%	18%
All State Roads	0.8465	90,821	16.98	76,334	36%	47%	17%
SIS Highways	0.8338	75,285	7.09	50,879	37%	56%	7%
SIS Connectors	0.0000	0	0.00	0	N/A	N/A	N/A
Emerging SIS Highways	0.0000	0	0.00	0	N/A	N/A	N/A
Emerging SIS Connectors	0.0000	0	0.00	0	N/A	N/A	N/A
Other State Roads	0.9077	15,536	64.87	25,454	35%	0%	65%
County Roads	0.8654	71,715	19.08	80,016	23%	58%	19%
All Other Roads	0.0000	0	0.00	0	N/A	N/A	N/A

Regional Roadway Performance:

Roadway Type	V/MSV Ratio	VMT	% VMT With V/MSV >= 1	VMC	Ideal Travel	Near Congestion	Congested
All Roads	1.0115	517,982	38.10	688,113	24%	38%	38%
All State Roads	1.0510	428,383	42.28	536,101	19%	39%	42%
SIS Highways	1.0519	337,172	37.99	380,307	18%	44%	38%
SIS Connectors	0.0000	0	0.00	0	N/A	N/A	N/A
Emerging SIS Highways	0.0000	0	0.00	0	N/A	N/A	N/A
Emerging SIS Connectors	0.0000	0	0.00	0	N/A	N/A	N/A
Other State Roads	1.0477	91,211	58.13	155,794	20%	22%	58%
County Roads	0.8226	89,598	18.14	152,012	46%	36%	18%
All Other Roads	0.0000	0	0.00	0	N/A	N/A	N/A

Scenic Corridor Performance:

Roadway Type	V/MSV Ratio	VMT	% VMT With V/MSV >= 1	VMC	Ideal Travel	Near Congestion	Congested
All Roads	0.4721	23,670	9.54	52,056	86%	5%	10%
All State Roads	1.1769	3,328	67.83	5,216	0%	32%	68%
SIS Highways	0.0000	0	0.00	0	N/A	N/A	N/A
SIS Connectors	0.0000	0	0.00	0	N/A	N/A	N/A
Emerging SIS Highways	0.0000	0	0.00	0	N/A	N/A	N/A
Emerging SIS Connectors	0.0000	0	0.00	0	N/A	N/A	N/A
Other State Roads	1.1769	3,328	67.83	5,216	0%	32%	68%
County Roads	0.3568	20,342	0.00	46,839	100%	0%	0%
All Other Roads	0.0000	0	0.00	0	N/A	N/A	N/A

Section 11
COST AND REVENUE ASSUMPTIONS

INTRODUCTION AND OVERVIEW

This section documents the assumptions that were used to develop unit costs and revenue estimates for the Hernando County 2035 Long Range Transportation Plan (LRTP). These assumptions provide documentation for revenues that can be used to fund the multi-modal transportation system, including roadways, public transportation, bicycle facilities, sidewalks, and access to intermodal facilities. This chapter is composed of four major sections:

- This **Introduction and Overvie w** provides an introduction and report overview for the cost and revenues chapter of the 2035 Hernando County Long Range Transportation Plan.

- **Unit Cost Assumpt ions** summarizes the assumptions that were used to develop unit cost estimates for all types of transportation improvements in the LRTP. Assumptions associated with unit costs for both capital costs and operating and maintenance costs are presented for each mode.

- **Revenue Projections** presents the assumptions that were used to develop revenue projections for the years 2015 to 2035. Federal, state, and local revenues are projected to fund both capital costs and operating and maintenance costs. Revenue projections were developed by the MPO and FDOT District 7.

- **Enhanced Revenue Projections** for Hernando County include transportation impact fee and local option sales tax options based on discussion with County staff. Hernando County was presented with an alternative funding option that includes adopting a ½ cent local option infrastructure sales tax and applying a 10 percent index to the transportation impact fee rate every five years. These additional revenues were not included as part of the Cost Affordable Plan.

UNIT COST ASSUMPTIONS

This section summarizes the unit cost assumptions used in the development of planning level cost estimates for the Hernando County 2035 Long Range Transportation Plan (LRTP). Cost assumptions are presented for each mode included in the LRTP, including roadway, bicycle, pedestrian, paved shoulders, and transit facilities. The cost assumptions and resulting cost estimates were used in the development of the 2035 LRTP Needs Plan and the Cost Affordable Plan.

The roadway costs for County and State roads in Hernando County included in the LRTP were developed using local and statewide bid information, as well as Long Range Estimates (LRE) provided by FDOT District 7.

County Roadway Costs

Design and Construction Engineering Inspection Costs

Design and Construction Engineering Inspection (CEI) costs were estimated using recently completed roadway projects from the TOA cost database and are based on a percentage of the County's roadway construction cost per centerline mile. Based on a review of the projects, design costs are equivalent to seven (7) percent of the construction cost per centerline mile and construction engineering inspection costs are equivalent to 10 percent of the construction cost per centerline mile.

Right-of-Way (ROW) Costs

To calculate a right-of-way acquisition cost per centerline mile for county roads, a review of recent and planned local and statewide roadway expansion projects was undertaken. Locally, Hernando County has had two recent ROW acquisitions:

- County Line Road from US 19 to E. of East Road; and
- Elgin Road from Mariner Boulevard to East of Tanner Road

The County has also identified two planned ROW acquisitions in the five-year Capital Improvement Plan (CIP):

- Barclay Road from Powell Road to SR 50; and
- Sunshine Grove Road from SR 50 to Ken Austin Road

The three projects with urban design characteristics (County Line Road, Elgin Road, and Barclay Road) had a weighted average cost per centerline mile of approximately $7.7 million, while the rural design roadway (Sunshine Grove Road) had a ROW acquisition cost of approximately $1.8 million per centerline mile.

In order to increase the sample size of cost data, the ROW acquisition costs of the local projects were compared to recent statewide ROW acquisition data included in a cost database maintained by Tindale-Oliver & Associates, Inc. (TOA). The cost database contained nine recent ROW acquisitions for lane addition improvements within the state of Florida. Based on the local and statewide projects, a ROW acquisition cost of $6.0 million per centerline mile was used for County roads with urban section design and $2.0 million per centerline mile was used for County roads with rural section design. See Technical Appendix F for additional details.

The right-of-way acquisition costs developed for Hernando County are representative of the types of projects listed in the 2035 Needs Plan. Right-of-way costs were based on acquisition data for lane addition improvements, which make up 75 percent of the Hernando County needs. The right-of-way acquisition cost accounts for purchasing along established commercial and residential corridors and for the low-intensity areas of the County where right-of-way can be purchased in advance and preserved.

Construction Costs

To calculate a construction cost per centerline mile for county roads, a review of recently constructed and planned local and statewide roadway expansion projects was undertaken. Locally, Hernando County has one recently completed project::

- Northcliffe Boulevard from Azora Road to Mariner Boulevard

In addition, the County has two recently bid projects:

- County Line Road from US 19 to E. of East Rd; and
- Barclay Road from Powell Road to Spring Hill Drive

The County also identified three roadway construction projects in the five-year plan:

- Barclay Road from Powell Road to SR 50;
- Elgin Road from Mariner Boulevard to East of Tanner Road; and
- Sunshine Grove Road from SR 50 to Ken Austin Road

The three projects with urban design characteristics (Northcliffe Boulevard, County Line Road, and Barclay Road from Powell Road to SR 50) had a weighted average cost per centerline mile of $6.1 million, while the three rural design roadways (Sunshine Grove Road, Elgin Road and Barclay Road from Powell Road to Spring Hill Drive)) had a construction cost of $4.5 million per centerline mile.

In order to increase the sample size of cost data, the construction costs of the local projects were compared to recent data from the TOA cost database. The cost database contained 27 recently bid lane addition improvements within the state of Florida. Based on the local and statewide projects, a construction cost of $6.0 million per centerline mile was used for County roads with an urban section design and $4.0 million per centerline mile is used for rural design lane addition improvements. See Technical Appendix F for additional details.

Based on the relationship between lane addition improvements and new road construction observed in the FDOT District 7 Long Range Estimates and discussions with County staff, it was determined that the cost of constructing a new county road is equivalent to the cost of adding travel lanes to an existing road. Table 11-1 provides a breakdown of county road costs by improvement type and section design.

Table 11-1
County Roadway Centerline Mile Costs

Component	New Construction			Lane Addition	
	0 to 2 Lanes	0 to 4 Lanes	0 to 6 Lanes	2 to 4 Lanes	2 to 6 Lanes
Rural Design - Cost per Centerline Mile					
Design[1]	$280,000	$560,000	$840,000	$280,000	$560,000
Right-of-Way[2]	$2,000,000	$4,000,000	$6,000,000	$2,000,000	$4,000,000
Construction[3]	$4,000,000	$8,000,000	$12,000,000	$4,000,000	$8,000,000
CEI[4]	$400,000	$800,000	$1,200,000	$400,000	$800,000
Total	**$6,680,000**	**$13,360,000**	**$20,040,000**	**$6,680,000**	**$13,360,000**
Urban Design - Cost per Centerline Mile					
Design[1]	$420,000	$840,000	$1,260,000	$420,000	$840,000
Right-of-Way[2]	$6,000,000	$12,000,000	$18,000,000	$6,000,000	$12,000,000
Construction[3]	$6,000,000	$12,000,000	$18,000,000	$6,000,000	$12,000,000
CEI[4]	$600,000	$1,200,000	$1,800,000	$600,000	$1,200,000
Total	**$13,020,000**	**$26,040,000**	**$39,060,000**	**$13,020,000**	**$26,040,000**

(1) Design is assessed at 7 percent of construction costs based on statewide projects in the TOA Cost Database.
(2) Source: Based on local projects and the TOA Cost Database, Technical Appendix F.
(3) Source: Based on local projects and the TOA Cost Database, Technical Appendix F.
(4) CEI is assessed at 10 percent of construction costs based on the statewide projects in the TOA Cost Database.

State Roadway Costs

Product Support Costs

Product support costs for state roads were estimated based on a percentage of the State road construction cost per centerline mile. Based on the *FDOT 2035 Revenue Forecast Handbook* (Technical Appendix E), the product support costs (which include design and construction engineering inspection) are equivalent to 20 percent of the state construction cost per centerline mile. However, FDOT will be funding product support either through in-house staff or outside consultants with the cost being included as part of the overall operations and maintenance costs in the department's annual budget. Based on this assumption, the cost should not be included in the cost per centerline mile figure.

Right-of-Way Costs

The right-of-way acquisition costs developed for state arterials included in the Long Range Transportation Plan were based on the construction cost per centerline mile from the *FDOT District 7 Long Range Estimates Roadway Costs, June 2009* (Technical Appendix F). FDOT staff indicated that the right-of-way cost for a state road should be equal to 50 percent of the state construction cost per centerline mile.

Construction Costs

Similar to ROW costs, construction costs developed for State arterials included in the Long Range Transportation Plan were based on the cost per centerline mile from the *FDOT District 7 Long Range Estimates Roadway Costs, June 2009* (Technical Appendix F), illustrating the cost per centerline mile figures developed for State roads based on both the improvement type and section design.

Table 11-2
State Roadway Centerline Mile Costs

Component	New Construction			Lane Addition			
	0 to 2 Lanes	0 to 4 Lanes	0 to 6 Lanes	2 to 4 Lanes[4]	2 to 6 Lanes[5]	4 to 6 Lanes[6]	6 to 8 Lanes[7]
Rural Design - Cost per Centerline Mile							
Product Support[1]	$1,368,622	$2,114,827	$2,663,594	$2,114,827	$2,663,594	$2,663,594	$2,663,594
Right-of-Way[2]	$3,421,555	$5,287,067	$6,658,985	$5,287,067	$6,658,985	$6,658,985	$6,658,985
Construction[3]	$6,843,110	$10,574,134	$13,317,970	$10,574,134	$13,317,970	$13,317,970	$13,317,970
Total	**$10,264,665**	**$15,861,201**	**$19,976,955**	**$15,861,201**	**$19,976,955**	**$19,976,955**	**$19,976,955**
Urban Design - Cost per Centerline Mile							
Product Support[1]	$1,843,798	$2,582,679	$3,160,231	$2,582,679	$3,160,231	$3,160,231	$3,160,231
Right-of-Way[2]	$4,609,494	$6,456,697	$7,900,577	$6,456,697	$7,900,577	$7,900,577	$7,900,577
Construction[3]	$9,218,988	$12,913,393	$15,801,154	$12,913,393	$15,801,154	$15,801,154	$15,801,154
Total	**$13,828,482**	**$19,370,090**	**$23,701,731**	**$19,370,090**	**$23,701,731**	**$23,701,731**	**$23,701,731**

Product Support includes design and CEI costs and is assumed to be 20 percent of the total construction cost for state roads. However, FDOT will fund product support in-house and therefore they costs have not been included in the totals for rural and urban designed State roads.

(1) Based on a discussion with FDOT District 7 staff, ROW should be assessed at 50 percent of the construction costs for Hernando County.
(2) *FDOT District 7 Long Range Estimates Roadway Costs, June 2009* (Technical Appendix F).
(3) Based on a discussion with FDOT District 7 staff, the cost for a 2- to 4-lane improvement is equivalent to the cost for a 0- to 4-lane improvement.
(4) Based on a discussion with FDOT District 7 staff, the cost for a 2- to 6-lane improvement is equivalent to the cost for a 4- to 6-lane improvement.
(5) Based on a discussion with FDOT District 7 staff, the cost for a 4- to 6-lane improvement is equivalent to the cost for a 0- to 6-lane improvement.
(6) Based on a discussion with FDOT District 7 staff, the cost for a 6- to 8-lane improvement is equivalent to the cost for a 0- to 6-lane improvement.

Bicycle and Pedestrian Facilities Costs

The bicycle facility costs for State roads included in the Long Range Transportation Plan were based on cost figures established in the *FDOT 2004 Transportation Costs Report, March 2005* (Technical Appendix G). Due to a lack of more recent cost data, these costs were indexed to current dollars using the most recent FDOT construction cost inflation factors from the *Advisory Inflation Factors for Previous Years (1987-2009) Report, May 2009* (Technical Appendix H), produced by the FDOT Office of Policy Planning.

The pedestrian facility costs for State roads included in the Long Range Transportation Plan were based on the *FDOT District 7 Long Range Estimates Roadway Costs, June 2009* (Technical Appendix F). See Table 11-3 for additional details.

Paved Shoulders Facilities Costs

The paved shoulders unit costs for State roads included in the Long Range Transportation Plan were based on the bicycle facility cost from the *FDOT District 7 Long Range Estimates Roadway Costs, June 2009* (Technical Appendix F). Paved shoulders are assumed to cost 85 percent of the cost for a bike lane (4' width - 2 sides) when widening an urban road.

Table 11-3
Non-Motorized Transportation Facilities Costs

Facility	2004	2009
Bicycle Facilities Unit Costs [(1)]		
Bike Path per Mile (12' width) Rail-to-Trail Conversion	$515,500	$840,265
Bike Lane per Mile (5' width - 2 sides) Pavement Extension, Rural	$634,900	$1,034,887
Bike Lane per Mile (4' width - 2 sides) when widening road, Urban	$205,508	$334,978
Pedestrian Facilities Unit Costs [(2)]		
Sidewalks per mile (5' width - 1 side)	n/a	$187,465
Sidewalks per mile (6' width - 1 side)	n/a	$224,958
Paved Shoulders Unit Costs [(3)]		
Paved Shoulder per Mile (4' width - 2 sides)	n/a	$284,731

(1) Source: FDOT 2004 Transportation costs. Costs have been inflated to 2009 dollars using recent FDOT roadway inflation factors (63% increase).
(2) Source: *FDOT District 7 Long Range Estimates Roadway Costs, June 2009.*
(3) Paved shoulders are assumed to cost 85 percent of the bike lane per mile (4' width) costs (Calculation: $334,978 x 85% = $284,731).

Transit Facilities Costs

As shown in Table 11-4, a number of assumptions were made to support forecasting of public transportation costs for the time period from 2015 through 2035 in the Long Range Transportation Plan.

Table 11-4
Transit Facilities Cost Assumptions

Item	Unit	Base Year[(1)]	Cost
Bus Service Enhancements	per hour	2010	$76.30
Existing Fixed-Route Operating Service	per year	2010	$760,773
Existing Paratransit Operating Service	per year	2010	$740,068
Light Duty Cutaway Replacement Vehicle	per vehicle	2009	$150,000
Medium Duty, Low-Floor Refurbished Bus	per vehicle	2009	$43,000
New and Replacement ADA buses	per vehicle	2009	$74,300
Signs (Unit Cost)	per sign	2009	$150
Benches with Shade and Concrete Work (Unit Cost)	per bench	2009	$4,000
Shelters (Unit Cost)	per shelter	2009	$24,000
Annual Miscellaneous Capital and Marketing Material	per year	2009	$20,000
Park-and-Ride Facilities[(2)]	per facility	2009	$105,000

(1) These represent unit costs for the base year shown. These costs have been indexed to year of expenditure based on Table 3-2-6 when projecting future transit costs.
(2) Park-and-ride facilities were assumed to cost $3,500 per space for construction and contain 30 spaces per lot.
Source: Hernando County MPO and the 2009 *Transit Development Plan Update.*

Additional Assumptions:

- Other applicable assumptions and cost projections developed for the 2009 Transportation Development Plan (TDP) Update were used as a starting point.

- Operating, capital, and infrastructure costs were all indexed to year-of-expenditure costs based on the indexing schedule shown in Tables 11-5 and 11-6. The annual indexing rates were provided by FDOT.

Table 11-5
FDOT Inflation Factors to Convert Roadway Cost Estimates to Year of Expenditure (YOE) Dollars [1]

Time Period	YOE Factor (2009 base)	Time Period	YOE Factor (2010 base)
2009-15	1.24	2010-15	1.19
2016-20	1.37	2016-20	1.31
2021-25	1.61	2021-25	1.54
2026-30	1.89	2026-30	1.81
2031-35	2.22	2031-35	2.13

(1) Source: *FDOT 2035 Revenue Forecast Handbook, pg. D-3.* The five-year YOE factors are based on the annual inflation rates provided and due to rounding issues, they do not exactly match the five-year figures shown in the FDOT handbook.

Table 11-6
FDOT Inflation Factors to Convert Transit Cost Estimates to Year of Expenditure (YOE) Dollars [1]

Time Period	YOE Factor (2009 base)	Time Period	YOE Factor (2010 base)
2009-15	1.16	2010-15	1.14
2016-20	1.24	2016-20	1.23
2021-25	1.40	2021-25	1.39
2026-30	1.59	2026-30	1.57
2031-35	1.89	2031-35	1.78

(2) FDOT errata and revisions from the *2035 Revenue Forecast, October 2008.* The five-year YOE factors are based on the annual inflation rates provided and due to rounding issues, they do not exactly match the five-year figures shown in the FDOT errata.

REVENUE PROJECTIONS

The Hernando County 2035 Long Range Transportation Plan includes revenue projections from federal, state and county sources. The following section describes the development of these revenue sources, which are used to develop the 2035 Cost Affordable Plan for the Long Range Transportation Plan.

Table 11-7 provides a brief summary of each transportation source in Hernando County, as well as the total projected revenues from 2015 to 2035. As shown in the table, there is approximately $1.9 billion dollars available to fund transportation improvements in the 2035 Long Range Transportation Plan.

Table 11-7
Transportation Revenue Sources

Type	Fund	Description	Total (2015-2035)
Federal	Strategic Intermodal System / Florida Interstate Highway System	Revenues go towards construction, improvements, and associated ROW on SIS highways and the FIHS (interstate, turnpike, toll roads)	**$554,441,254**
State	Other Arterial Construction/ROW	Revenues go towards construction, improvements, and associated ROW on State Highway System roadways not designated as part of the SIS or FIHS	**$112,800,000**
Local	Transportation Impact Fees	Charge per unit of new development and is available to fund roadway capacity expansion projects	**$200,364,764**
Local	Gas Tax	Hernando County collects 12 pennies of gas tax and dedicates 100 percent of the revenues to roadway operations and maintenance	**$188,246,583**
Local	Developer Contributions	Revenues from developers that will be in the form of construction of new roads that facilitate development of certain corridors in Hernando County	**$742,645,569**
State	Transportation Regional Incentive Program	Growth Management funding for regional transportation projects in "regional transportation areas." TRIP funds must support transportation facilities that serve national, statewide, or regional functions and function as an integrated regional transportation system	**$24,609,001**
Local, State, Federal	Transit Revenues	Section 5307 federal funds, state service development and corridor grants and local funds for capital and operatings costs	**$101,594,750**
Total			**$1,924,701,921**

Source: Appendix G

Table 11-8 provides the transportation revenues from Table 11-7 in five-year increments, while Table 11-9 summarizes the transportation revenues based on the associated mode (roadways or transit) and the type of allocation (capital or maintenance expenditure).

.

Table 11-8
2015-2035 Transportation Revenues in Five Year Increments

Fund	2015	2016-2020	2021-2025	2026-2030	2031-2035	Total (2015-2035)
Strategic Intermodal System / Florida Interstate Highway System	$0	$58,034,454	$430,545,760	$65,861,040	$0	**$554,441,254**
Other Arterial Construction/ROW	$3,800,000	$23,400,000	$26,300,000	$28,300,000	$31,000,000	**$112,800,000**
Transportation Impact Fees	$5,603,774	$31,398,110	$39,386,625	$50,806,775	$73,169,480	**$200,364,764**
Gas Tax	$8,964,123	$44,820,615	$44,820,615	$44,820,615	$44,820,615	**$188,246,583**
Developer Contributions	$4,679,189	$97,081,141	$281,826,927	$316,296,364	$42,761,948	**$742,645,569**
Transportation Regional Incentive Program	$1,171,857	$5,859,286	$5,859,286	$5,859,286	$5,859,286	**$24,609,001**
Transit Revenues	$2,634,437	$18,587,755	$22,578,613	$25,544,838	$32,249,107	**$101,594,750**
Total	**$26,853,380**	**$279,181,361**	**$851,317,826**	**$537,488,918**	**$229,860,436**	**$1,924,701,921**

Source: Appendix G

Table 11-9
2015-2035 Transportation Revenues

Source	Capital	Operating	Total
Roadway Facilities	$1,634,860,588	$188,246,583	**$1,823,107,171**
Transit Facilities	$15,088,463	$86,506,287	**$101,594,750**
Total	**$1,649,949,051**	**$274,752,870**	**$1,924,701,921**

Source: Appendix G

Roadway Revenue Sources

Federal Revenue Sources – Capital

Annual federal revenue projections for the Strategic Intermodal System were established by the Strategic Intermodal System Long Range Highway Capacity Plan. See Technical Appendix E for additional details.

- Strategic Intermodal System (SIS) / Florida Interstate Highway System (FIHS) – Capacity program providing funds for construction, improvements, and associated ROW on the State Highway System roadways designated as part of the SIS or FIHS.
- Between 2015 and 2035, approximately $554.4 million will be used to fund the SIS / FIHS projects in Hernando County.

State Revenue Sources – Capital

Annual state revenue projections for the 2035 LRTP were established in the *Supplement to the FDOT 2035 Revenue Forecast Handbook* (Technical Appendix E), for the following categories:

- Other Arterial Construction/ROW (OA) – Capacity program providing funds for construction, improvements, and associated ROW on the State Highway System roadways not designated as part of the Strategic Intermodal System or Florida Interstate Highway System. Includes additional funding for the Economic Development Program, the County Incentive Grant Program and the Small County Outreach Program. Between 2015 and 2035, approximately $112.8 million will be available for roadway infrastructure projects.

- Transportation Regional Incentive Program (TRIP) – Between 2015 and 2035, it is estimated that Hernando County will receive approximately $24.6 million in transportation regional incentive program funds for roadway capital expenditures[1] based on an allocation process developed in conjunction with staff from counties in FDOT District 7. Transportation regional incentive program funds are used to support those transportation facilities that serve national, statewide, or regional functions and function as an integrated regional transportation system. Also, transportation regional incentive program funds should have a commitment for

1 Section 339.155(5) and Section 339.5819, Florida Statutes (2009)

local, regional, or private financial matching funds as a percentage of the overall project cost.

Local Revenue Sources – Capital

Local revenue sources that could potentially fund the 2035 Needs Plan projects were also provided by the Hernando MPO. The 2035 Cost Affordable Plan will be funded primarily with transportation impact fee revenues and developer contributions. The development of these local revenue sources is discussed in more detail in the remainder of this section.

Transportation Impact Fee

Transportation impact[2] fees are assessed to provide revenue for financing the expansion of roadway facilities needed to accommodate new growth and development. Hernando County began collecting impact fees in 1986 and currently charges a transportation impact fee of $3,627 per single family home (1,501-2,499 square foot category). Revenues generated by the transportation impact fee program are a main source of funding for the County's Cost Affordable Roadway Plan. However, transportation impact fees can only be used for the expansion of roadway facilities or similar capacity-adding projects and may not be used to fund roadway operations or maintenance projects.

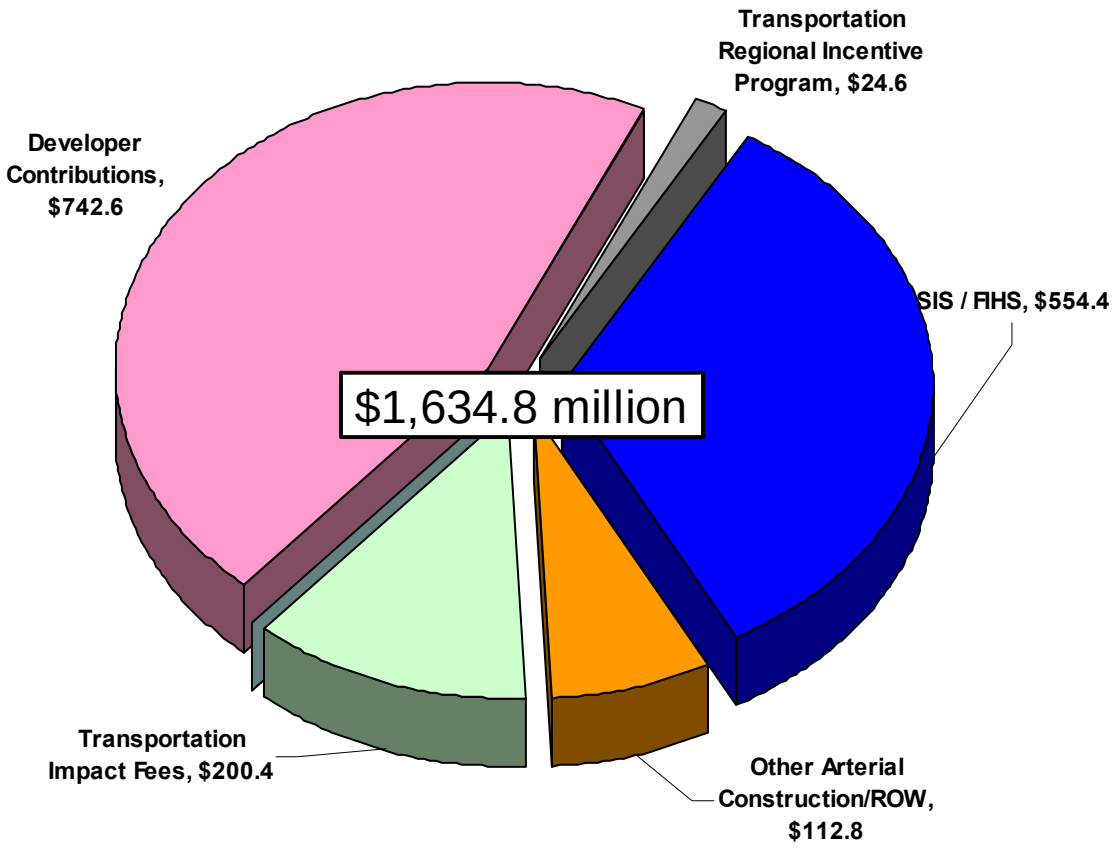
To project available transportation impact fee revenue through 2035, future transportation impact fee revenues are calculated using building permit projections. Future building permits were projected by dividing the projected County population by the average residents per household from the 2000 US Census. Population projections used in this analysis are from 2035 socioeconomic ZDATA data estimates and account for the current period of slower-than-average growth before gradually increasing and eventually returning to a three percent annual growth rate by 2035. Based on these projections, approximately 51,000 permits will be issued between 2015 and 2035. Permit projections ranged from approximately 1,400 in 2015 to 3,700 in 2035.

It is expected that transportation impact fees will continue to generate the main source of capital revenue for the County. As shown in Figure 11-1, under the assumption that there is no increase in the amount of transportation impact fee currently charged to a single-family home, it is projected that the County will generate a total of $200.4 million

2 Sections 1-2, Art. VIII, State Constitution

for capital roadway projects between 2015 through 2035. All projected transportation impact fee revenues are applied to the County's roadway capital expansion program.

Figure 11-1
2015-2035 Roadway Revenues – Capital (in millions)



Note: Figure 11-1 provides a breakdown of the roadway revenue projections for Hernando County. This figure represents the collection of revenues available to fund capital expenditures within the County.

Developer Contributions

Between 2015 and 2035, Hernando County will receive $742.6 million in developer-built roadways and associated ROW dedications[3]. These projects are either funded or constructed by developers as part of a developer agreement consistent with Hernando County's land development regulation. This includes frontage roads in some areas.

3 Section 163.380(12), Florida Statutes (2009)

Local Revenue Sources – Operating

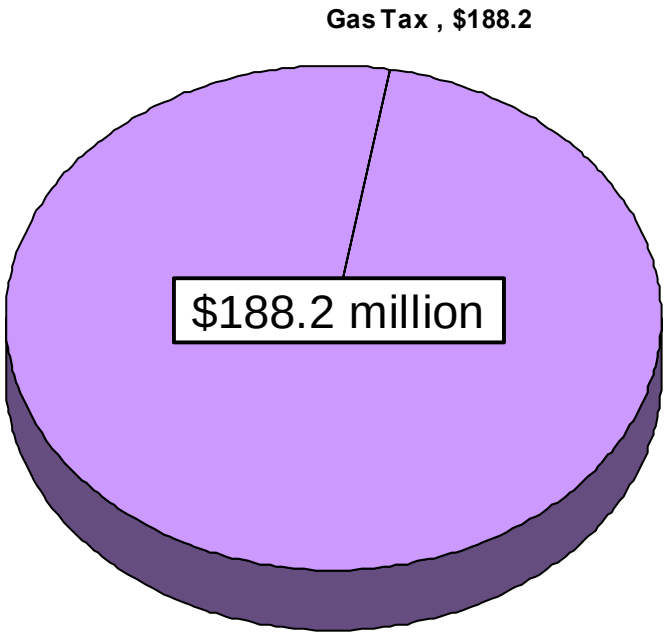
Local revenue sources that could potentially fund the 2035 Needs Plan projects operating costs were also considered.

Gas Tax

In addition to the three cents of gas tax levied through the state-mandated Constitutional Gas Tax[4] and the County Fuel Tax[5], local governments have the authority to levy up to 12 cents per gallon of local option gas taxes (LOGT) through three separate taxes: a Ninth-Cent (1 cent per gallon)[6], 1st local option gas tax (6 cents per gallon)[7], and 2nd local option gas tax (5 cents per gallon)[8]. The Ninth-Cent is a one-cent tax on every net gallon of both motor and diesel fuel sold within a county. The 1st local option gas tax is a tax of 1 to 6 cents on every net gallon of both motor and diesel fuel sold within a county. The 2nd local option gas tax is a tax of 1 to 5 cents on every net gallon of motor fuel sold within a county. Hernando County currently has imposed 12 cents per gallon of gas tax, having opted to collect two out of a possible five cents per gallon of the 2nd local option gas tax. Based on discussions with County staff, the County currently applies 100 percent of the revenue generated from gas taxes to roadway operating and maintenance (i.e., paving and resurfacing) expenses. It is expected that the County will continue to distribute future gas tax revenues at the current appropriations. As shown in Figure 11-2, under the assumption that the County gas tax collections will remain consistent through 2035, the County will have approximately $188.2 million available for operating and maintenance improvement projects between 2015 and 2035.

4 Section 9(c), Art. XII, State Constitution
5 Section 206.41(1)(b), Florida Statutes (2009)
6 Section 336.021(1)(a), Florida Statutes (2009)
7 Section 336.025(1)(a), Florida Statutes (2009)
8 Section 336.025(1)(b), Florida Statutes (2009)

Figure 11-2
2015-2035 Roadway Revenues – Operating (in millions)



Note: Figure 11-2 provides a breakdown of the roadway revenue projections for Hernando County. This figure represents the collection of revenues available to fund operating expenditures within the County.

Transit Facilities Revenue Sources

Transit revenue projections for the LRTP were prepared for Hernando County to fund the Cost Affordable Transit Plan through 2035. The capital and operating revenue projections developed for the Hernando County fixed-route transit, paratransit, and capital infrastructure are summarized in Appendix G. A description of each available revenue source is presented below. Breakdowns of revenue sources for transit are illustrated in Figures 11-3 and 11-4.

Federal Revenue Sources - Capital

Federal revenues include Federal Section 5307 funds and additional federal grant funds between 2031 and 2035. Section 5307 will only provide approximately $0.1 million in revenues in 2015 and will not provide additional revenues through 2035. Starting in 2031, Federal Grants monies will be available to fund specific transit projects in County totaling approximately $2.1 million.

Federal Revenue Sources - Operating

Federal funds available for operating expenditures include Federal Section 5307 and between 2015 and 2035, approximately $33.3 million will be available for transit operations.

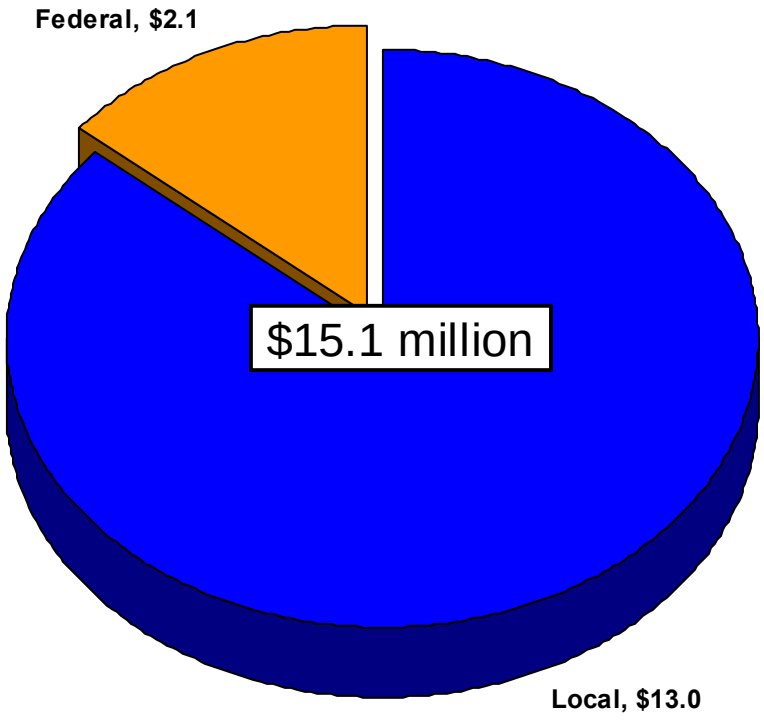
State Revenue Sources - Operating

State funds include FDOT Block Grant Program and the FDOT Service Development Program, which will contribute approximately $19.1 million between 2015 and 2035.

Local Revenue Sources – Capital

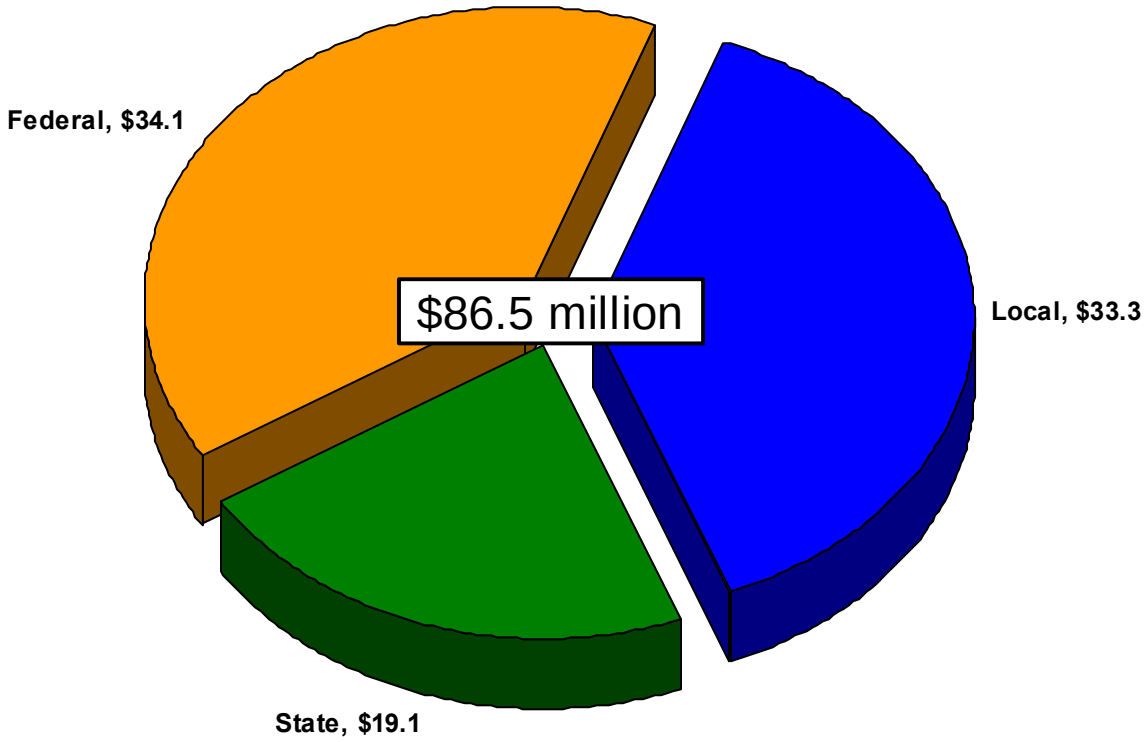
Hernando County will receive approximately $13.0 million in new local funds for capital expenditures between 2015 and 2035.

Figure 11-3
2015-2035 Transit Facilities Revenues – Capital (in millions)



Note: Figure 11-3 provides a breakdown of the transit facilities revenue projections for Hernando County. This figure represents the collection of revenues available to fund capital expenditures within the County.

Figure 11-4
2015-2035 Transit Facilities Revenues – Operating (in millions)



Note: Figure 11-4 provides a breakdown of the transit facilities revenue projections for Hernando County. This figure represents the collection of revenues available to fund operating expenditures within the County.

Local Revenue Sources – Operating

Local funds include existing local funds, farebox revenues, and new local funds for operating 60-minute headways and matches for service development. Hernando County will also receive approximately $34.1 million in local revenues between 2015 and 2035 for operating expenditures.

Enhanced Revenues

Hernando County requested that additional enhanced revenue sources be evaluated as part of the development of the 2035 LRTP. This evaluation includes an enhanced transportation impact fee revenue scenario that gradually indexes the adopted fees every five years. In addition, a local option infrastructure sales surtax strategy was also reviewed. The additional local revenues identified below are part of an enhanced set of

revenues the County could utilize to help address any funding shortfalls that emerge from the development of the 2035 Needs Plan. The enhanced revenues are not included in the Hernando County Cost Affordable Plan.

Transportation Impact Fee/Mobility Fee

As previously discussed, the transportation impact fee revenue projections established for the base revenue scenario assume no increase in the fee through the year 2035. It is anticipated that both the cost of required roadway improvements and the demand that new growth will place on the existing roadway system would result in a need to increase in the transportation impact fee several times by the year 2035. However, the current transportation impact fee is assumed to be replaced with a mobility fee (fee revenues can be spent on all modes of travel, not just roadways) in the near future based on results of legislative direction associated with the passage of the Community Renewal Act, a/k/a Senate Bill 360.

While the adoption and implementation date of the mobility fee is unknown, for revenue estimation purposes. It is assumed that the fee will be implemented no later than January of 2015 and will be in place through December 2035. Under the enhanced revenue scenario, in which the impact fee is indexed by 10 percent every five years, mobility fee collections would total approximately $255.9 million between 2015 and 2035 (approximately $55.5 million more than the County would collect under the current impact fee rate). See Appendix H for additional details.

Local Option Infrastructure Sales Surtax[9]

Although imposing a discretionary local sales tax would require voter approval by referendum, an option that the County may explore implementing a one-cent sales tax as a potential revenue source for capital roadway improvements. It is projected that implementing a one cent sales tax will generate approximately $180.1 million between 2014 and 2035; with 25 percent of this revenue being applied to the capital roadway program and 75 percent being applied to capitalized maintenance projects. The projected sales tax revenue is based on the estimated value of one penny of local discretionary sales surtax for Hernando County from the 2009 *Local Government Financial Information Handbook* and was indexed each year by the annual population growth projections for the county. See Appendix H for additional details.

9 Section 212.055, Florida Statutes (2009)

Section 12
REGIONAL LRTP COMPONENT

OVERVIEW

This section documents the **Regional LRTP Component**, adopted by the West Central Florida MPO Chairs Coordinating Committee (CCC) at its November 2009 meeting. The CCC "is responsible for ensuring transportation planning in a region that stretches along Florida's Gulf Coast from Sarasota County to Citrus County and east to Polk County." This responsibility includes the development of the 2035 Cost Affordable Regional Long Range Transportation Plan. Included in the regional component are maps of the highway, transit, and multi-use trail systems for the West Central Florida region. Excerpts from the regional plan are provided in this section.

The regional element of the LRTP consists of three principal components addressed in the CCC's Regional LRTP, as follows:

- The Regional Highway and Mass Transit Needs Assessment;
- The Regional Highway and Mass Transit Cost Affordable Highway and Mass Transit Plan, and;
- The Regional Multi-Use Trails Element

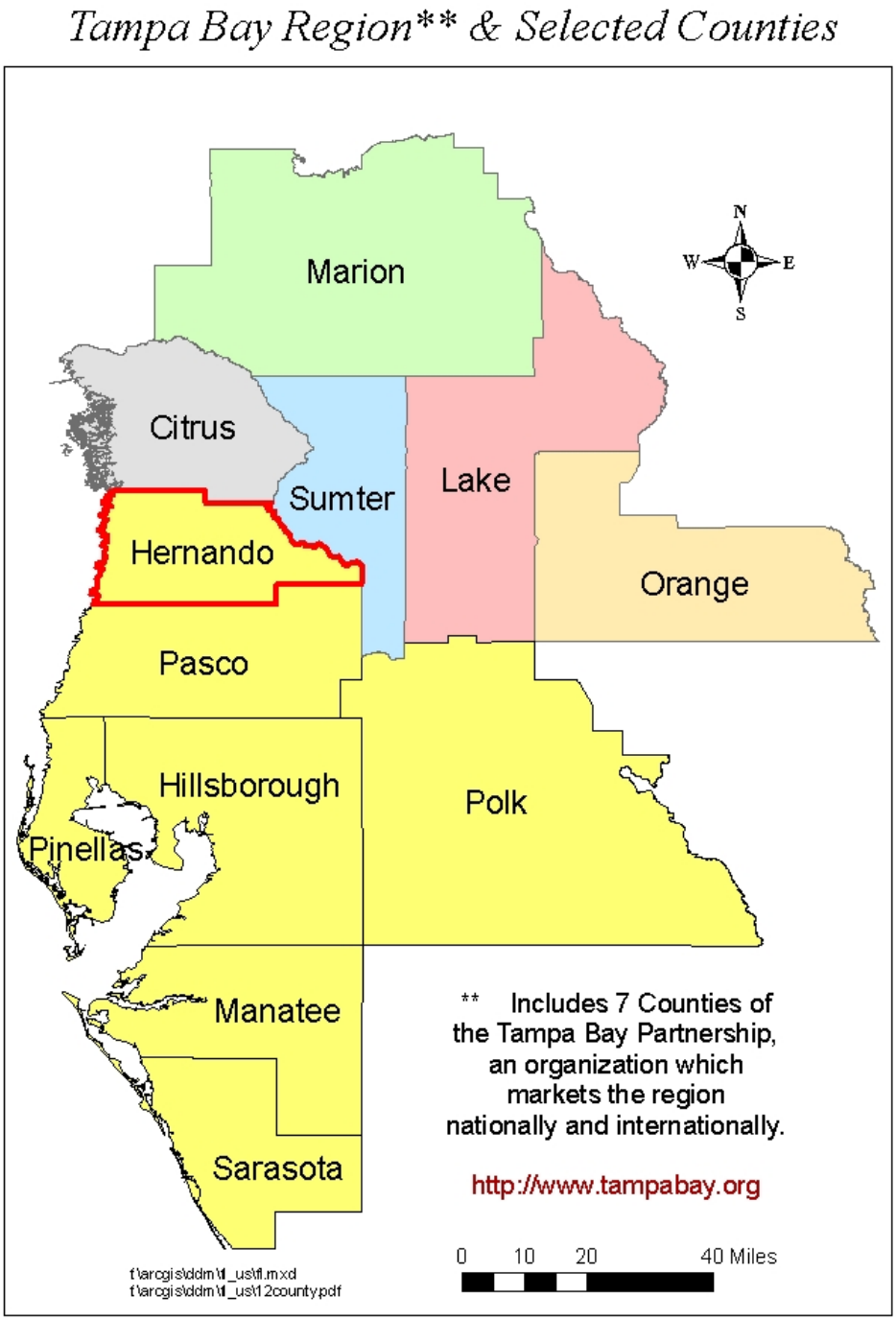
As depicted in Map 12-1, the West Central Florida area consists of the six MPOs shown in yellow, as well as Citrus County. These align with the member counties of the Tampa Bay Partnership (with the exception of Citrus County), the regional economic development organization.

REGIONAL PLANNING COORDINATION

Following the 1990 Census, the U.S. Department of Transportation designated Pinellas, Pasco, and Hillsborough Counties a single Transportation Management Area (TMA). This provided the impetus for a formal process of coordinating regional transportation planning among the region's MPOs. In 1993, the Governor mandated a comprehensive and coordinated planning process that included the MPOs, the Florida Department of

Transportation (FDOT), and other agencies. Specifically, the MPOs in the TMA, as well as the Hernando County MPO, were requested to coordinate in the development of their long range transportation plans, including a regional travel demand forecasting model.

Map 12-1
The West Central Florida Area



The Chairs Coordinating Committee

Coordination among the MPOs is accomplished through the West Central Florida Chairs Coordinating Committee (CCC). In 2000, the Florida Legislature extended the coordinating function to Manatee, Sarasota, and Polk Counties by providing representation for the Polk Transportation Planning Organization and the Sarasota/Manatee MPO. FDOT, the Tampa Bay Regional Planning Council, and adjoining regional planning councils also participate in this process in a non-voting capacity. Citrus County is a voting member of the CCC for Transportation Regional Incentive Program (TRIP) issues only.

The legislative mandate gives the CCC four principal tasks:

- Coordinate transportation projects that are deemed to be regionally significant by the committee;
- Review the impact of regionally significant land use decisions on the region;
- Review all proposed regionally significant transportation projects in the respective transportation improvement programs which affect more than one of the MPOs represented on the committee; and
- Institute a conflict resolution process to address any conflict that may arise in the planning and programming of such regionally significant projects.

The CCC has adopted a set of Regional Transportation Strategies to provide guidance in the development of each MPO's long range transportation plan (LRTP) and assurance that each plan addresses a common set of regional issues. The strategies cover five main planning areas dealing with the development and maintenance of long range plans:

- Planning activities;
- Transportation system development;
- Plan implementation activities;
- Goods movement concerns; and
- Financial concerns and project funding.

Other Regional Coordination Mechanisms

In addition to the CCC, several other agencies, organizations, and studies function to address transportation and related issues at the regional scale. These coordinating mechanisms are described briefly below:

Regional Transportation Analysis: The Regional Transportation Analysis (RTA) promotes transportation planning both within and among the counties that make up the Tampa Bay Region. The RTA provides a forum for the coordination of proposed transportation improvements - both highway and transit - that span multiple jurisdictions. Another important function of the RTA is that it provides for the development of a regional travel demand-forecasting model, the Tampa Bay Regional Planning Model. The RTA study area corresponds with the jurisdiction of Florida Department of Transportation District 7.

Tampa Bay Regional Goods Movement Study*:* Produced by FDOT District 7, the Tampa Bay Regional Goods Movement Study covers Hillsborough, Pinellas, Pasco, Hernando, and Citrus Counties. It was developed to prepare the region for increased demand on the freight transportation network (including seaports, airports, railroads, and highways) resulting from expanding and diversifying regional, national, and global markets. The study provides a framework for integrating freight mobility considerations into the local and regional transportation and land use planning processes. A Goods Movement Advisory Committee has been formed to guide and inform the development of a regional strategic freight plan.

West Central Florida Air Quality Coordinating Committee: The purpose of the West Central Florida Air Quality Coordinating Committee (WCFAQCC) is to promote air quality planning and coordination among pollution control agencies, MPOs, industry, and other governmental entities involved in air quality management. It serves as a forum for sharing knowledge, experience and information. The committee promotes consistency in methods and practices, participates in reviewing proposed legislation, and educates the public. The committee meets on a quarterly basis and has sponsored a number of conferences designed to heighten awareness and disseminate information.

WCFAQCC was formed following the U.S. Environmental Protection Agency's (EPA) designation of the Tampa Bay Airshed as an air quality non-attainment area in 1977. After the committee successfully assisted in restoring the region's air quality attainment status, it dissolved. However, the EPA's air quality standards were revised in 2008, and the Tampa Bay Airshed is anticipated to be designated as a non-attainment area once

again. In light of these developments, WCFAQCC is reforming to address regional air quality issues.

Transportation Management Organization Coordinating Group: There are four Transportation Management Organizations (TMOs) in West Central Florida. Bay Area Commuter Services (described in further detail below) serves the counties of FDOT District 7. The other three TMOs represent specific areas within Hillsborough County: the Tampa Downtown Partnership, the Westshore Alliance, and the New North Transportation Alliance (serving the area surrounding USF and parts of Temple Terrace). Through the TMO Coordinating Group, these entities work with each other and other organizations like local transit agencies to develop transportation demand management (TDM) strategies for reducing peak hour traffic congestion.

Continuing Florida Aviation Systems Planning Process*:* The Continuing Florida Aviation Systems Planning Process (CFASPP) was established by the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT) as a method for continually monitoring and maintaining a viable statewide aviation environment and determining the development requirements to best meet projected aviation demands. The West Central Florida Metropolitan Area Steering Committee contributes to the CFASPP by reviewing aviation activity forecasts, air transportation demands for each community, and other regional aviation issues for the Tampa Bay area as part of the statewide aviation planning process.

Bay Area Commuter Services: Bay Area Commuter Services (BACS) is a FDOT commuter assistance program whose purpose is to promote transportation alternatives to single-occupant vehicles in Hillsborough, Pinellas, Pasco, Hernando, and Citrus Counties. BACS works with the region's businesses and communities to develop programs and materials to help reduce peak hour traffic congestion. Programs and materials focus on shifting work commutes to different times of the day through telecommuting or alternate work hour programs and/or to other modes of transportation like public transit, carpooling, vanpooling, or bicycling. BACS also promotes efficient land use planning to enhance the viability of alternative modes of transportation and curb the growth of vehicular travel.

Tampa Bay Area Regional Transportation Authority: The Tampa Bay Area Regional Transportation Authority (TBARTA) consists of members from Hillsborough, Pinellas, Pasco, Hernando, Citrus, Manatee, and Sarasota Counties, FDOT, the CCC, and certain cities in the region. TBARTA focuses on improving regional multimodal mobility,

including regional transit and travel demand management options, and coordinates planning efforts among public transit properties in the region.

TBARTA was created by the Florida State Legislature in 2007 to develop and implement a Regional Transportation Master Plan for the seven-county region consisting of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. The Authority specifically focuses on improving mobility and expanding multimodal transportation options for passengers and freight throughout the seven-county region. TBARTA is governed by a 16-member board appointed by the County Commissions, the Governor, FDOT (non-voting), the CCC, the largest municipalities in the Hillsborough Area Regional Transit, Pinellas Suncoast Transit Authority service districts, and the largest municipality in Sarasota/Manatee.

TBARTA's legislative mandate focuses on coordinating transportation and land use planning between existing agencies, municipalities, local governing bodies, and FDOT. To this end, the Authority was required to develop a conflict resolution process by July 1, 2008 to address consistency between transportation and land use plans in the region and adopt a Regional Transportation Master Plan by July 1, 2009. The Master Plan must be updated every two years. The Authority also has financial and legal powers that it may exercise to implement the Master Plan.

TBARTA was also required to create a Transit Management Committee (TMC) to advise the Board on matters pertaining to the creation and implementation of a multimodal master plan. The TMC allows TBARTA to coordinate multimodal planning with public transit properties within the region and provides technical assistance in plan development. A second committee, the Citizens Advisory Committee, was also mandated to ensure broad public awareness and participation and the inclusion of a diverse cross-section of stakeholders throughout the region to inform plan development.

Each of these regional coordination efforts informs the CCC to identify regionally significant transportation infrastructure and mobility needs in the development of its Regional Long Range Transportation Plan (RLRTP). The RLRTP has been developed against the backdrop of the TBARTA Master Plan and concurrent with this update to the Hillsborough MPO LRTP. These complimentary transportation planning efforts are the result of close coordination and collaboration.

REGIONAL TRANSPORTATION NEEDS

Despite the recent economic downturn, steady population growth is predicted for the Tampa Bay region in the coming decades. This growth will place great demands on our transportation system to move people to employment, educational, and entertainment destinations. More goods and services will also be needed to support this growth requiring improved accessibility for trucks and trains to transport goods to markets. An integrated regional network of roadways, railways, multiuse trails and waterways will be needed to accommodate the multitude of travel purposes of our residents, visitors, and freight suppliers.

Development of Prioritization Criteria

The West Central Florida Chair's Coordinating Committee adopted a set of goals and objectives for regional transportation as part of the 2035 Regional LRTP update. Many of the measures were developed by the CCC's Staff Directors and Technical Review Team (TRT) to review, compare and prioritize potential projects. Most of the information for the measures was developed from the Regional Transit Analysis travel demand model. It is important to note that model generated statistics include only that portion of the region located within District 7. Model information from the Sarasota/Manatee and the Polk MPOs is not included. For the purposes of the 2035 Regional LRTP update, the goals, objectives, and measures were reviewed and updated accordingly. Those goals and objectives are listed as section headers below, with the performance measure described below each.

Regional Goals and Objectives

The goals, objectives, and performance measures outlined in this document were developed as a tool to assist the CCC in the prioritization of projects identified in the Needs Assessment. Through the application of these comprehensive prioritization criteria, a cost feasible list of projects will be developed as the basis for an effective transportation improvement strategy to the year 2035.

GOAL1: Provide a safe and efficient multi-modal transportation system that serves the mobility needs of West Central Florida.

- Objective 1.1 – Maintain & improve the regionally significant highway system.

- Objective 1.2 – Maintain and improve an integrated public transportation system that addresses regional mobility, and promotes regional connectivity and customer convenience.
- Objective 1.3 – Support an integrated regional transportation system with efficient connections between transportation modes.
- Objective 1.4 – Support improvements to regional emergency evacuation routes and to related infrastructure.
- Objective 1.5 – Support improvements to regional roadways with a high incidence of crashes.

GOAL 2: Provide a transportation system that contributes to the economic vitality of West Central Florida.

- Objective 2.1 – Improve access to regional activity centers.
- Objective 2.2 – Improve access to regional intermodal facilities on the Strategic Intermodal System to enhance the movement of people, goods and freight.
- Objective 2.3 – Develop the regional transportation system to support adopted land use plans, and encourage land use and planning decisions that promote an efficient regional transportation system.
- Objective 2.4 – Pursue opportunities to obtain maximum Federal and State funding for regional transportation needs.

GOAL 3: Provide a regional transportation system that protects the environment and preserves quality of life.

- Objective 3.2 – Minimize disruption to established communities and environmental justice areas.
- Objective 3.3 – Minimize the adverse effects that regional transportation improvements may have on environmentally sensitive resources and foster their enhancements to such resources.

Regional Needs Assessment

Developing the 2035 Regional Cost Affordable Transportation Plan began with the preparation of the Regional Transportation Needs Assessment, which identified the highway, transit and multi-use trail projects that address existing and future deficiencies regardless of costs. Development of the 2035 Needs Plan Network was based on

extensive analysis conducted as part of the previous 2025 RLRTP update. The 2025 Needs Plan was evaluated and revisions were developed based on updated land use data as well as from input from the CCC Staff Directors Coordination Team and the Technical Review Team (TRT).

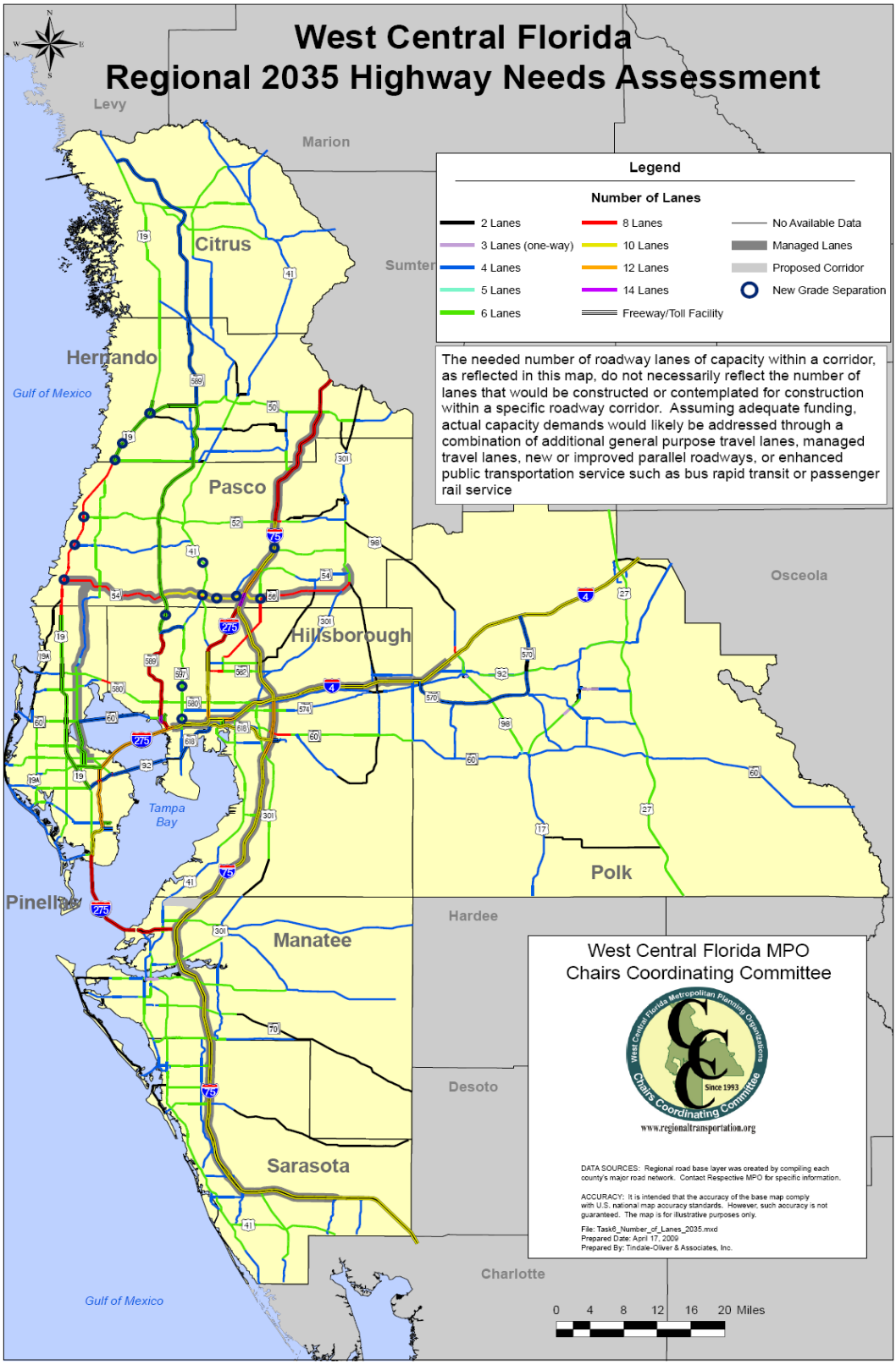
The CCC's development of the 2035 Regional Needs Assessment has been conducted against the backdrop of the newly-formed Tampa Bay Area Regional Transportation Authority's (TBARTA) Multimodal Master Plan, which was nearing completion during the CCC's planning process. While TBARTA officially represents seven of the eight counties in West Central Florida (excluding Polk), its Multimodal Master Plan includes all eight counties covered by the CCC. These dual transportation planning efforts at the regional level require close coordination, particularly considering the requirement that projects defined by TBARTA for possible federal funding must be adopted into an MPO Long Range Transportation Plan, and in turn, the CCC's Regional LRTP. Given TBARTA's focus on regional transit needs and priorities, it is taking the lead on the regional transit needs assessment, with the CCC reviewing those plans and identifying changes recommended by its member MPOs.

Regional Highway and Mass Transit Needs

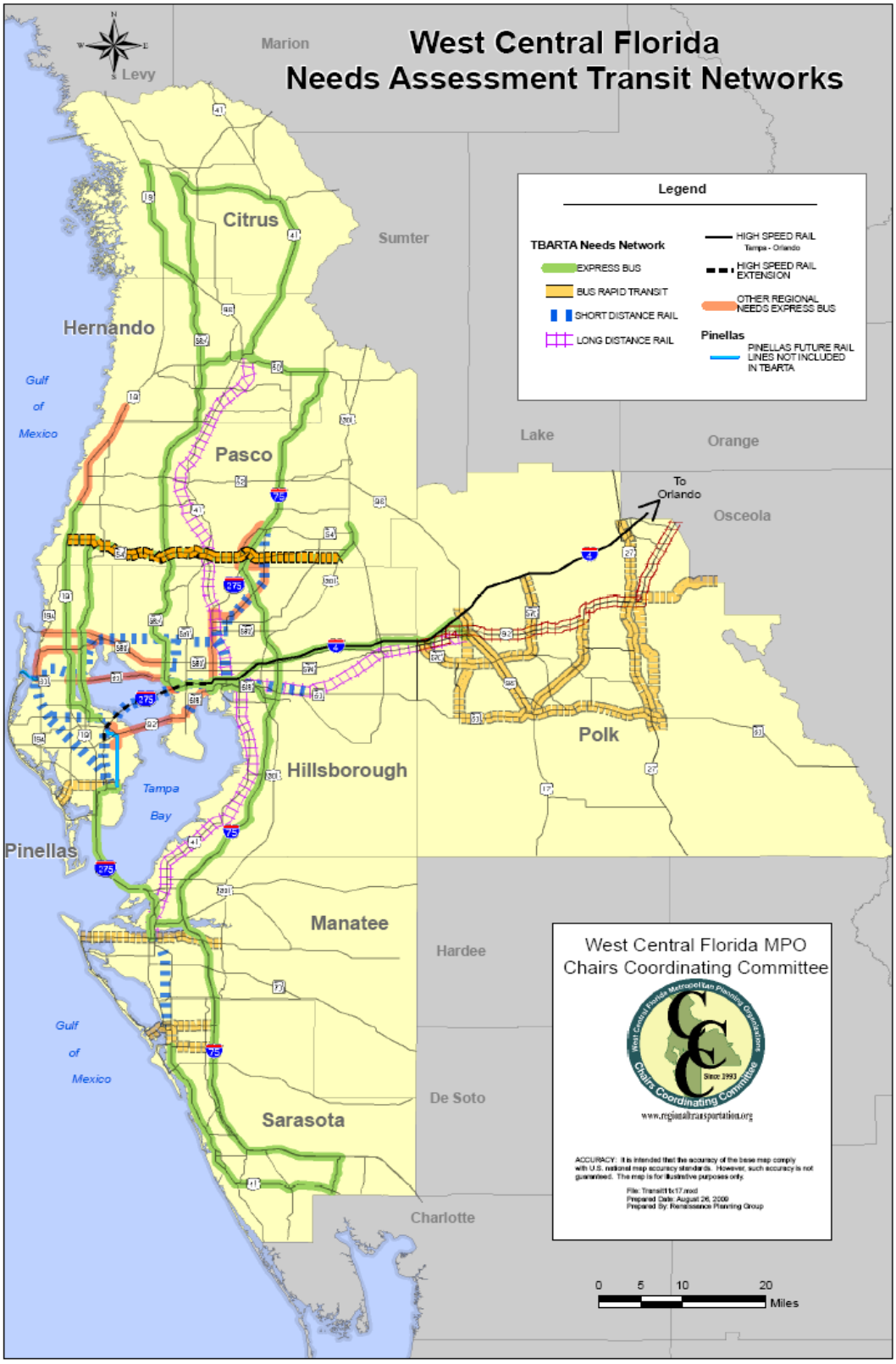
The Needs Assessment maintains existing congestion levels on the regional roadway network and significantly improves regional connectivity for transit, bicycle and pedestrian travel. These results are not unexpected because the Needs Assessment was not financially constrained. Paying for the improvements in the Needs Assessment would require a significant increase in transportation funding and in the tax rates used to generate the funding. Map 12-2 depicts the Regional Highway Needs Assessment map, while Map 12-3 illustrates the Regional Needs Assessment for Mass Transit.

Transportation corridors from the Needs Assessment were prioritized based on the CCC's prioritization process. This section provides an overview of the prioritization process and the resulting priority projects included in the 2035 Cost Affordable Plan based on available funding levels projected through 2035.

Map 12-2
REGIONAL NEEDS ASSESSMENT



Map 12-3
REGIONAL MASS TRANSIT NEEDS ASSESSMENT



PROJECT CORRIDOR PRIORITIZATION

Once the CCC endorsed the Regional Transportation Needs Assessment, the candidate projects were prioritized using the evaluation criteria and supporting data to measure the effectiveness of highway and transit projects to achieve regional mobility and livability objectives. The CCC Staff Directors ranked project corridors within each defined travel market based on the following evaluation criteria:

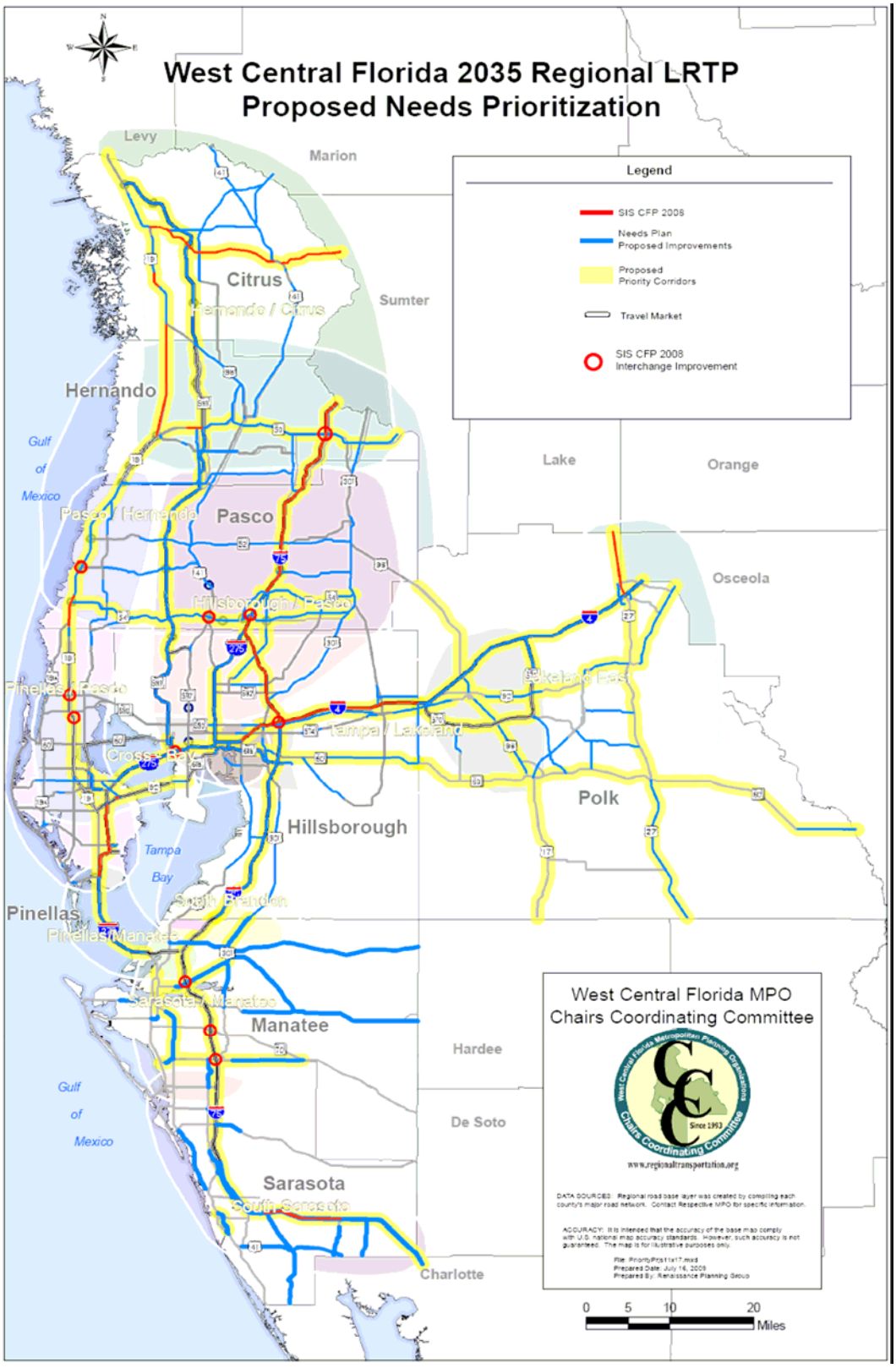
- Supports and Provides Connectivity to the Strategic Intermodal System
- Emergency Evacuation Corridor
- Strengthens Connectivity to Defined Regional and/or Freight Activity Centers
- Aids in the Reduction of Traffic Congestion on Regional Facilities
- Improves Safety in High Crash Areas

Corridors were prioritized regardless of specific mode with the intent of providing consistency across county and jurisdictional lines. The list of priority corridors serves as the basis for the development of cost affordable transportation improvements based on projected available revenue. The results of the corridor prioritization can be found in Map 12-4. Within each priority corridor, highway and transit projects considered to be cost affordable were identified.

REGIONAL TRAVEL MARKETS ANALYSIS

As part of the planning process to define regional transportation needs, the CCC analyzed future travel demand in 11 travel markets throughout the West Central Florida region. The travel markets generally reflect predominant travel patterns and flows in the region along major regional corridors, such as I-4, I-75, I-275, the Veterans Expressway and Suncoast Parkway. Two of the eleven defined travel markets directly affect Hernando County. The analysis of future travel conditions and transportation infrastructure needs within these regional travel markets is primarily based on the Regional Transportation Analysis (RTA) modeling process and the extensive planning process undertaken by TBARTA to define a rail and bus rapid transit system that would serve the regional employment and population centers. The CCC also defined additional transit corridors not considered by TBARTA.

Map 12-4
REGIONAL TRANSPORTATION PRIORITIES



The Regional Transportation Needs Assessment identifies the roadway and transit improvements needed to resolve the region's most pressing problems for regional mobility and accessibility. The travel markets that include Hernando County and their future transit and roadway needs are described below and presented in the map series that follows:

Hernando/Citrus Regional Travel Market

The Hernando/Citrus travel market focuses primarily on north/south movements from the northern tier of West Central Florida into the dense urban areas of Hillsborough and Pinellas Counties. In addition, several major corridors on the Strategic Intermodal System (SIS) provide highway connectivity between the two northernmost Counties in the region, as well a providing important interregional connectivity, particularly to the rapidly growing Ocala metropolitan area to the northeast of Citrus and to the Orlando metropolitan area via the SR 50 corridor.

These facilities include:

- I-75 – From a statewide perspective, I-75 is the main north/south travel corridor serving West Central Florida, and is one of the leading corridors for the movement of freight between the Tampa Bay area and other markets in Florida and the nation.

- US 19 (SR 55) – One of the most significant north/south facilities in the travel market and a major inter-regional corridor of statewide importance, US 19 north of SR 44 is also an "emerging SIS" facility, and provides most of the highway capacity along the Gulf Coast northward to the Tallahassee area and beyond.

- Suncoast Parkway (SR 587) – Opened in 2001, the Suncoast Parkway is a northward extension of the Veterans Expressway connecting the area's northern counties to the Westshore area in Tampa and to the I-275 corridor linking Hillsborough and Pinellas Counties. The Suncoast is a toll facility operated by the Florida Turnpike Enterprise.

- SR 50 and SR 44 – These facilities comprise the main east/west travel corridors in the Hernando/Citrus travel market. Both facilities connect the US 19 and I-75 corridors, as well as providing connections to emerging markets in central Florida, and to the major multi-county Orlando metropolitan area.

Other major state arterials in the travel market consist of:

- US 41 linking the cities of Inverness and Brooksville, and continuing southward into central Tampa.

- US 98 connecting the US 19 corridor with urban centers in Hernando County, and continuing southward to northeast Pasco County.

Improvements to regionally significant facilities reflect two major characteristics of anticipated growth within the travel market. First is the enormous remaining development potential of both counties. With a combined 2006 population of 293,700, Citrus and Hernando Counties are anticipated to have their population increase by almost 46% to 543,600 persons by 2035. Likewise, employment growth is expected to increase from 105,900 to 213,200, more that a 50 percent increase. Second, enhancing accessibility to the large job markets to the south will drive both highway and major mass transit needs.

Furthermore, VMT is projected to increase by 61 percent and VHT and delay is projected to increase by slightly more. What is now characterized as relatively isolated congestion along US 19 and US 41 in and around existing urban nodes, will grow by 2035 to be almost continuous congestion if capacity is not added to the north/south facilities.

Major highway needs in the Hernando/Citrus travel market include:

- Six laning US 19 north of SR 50 in both Hernando and Citrus Counties.

- Extending the Suncoast Parkway northward into Citrus County as a four lane toll facility. This new alignment will provide a major relief bypass for the US 19 corridor.

- SR 50 and SR 44 – Major expansion of general purpose lanes capacity is required for each of these regionally significant east/west facilities.

- US 98 – Expanding this state arterial from two to six lanes will provide important inter-county connectivity; enhance the linkage between US 19, the Suncoast Parkway and the city of Brooksville; and, meet increased demand from planned developments within the corridor.

- Adding frontage roads to portions of US 19 and SR 50 in Hernando County to increase the efficiency of both these corridors.

- Expanding I-75 from six to eight lanes through Hernando County, including managed lanes to accommodate future express transit service.

Transit improvements reflect the need to create non-highway accessibility, not only between urban centers within the two counties, but also connecting the growing regional activity centers to the regional anchors in counties to the south as identified cooperatively by TBARTA and the CCC.

Major transit projects included in the Needs Assessment are:

- Express service along the Suncoast Parkway linking Citrus and Hernando Counties, and extending into Hillsborough County and the Westshore area via the Veterans Expressway. This service option would consist of express bus in mixed traffic with the possibility of using managed lanes.

- Continuation of the Suncoast Parkway express service northward along the US 98 and US 19 corridors in Citrus County, connecting to the urban centers of Homosassa Springs and Crystal River along the Gulf Coast.

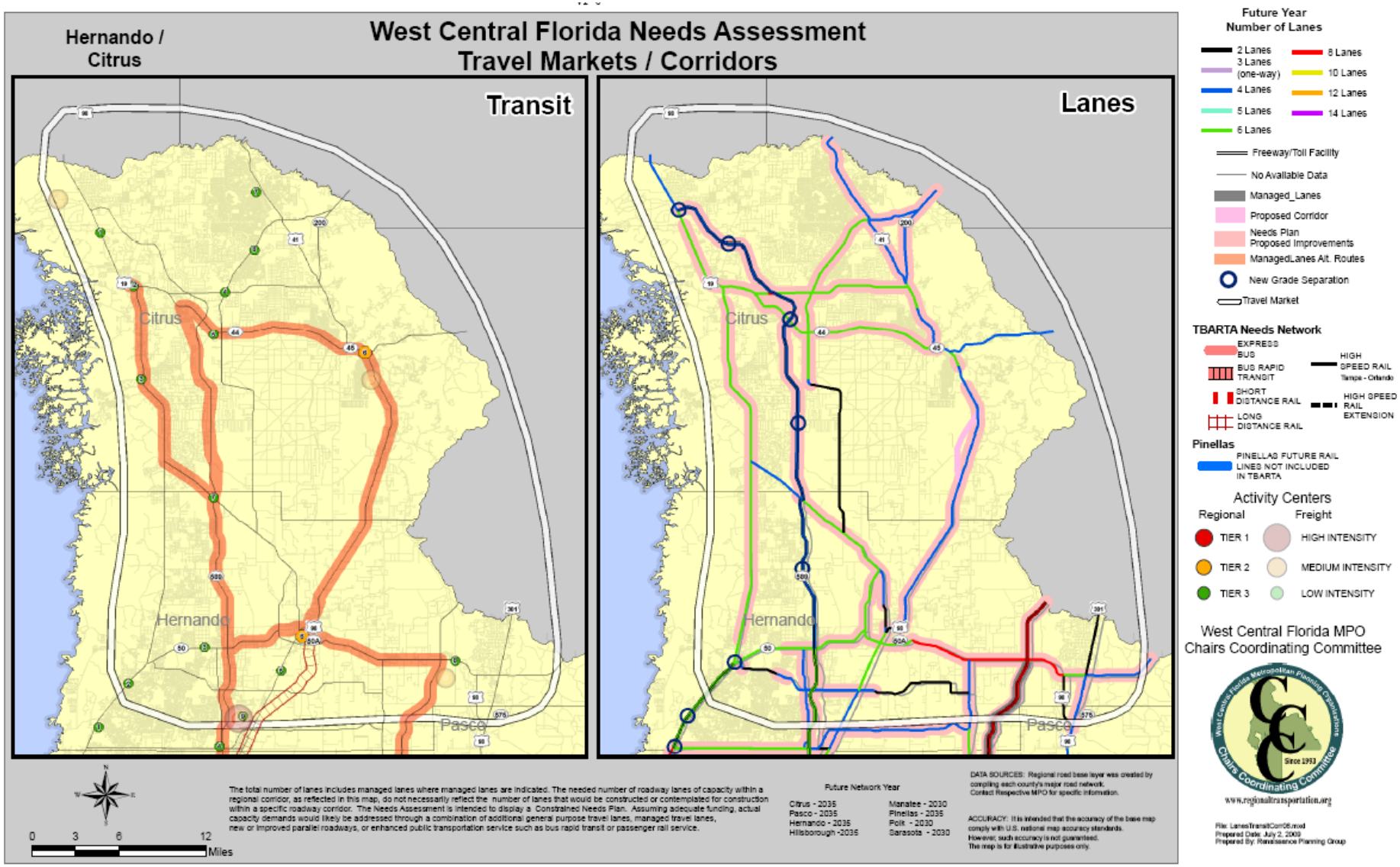
- Long distance rail (commuter rail) along the existing CSX rail corridor paralleling US 41 in Hernando County, with the city of Brooksville as the northern termination point.

- Express service on I-75 operating in mixed traffic and contemplating managed lanes, connecting large existing and planned mixed-use developments along the corridor.

- Express bus connections from the Suncoast Parkway and I-75 corridors into Brooksville via SR 50.

A depiction of highway and transit needs improvements in this travel market can be found in Map 12-5.

Map 12-5: Hernando/Citrus Regional Travel Market Mobility Needs



Pasco/Hernando Travel Market

The Pasco/Hernando travel market is one of the most dynamic area in all of West Central Florida in terms of recent and potential growth, rapid expansion of major highways, and the large unfunded need to further expand roadway capacity. The Pasco/Hernando travel market contains several major regionally significant corridors on the Strategic Intermodal System (SIS), including the following facilities:

- I-75 – From a statewide perspective, I-75 is the main north/south travel corridor serving West Central Florida, and is one of the leading corridors for the movement of freight between the Tampa Bay area and other markets in Florida and the nation.

- US 19 (SR 55) – One of the most significant north/south facilities in the travel market and a major inter-regional corridor of statewide importance, US 19 is also the main existing commercial corridor in both Pasco and Hernando Counties, and provides a major linkage to extensive commercial development in Pinellas County to the south.

- Suncoast Parkway (SR 587) – Opened in 1994, the Suncoast Parkway is a northward extension of the Veterans Expressway connecting to the Westshore area in Tampa and to the I-275 corridor linking Hillsborough and Pinellas Counties. The Suncoast is a toll facility operated by the Florida Turnpike Enterprise.

- SR 50 – This facility is the main east/west travel corridor in Hernando County and is a SIS facility linking the US 19 and I-75 corridors. East of I-75, SR 50 provides an important connection to emerging communities in central Florida, and to the major multi-county Orlando metropolitan area.

- SR 54 – This is the primary east/west travel corridor in Pasco County. The facility links US 19 and the Suncoast Parkway, connecting west of I-75 to SR 56, a new alignment that extends across I-75 over to US 301 in eastern Pasco County.

Other major state arterials consist of:

- US 41 linking the city of Brooksville with rapidly developing commercial and residential areas in both Hernando and Pasco Counties, and continuing southward into central Tampa.

- US 98 connecting the US 19 corridor with urban centers in Hernando County, and continuing southward to northeast Pasco County.

- SR 52 – this east/west state arterial traverses north/central Pasco County from US 19 to US 98/301 in Dade City. Several large planned developments are located along SR 52 corridor.

The counties north of Tampa Bay share two major characteristics affecting anticipated travel growth within these travel markets. First is their large remaining development potential. With a combined 2006 population of 581,400, Pasco and Hernando Counties are anticipated to approximately double in size to 1.16 million persons by 2035. Likewise, employment growth is expected to increase from 181,100 to 387,100, a 53 percent increase. Second, the need to enhance accessibility to the large job markets to the south in Hillsborough and Pinellas Counties will drive both highway and major mass transit needs.

Congestion levels are expected to markedly increase on each of the SIS and non-SIS regional facilities. Congestion around existing and planned regional activity centers will be even further exacerbated by this increase in travel demand related to passenger vehicles as well as freight movement. Hence, the need for substantially increased highway capacity will remain a high priority for the foreseeable future.

While in past years much greater attention has been given to north/south capacity improvements, this trend is being matched, if not surpassed, by the need to substantially enhance east/west corridors, particularly SR 50 in Hernando County and SR 54/56 in south Pasco County. Development patterns have begun to reflect a desire to increase densities at major transportation nodes and activity centers. Such a shifting of development patterns could lead to a greater emphasis on transit-oriented development, potentially increasing the ability of transit to satisfy a substantially increased amount of future travel demand.

Major highway needs in the Pasco/Hernando travel market include:

- US 19 – Eight laning in Pasco County and completion of the frontage road system along US 19 in Hernando County; interchanges have also been designated at several high volume locations within the corridor.

- Extending the Suncoast Parkway northward into Citrus County as a four lane toll facility. This new alignment will provide a major relief bypass for the US 19 corridor in both Pasco and Hernando Counties.

- SR 50 – Major expansion of general purpose lanes capacity and completion of the frontage road system is required for this regionally significant east/west facility in Hernando County.

- US 98 – Expanding this state arterial from two to six lanes will provide important inter-county connectivity; enhance the linkage between US 19, the Suncoast Parkway and the city of Brooksville; and, meet increased demand from planned developments within the corridor.

- Expanding I-75 from six to eight lanes through Pasco and Hernando Counties, including managed lanes to accommodate future express transit service.

- SR 54 – Extremely high forecasted volumes along the length of SR 54/56 call for a total reconstruction of the facility, including; widening to between 8–10 lanes, construction of grade separations at several locations, and implementation of a managed lane concept along the length of the corridor.

Needed improvements include significant capacity enhancements to the major corridors listed above, as well as future long distance rail providing connections between Hernando and Pasco Counties to the major employment hubs in Hillsborough and Pinellas Counties. Transit improvements reflect the need to create non-highway accessibility, not only between urban centers within the two counties, but also connecting the growing regional activity centers to the regional anchors in counties to the south as identified cooperatively by TBARTA and the CCC.

Overall, major transit projects included in the Needs Assessment are consistent with the TBARTA Master Plan, and consist of the following:

- Express bus service along the Suncoast Parkway linking Hernando and Pasco Counties, and extending into Hillsborough County and the Westshore area via the Veterans Expressway. This service option would consist of express bus in mixed traffic with the possibility of using managed lanes.

- Long distance rail (commuter rail) along the existing CSX rail corridor paralleling US 41 in Pasco and Hernando Counties, linking the city of Brooksville on the north with the other regional activity centers located in both counties along the corridor.

- Express bus service on I-75 operating in mixed traffic and contemplating the implementation of managed lanes, thereby connecting large existing and planned mixed-use developments along the corridor with premium transit service.

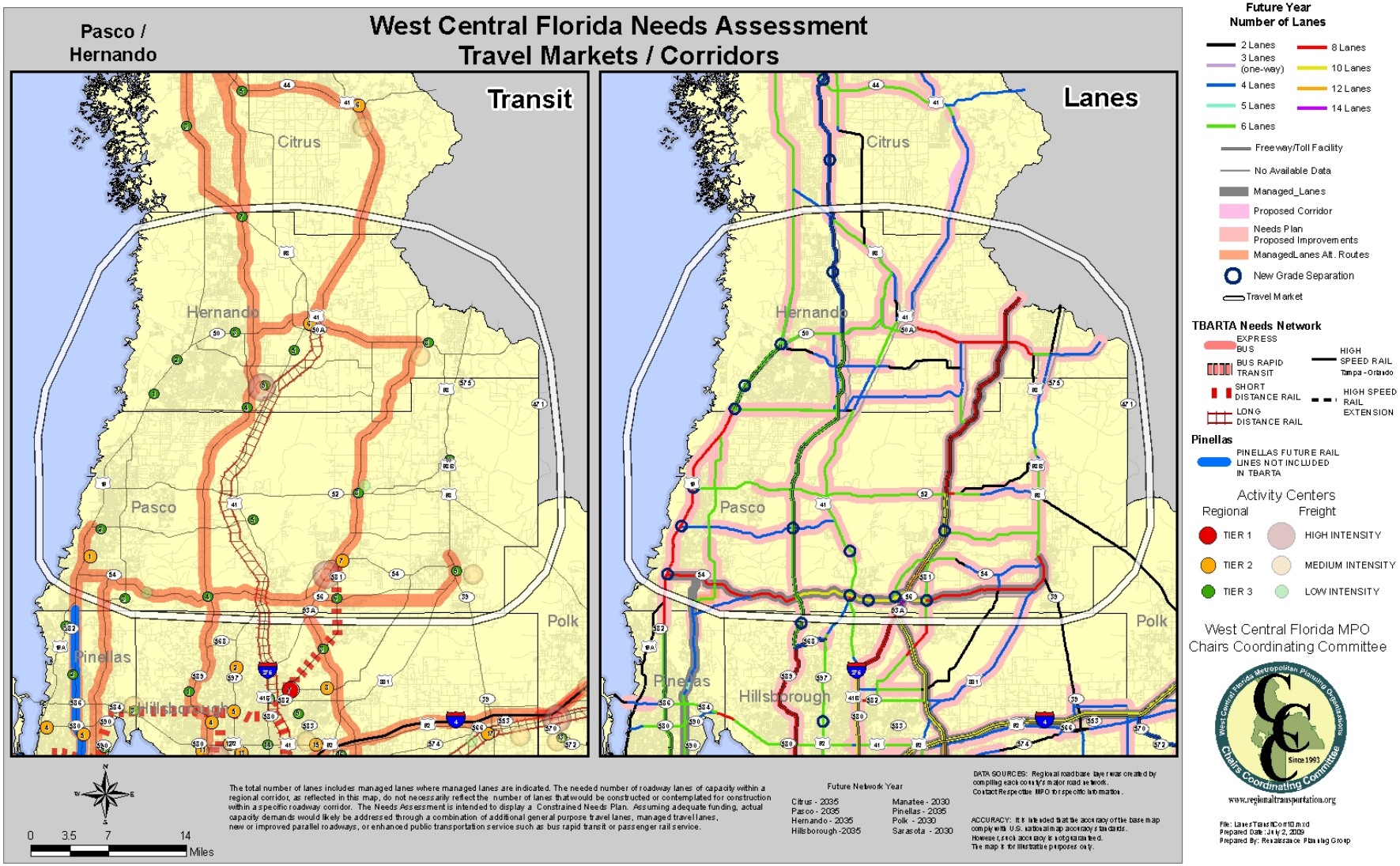
- Express bus service on US 19, linking Hernando, Pasco and Pinellas Counties with premium transit along this highly developed commercial corridor.

- Express bus connections from the Suncoast Parkway and I-75 corridors into Brooksville via SR 50.

- Express bus service and managed lanes on SR 54, with planned expansion to bus rapid transit.

The map illustrating highway and transit needs improvements in this travel market can be found in Map 12-6.

Map 12-6: Pasco/Hernando Regional Travel Market Mobility Needs



THE REGIONAL COST AFFORDABLE PLAN

Highway Improvements

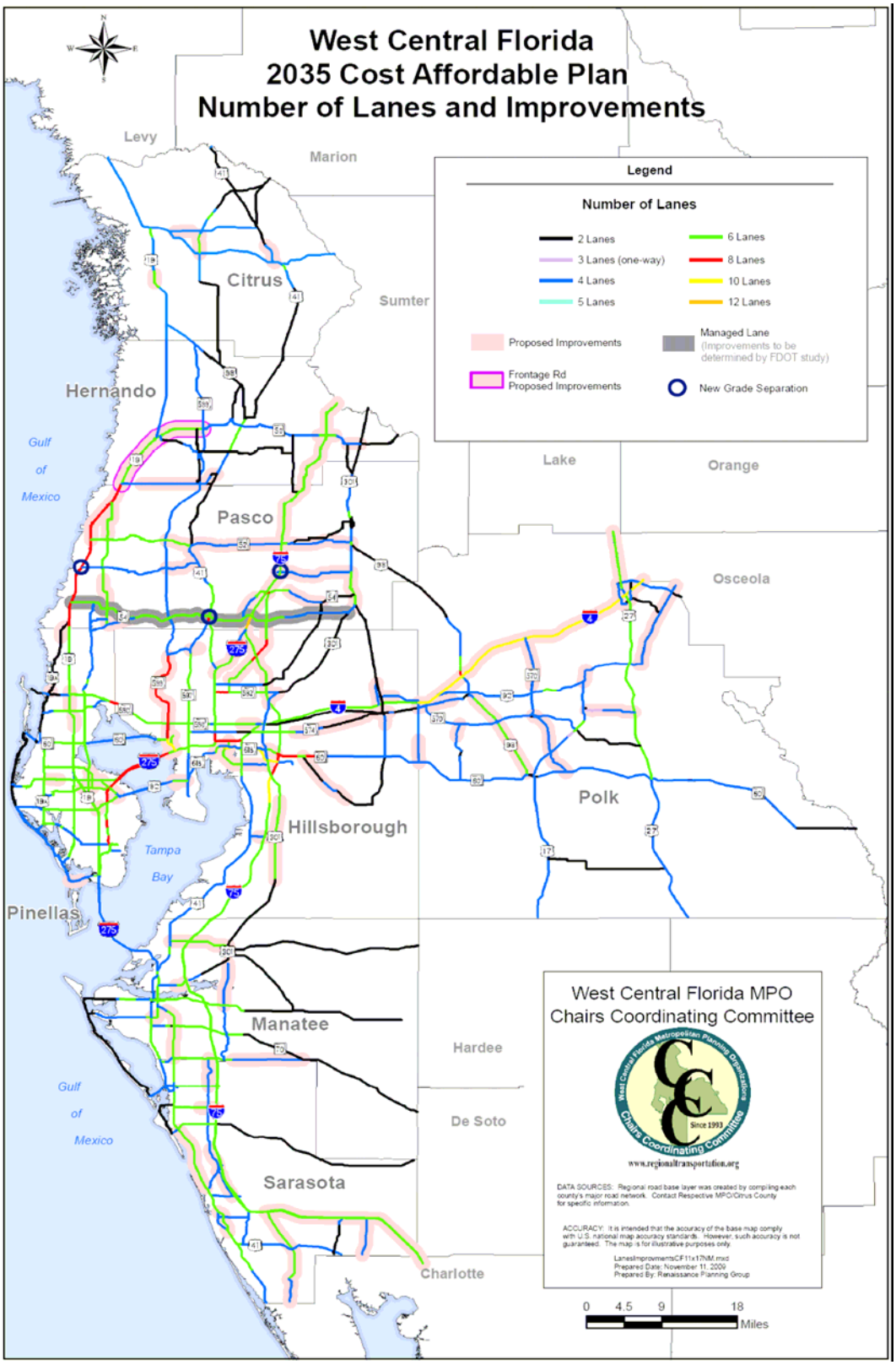
The WCF LRTP specifically focuses on regional transportation needs, and to that end, the CCC and its committees have identified roads of regional significance, which include all roads on the Strategic Intermodal System (SIS) as well as non-SIS roads that meet certain criteria for regional mobility and connectivity. The SIS is designated by FDOT and includes those roads deemed important by FDOT for intermodal access and connectivity of urban centers. To ensure adequate intermodal travel, the state dedicates a portion of its total funding to maintaining the SIS. The 2035 SIS Cost Feasible Plan adopted in District 7 and District 1 is based on anticipated SIS funding.

Improvements to non-SIS roads of regional significance must be funded with non-SIS sources, including state sources such as Other Arterial (OA), Transportation Management Area (TMA), State Bridges Replacement fund, and Transportation Regional Incentive Program (TRIP) funds, and local sources, such as local option gas tax revenues, infrastructure sales tax, and impact fees.

Because there is no dedicated funding source for the non-SIS regional facilities, improvements to those facilities were developed in coordination with the update of the 2035 Cost Affordable Long Range Transportation Plans for the MPOs and Citrus County in FDOT District 7. The identified cost affordable improvements to the regional roadway network in each MPO LRTP were coordinated to define the Regional Coast Affordable Roadway improvements. Regional cost affordable projects included in the adopted LRTPs for the Polk and Sarasota/Manatee MPOs were also included in the 2035 Regional Cost Affordable Plan.

Map 12-7 shows the total number of lanes and roadway improvements on the regional roadway network for the 2035 Regional Cost Affordable Plan. The Regional Plan provides an implementation strategy for regional roadway improvements given reasonably available funding over the next 25 years.

Map 12-7
REGIONAL COST AFFORDABLE HIGHWAY PLAN



Regional Mass Transit

The CCC Regional Transit Plan

Improvements to the regional highway network alone will not fully accommodate future travel demand in the region. A regional passenger rail transit system that connects the major activity centers within the urban areas of the region is a focus of the 2035 Regional Long Range Transportation Plan. The rail system will provide an alternative to automotive travel on congested roads and foster a growth strategy that stimulates economic activity in regional employment centers. Bus Rapid Transit and express bus services will complement and support the regional passenger rail system and serve as interim regional transit service before the passenger rail system is constructed.

The transit component of the CCC's Regional Cost Affordable Plan has been developed against the backdrop of the TBARTA Master Plan and concurrent with the MPO's Cost Affordable Plans. The development of the transit component of the Regional LRTP is the result of close coordination between TBARTA, the local MPOs, Citrus County, FDOT and the CCC.

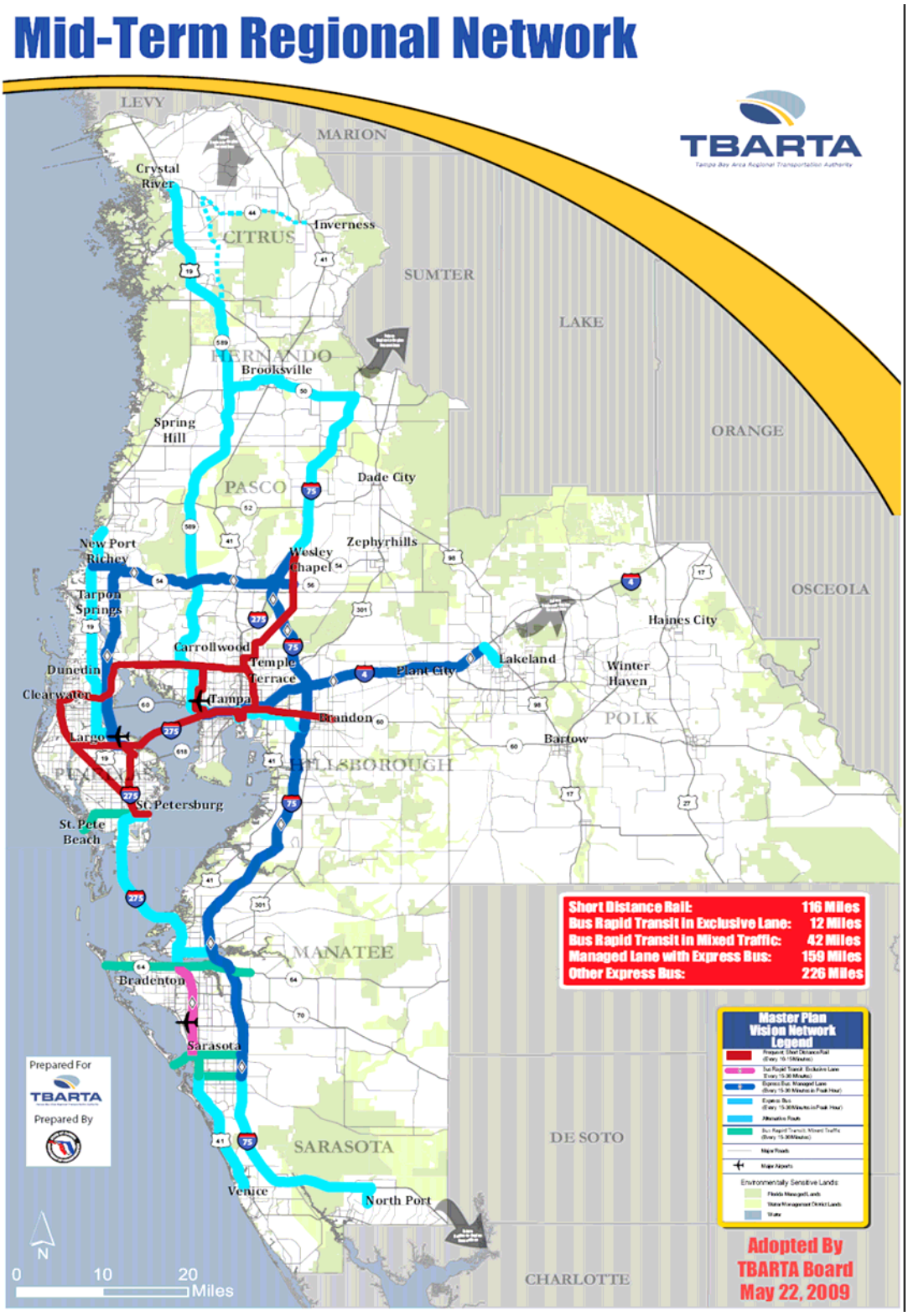
The TBARTA Master Plan

TBARTA published a draft Regional Transportation Master Plan in April 2009. The Master Plan defines a mid-term (2035) and long-term (2050) network of high-capacity transportation corridors to enhance regional mobility, diversify travel options, and increase transit use across the seven county region. The Master Plan was developed through the cooperative efforts of transit agencies, local and regional planning and transportation organizations, all levels of government, and with input from the public.

TBARTA's mid-term vision, illustrated on Map 12-8, calls for substantial enhancements throughout the region. Regional rail transit improvements are envisioned for counties to the south, regional transit serving Hernando County would consist of express bus service along the Suncoast Parkway and I-75, with linkages into the City of Brooksville. Proposed long distance (commuter) rail along US 41 would link the City of Brooksville with regional activity centers in Hernando and Pasco Counties, and would continue southward into the Westshore area of Hillsborough County.

The entire mid-term regional transit network (including supportive local bus services) is projected to cost between $13.7 billion and $25.6 billion (2008 dollars) with $6.31 million to $28.72 million going to improvements in Hernando County. By the time the long term

Map 12-8
TBARTA MID-TERM REGIONAL NETWORK



network is complete in 2050, the total regional investment is projected to be between $19.4 billion and $36.3 billion.

Transit Funding

Funding for transit operations is generated primarily from local sources, with limited grants for major capital improvements available from the Federal Transit Administration's New Starts program and FDOT. New Starts funding typically pays for a quarter to half of the capital costs with local matches contributing the remainder. Local matches can come from a variety of sources including Ad Valorem and Charter County Surtax. Operating and maintenance costs are paid for with fares and local tax revenues.

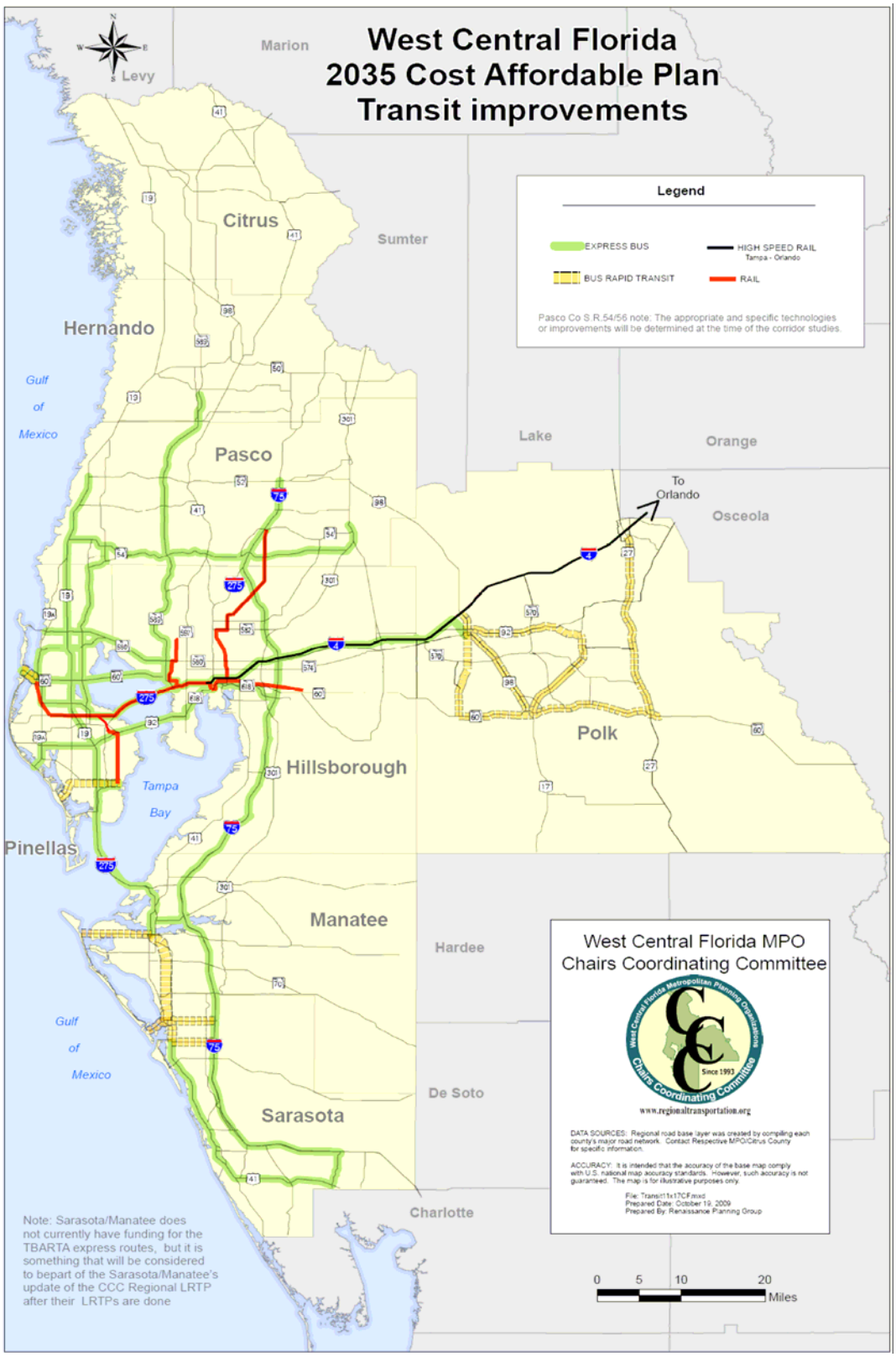
Regional Cost Affordable Transit Plan

The CCC's Regional Cost Affordable Transit Network is illustrated on Map 12-9. Highlights include local passenger rail service connecting Westshore and Downtown Tampa to New Tampa/Pasco County, Brandon and Northwest Hillsborough County. Additional rail service includes a connection across the Howard Frankland Bridge to Gateway and Downtown St. Petersburg. High speed rail connects Downtown Tampa to Lakeland and Orlando. The Regional Cost Affordable Transit Network also includes supporting express bus and Bus Rapid Transit (BRT) service. In Hernando County, regional express service would operate along the Suncoast Parkway, served by two park-n-ride lots. A joint revenue arrangement reflected in the Pasco County MPO's Cost Affordable LRTP has allowed the Suncoast express bus service to be extended northward from SR 52 to Spring Hill Drive in Hernando County.

Regional Multi-Use Trails

In addition to assessing regional highway and transit needs, the CCC has also defined a regional vision for multi-use trails to improve regional bicycle and pedestrian mobility. A Regional Multi-Use Trails Element (previously published as a separate document) provides a regional perspective and linkage among the MPO bicycle/pedestrian planning programs.

Map 12-9
REGIONAL COST AFFORDABLE MASS TRANSIT PLAN



Background

Since its formation in 1992, the CCC has placed significant emphasis on trails planning. The Multi-Use Trail Element serves as the foundation for regional coordination and inter-jurisdictional review of bicycle and pedestrian issues. The Element fulfills a portion of the CCC's commitment for a continuing, comprehensive and cooperative planning process for all of West Central Florida. Through the Element and its recommendations, the CCC further demonstrates its desire for an ongoing regional multi-modal planning program for major bicycle and pedestrian facilities for the region.

- Increase awareness of the importance of regional and intercounty bicycle movement as a major aspect of regional mobility;

- Provide guidance to the MPOs and local governments in the Tampa Bay area by providing a list of issues and opportunities to be considered during development of bicycle and pedestrian elements in multi-modal long range transportation plans;

- Assist in facilitating intergovernmental coordination during the plan development process and during all phases of project development;

- Highlight the need for additional funding to implement a continuous system of multi-use trails and, whenever appropriate, coordinate funding strategies;

- Share corridor development concepts that may be used by other jurisdictions during planning and/or project implementation;

- Promote a greater degree of consistency in the design of major bicycle facilities within the region; and

- Create a common language for addressing bicycle matters amongst the planning agencies and implementing jurisdictions within the Tampa Bay area.

All six MPOs in West Central Florida and Citrus County have extensively analyzed bicycle and pedestrian needs as part of their planning programs. These activities have included an inventory and analysis of existing facilities, studying the location of bicycle/ pedestrian trip attractors and generators, and planning facilities as part of their Cost Affordable Plans. The Multi-Use Trail Element provides a regional perspective and linkage among MPO bicycle planning programs. More information and all of the CCC's

regional transportation planning documents can be viewed at www.regionaltransportation.org.

As part of the Multi-Use Trails development process, participants are frequently asked to review a list of "opportunities, challenges and barriers" to establish a cohesive regional multi-use trail system. Several workshops have been held through the region and have led to comprehensive discussions on the continuing need for regional coordination and cooperation in the planning, funding and implementation of bicycle and pedestrian facilities.

This process is maintained through the continual efforts of the CCC's Regional Multi-Use Trails Committee, a standing regional body comprised of persons responsible for the planning, implementation and/or funding of trails at the local, regional or State level.

The Upper Tampa Bay, Suncoast and Pinellas Trails form much of the regional multi-use trail network.

Regional Multi-Use Trail Element

As stated earlier, one of the primary functions of the Regional Multi-Use Plan Element is to provide the MPOs with a list of issues and guidance for consideration in developing their respective bicycle/pedestrian elements for the Long Range Transportation Plans (LRTP). As the focus of this effort, the CCC has identified three main issue areas related to multi-use trail planning and project development that should be actively considered during the LRTP planning process. These issue areas are:

- Regional Multi-Use Trail System Continuity
- Design Issues
- Implementation Strategies

While certain issues associated with creating a coordinated regional multi-use trail system can be resolved at the county level, several have required resolution and agreement at the regional level. These broad issues have led to the establishment of additional lines of communication between the traditional planning community and other participants with responsibilities in resource management, economic development, and the creation of infrastructure.

Definition of Facilities

The regional multi-use trail plan identifies facilities and corridors that provide for the regional and/or intercounty movement of non-motorized vehicles. To fulfill this role, regional multi-use trails create functional linkages among the region's major attractors and activity centers and the many population centers found within the area.

In developing a workable regional network, the CCC has determined that the types of facilities appropriate for inclusion in a regional level element should consist of:

- **Separate Paved Trails** – This class of facility consists of those paved trails built on a separated right-of-way or easement, apart from that utilized for vehicular traffic. The trail corridor can, and frequently does, abut land dedicated for use by motorized traffic. However, these uses can be buffered by means of visual and/or sound barriers, such as landscaping.

- **Major Connectors** – For the purpose of the Multi-Use Trails Element, a major connector would consist of an on or off-street bicycle facility that connects to an acknowledged regional attractor or population center. The principle difference is that, as a connector, these trails mainly function to provide linkages rather than mainline movement. Furthermore, such facilities can assume different names, or even different functions from county to county.

- **Greenways** – As defined in Florida Statutes, a greenway is:

  > *A linear open space established along either a natural corridor, such as a river front, stream valley, a ridge-line, or over land along a railroad right-of-way converted to recreational use, a canal, a scenic road, or other route; any natural or landscaped course for pedestrian or bicycle passage; an open space connector linking parks, nature reserves, cultural features, or historic sites with each*

other and populated areas; or a local strip or linear park designated as a parkway or greenbelt.

As stated by the Council, "the common characteristic of greenways is that they all go somewhere." The value of identifying and implementing a system of greenways as transportation corridors is readily apparent, as follows:

- Protecting and/or enhancing remaining natural, cultural and historic resources.
- Providing linear open space for compatible human use.
- Maintaining connectivity between conservation lands, communities, parks, other recreational facilities, or cultural and historic sites.

These resources are considered to be areas of statewide significance and are regarded as "significant hubs" for greenway connectors.

Regional Attractors

An important element in the planning process was identifying regional attractors for bicycle/pedestrian trips. These can vary significantly from attractors for automobile or transit trip-making. This is largely due to the characteristic trip purposes for bicycle and pedestrian travel, that is, the recreational and/or scenic importance of attractors is often the main reason that persons access these sites using non-motorized transportation. The types of attractors considered to be of significance for bicycle/pedestrian planning purposes consist of:

- ***Regional Parks/Recreation Facilities*** – Attractors in this category consist of major local, county or state recreational areas containing either active or passive uses (including areas with particular scenic significance). Major beaches, campgrounds, and state and regional parks provide opportunities for regional level trip-making for both bicyclists and pedestrians.

- ***Regional Activity Centers*** – This category of regional attractors consists of regional level shopping attractors, particularly business districts with greater opportunity for bicycle and pedestrian circulation. Other activity centers such as major school complexes, attractions, or areas of significant historical significance should also be considered as regional attractors.

- ***Major Trail Heads*** – The Regional Multi-Use Trail map also identifies support facilities that have been or will be constructed as part of the trail facility itself. In some cases these facilities directly support user access to the trail, for example, parking and staging areas, rest facilities, picnic facilities and benches, etc. However, in other instances, these facilities have been expanded to include local parks, rest areas or interpretative displays for historic and/or natural features. During the recent review, it was concluded that trailheads are an extremely important component of the regional trail system. Additionally, the CCC needs to emphasize the intermodal character of trails heads and other regional attractors, and seek public/private funding for implementation of intermodal facilities. Additionally, the CCC should continue the designation of major trail heads and ancillary facilities/enhancements on the regional map, and should note that trails heads and trail systems can in themselves be regional attractors.

- ***Local Trail Systems*** – The Plan recognizes that local trail systems can in themselves function as regional attractors. Often these systems have been designed to access major scenic or recreational facilities.

Table 12-1 on the following page lists the major regional attractors that have been identified by the CCC. Connecting these important natural, recreational and cultural resources is a major goal of the CCC's multi-use trail element.

Table 12-1
Regional Bicycle and Pedestrian Attractors

ID Number	Facility
1.	Crystal River Beach and County Park/Ft. Island Trail
2.	Inverness Downtown
3.	Withlacoochee State Forest - Mutual Mine
4.	Withlacoochee Trail Head at Cross Florida Trail
5.	Floral City
6.	Lake Townsend Regional Park and Nobleton
7.	Suncoast Trail Head at US 98
8.	Suncoast Trail at SR 50
9.	Anderson Snow Regional Park
10.	Downtown Brooksville
11.	Withlacoochee Trail Head at SR 50
12.	Withlacoochee Trail Head at Trilby
13.	Aripeka
14.	Suncoast Trail Head/Crews Lake Park
15.	Suncoast Trail Head/Concourse Nature Center
16.	Dade City Downtown
17.	Cypress Creek Wellfield
18.	J. B. Starkey Wilderness Park
19.	Suncoast Trail Head
20.	Suncoast Trail Head
21.	Anclote River Park/Anclote Gulf/Key Vista
22.	John Chesnut, Sr. Park
23.	Honeymoon Island State Park
24.	Clearwater Beach
25.	Phillippe Park
26.	Weedon Island State Park
27.	War Veterans Park
28.	Downtown St. Petersburg/The Pier
29.	Skyway Fishing Piers
30.	Fort DeSoto Park
31.	Upper Tampa Bay Park
32.	Trout Creek Park
33.	Flatwoods Park
34.	Hillsborough River State Park
35.	John B Sargeant Park
36.	Downtown Tampa
37.	Bayshore Boulevard
38.	Picnic Island
39.	Medard Park
40.	New State Park
41.	Little Manatee Preserve
42.	Boyette Scrub Mountain Biking Trails

43. Lowry Park Zoo
44. Cypress Point Park
45. McKay Bay Nature Park
46. Friendship Trail Bridge
47. Courtney Campbell Causeway
48. Tampa Riverwalk
49. Dunnellon/Rainbow Springs State Park
50. Polk City Trailhead
51. Green Pond Road Trailhead
52. Auburndale Trail Trailhead
53. Ft. Fraser Trailhead - Highland City
54. Lake Hollingsworth Trail Trailhead
55. Peterson Park Trailhead
56. Chain of Lakes Trailhead
57. Green Swamp Wildlife Management Area
58. Tenoroc Fish Management Area
59. Circle-B-Bar Reserve
60. Carter Road Park
61. Lake Wales Ridge State Forest
62. Crooked Lake Prairie
63. Lake Kissimmee State Park
64. Colt Creek State Park
65. Emerson Point Preserve
66. Rye Preserve
67. Lake Manatee State Park
68. Duette Preserve
69. Riverview Pointe
70. Robinson Preserve (Future)
71. Neal Preserve (Future)
72. Perico Island Preserve (Future)
73. Coquina Beach
74. Leffis Key
75. Crosley Mansion
76. Moody Branch Mitigation Park
77. Manatee County Agricultural Museum
78. DeSoto National Memorial
79. Anna Maria Island City Pier
80. Anna Maria Island Rod & Reel Pier
81. Holmes Beach Grassy Point
82. Holmes Beach Bridge Street & Pier
83. Longboat Key Joan M Durant Park
84. Gamble Mansion Historic Site
85. Myakka River State Park
86. Parrish Railroad Museum

Regional Multi-Use Trails Map

One of the major components of the Multi-Use Trail Plan is the Regional Multi-Use Trail map. The map depicts major facilities which form an interconnected system of regional bicycle/pedestrian trails. It is the policy of the Chairs Coordinating Committee that the map be used as a regional and intercounty coordination tool by each of the MPOs when formulating their own bicycle and pedestrian elements during the 2035 LRTP updates.

Suncoast Trail overpass

Depicted in Map 12-10, the Regional Multi-Use Trails Map is a dynamic document in that it is updated as projects are implemented, adopted as part of formal plans, or receive funding (either full or partial). Several trails are regarded as "Conceptual" since they show the intent of a local government or the State to identify a corridor in order to maintain a desired level of regional connectivity or continuity for bicycle/pedestrian movements. However, in these cases a specific alignment may require additional analysis regarding need and/or feasibility before being adopted into a plan.

For this reason, the categories of trails shown on the map consist of the following:

- Existing Trail
- Planned – Funded Trail
- Planned – Unfunded/Partially Funded Trail
- Conceptual Trail

As previously discussed, the map also depicts Regional Attractors and Trailheads, as well as Hiking/Bicycle Trails (Alignment Not Shown).

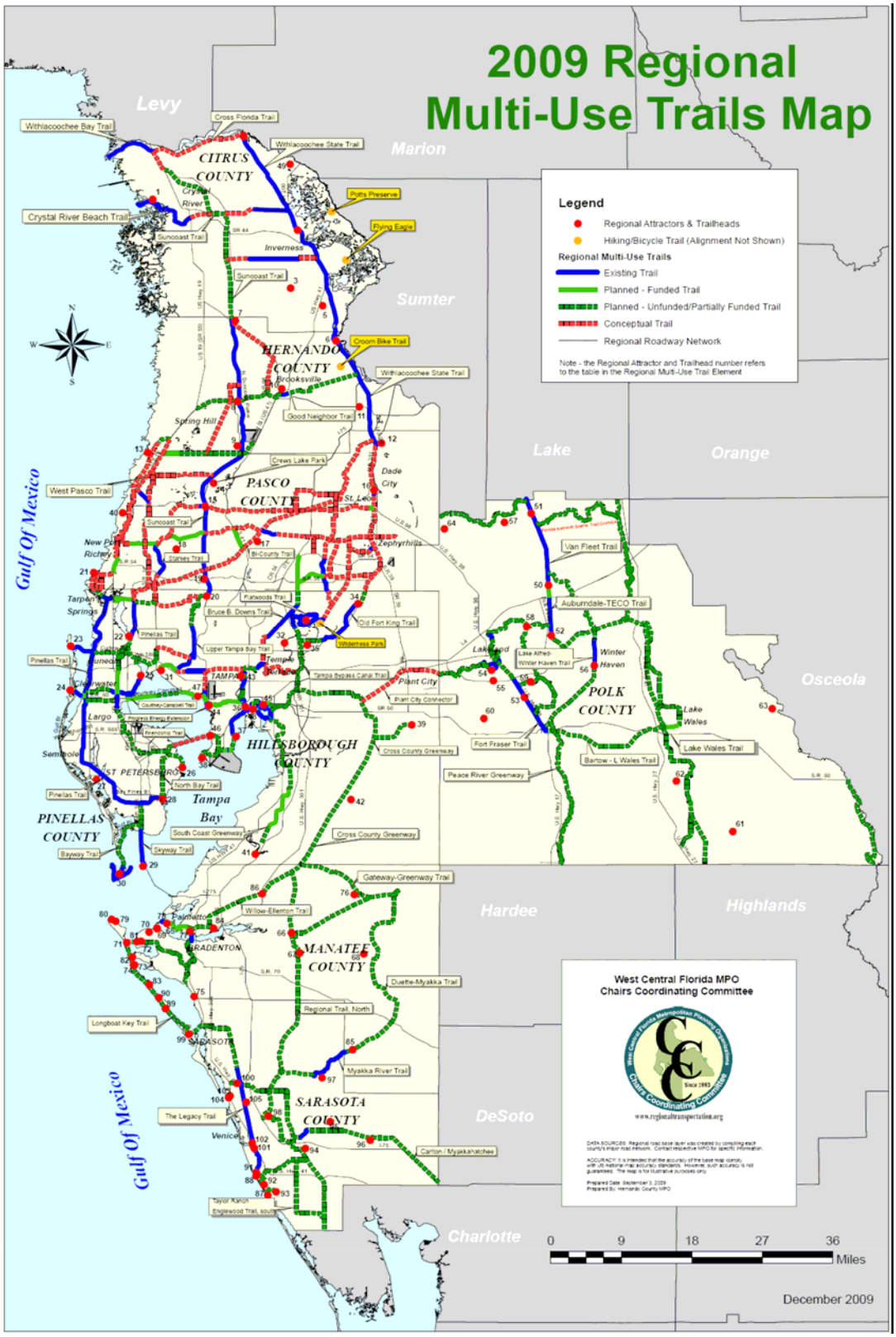
Cost Affordable Regional Multi-Use Trails

Each CCC member MPO and Citrus County developed a list of cost affordable multi-use trail projects based upon the availability of revenues within their own jurisdictions. Please contact the member MPOs or Citrus County for a full list of the funded regional multi-use trails within their respective planning areas.

A variety of revenues have been applied by the MPOs when balancing project costs to the range of revenues available for trail implementation. The following list illustrates the diversity of fund categories used by MPOs when developing:

- Penny for Pinellas
- SAFETEA-LU Earmark;
- Transportation Impact Fees
- Local Funds
- Other Arterial funds (State & Federal);
- Transportation Management Area Funds (Federal)
- Strategic Intermodal System funds
- Florida's Turnpike Enterprise Funds
- Ad-Valorem
- Transportation Enhancement Funds (Federal)
- Expressway Authority funds
- Potential Sales Tax Referendum
- Private Development Funds

Map 12-10
REGIONAL MULTI-USE TRAILS MAP



Intergovernmental Coordination

Partner Agencies

While individual MPOs are traditionally close to local and state government, there are additional agencies with substantial roles in project funding and implementation that are often not included in the planning process. The Task Force identified the following additional agencies that should be continually included in regional bicycle/pedestrian planning activities. These agencies and organizations are:

- **Florida Greenw ays Coordinating Council** - Formerly the State Greenways Commission, the Greenways Council has been placed under the Office of Greenways and Trails in the Department of Environmental Protection. As such, the Council is to act as a public/private partnership promoting the creation of a statewide system for greenways and trails. The Council has an active program for the planning and funding of greenway corridors throughout Florida. As one of its recent efforts, the Council has worked extensively with the University of Florida to develop a statewide greenways and trails geographic information system (GIS). The Council has also produced a state bicycle/pedestrian trails map that has been widely received. More information regarding the role and planning activities of the Office of Greenways and Trails can be found on their website at http://www.dep.state.fl.us/gwt/default.htm.

- **Division of Forestry** - State forests and wildlife management areas are some of the most important recreational resources in the Tampa Bay area. Thus, involvement of the State Division of Forestry in reviewing proposals for trail alignments through lands under the care of that agency is a necessary element in identifying all potential recreational and travel opportunities, and determining their viability for becoming part of a regional trails network.

- **Southwest Florida Water Management District -** The mission of the Southwest Florida Water Management District (SWFWMD) is to manage the water and water-related resources within its boundaries. Central to the mission is maintaining the balance between the water needs of current and future users while protecting and maintaining the natural systems that provide SWFWMD with its existing and future water supply. SWFWMD also maintains an online

Recreation Guide on its web site. SWFWMD has acquired more than 325,000 acres of land in west-central Florida, and is responsible for the management of these lands. Although water supply, flood protection, natural systems protection and water quality are the primary benefits, these natural Florida lands also provide opportunities for enriching outdoor recreation and environmental education. Although it is constrained by state statute to preserve the environmental values of these lands, SWFWMD endeavors to provide a variety of recreational opportunities to the public. Often, partnerships with city or county governments and other public agencies are used to accomplish this goal.

Citizen Input and Participation

The informal workshop format used during development of the Regional Multi-Use Element has proven so effective that it has been used for obtaining state and local input to the process during subsequent updates. Participants have been asked to contribute their own knowledge and experiences of both intra and intercounty issues, and have been presented with refined regional maps and asked to provide further direction regarding possible intercounty connections, the location of major generators for non-motorized transportation, and existing or planned trail heads and support facilities.

Although attitudes and issues still vary from county to county, a general commitment exists toward expending the effort to resolve regional and intercounty coordination issues. Hence, the approach to forming a consensus regarding the role of multi-use trails is now similar from jurisdiction to jurisdiction. Most counties and some cities have Bicycle/Pedestrian Advisory Committees (BPACs). Direct citizen input is provide at the county level with regional perspectives added by the CCC and its working committees such as the Multi-Use Trails Committee and Joint Citizen Advisory Committee.

Section 13
PUBLIC INVOLVEMENT

OVERVIEW

MPO Public Involvement Plan

The Hernando County MPO currently develops a stand-alone Public Involvement Plan (PIP) that outlines the public involvement strategies and processes to be followed during the preparation of all MPO planning projects and plans. The public involvement process outlined in the PIP affords all interested parties the opportunity to be involved in the MPO's planning process. In addition to the development of a PIP, SAFETEA-LU requires that the PIP be developed by the MPO in consultation with all interested parties. It should be noted that, as a result of an action item from the 2003 major update of the PIP as part of the most recent LRTP update process, the MPO now conducts an annual evaluation of public involvement strategies outlined in the PIP.

In summary, the PIP has been modified to ensure compliance with SAFETEA-LU. The MPO also will identify interested parties, as described in SAFETEA-LU, to consult with and determine if any improvements to the existing PIP are necessary. As part of its current process, the MPO will continue to update, utilize, and evaluate the PIP to support all applicable MPO planning processes.

Section 450.316 (b)(1), 23 CFR Part 450, *Metropolitan Transportation Planning Process: Elements,* sets forth the requirements for the public participation process in conjunction with all aspects of transportation planning of a Metropolitan Planning Organization. The public involvement process must provide complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in developing plans and TIPs. The process requires a minimum public comment period of 45 days before the public involvement process is initially adopted or revised.

The Hernando MPO, based upon Federal and State direction, incorporated SAFETEA-LU requirements into its planning and programming process. Consistent with these guidelines, the MPO has been committed to maintaining a Public Involvement Process (PIP) in tune with the changing makeup and needs of the community.

Additionally, to ensure that the appropriate planning documents are in compliance with the provisions of SAFETEA-LU, the Hernando County MPO conducted a review of affected planning documents, including the LRTP, adopted TIP, Public Involvement Plan (PIP), and Congestion/Mobility Management System (C/MMS). This work effort includes a review of SAFETEA-LU guidance from Federal and State agencies, including the FHWA, FTA, and FDOT; coordination with the MPO Advisory Council (MPOAC), the National Association of Regional Councils (NARC), and with the staffs of FHWA, FTA, and FDOT to clarify planning requirements as necessary; and documentation of the new transportation planning requirements resulting from SAFETEA-LU. As part of this effort, the MPO, through its consultant, participated in a national telecast with panelists from FHWA and FTA discussing the changes implemented as a result of SAFETEA-LU. Participation in this teleconference confirmed each of the compliance issues identified in this report.

Planning Factors

Under SAFETEA-LU, changes have been made to three planning factors, Safety, Security, and Environmental/Energy Conservation. Specific modifications to MPO documents, including the PIP, LRTP and the TIP, overlap. For this reason, several of the compliance measures adopted by the MPO are contained in the LRTP Public Participation Plan section of this report. Compliance issues related specifically to the PIP are discussed in detail in the following section.

LRTP PUBLIC INVOLVEMENT MILESTONES

- ❑ Almost since its inception, the MPO has maintained an active Citizens Advisory Committee (CAC) as a standing committee of the MPO. The CAC has proven to be instrumental in providing review and comments on the MPO's key plans and programs, including the Long Range Transportation Plan.

- ❑ Public involvement was extensively used when formulating Goals and Objectives to guide development and address community issues during development of the 2035 LRTP. Activities included holding public workshops, a full-day Consensus Building Workshop, and Environmental Justice Workshops and meetings, as well as holding public hearings prior to the adoption of various LRTP elements.

- ❑ The MPO continues to publish its newsletter, which, in turn, is widely distributed throughout Hernando County. The newsletter has often focused on development of the LRTP. Two editions of the newsletter were fully devoted to the 2035 LRTP

Update and were posted on the MPO's website, as well as being distributed throughout the community via email and mailings.

- ❑ Since 1998, the MPO has maintained an Internet website. Persons visiting the website have access to information about the various activities regarding the LRTP Update. The MPO's website also provides links to other transportation related sites, including the Statewide MPO Advisory Council, and the West Central Florida Chairs Coordinating Committee.

- ❑ The participation of public organizations and interest groups has been actively pursued during the LRTP Update, both through presentations within the community and through direct contact and the solicitation of input during the Plan development process.

- ❑ In order to enhance the public's awareness of important meetings and workshops, large newspaper notification formats are now regularly used (up to quarter page ads) in local newspapers as an alternative to classified ads. Community and business groups are directly notified by mail and telephone of special workshops and meetings. Additionally, public service announcements on community access television are now used for hearings and workshops.

- ❑ Public comment is also solicited during each MPO meeting, either during discussion on individual agenda items, or during a Public Forum item at the end of each meeting.

- ❑ Each year, the MPO performs a comprehensive review of its public participation strategies.

- ❑ The MPO has made a considerable effort to involve the low-income and minority communities throughout the planning process. Mostly located within the south portion of the City of Brooksville, these groups were engaged at key points in the development of the 2035 Long Range Transportation Plan.

- ❑ Updating its planning process to conform with the requirements of the current Federal act, SAFETEA-LU, was a major priority of the MPO. Subsequently, the MPO's Public Involvement Process and the 2035 LRTP contain specific language regarding SAFETEA-LU requirements.

The MPO continues to seek new and innovative ways in which to make the community aware of the MPO's activities, and to keep the public well informed regarding plans, programs and policies that are under consideration.

THE LRTP PUBLIC PARTICIPATION PLAN

Purpose

Development of a long range transportation plan is one of the most significant transportation planning activities to be undertaken by the Hernando County Metropolitan Planning Organization (MPO). The MPO is now embarking on updating its LRTP in accordance with the five-year update cycle mandated under SAFETEA-LU. The LRTP's horizon year will change to 2035, and all assumptions used in developing the Plan will be brought up to date, including: issues to be addressed, estimated costs, and available revenues.

The updated 2035 Plan forms the blueprint guiding the development of the future transportation system in Hernando County. The transportation system includes not only highways, but also all modes of transportation, including bicycle, pedestrian, transit, train, plane, and ship. The Plan also integrates these modes into one cohesive transportation system. It addresses Federal and State requirements for public involvement contained in SAFETEA-LU and stipulated in the Metropolitan Planning Rule. The Plan includes both short and long-range multimodal transportation strategies and systems. By building upon the adopted 2025 Cost Affordable LRTP, the updated 2035 Plan serves to refine the policies, technical needs, and financial strategies that the County will follow over the next 25 years.

Public participation is essential for the transportation planning process to succeed. The significance and impact of the LRTP on all citizens of Hernando County make it extremely important that the public actively participates in the transportation plan development process. As such, the purpose of the Public Participation Plan was to define the schedule of public involvement participation and meetings for the development of the LRTP. This included the process for release of information to the public, a schedule identifying major plan development events, the notification process for public workshops and hearings, and the adoption time frame of the LRTP.

The following sections present an overview of major LRTP tasks, the Public Involvement Process, and the administrative responsibilities associated with the LRTP's Public Participation Plan.

THE PUBLIC PARTICIPATION PLAN

Overview

The MPO's *Public Participation Plan* describes specific procedures for involving the public during development of the 2035 Long Range Transportation Plan (LRTP). The *Public Participation Plan* provides direction regarding the manner in which public participation, review and comment will be sought throughout the LRTP update. This section details the findings and recommendations contained elsewhere in this *Public Involvement Process*. Prior to each LRTP update, the *Public Involvement Process* is conducted to thoroughly assess the effectiveness of all MPO community involvement activities. Based upon this review, specific recommendations (Action Items) are developed for increasing the amount and effectiveness of the MPO's community participation program. The process is also reviewed annually.

Planning Cycle for Transportation Plans

The Hernando County MPO's LRTP meets the guidelines stipulated in SAFETEA-LU by encompassing a 20-year planning horizon and by being updated every five years. This is consistent with the LRTP update cycle used within the Tampa Bay Transportation Management Area (TMA). Although the Hernando County MPO is not formally a part of the Tampa Bay TMA, it is a member of the West Central Florida Chairs Coordinating Committee (CCC), which oversees regional coordination of plans, programs, and policies in the West Central Florida region. As such, the Hernando County MPO voluntarily participates in a number of planning processes along with MPOs in the Tampa Bay TMA for consistency within the region.

The MPO's 2025 LRTP was adopted in December 2004 and encompasses a 20-year planning horizon to 2025. The Hernando County MPO's prior LRTP was adopted in December 2001 and covered a 25-year planning horizon through the year 2025. Consistent with SAFETEA-LU, the MPO subsequently moved to the current five-year update cycle. Hence, the 2035 LRTP was adopted in December 2009.

Public Involvement Process

SAFETEA-LU requires that the MPO develop and document its public involvement process relating to its transportation planning activities. Hence, the MPO conducted the following tasks:

- Assessed the effectiveness of past public involvement activities, particularly as they relate to the development of the 2035 LRTP.

- Based upon this assessment, refined and documented a revised public involvement process relating to major transportation planning activities of the MPO.

- Defined and documented the Public Participation Plan for the 2035 LRTP Update.

Development of the Congestion/Mobility Management Process

The purpose of CMP public involvement is to provide citizen groups with information on congestion monitoring activities that are in place in Hernando County at this time and planned improvements to mitigate congestion. The proposed CMP improvement projects/strategies are presented to the citizens of Hernando County at various public involvement activities. The public involvement process includes various activities to inform the public and gather input and is integrated with the 2035 LRTP public involvement activities conducted throughout the LRTP process.

The purpose of the CMP is to improve the overall effectiveness and efficiency of the transportation system. Actions include specific high priority projects identified in the 2025 Interim Plan, as well as operational improvements aimed toward reducing short-term congestion.

These actions have incorporated technical analysis and public input from the MPO's Congestion/Mobility Management System in which specific congested areas are identified. Development of the Congestion/Mobility Management Process has included public involvement and participation through CAC meetings. Additionally, the MPO's Transportation Systems Operations Committee (TSOC) has been extensively involved with the technical aspects of setting short range plan strategies. Because the Congestion/Mobility Management Plan involves actions which may be scheduled over the next five years, the Plan will be used to help formulate County and local government capital improvement programs, which will be accomplished through the TAC and TSOC. If needed, additional meetings will be scheduled with involved local governments as follow-up tasks. Results from the MPO's highly successful annual Citizens Transportation Survey were reviewed for direction on short range needs and priorities.

Most significantly, this ongoing effort was instrumental when formulating the MPO's direction to actively pursue CMS/ITS solutions as a major component of the Cost Affordable LRTP. For this reason, revenues were allocated for the purpose of identifying CMS/ITS projects within five heavily traveled corridors as an alternative to constructing major capacity projects.

LRTP Adoption Process and Follow-Up

The Long Range Transportation Plan adoption process included a series of public hearings and workshops. As such, the Plan public hearing commenced a 30-day public comment period. The comment period allowed the public to review and provide additional input concerning the Plan. Comments received during this review period were documented for consideration in the preparation of the final LRTP. Additionally, after this time period, a presentation was made to the MPO Board summarizing the LRTP and discussing the significant comments received from the public. Adjustments to the LRTP were made based on direction from the MPO Board. The final proposed LRTP was presented for adoption during the December 15, 2009 MPO Board public hearing.

At its meeting of October 27, 2009, the MPO conducted the first of two required public hearings prior to adoption of the 2035 Cost Affordable Long Range Transportation Plan (LRTP). Based upon federal rules, a minimum of 30 days must be provided for public review of the draft LRTP. In accordance with these rules, a second public hearing was conducted prior to final adoption action on the LRTP. Materials presented to the MPO at the first adoption hearing were based upon a prior MPO workshop devoted to the development of the 2035 Cost Affordable LRTP.

During the period between the two hearings, the LRTP was presented for final review to the MPO's committees and the general public.

Consistent with the MPO's direction, a "2035 Cost Affordable Transportation Plan Draft Summary Report" was prepared for the MPO's review. The report described the major multi-modal transportation projects contained in the LRTP, and the manner in which these improvements were funded. Major topics included in the Draft LRTP Summary Report included the following and were reviewed during the Adoption Hearing included:

- Endorsement of the LRTP
- Introduction and Overview
- Review and Adoption of the Cost Affordable LRTP

- Goals, Objectives, And Performance Measures
- SAFETEA-LU Compliance
- Plan Development Process
- 2035 Policy Constrained Needs Plan
- 2035 Cost Affordable Long Range Transportation Plan
- Plan Performance
- Cost and Revenue Assumptions
- Regional LRTP Component

THE LRTP PUBLIC INVOLVEMENT PLAN

The Hernando County MPO refined its proactive plan to encourage public input and involvement during development of the 2035 LRTP. The Public Involvement Process continued to utilize the CAC, TAC, and MPO Board meetings, as well as public workshops and hearings at key decision points during the transportation plan development process to ensure adequate and continuous public involvement.

LRTP Public Involvement Activities

Consensus-Building Workshop

A one half-day Consensus-Building Workshop was conducted in Hernando County. A selected group of citizens and decision-makers were personally invited by the MPO staff to participate in a consensus-building workshop to discuss existing and future transportation issues and services in a more-detailed public involvement setting. A consensus building workshop is a forum for a diverse group of citizens to discuss major topics and ultimately to develop consensus on strategies to address these topics. The workshop format encourages and requires participants to work together in discussing topics. Each participant was assigned to a small group and worked with that group for most of the afternoon.

The MPO set up a display at the Hernando County Fair to highlight features of the LRTP.

The workshop was held on June 24, 2009 at the Hernando County Utilities Building in Brooksville. Participants were selected stakeholders invited by the Hernando County MPO staff. The facilitators were Tindale-Oliver & Associates and the MPO staff. The workshop included board exercises, which were completed as a large group, and small group exercises. The board exercises covered mode finance and revenue options, while the small group exercises covered cross sections, roadway priorities, public transportation, trail facilities, preservation of corridors, and congested intersections.

The half-day Consensus Building Workshop was a major element of the MPO's LRTP public involvement efforts.

Tasks consisted of the following:

- Prepare draft questions and discussion guide
- Revise questions and discussion guide and publish copies of the document for use at the workshop
- Provide presentation materials for the workshop
- Prepare a summary of the consensus building workshop results
- Secure a meeting location for the consensus building workshop
- Provide staff for the consensus building workshop
- Receive and review summary of the results of the workshop

Details of the workshop can be found in Technical Appendix I.

Public Involvement Procedures

Due to the increased requirements for public participation in SAFETEA-LU, the MPO has expanded its public participation procedures to allow for additional public input and ensure that the public takes its place as a key player in the planning and decision-making process.

Community Impacts

In keeping with the requirements of SAFETEA-LU, during development of the LRTP the MPO was committed to evaluating the effects of transportation improvements on communities within Hernando County.

As developed by FDOT, the purpose of the Community Impact Assessment is:

- Early identification of community issues
- Proactive, inclusive problem solving and collaborative decision making
- A continuous process that transitions throughout project development
- Develop community based decision making

Hence, early in the planning process, the MPO worked to identify, seek out and consider the needs of those groups that have been traditionally under-served by existing transportation systems. This process mainly included low-income and minority households. Public input was also sought in regards to the impact of proposed roadway improvements on the community.

Public Access to the Planning Process

The following constitutes the general policy to guide activities of the staff and MPO Board in implementing a public participation program under the Federal SAFETEA-LU mandate:

> *It shall be the policy of the Hernando County MPO that all segments of the population of the County will have all reasonable access to the technical and policy processes which support the development of plans, programs and policies of the MPO. To this end, the MPO will endeavor to directly involve the public, particularly those segments of the community which have been*

traditionally under-served, in the decision-making process during all phases of the planning process.

The following sections describe the manner in which the public was given access to development of the LRTP.

Citizens Advisory Committee (CAC)

The CAC's role in providing citizen direction during prior LRTP updates was perhaps the committee's most significant accomplishment since its formation. The CAC's composition takes into account the county's population, race, gender, and area of residence. The CAC is now firmly established as the lead committee for providing citizen input for the current and subsequent LRTP updates as well as other planning studies. All CAC recommendations are given to the MPO Board for final review.

The CAC has continually been committed to seeking out and involving those groups that reflect the county's demographic composition. To this end, on a regular basis the CAC's membership composition has been reviewed. The CAC also makes recommendations to the MPO Board on possible methods to expand/strengthen community participation in the transportation planning process. Early in the Plan development process, the MPO reviewed CAC composition, recognizing the Committee's lead role in directing public participation.

Plans and Documents

The MPO held public hearings prior to final adoption of the LRTP. All related documents were made available in a location accessible to all members of the community for public review and comment at least seven (7) days prior to their respective meeting and/or public hearing. Unless Federal or State adoption timetables dictated otherwise, a 30-day review period continued to be used. Documents were made available to the public at no charge.

The MPO also ensured full participation by all affected agencies and provided a review period for FHWA and FTA during the annual MPO certification process.

Public Hearings/Workshops

Development of the 2035 LRTP has earmarked target dates for completion of major tasks. Upon completion of each major milestone, a public hearing or workshop was

held to inform the public of progress to date. These workshops allow for regular updates on the progress of the Plan and also allow continuous public input for the planning process. LRTP hearings also allow for a corresponding reply to the public, and have provided deliberation of alternative solutions. Public hearings are advertised in accordance with adopted MPO procedure, which are five (5) and ten (10) days in advance of the hearing date. Advertisements are placed in a newspaper providing general circulation coverage for the Hernando County area.

During the adoption phase of the LRTP, two fully advertised public hearings were held prior to action by the MPO Board. Ample public notification was provided to ensure that all segments of the county were notified and able to review and comment on the document.

Public response for planned transit service – Week of the Young Child event.

The county is currently divided into three main population centers, Spring Hill (west side), Downtown Brooksville (central), and Ridge Manor (east side). Hence, three local public workshops served to promote active citizen participation in each respective area. Specific relevant subject matter was targeted within these locales.

During the LRTP Update, the following hearings were held during MPO Board meetings:

First Plan Adoption Hearing – At its meeting of October 27, 2009, the MPO conducted the first of two required public hearings prior to adoption of the 2035 Cost Affordable Long Range Transportation Plan (LRTP). Based upon federal rules, a minimum of 30 days must be provided for public review of the draft LRTP. In accordance with these rules, a second public hearing is now being conducted prior to final adoption action on the LRTP. During the period between the two hearings, the LRTP has been presented for final review to the MPO's committees and the general public.

Materials presented to the MPO Board at the first adoption hearing were based upon a prior MPO workshop devoted to the development of the 2035 Cost Affordable LRTP.

Second Adoption Hearing – Consistent with the MPO Board's direction, a "2035 Cost Affordable Transportation Plan Draft Summary Report" was prepared for the MPO Board's review. The report described the major multi-modal transportation projects

contained in the LRTP, and the manner in which these improvements will be funded. Major topics included in the Draft Summary Report included the following:

- Endorsement of the LRTP
- Introduction and Overview
- Review and Adoption of the Cost Affordable LRTP
- Goals, Objectives, And Performance Measures
- SAFETEA-LU Compliance
- Plan Development Process
  - 2035 Policy Constrained Needs Plan
  - 2035 Cost Affordable Long Range Transportation Plan
- Plan Performance
- Cost and Revenue Assumptions
- Regional LRTP Component

Several Public Workshops were held at the following points of the Plan development process. Two rounds of public workshops were held prior to the LRTP adoption hearing. These workshops, one regarding the 2035 Policy Constrained Needs Plan and the other for the 2035 Cost Affordable Plan and 2025 Interim Plan, were designed to present system evaluation results and solicit public comment prior to finalizing the Plans.

The 2035 LRTP Update has highlighted project milestones for which public review and comment will be actively sought. Additionally, the current policy utilized for the notification/advertisement of public hearings has been reviewed for its effectiveness in soliciting public participation. Possible alternative methods were reviewed for cost and population type/size targeted. In particular, the MPO has determined that local public hearings serve to promote active citizen participation when held in each respective area. Target areas relevant to subject matter were also reviewed for the purpose of holding meetings at suitable locations within these locales.

All substantial revisions or concerns of the public were documented for later discussions, and all issues and concerns raised at prior meetings were addressed at the following meeting as well as the changes which were undertaken to address the concerns. This occurred at all stages of document preparation, public hearings, and workshops.

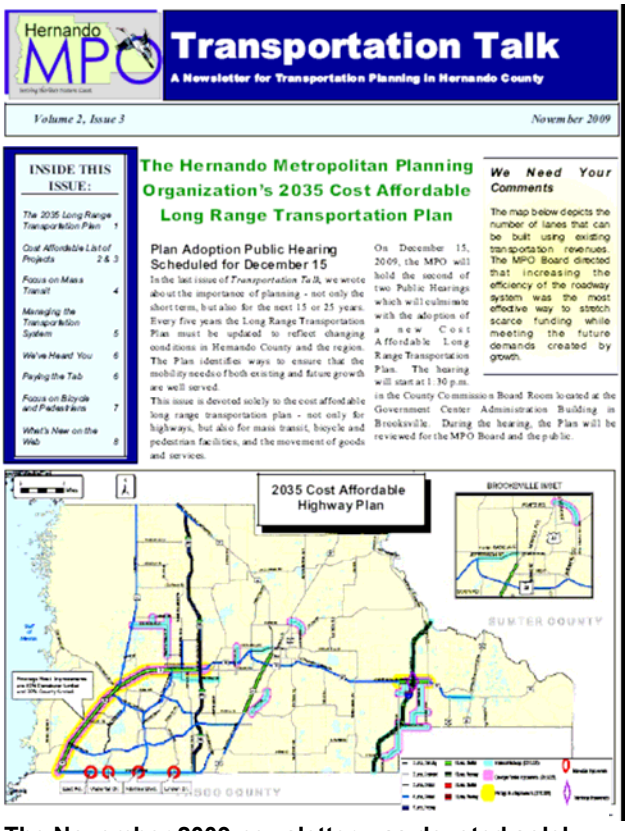
Prior to each LRTP Update, the MPO's the public participation and hearing process has been reviewed and revised to enhance its effectiveness in disseminating information to

the public and in soliciting/receiving adequate response from all segments of the community. The MPO's policy regarding the notification/advertisement of public hearings was also reviewed for its effectiveness in soliciting public participation. For example, large newspaper notification formats are now regularly used in local newspapers as an alternative to classified ads. Additionally, community and business groups were directly notified by mail and/or telephone of LRTP workshops and meetings, and public service announcements on community access television will also be used. Meeting notices will also be posted on the MPO website. The MPO will continue to explore additional methods for advertisement of meetings, such as encouraging notices in community and business newsletters, and working directly with the press to have articles published during the 2035 LRTP Update.

All substantial concerns of the public are documented for later discussion. Comments from the public have been recorded at all official meetings, hearings and workshops held by the MPO. Furthermore, comments have been addressed at meetings following the meeting(s) at which comments were received. The MPO will continue to record public comments at all official meetings, hearings, and workshops, and consider comments during relevant agenda items.

MPO Newsletter

An MPO Newsletter is distributed several times per year throughout Hernando County, as well as to FDOT District 7, pertinent agencies, organizations, public interest groups, homeowners associations, clubs and civic groups, and county liaison departments. The Newsletter provides a glance at: the upcoming issues of the MPO Board; the reports, documents, and issues currently being considered and those accomplished; and the dates and times of all board and committee meetings. The format of the Newsletter is designed to be pleasing and informative to the general population of the County. At this time, the MPO Newsletter is sent to over sixty (60)


Hernando MPO

Transportation Talk

A Newsletter for Transportation Planning in Hernando County

Volume 2, Issue 3 — November 2009

INSIDE THIS ISSUE:

The 2035 Long Range Transportation Plan 1
Cost Affordable List of Projects 2 & 3
Focus on Mass Transit 4
Managing the Transportation System 5
We've Heard You 6
Paying the Tab 6
Focus on Bicycle and Pedestrians 7
What's New on the Web 8

The Hernando Metropolitan Planning Organization's 2035 Cost Affordable Long Range Transportation Plan

Plan Adoption Public Hearing Scheduled for December 15

In the last issue of *Transportation Talk*, we wrote about the importance of planning - not only the short term, but also for the next 15 or 25 years. Every five years the Long Range Transportation Plan must be updated to reflect changing conditions in Hernando County and the region. The Plan identifies ways to ensure that the mobility needs of both existing and future growth are well served.

This issue is devoted solely to the cost affordable long range transportation plan - not only for highways, but also for mass transit, bicycle and pedestrian facilities, and the movement of goods and services.

On December 15, 2009, the MPO will hold the second of two Public Hearings which will culminate with the adoption of a new Cost Affordable Long Range Transportation Plan. The hearing will start at 1:30 p.m. in the County Commission Board Room located at the Government Center Administration Building in Brooksville. During the hearing, the Plan will be reviewed for the MPO Board and the public.

We Need Your Comments

The map below depicts the number of lanes that can be built using existing transportation revenues. The MPO Board directed that increasing the efficiency of the roadway system was the most effective way to stretch scarce funding while meeting the future demands created by growth.

2035 Cost Affordable Highway Plan

BROOKSVILLE INSET

SUMTER COUNTY

PASCO COUNTY

The November 2009 newsletter was devoted solely to the 2035 LRTP.

interest groups, organizations, State and Federal agencies, two (2) committees, and two (2) boards. The mailing list for the Newsletter is expanded and updated on a regular basis.

At present, the MPO Newsletter is the principal document distributed within the community on a quarterly basis. As such, it is one of the primary means through which individual citizens and community groups will be apprized of Plan Update activities. For this reason, the current document format and distribution should be reviewed to ascertain its continuing effectiveness in providing a high level of community awareness of the planning process.

The distribution/mailing list for the Newsletter (including e-mail addresses) was reviewed during the LRTP Update to ensure full community coverage. Additionally, the content, format and frequency of the MPO Newsletter were reviewed periodically to ensure that standards of readability, thoroughness of coverage of issues, and quality comparison with the publications of similar agencies were being properly followed.

During 2009, three Newsletters (Technical Appendix J) were published containing information regarding the 2035 LRTP Update. Furthermore, the MPO is also exploring the feasibility of publishing an annual report following final approval of the Plan Update. The Newsletter uses readily interpretable maps and other graphical materials to illustrate the impact of Plan recommendations on the community. Newly acquired technology should allow staff to adjust the Newsletter's format and content to enhance the presentation of materials. The cost-effectiveness of placing a newspaper insert in papers with wide local circulation will also be pursued. Newsletters are now posted on the MPO website as discussed in the following section.

MPO Website

The MPO's website became operational in December of 1998. The website provides user-friendly data and information about the various MPO activities. It is also designed to be interactive, providing public input and query capability. In addition to meeting schedules, agenda information, adopted plans, plan update information and traffic data, the site is currently hosting an electronic version of MPO Newsletters. The site also provides a link to the Statewide MPO Advisory Council's web page. The MPO's web address is: www.hernandocounty.us/mpo.

As described later in this section, one of the LRTP's highlights was a Citizens Transportation Survey which was posted on the MPO's website for the first time.

Long Range Transportation Plan Development

The MPO adopted its 2035 LRTP on December 15, 2009 in accordance with the time line mandated by SAFETEA-LU. Direction from the MPO's Citizens Advisory Committee (CAC) will be sought throughout the planning process, starting with review and comment on the MPO's Long Range Goals and Objectives. The CAC will stay active in the Plan's development by reviewing network alternatives, system performance, and funding/revenue options. It is anticipated that the CAC will continue to be on the leading edge of community review for the updated 2035 Plan. To this end, the CAC was called upon to review all Plan processes and products as they became available.

The LRTP public participation process formally began in 2008 with a series of committee workshops. At that time, the committees reviewed the Plan development schedule, and provided comments on LRTP policies that will be used throughout the update process.

The MPO also worked closely with the FDOT District 7 Office during development of the updated 2035 LRTP. As with previous LRTPs, the MPO again participated in the current phase of the Regional Transportation Analysis (RTA) project being conducted by FDOT.

Due to the need to meet State and Federal timeframes established to support the Plan development process, a schedule of milestone activities was followed. Of particular note were the public workshops held prior to the adoption of the Policy Constrained Needs Plan and the Cost Affordable Plan. Specifically, public input was sought in regards to the impact of proposed roadway improvements on the community. Special attention was also paid to involving those segments of the community that are traditionally under-represented in the planning process, and the impact that highway widenings will have on those groups and on the Brooksville downtown area.

The role of mass transit and the means for securing needed revenues was also an emphasis area for community involvement. A large portion of Hernando County's population has been identified as being potential mass transit users. The MPO further identified the mobility needs of the population that would be best served by modes other than the private automobile. The planning process specifically accounted for the concerns of this population and sought its involvement during LRTP development. Furthermore, the MPO designed public involvement activities to further identify the mobility needs of the County's transit dependent population.

Public input was also sought in regards to the impact of proposed roadway improvements on the community. Special attention was paid to involving segments of the community that have been traditionally under-represented in the planning process, and the impact that highway widenings will have on those groups.

Regional Coordination

During past LRTP Updates, coordination of the planning programs of the four MPOs in the Tampa Bay area has been an important emphasis area of all affected agencies in the region. Both MPO staff and a designated MPO Board representative participate in the West Central Florida Chairs Coordinating Committee (CCC) process created cooperatively by the six MPOs of West Central Florida, Citrus County, FDOT Districts 1 and 7, the Tampa Bay Regional Planning Council (TBRPC), the Withlacoochee Regional Planning Council, the Central Florida Regional Planning Council, and the Southwest Florida Regional Planning Council.

Many of the activities of the CCC parallel the Plan development and review processes followed by the individual MPOs, and include review of planning materials by the public. Additionally, the FDOT District 7 office in Tampa provided much of the regional planning/coordination for the LRTP Update. This is particularly significant for the provision of technical assistance in support of the MPO program. Plan coordination has been consistently augmented through additional notification being sent to the Withlacoochee Regional Planning Council and TBRPC.

During the 2035 Update, the MPO Staff Directors Coordination Team, consisting of MPO Directors and staff within FDOT Districts 1 and 7, as well as representatives of TBRPC, provided much of the direct coordination of the LRTPs in West Central Florida. FDOT also provided staff liaisons that are continually coordinating activities of the State with those of local agencies concerning major planning projects of the MPO. It is expected that the public participation component of the CCC process will expand as planning products are developed. Usually, action by the CCC has been followed by a ratification action by the affected MPOs. This action would then be subject to the regular public participation process described in this document.

Further involvement of regional organizations was sought at all stages of Plan development, and in particular on issues which had an impact on these organizations and where their assistance promoted a regional perspective. The need for expanded public participation on regional issues continued to be addressed through the

cooperative regional coordination process set up by the MPOs and FDOT. This included expanded meeting notification and possible public hearings.

Adjacent counties and communities were notified of projects within the Tampa Bay area that impacted their areas, and were ensured participation in the planning process through discussions and input.

Citizens Transportation Survey

For the past several years the MPO has conducted an annual Citizens Transportation Survey in the local editions of both major newspapers in Hernando County. The number of responses received each year has ranged from 400 to 600, representing a very high level of interest in a county the size of Hernando. Responses are tabulated and analyzed, and are presented to the MPO Board for its consideration.

Although results from the survey have primarily applied to setting short range priorities and strategies under the MPO's Congestion/Mobility Management System, analysis of survey results were reviewed during LRTP development. In support of the LRTP, the Citizen Survey was placed on the MPO's website, and addressed preferences related to all modes of transportation and to specific projects. Table 13-1 summarizes the responses from the survey. The full survey can be found in Technical Appendix K.

Public Media News Releases

Prior to each MPO Board and committee meeting, news releases were given to the local newspapers; St. Petersburg Times, Hernando Today (Tampa Tribune), and the WWJB radio station. The press is usually present at MPO Board meetings and has written informational articles about the relevant issues of those meetings, which has provided additional public awareness of transportation issues. From time to time, the press covers meetings of the MPO review committees.

Table 13-1
ONLINE CITIZENS TRANSPORTATION SURVEY SYNOPSIS

Support for All Modes Over the Next 20 Years

RANK	SCORE	PROJECT
1	80%	Pedestrian safety improvements at intersections
2	75%	Widening of major roads
3	66%	Expansion of sidewalks along major roads
4	65%	More bus routes
5	64%	Rail service from Tampa to Brooksville
6	62%	More on-road bicycle lanes
7	62%	Increased bus service frequency
8	58%	More off-road multi-use trails

Major Road Project Priorities

RANK	SCORE	PROJECT
1	88%	Signal timing
2	72%	Adding/lengthening turn lanes at intersections
3	66%	US 19, enhanced access control (frontage roads and interchanges)
4	54%	I-75, six laning
5	53%	SR 50, six laning (US 19 to Brooksville)

Paying for Transportation Improvements*

RANK	SCORE	PROJECT
1	52%	No new or increased fees or taxes
2	48%	Higher gas tax
3	39%	Increased road tolls (to support roads and transit)
4	32%	Higher sales tax
5	30%	Higher vehicle registration fees

*62% indicated that additional funding is important for needed future transportation infrastructure.

Plan Development Milestones

A summary of major activities, which occurred during development of the 2035 LRTP Update, is contained in Table 13-2, Major Long Range Transportation Plan Review Milestones schedule. Plan milestones are closely tied to the schedule of the current phase of the FDOT's Regional Transportation Analysis (RTA). The RTA effectively unifies the combined planning efforts of the four MPOs of the Tampa Bay area into a coordinated planning process. While some degree of variation in local scheduling is inevitable, the overall process presumes that MPOs will have policies and socio-economic data prepared in order to start alternatives analysis by the end of 2008.

Table 13-2
MAJOR LONG RANGE TRANSPORTATION PLAN REVIEW MILESTONES

Milestone	Date
PHASE I	
First Public Hearing on Public Involvement Process, including LRTP Public Participation Plan	***September 2008***
Initiate Review/Update of Long Range Goals and Objectives and Policy Framework	**October/November 2008**
Develop Measures of Effectiveness	**November/December 2008**
Update Inventory of Conditions and Needs	**November/December 2008**
Review of Future Growth Data and Develop ZDATA	**November 2008**
Public Hearing on Plan Policies	***December 2008***
Second Public Hearing on Public Involvement Process	***December 2008***
PHASE III	
Development of Initial Multi-Modal Needs Plan Alternatives	**January 2009**
Testing and Evaluation of Needs Plan Alternatives	**January/February 2009**
Identification of Available Revenues	**January 2009**
Public Workshop on Draft Needs Plan	***March 2009***
Public Hearing/Adoption of Policy Constrained Needs Plan	***April 2009***
PHASE III	
Analysis/Review of Cost and Revenue Needs	**April 2009**
Development of Multi-Modal Cost Affordable Plan Alternatives	**May/June 2009**
Testing and Evaluation of Cost Affordable Plan Alternatives	**July/August 2009**
Development of Congestion Management Process	**July/August 2009**
Review of Draft Cost-Feasible Long Range Plan	**September 2009**
Public Workshop on Cost Affordable Plan and Congestion Management Plan	***October 2009***
First Public Hearing on Cost Affordable Plan	***November 2009***
Second Hearing/Adoption of Year 2020 Multi-Modal Long Range Plan	***December 2009***

Note: Public involvement activity is shown in *italics.*

In summary, the LRTP was completed in three main phases, as follows:

- ***Phase I*** called for the updating of all preliminary materials and processes. These include the Public Participation Plan, as well as the overall MPO Public Involvement Process, and Plan policies and performance measures. It is essential that Phase I be completed before alternatives analysis begins.

- ***Phase II*** led to the adoption of an updated Policy Constrained Needs Plan. An iterative alternatives analysis process, closely coordinated with FDOT's RTA project, was used to identify needed highway and transit improvements, irrespective of cost. Approved performance measures were used as the criteria for determining transportation/mobility deficiencies and needs.

- ***Phase III*** entailed the development of the Multi-Modal Cost Affordable Plan and Interim Plan. Again, an iterative alternatives analysis process was used, in this case to match projects to reasonably available revenues.

Obtaining public comment before the completion of each phase was critical. For this reason, workshops were scheduled prior to the formulation of final Plan recommendations. Public comments from these meetings were considered by all MPO committees prior to the presentation of final recommendations to the MPO Board.

Unfortunately, such an ambitious schedule did not always allow for sufficient prior notification for public review meetings and workshops. However, the MPO was committed to anticipating key decision making points in the process, and giving the public adequate notice of meetings where these matters would be considered. Staff ensured that advanced notification through published notices, direct mailings, and telephone follow-up, was provided when needed.

TRANSPORTATION PLAN ADMINISTRATION

Notification of Meetings

All meetings of the MPO Board and its committees are open to the general public. Meetings of the TAC, CAC, and the MPO Board are noticed according to County procedures and involve providing news releases of the respective meeting to local newspapers, i.e., the St. Petersburg Times and Tampa Tribune (Hernando Today), as well as the WWJB radio station. All news releases are sent at least seven days prior to the meeting.

Public hearings are noticed by placing advertisements in newspapers of major circulation. These advertisements run two times before the scheduled public hearing; generally once ten calendar days before the meeting, and once five calendar days before the meeting.

Public workshops on both the Policy Constrained Needs Plan and the Cost Affordable Plan were scheduled prior to the MPO Board Plan adoption hearings. Three workshops for each Plan were held in different geographic areas of the County.

MPO Board adoption hearings were advertised according to County procedures for notice of public hearings. As previously indicated, there were two advertisements for all public hearings prior to their occurrence.

Dissemination of Plan Documents

Plans and documents are the tangible products of many hours of planning activity. Without access to these products, the process used to create the 2035 Transportation Plan would be largely invisible to the general public.

During development of the 2035 LRTP, the MPO and staff ensured that plans and documents were available to all reviewing parties, including the CAC and TAC, as well as other State and local agencies. Generally, committee agendas were provided to members at least five working days prior to the meeting in order to give adequate time for the members to review the packet pertaining to the agenda items. However, due to the magnitude of information relating to the Plan and its relative importance to the community, MPO staff will strive to have information packets available to the various committees at least ten working days prior to the meeting. Hence, items should be prepared at least 15 days, and preferably 30 days, prior to meetings at which these items will be considered. This same schedule will be followed for public workshops and hearings. Similarly, information will be forwarded to the FDOT, local governments, Regional Planning Council representatives, and to representatives of other agencies on the mailing list. Where possible, and when not constrained by Plan scheduling, information concerning the Plan will be provided earlier.

Information will be disseminated in response to specific requests made by the public on an "as requested" basis, and according to the availability of the requested information. Copies of appropriate Plan documents will be available for public inspection at government buildings, including the Hernando County Government Complex, city halls

of municipalities and public libraries. Additionally, the Plan documents will be forwarded to churches and civic associations on an "as requested" basis.

Consistent access and notification to the public that Plans are available for review prior to committee meetings is essential. In keeping with the above goal for prior availability of documents, all materials in support of key decision-making should be adequately noticed. Staff will use direct mailings, news releases, advertisements, and the MPO's web page for this purpose.

Access to Meeting Records

Hernando County has recently implemented a system to provide citizens and other interested parties comprehensive access to meeting records, including videos provided through the County's access channel. All MPO agendas and meetings are organized using this system. Called MinuteTraq, the system tracks several fields of information on a meeting agenda, including details of each agenda item. The system also allows the County to attach, link or reference other documents that are related or provide supporting information.

Media Access

Access to the print and/or electronic media can be either passive or active. Passive access is usually accomplished through regular media coverage of meetings of other events. Active access occurs when the agency works directly (or sometimes indirectly) with the media by supplying materials for possible publication or other use, or through the staging of events to gain publicity.

Generally, media coverage was focused during the final phases of Plan adoption. Particular media attention was paid to issues related to Plan funding.

Response to Public Inquiries

The MPO continually encourages public inquiry regarding the status of all MPO transportation planning activities, and more specifically, the LRTP. MPO staff will be available for all public comments, questions, and interest on all issues relevant to the MPO planning process. Interested parties will be placed on the mailing lists for the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), Bicycle/Pedestrian Advisory Committee (BPAC), the Transportation Disadvantaged Local Coordinating Board (TDLCB), and MPO Board meeting agendas, as well as

planned public workshops and public hearings. As stated in the section above concerning the dissemination of information relating to LRTP documents, all information will be readily available to the public.

As the LRTP Update progressed, the MPO was periodically provided brief status reports concerning key tasks in the Plan development process. In some cases, status reports were forwarded to parties on the MPO mailing list. As indicated above, interested parties would be placed on the mailing list by contacting the Hernando County MPO.

In addition to the above, interested parties were able to obtain information relating to the Plan update by being placed on the mailing list for the MPO Newsletter. This Newsletter is issued quarterly and distributed not only in Hernando County, but also throughout FDOT District 7, pertinent agencies, local organizations, county liaison departments, etc. The Newsletter provides a glance at:

- Upcoming issues of the MPO Board;
- Reports, documents, and issues in the works and those accomplished; and
- Dates and times of all board and committee meetings.

To be included on the Newsletter mailing list, interested parties were encouraged to contact the MPO office during normal business hours. Furthermore, MPO staff focused on major plan development activities and milestone products in upcoming Newsletter issues.

Direct inquiries from the public were handled on a case-by-case basis by MPO staff, and staff kept the MPO Board apprised of the volume and nature of these requests. Records of inquiries were kept by staff and reported at appropriate times during meetings and/or hearings related to the topic(s).

Environmental Justice Program

The Environmental Justice Program has become an established part of the MPO's public involvement process. As shown in Appendix A of the MPO's *Public Involvement Process (September 2008)*, the MPO has developed an extensive list of contacts of persons and agencies associated with the low-income and minority populations of Hernando County. As described in Section 7, for the most part these populations are concentrated in the City of Brooksville.

To date, the MPO has held several Environmental Justice Workshops, either during development of the 2035 LRTP, or during prior updates of the Transit Development Plan (TDP) and the Transit Operations Plan. Each of these addressed issues at the systems, programmatic and corridor levels.

During the LRTP update, an Environmental Justice discussion group was held to review the potential impacts of transportation improvements on minority and low-income populations in Hernando County. In particular, public transportation, sidewalk, bicycle, and road improvements that abutted or bisected minority and/or low-income communities were discussed. Participants included key community leaders and representatives of social service agencies in Hernando County. Formatted as an informal discussion, the workshop included a presentation on environmental justice and the long-range transportation plan describing the specifics of environmental justice and an overview of Hernando County demographics. Maps were also provided to the participants to illustrate where improvements are planned and to show demographic trends. Finally, a comprehensive review of the MPO's transit planning program was provided to give participants an idea of the direction of the public transportation in Hernando County.

The MPO has discovered that, according to the participants, the biggest problem facing the minority and low-income populations in Hernando County is transportation to social service organizations. Most of the concerns are for Hernando County to provide a more comprehensive public transportation for residents. Many of the low-income families find auto ownership cost prohibitive and rely on public transportation, pedestrian paths, and bicycles to meet their transportation needs. As a result, few comments were received regarding the impacts of potential roadway improvements on minority and low-income communities, with the exception of making roadways more transit and pedestrian friendly. A summary of the major comments made by low-income and minority participants during the LRTP Update included:

- Expand fixed route transit routing, provide stops at social service offices, and expand hours of operation to assist employment and welfare-to-work programs;

- Pedestrian safety concerns and including project to provide sidewalks along several roadways;

- Include road projects with positive impacts on low-income and minority populations;

- Expand fixed route transit routing, provide stops at social service offices, and expand hours of operation to assist employment and welfare-to-work programs;

- Pedestrian safety concerns and including project to provide sidewalks along several roadways; and

- Include road projects with positive impacts on low-income and minority populations.

In order to solicit minority and low-income community input regarding existing and proposed transit service, Environmental Justice workshops were held during the major update of the TDP in 2009. This included a presentation at the general meeting of the Hernando County NAACP in Brooksville. Also, a questionnaire was distributed at all Environmental Justice events. Answers were complied and presented directly to the MPO Board. Specific recommendations included:

- Additional route/stops within minority neighborhoods
- Better access to medical/health facilities
- Need sidewalks with low-income area for accessing transit stops
- Improved accessibility for elderly and disabled
- Users need to get to educational facilities and to social service agencies

Information regarding the Environmental Justice Program was distributed at related functions. The MPO is committed to continuing and expanding efforts to involve the low-income and minority communities throughout the planning process.

Review of Systems Analysis

Primarily, the development of alternatives for system testing was accomplished through the MPO and TAC. Results of the model testing and evaluation of alternatives using the project prioritization methodology were presented to both the CAC and TAC for review and comment. Also, members of the BPAC, the Transportation Disadvantaged Local Coordinating Board (TDLCB), and the Transportation Systems Operations Committee (TSOC) were invited to attend public presentations.

APPENDIX A:
ACRONYM REFERENCE LIST

ACRONYM REFERENCE LIST

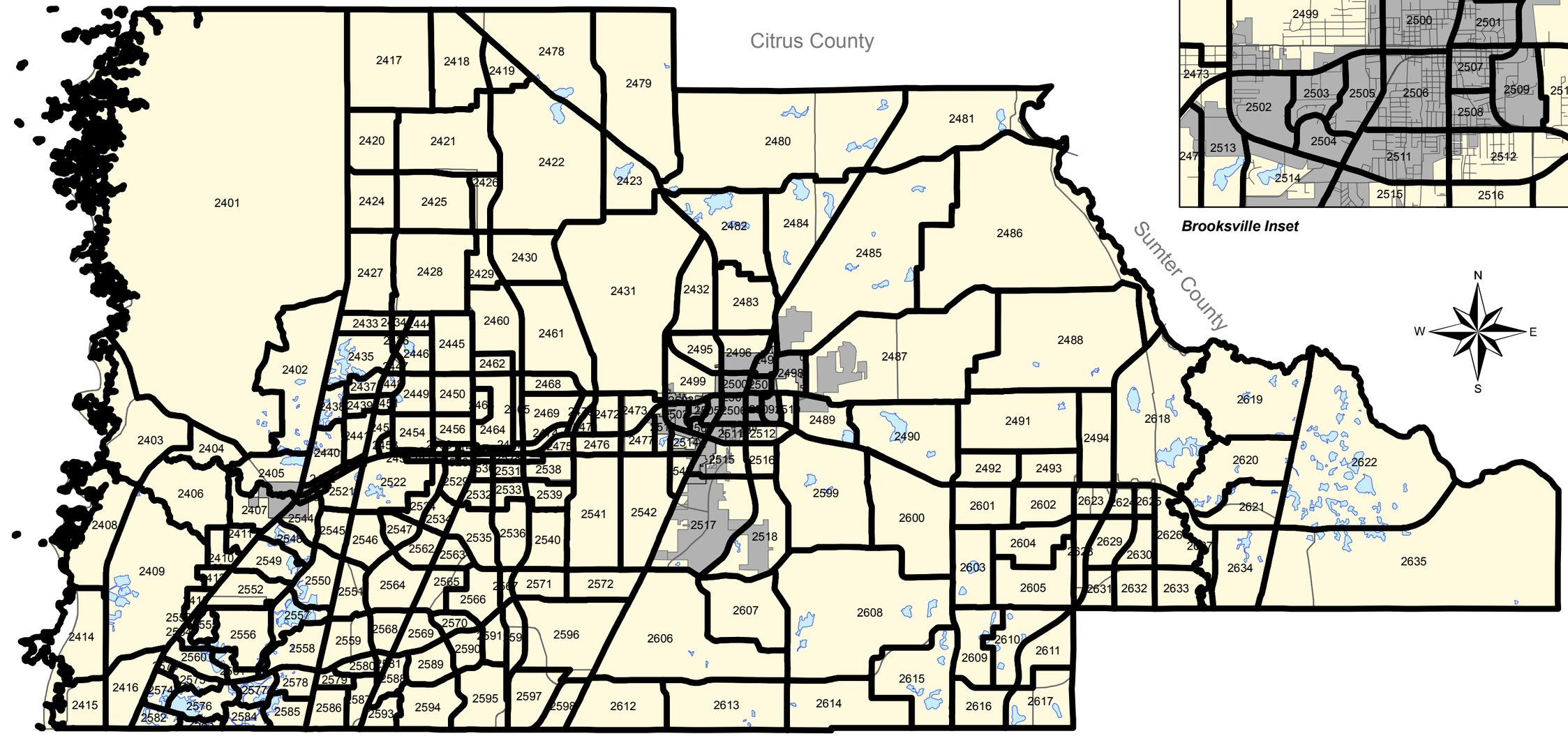
ADA	Americans with Disabilities Act
BACS	Bay Area Commuter Services
BOCC	Board of County Commissioners
BPAC	Bicycle/Pedestrian Advisory Committee
CAC	Citizens Advisory Committee
CCC	West Central Florida MPO Chairs Coordinating Committee
CIP	Capital Improvement Program
C/MMS	Congestion/Mobility Management System
CMP	Congestion Management Process
CMS	Congestion Management System
CTC	Community Transportation Coordinator
CTD	Commission for Transportation Disadvantaged
CUTR	Center for Urban Transportation Research (at USF)
DBE	Disadvantage Business Enterprise
DOPA	Designated Official Planning Agency
DRI	Development of Regional Impact
EPA	Environmental Protection Agency
ETAT	Environmental Technical Advisory Team
ETDM	Efficient Transportation Decision Making
FAA	Federal Aviation Authority
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FIHS	Florida Intrastate Highway System
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
GPC	General Planning Consultant
HCATS	Hernando County Area Transportation Study
HCM	Highway Capacity Manual
HPMS	Highway Performance Measuring System
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation System
LCB	Local Coordinating Board (Transportation Disadvantaged)
LOS	Level of Service
LRTE	Long Range Transit Element
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
MPOAC	Metropolitan Planning Organization Advisory Council
NTD	National Transit Database
PE	Preliminary Engineering
PIP	Public Involvement Process
PD&E	Project Development & Environment
PPP	Public Participation Plan
RTA	Regional Transportation Analysis

SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHSP	Strategic Highway Safety Plan
SIS	Strategic Intermodal System
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zone
TBARTA	Tampa Bay Area Regional Transportation Authority
TBRPC	Tampa Bay Regional Planning Council
TCQSM	Transit Capacity and Quality of Service Manual
TDLCB	Transportation Disadvantaged Local Coordinating Board
TDM	Transportation Demand Management
TDP	Transit Development Plan
TDSP	Transportation Disadvantaged Service Plan
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TOD	Transit Oriented Development
TRIP	Transportation Regional Incentive Program
TRT	Technical Review Team
TSM	Transportation Systems Management
TSOC	Transportation Systems Operations Committee
TTC	Transit Technical Committee
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
WCFAQCC	West Central Florida Air Quality Coordinating Committee
WRPC	Withlacoochee Regional Planning Council
ZDATA	Zonal Data

APPENDIX B:
2006 BASE YEAR AND 2035 ZDATA

Hernando County

2006 Traffic Analysis Zones



Notes:
Data obtained 11/05/07 from Hernando County (Hugh Pasco) in file: "Copy of 2006_TAZs_Hernando_vacant2.xls"
Data provided: - DUs (for Total, Occupied, Vacant, & Seasonal); varies throughout with part value, part formula
- Group Quarter Population; values
- PPH (Population per household); values
- Household Population; formula

FDOT calculations for remaining DU and Population variables
FDOT prepared hotel variables from State license data
FDOT prepared lifestyle data from 2000 Census Data
Data below has been converted to all value, rounded format:

HERNANDO COUNTY 2006 ZDATA

TAZ	DWELLING UNITS					DWELLING UNIT OCCUPANCY				PERMANENT POPULATION				HOTEL UNITS				LIFESTYLE DATA - % AUTOS BY TYPE OF HOUSEHOLD											
			Vacant (Seasonal + NonSeasonal)															% ZERO AUTOS			% ONE AUTOS			% TWO AUTOS			% THREE+ AUTOS		
	Tot DUs	Occupied Households	Total	Seasonal	Non-Seasonal	% HH	% Vacant (Seasonal + NonSeasonal)	% Seasonal	% Non-Seasonal	Total Population	HH Pop	Group Quarters Pop	PPH	Total	Business	Economy	Resort	Retiree	Workers w/o Children	Workers w/ Children	Retiree	Workers w/o Children	Workers w/ Children	Retiree	Workers w/o Children	Workers w/ Children	Retiree	Workers w/o Children	Workers w/ Children
2401	150	100	50	40	10	66.67	33.33	26.66	6.67	195	195	0	1.95	0	0	0	0	3	13	7	2	4	1	0	14	4	34	16	2
2402	1818	1625	193	89	104	89.38	10.62	4.90	5.72	3169	3169	0	1.95	0	0	0	0	3	13	7	2	4	1	0	14	4	34	16	2
2403	601	385	216	192	24	64.06	35.94	31.95	3.99	801	801	0	2.08	6	0	6	0	3	13	7	2	4	1	0	14	4	34	16	2
2404	580	421	159	124	35	72.59	27.41	21.38	6.03	871	871	0	2.07	5	0	0	5	3	13	7	2	4	1	0	14	4	34	16	2
2405	300	221	79	44	35	73.67	26.33	14.66	11.67	513	513	0	2.32	0	0	0	0	3	13	7	2	4	1	0	14	4	34	16	2
2406	19	17	2	1	1	86.90	13.10	5.26	7.84	38	38	0	2.33	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6
2407	600	580	20	10	10	96.67	3.33	1.66	1.67	1351	1351	0	2.33	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6
2408	770	647	123	89	34	84.03	15.97	11.55	4.42	1404	1404	0	2.17	6	0	6	0	2	13	10	1	2	3	0	12	7	27	17	6
2409	1	1	0	0	0	86.90	13.10	13.10	0.00	2	2	0	2.33	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6
2410	280	250	30	15	15	89.29	10.71	5.35	5.36	583	583	0	2.33	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6
2411	670	648	22	11	11	96.72	3.28	1.64	1.64	1510	1510	0	2.33	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6
2412	10	9	1	1	0	86.90	13.10	10.00	3.10	20	20	0	2.33	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6
2413	250	181	69	40	29	72.40	27.60	16.00	11.60	422	422	0	2.33	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6
2414	650	590	60	33	27	90.77	9.23	5.08	4.15	1316	1316	0	2.23	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6
2415	90	60	30	15	15	66.67	33.33	16.66	16.67	134	134	0	2.23	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6
2416	435	379	56	30	26	87.13	12.87	6.89	5.98	845	845	0	2.23	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6
2417	110	96	14	6	8	86.90	13.10	5.68	7.42	248	248	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2418	10	9	1	0	1	86.90	13.10	0.00	13.10	23	23	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2419	20	17	3	2	1	86.90	13.10	10.00	3.10	44	44	0	2.55	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2420	100	62	38	6	32	61.90	38.10	5.68	32.42	160	160	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2421	106	67	39	6	33	63.32	36.68	5.68	31.00	174	174	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2422	170	143	27	18	9	84.12	15.88	10.59	5.29	365	365	0	2.55	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2423	20	17	3	0	3	86.90	13.10	0.00	13.10	44	44	0	2.55	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2424	95	83	12	5	7	86.90	13.10	5.68	7.42	214	214	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2425	308	228	80	18	62	73.91	26.09	5.69	20.40	590	590	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2426	36	21	15	2	13	59.12	40.88	5.69	35.19	55	55	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2427	335	224	111	19	92	66.90	33.10	5.68	27.42	580	580	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2428	458	265	193	26	167	57.86	42.14	5.69	36.45	686	686	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2429	75	65	10	4	6	86.90	13.10	5.68	7.42	175	175	0	2.69	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2430	115	97	18	12	6	84.35	15.65	10.43	5.22	247	247	0	2.55	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2431	90	80	10	4	6	88.89	11.11	4.44	6.67	197	197	0	2.46	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2432	35	30	5	2	3	85.71	14.29	5.72	8.57	74	74	0	2.46	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2433	15	13	2	1	1	86.90	13.10	5.68	7.42	30	30	0	2.33	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2434	12	10	2	1	1	86.90	13.10	5.68	7.42	24	24	0	2.33	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2435	450	391	59	26	33	86.90	13.10	5.68	7.42	985	985	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2436	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2437	120	104	16	7	9	86.90	13.10	5.68	7.42	263	263	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2438	150	130	20	9	11	86.90	13.10	5.68	7.42	328	328	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2439	110	96	14	6	8	86.90	13.10	5.68	7.42	241	241	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2440	374	300	74	21	53	80.22	19.78	5.68	14.10	756	756	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2441	272	211	61	15	46	77.71	22.29	5.68	16.61	533	533	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2442	20	17	3	0	3	86.90	13.10	0.00	13.10	44	44	0	2.52	64	0	64	0	0	12	16	0	9	3	1	11	7	15	18	8
2443	2	2	0	0	0	86.90	13.10	0.00	13.10	4	4	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2444	5	4	1	0	1	86.90	13.10	5.68	7.42	13	13	0	2.91	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2445	260	226	34	15	19	86.90	13.10	5.68	7.42	657	657	0	2.91	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2446	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2447	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2448	30	26	4	2	2	86.90	13.10	5.68	7.42	66	66	0	2.52	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2449	300	261	39	17	22	86.90	13.10	5.68	7.42	623	623	0	2.39	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2450	125	109	16	7	9	86.90	13.10	5.68	7.42	260	260	0	2.39	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2451	40	35	5	2	3	86.90	13.10	5.68	7.42	83	83	0	2.39	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2452	12	10	2	1	1	86.90	13.10	5.68	7.42	19	19	0	1.78	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2453	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.52	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2454	1600	1390	210	91	119	86.90	13.10	5.68	7.42	2475	2475	0	1.78	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1

2455	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.52	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2456	115	100	15	7	8	86.90	13.10	5.68	7.42	239	239	0	2.39	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2457	8	7	1	0	1	86.90	13.10	0.00	13.10	17	17	0	2.39	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2458	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.52	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2459	4	3	1	0	1	86.90	13.10	0.00	13.10	8	8	0	2.39	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2460	155	135	20	9	11	86.90	13.10	5.68	7.42	392	392	0	2.91	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2461	120	101	19	13	6	84.17	15.83	10.83	5.00	258	258	0	2.55	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2462	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8
2463	211	61	150	12	138	28.91	71.09	5.68	65.41	109	109	0	1.79	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2464	2360	2051	309	134	175	86.90	13.10	5.68	7.42	3671	3671	0	1.79	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2465	55	48	7	3	4	86.90	13.10	5.68	7.42	86	86	0	1.79	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2466	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.52	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2467	7	6	1	0	1	86.90	13.10	5.68	7.42	131	11	120	1.79	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1
2468	25	20	5	3	2	80.00	20.00	12.00	8.00	41	41	0	2.04	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2469	220	169	51	33	18	76.82	23.18	15.00	8.18	345	345	0	2.04	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2470	15	13	2	0	2	86.90	13.10	0.00	13.10	28	28	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2471	0	0	0	0	0	86.90	13.10	0.00	13.10	0	0	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2472	0	0	0	0	0	91.49	8.51	4.25	4.26	0	0	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2473	94	86	8	4	4	91.49	8.51	4.25	4.26	184	184	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2474	200	158	42	28	14	79.00	21.00	14.00	7.00	322	322	0	2.04	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2475	105	95	10	5	5	90.48	9.52	4.76	4.76	203	203	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2476	105	95	10	5	5	90.48	9.52	4.76	4.76	203	203	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2477	24	21	3	0	3	86.90	13.10	0.00	13.10	45	45	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2478	30	26	4	0	4	86.90	13.10	0.00	13.10	56	56	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2479	56	49	7	3	4	87.50	12.50	5.36	7.14	121	121	0	2.46	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2480	250	225	25	12	13	90.00	10.00	4.80	5.20	554	554	0	2.46	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2481	480	417	63	27	36	86.90	13.10	5.68	7.42	984	984	0	2.36	0	0	0	0	1	10	11	0	7	1	1	12	9	14	23	11
2482	65	58	7	3	4	89.23	10.77	4.62	6.15	143	143	0	2.46	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2483	600	510	90	50	40	85.00	15.00	8.33	6.67	1255	1255	0	2.46	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2484	210	180	30	15	15	85.71	14.29	7.15	7.14	443	443	0	2.46	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6
2485	530	461	69	30	39	86.90	13.10	5.68	7.42	1161	1161	0	2.52	0	0	0	0	1	10	11	0	7	1	1	12	9	14	23	11
2486	250	217	33	14	19	86.90	13.10	5.68	7.42	547	547	0	2.52	0	0	0	0	1	10	11	0	7	1	1	12	9	14	23	11
2487	980	852	128	56	72	86.90	13.10	5.68	7.42	2197	2197	0	2.58	0	0	0	0	2	12	21	1	5	2	2	10	7	15	14	9
2488	50	43	7	3	4	86.90	13.10	5.68	7.42	112	112	0	2.58	0	0	0	0	2	12	21	1	5	2	2	10	7	15	14	9
2489	500	435	65	28	37	86.90	13.10	5.68	7.42	925	925	0	2.13	0	0	0	0	2	12	21	1	5	2	2	10	7	15	14	9
2490	375	326	49	21	28	86.90	13.10	5.68	7.42	694	694	0	2.13	0	0	0	0	2	12	21	1	5	2	2	10	7	15	14	9
2491	200	174	26	11	15	86.90	13.10	5.68	7.42	502	502	0	2.89	0	0	0	0	2	12	21	1	5	2	2	10	7	15	14	9
2492	600	521	79	34	45	86.90	13.10	5.68	7.42	1507	1507	0	2.89	0	0	0	0	2	12	21	1	5	2	2	10	7	15	14	9
2493	200	174	26	11	15	86.90	13.10	5.68	7.42	502	502	0	2.89	0	0	0	0	2	12	21	1	5	2	2	10	7	15	14	9
2494	5	4	1	0	1	86.90	13.10	5.68	7.42	13	13	0	2.89	197	0	197	0	2	12	21	1	5	2	2	10	7	15	14	9
2495	62	54	8	4	4	86.90	13.10	5.68	7.42	128	128	0	2.38	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4
2496	530	474	56	9	47	89.43	10.57	1.70	8.87	1277	1157	120	2.44	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4
2497	233	193	40	20	20	82.83	17.17	8.59	8.58	384	384	0	1.99	0	0	0	0	6	9	13	2	6	1	2	9	2	38	10	2
2498	955	728	227	146	81	76.23	23.77	15.29	8.48	1121	1121	0	1.54	0	0	0	0	6	9	13	2	6	1	2	9	2	38	10	2
2499	650	565	85	37	48	86.90	13.10	5.68	7.42	1344	1344	0	2.38	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4
2500	300	269	31	4	27	89.67	10.33	1.33	9.00	836	656	180	2.44	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4
2501	155	135	20	1	19	87.10	12.90	0.64	12.26	329	329	0	2.44	0	0	0	0	6	9	13	2	6	1	2	9	2	38	10	2
2502	14	12	2	0	2	85.71	14.29	0.00	14.29	24	24	0	1.96	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4
2503	137	118	19	0	19	86.13	13.87	0.00	13.87	231	231	0	1.96	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4
2504	290	250	40	9	31	86.21	13.79	3.10	10.69	490	490	0	1.96	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4
2505	92	79	13	0	13	85.87	14.13	0.00	14.13	335	155	180	1.96	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4
2506	440	374	66	4	62	85.00	15.00	0.91	14.09	1055	935	120	2.50	32	0	32	0	4	16	13	5	12	2	3	6	6	17	12	4
2507	100	86	14	1	13	86.00	14.00	1.00	13.00	210	210	0	2.44	11	0	0	11	6	9	13	2	6	1	2	9	2	38	10	2
2508	105	89	16	0	16	84.76	15.24	0.00	15.24	224	224	0	2.52	0	0	0	0	6	9	13	2	6	1	2	9	2	38	10	2
2509	276	202	74	4	70	73.19	26.81	1.45	25.36	590	590	0	2.92	18	0	18	0	6	9	13	2	6	1	2	9	2	38	10	2
2510	70	61	9	0	9	86.90	13.10	0.00	13.10	178	178	0	2.92	0	0	0	0	6	9	13	2	6	1	2	9	2	38	10	2
2511	269	227	42	4	38	84.39	15.61	1.48	14.13	493	493	0	2.17	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4
2512	153	133	20	1	19	86.93	13.07	0.65	12.42	335	335	0	2.52	0	0	0	0	6	9	13	2	6	1	2	9	2	38	10	2
2513	5	4	1	0	1	86.90	13.10	5.68	7.42	9	9	0	1.96	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4
2514	56	48	8	0	8	85.71	14.29	0.00	14.29	94	94	0	1.96	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4
2515	471	398	73	40	33	84.50	15.50	8.49	7.01	864	864	0	2.17	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4
2516	32	27	5	0	5	84.38	15.63	0.00	15.63	59	59	0	2.17	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4
2517	372	317	55	21	34	85.22	14.78	5.68	9.10	748	748	0	2.36	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2518	85	74	11	5	6	86.90	13.10	5.68	7.42	174	174	0	2.36	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2519	5	4	1	0	1	86.90	13.10	0.00	13.10	10	10	0	2.20	122	0	122	0	3	10	12	1	5	1	0	14	11	26	14	3
2520	12	10	2	0	2	86.90	13.10	0.00	13.10	23	23	0	2.20	0	0	0	0	3	10	12	1	5	1	0	14	11	26	14	3
2521	520	452	68	30	38	86.90	13.10	5.68	7.42	1094	1094	0	2.42	0	0	0	0	3	10	12	1	5	1	0	14	11	26	14	3
2522	85	74	11	5	6	86.90	13.10	5.68	7.42	170	170	0	2.30	0	0	0	0	6	8	15	1	8	1	0	13	3	26	17	2
2523	0	0	0	0	0	86.90	13.10	5.68	7.42	412	0	412	2.30	0	0	0	0	6	8	15	1	8	1	0	13	3	26	17	2
2524	815	708	107	46	61	86.90	13.10	5.68	7.42	1629	1629	0	2.30	0	0	0	0	6	8	15	1	8	1	0	13	3	26	17	2
2525	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.48	0	0	0	0	4	15	17	0	6	1	0	12	3	22	13	7

2526	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.48	0	0	0	0	4	15	17	0	6	1	0	12	3	22	13	7
2527	25	22	3	1	2	86.90	13.10	4.00	9.10	55	55	0	2.52	67	0	67	0	2	11	14	1	7	1	1	12	6	23	15	7
2528	50	43	7	3	4	86.90	13.10	6.00	7.10	97	97	0	2.23	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7
2529	385	335	50	22	28	86.90	13.10	5.68	7.42	830	830	0	2.48	0	0	0	0	4	15	17	0	6	1	0	12	3	22	13	7
2530	55	48	7	3	4	86.90	13.10	5.68	7.42	120	120	0	2.52	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7
2531	80	70	10	5	5	86.90	13.10	5.68	7.42	155	155	0	2.23	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7
2532	220	191	29	13	16	86.90	13.10	5.68	7.42	482	482	0	2.52	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7
2533	100	87	13	6	7	86.90	13.10	5.68	7.42	194	194	0	2.23	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7
2534	525	456	69	30	39	86.90	13.10	5.68	7.42	1131	1131	0	2.48	0	0	0	0	4	15	17	0	6	1	0	12	3	22	13	7
2535	116	101	15	7	8	86.90	13.10	5.68	7.42	254	254	0	2.52	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7
2536	820	713	107	47	60	86.90	13.10	5.68	7.42	1589	1589	0	2.23	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7
2537	6	5	1	0	1	86.90	13.10	0.00	13.10	14	14	0	2.67	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7
2538	175	152	23	10	13	86.90	13.10	5.68	7.42	406	406	0	2.67	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7
2539	170	148	22	10	12	86.90	13.10	5.68	7.42	394	394	0	2.67	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7
2540	587	450	137	33	104	76.68	23.32	5.68	17.64	1202	1202	0	2.67	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7
2541	260	226	34	15	19	86.90	13.10	5.68	7.42	608	608	0	2.69	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7
2542	260	160	100	15	85	61.54	38.46	5.68	32.78	430	430	0	2.69	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7
2543	32	28	4	2	2	86.90	13.10	5.68	7.42	66	66	0	2.39	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7
2544	510	443	67	29	38	86.90	13.10	5.68	7.42	1046	1046	0	2.36	0	0	0	0	3	10	12	1	5	1	0	14	11	26	14	3
2545	460	400	60	26	34	86.90	13.10	5.68	7.42	931	931	0	2.33	0	0	0	0	3	10	12	1	5	1	0	14	11	26	14	3
2546	1485	1240	245	84	161	83.53	16.47	5.69	10.78	2977	2977	0	2.40	0	0	0	0	6	8	15	1	8	1	0	13	3	26	17	2
2547	770	669	101	44	57	86.90	13.10	5.68	7.42	1659	1659	0	2.48	0	0	0	0	6	8	15	1	8	1	0	13	3	26	17	2
2548	602	523	79	34	45	86.90	13.10	5.68	7.42	1161	1161	0	2.22	0	0	0	0	6	15	12	0	8	1	0	9	4	32	10	3
2549	1280	1112	168	73	95	86.90	13.10	5.68	7.42	2629	2469	160	2.22	0	0	0	0	6	15	12	0	8	1	0	9	4	32	10	3
2550	845	734	111	48	63	86.90	13.10	5.68	7.42	1733	1733	0	2.36	0	0	0	0	3	11	14	1	3	1	0	10	5	34	13	5
2551	1150	999	151	65	86	86.90	13.10	5.68	7.42	2239	2239	0	2.24	0	0	0	0	2	11	15	1	6	0	1	14	2	30	14	4
2552	1544	1342	202	88	114	86.90	13.10	5.68	7.42	2948	2912	36	2.17	0	0	0	0	6	15	12	0	8	1	0	9	4	32	10	3
2553	0	0	0	0	0	86.90	13.10	5.68	7.42	130	0	130	1.85	0	0	0	0	3	8	0	1	1	0	0	11	0	69	7	0
2554	423	368	55	24	31	86.90	13.10	5.68	7.42	592	592	0	1.61	0	0	0	0	3	8	0	1	1	0	0	11	0	69	7	0
2555	700	608	92	40	52	86.90	13.10	5.68	7.42	1125	1125	0	1.85	0	0	0	0	3	8	0	1	1	0	0	11	0	69	7	0
2556	2580	2242	338	147	191	86.90	13.10	5.68	7.42	4148	4148	0	1.85	0	0	0	0	3	8	0	1	1	0	0	11	0	69	7	0
2557	525	456	69	30	39	86.90	13.10	5.68	7.42	1027	1027	0	2.25	0	0	0	0	3	11	14	1	3	1	0	10	5	34	13	5
2558	1450	1210	240	82	158	83.45	16.55	5.69	10.86	2735	2735	0	2.26	0	0	0	0	3	11	14	1	3	1	0	10	5	34	13	5
2559	1475	1232	243	84	159	83.51	16.49	5.69	10.80	3006	3006	0	2.44	0	0	0	0	2	11	15	1	6	0	1	14	2	30	14	4
2560	855	743	112	49	63	86.90	13.10	5.68	7.42	1694	1694	0	2.28	0	0	0	0	4	16	12	2	9	1	1	7	2	27	14	5
2561	575	500	75	33	42	86.90	13.10	5.68	7.42	1099	1099	0	2.20	0	0	0	0	4	16	12	2	9	1	1	7	2	27	14	5
2562	910	791	119	52	67	86.90	13.10	5.68	7.42	1898	1898	0	2.40	0	0	0	0	4	15	17	0	6	1	0	12	3	22	13	7
2563	475	213	262	27	235	44.79	55.21	5.69	49.52	564	564	0	2.65	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7
2564	1565	1310	255	89	166	83.71	16.29	5.68	10.61	3354	3354	0	2.56	0	0	0	0	4	15	17	0	6	1	0	12	3	22	13	7
2565	275	139	136	16	120	50.54	49.46	5.68	43.78	368	368	0	2.65	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7
2566	1450	1214	236	0	236	83.73	16.27	0.00	16.27	3217	3217	0	2.65	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7
2567	312	271	41	0	41	86.90	13.10	0.00	13.10	515	515	0	1.90	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7
2568	950	826	124	54	70	86.90	13.10	5.68	7.42	1915	1915	0	2.32	0	0	0	0	2	11	15	1	6	0	1	14	2	30	14	4
2569	525	456	69	30	39	86.90	13.10	5.68	7.42	1100	1100	0	2.41	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7
2570	525	456	69	30	39	86.90	13.10	5.68	7.42	1100	1100	0	2.41	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7
2571	455	395	60	26	34	86.90	13.10	5.68	7.42	1000	1000	0	2.53	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7
2572	20	17	3	1	2	86.90	13.10	5.68	7.42	1200	44	1156	2.53	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7
2573	100	87	13	6	7	86.90	13.10	5.68	7.42	213	213	0	2.45	0	0	0	0	4	14	10	1	11	2	0	9	5	25	11	8
2574	10	9	1	1	0	86.90	13.10	5.68	7.42	21	21	0	2.36	62	0	62	0	4	14	10	1	11	2	0	9	5	25	11	8
2575	734	638	96	42	54	86.90	13.10	5.68	7.42	1563	1563	0	2.45	0	0	0	0	4	14	10	1	11	2	0	9	5	25	11	8
2576	1150	999	151	65	86	86.90	13.10	5.68	7.42	2448	2448	0	2.45	0	0	0	0	4	14	10	1	11	2	0	9	5	25	11	8
2577	500	435	65	28	37	86.90	13.10	5.68	7.42	999	999	0	2.30	0	0	0	0	5	11	8	2	8	0	1	12	2	33	12	6
2578	750	652	98	43	55	86.90	13.10	5.68	7.42	1460	1460	0	2.24	0	0	0	0	5	11	8	2	8	0	1	12	2	33	12	6
2579	600	521	79	34	45	86.90	13.10	5.68	7.42	1225	1225	0	2.35	0	0	0	0	3	7	14	0	3	2	0	13	4	31	18	5
2580	606	527	79	34	45	86.90	13.10	5.68	7.42	1243	1243	0	2.36	0	0	0	0	3	7	14	0	3	2	0	13	4	31	18	5
2581	150	130	20	9	11	86.90	13.10	5.68	7.42	308	308	0	2.36	0	0	0	0	3	7	14	0	3	2	0	13	4	31	18	5
2582	316	275	41	18	23	86.90	13.10	5.68	7.42	648	648	0	2.36	0	0	0	0	4	14	10	1	11	2	0	9	5	25	11	8
2583	211	183	28	12	16	86.90	13.10	5.68	7.42	433	433	0	2.36	0	0	0	0	4	14	10	1	11	2	0	9	5	25	11	8
2584	780	678	102	44	58	86.90	13.10	5.68	7.42	1559	1559	0	2.30	0	0	0	0	5	11	8	2	8	0	1	12	2	33	12	6
2585	250	217	33	14	19	86.90	13.10	5.68	7.42	487	487	0	2.24	0	0	0	0	5	11	8	2	8	0	1	12	2	33	12	6
2586	50	43	7	3	4	86.90	13.10	5.68	7.42	102	102	0	2.35	0	0	0	0	3	7	14	0	3	2	0	13	4	31	18	5
2587	900	782	118	51	67	86.90	13.10	5.68	7.42	1883	1838	45	2.35	0	0	0	0	3	7	14	0	3	2	0	13	4	31	18	5
2588	650	565	85	52	33	86.92	13.08	8.00	5.08	1424	1424	0	2.52	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10
2589	555	482	73	32	41	86.90	13.10	5.68	7.42	1259	1259	0	2.61	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10
2590	625	543	82	36	46	86.90	13.10	5.68	7.42	1423	1423	0	2.62	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10
2591	375	326	49	21	28	86.90	13.10	5.68	7.42	922	922	0	2.83	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10
2592	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.83	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10
2593	300	261	39	24	15	87.00	13.00	8.00	5.00	708	658	50	2.52	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10
2594	1150	950	200	91	109	82.61	17.39	7.91	9.48	2394	2394	0	2.52	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10
2595	750	577	173	43	130	76.90	23.10	5.68	17.42	1632	1632	0	2.83	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10
2596	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.53	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7

2597	342	262	80	19	61	76.61	23.39	5.68	17.71	631	631	0	2.41	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7
2598	385	335	50	22	28	86.90	13.10	5.68	7.42	806	806	0	2.41	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7
2599	250	217	33	14	19	86.90	13.10	5.68	7.42	513	513	0	2.36	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2600	465	404	61	26	35	86.90	13.10	5.68	7.42	1026	1026	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2601	220	191	29	13	16	86.90	13.10	5.68	7.42	434	434	0	2.27	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2602	200	174	26	11	15	86.90	13.10	5.68	7.42	395	395	0	2.27	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2603	75	65	10	4	6	86.90	13.10	5.68	7.42	166	166	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2604	40	35	5	2	3	86.90	13.10	5.68	7.42	88	88	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2605	10	9	1	1	0	86.90	13.10	5.68	7.42	22	22	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2606	555	482	73	32	41	86.90	13.10	5.68	7.42	1235	1235	0	2.56	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2607	160	139	21	9	12	86.90	13.10	5.68	7.42	356	356	0	2.56	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2608	720	626	94	41	53	86.90	13.10	5.68	7.42	1589	1589	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2609	45	39	6	3	3	86.90	13.10	5.68	7.42	99	99	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2610	10	9	1	1	0	86.90	13.10	5.68	7.42	22	22	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2611	60	52	8	3	5	86.90	13.10	5.68	7.42	132	132	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2612	185	161	24	11	13	86.90	13.10	5.68	7.42	412	412	0	2.56	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2613	145	126	19	8	11	86.90	13.10	5.68	7.42	323	323	0	2.56	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2614	85	74	11	5	6	86.90	13.10	5.68	7.42	188	188	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2615	85	74	11	5	6	86.90	13.10	5.68	7.42	188	188	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2616	45	39	6	3	3	86.90	13.10	5.68	7.42	99	99	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2617	20	17	3	1	2	86.90	13.10	5.68	7.42	44	44	0	2.54	3	0	3	0	2	8	11	1	4	3	1	9	10	18	21	12
2618	550	478	72	31	41	86.90	13.10	5.68	7.42	980	980	0	2.05	118	0	118	0	1	15	12	3	6	2	1	11	6	22	15	6
2619	150	130	20	9	11	86.90	13.10	5.68	7.42	338	338	0	2.59	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6
2620	170	148	22	10	12	86.90	13.10	5.68	7.42	383	383	0	2.59	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6
2621	770	669	101	44	57	86.90	13.10	5.68	7.42	1519	1519	0	2.27	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6
2622	56	49	7	3	4	86.90	13.10	5.68	7.42	126	126	0	2.59	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6
2623	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.53	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2624	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6
2625	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6
2626	160	139	21	9	12	86.90	13.10	5.68	7.42	352	352	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6
2627	330	287	43	19	24	86.90	13.10	5.68	7.42	726	726	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6
2628	5	4	1	0	1	86.90	13.10	5.68	7.42	11	11	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12
2629	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.54	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6
2630	2	2	0	0	0	86.90	13.10	5.68	7.42	4	4	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6
2631	2	2	0	0	0	86.90	13.10	5.68	7.42	4	4	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6
2632	3	3	0	0	0	86.90	13.10	5.68	7.42	7	7	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6
2633	20	17	3	1	2	86.90	13.10	5.68	7.42	44	44	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6
2634	530	461	69	30	39	86.90	13.10	5.68	7.42	1078	1078	0	2.34	12	0	12	0	1	15	12	3	6	2	1	11	6	22	15	6
2635	485	421	64	28	36	86.90	13.10	5.68	7.42	1092	1092	0	2.59	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6
Total	**77101**	**65323**	**11778**	**4698**	**7080**					**154245**	**151536**	**2709**		**723**	**0**	**707**	**16**												

Notes:
Data obtained 8/29/08 from Hernando County (Hugh Pascoe) in file: "2035 Hernando Zdata2_082908_MPO_edits.xls"
Data provided: - Total DUs only (values)
FDOT calculations for remaining DU and Population variables including GQ
Utilize same DU occupancy %, GQ pop, pph, and hotel units
FDOT prepared lifestyle data from 2000 Census Data
Data below has been converted to rounded format. Formula in cells for DU estimates other than Total DUs:

HERNANDO COUNTY 2035 ZDATA

		DWELLING UNITS					DWELLING UNIT OCCUPANCY				PERMANENT POPULATION				HOTEL UNITS					LIFESTYLE DATA - % AUTOS BY TYPE OF HOUSEHOLD											
				Vacant (Seasonal + NonSeasonal)																% ZERO AUTOS			% ONE AUTOS			% TWO AUTOS			% THREE+ AUTOS				
District	TAZ	Tot DUs	Occupied Households	Total	*Seasonal*	*Non-Seasonal*	% HH	% Vacant (Seasonal + NonSeasonal)	*% Seasonal*	*% Non-Seasonal*	Total Population	HH Pop	Group Quarters Pop	PPH	Total	Business	Economy	Resort	Retiree	Workers w/o Children	Workers w/ Children	Retiree	Workers w/o Children	Workers w/ Children	Retiree	Workers w/o Children	Workers w/ Children	Retiree	Workers w/o Children	Workers w/ Children		
50	2401	350	233	117	94	23	66.67	33.33	26.66	6.67	454	454	0	1.95	0	0	0	0	3	13	7	2	4	1	0	14	4	34	16	2	0	0
50	2402	2800	2503	297	137	160	89.38	10.62	4.90	5.72	4881	4881	0	1.95	0	0	0	0	3	13	7	2	4	1	0	14	4	34	16	2	0	0
50	2403	700	448	252	224	28	64.06	35.94	31.95	3.99	932	932	0	2.08	6	0	6	0	3	13	7	2	4	1	0	14	4	34	16	2	0	0
50	2404	600	436	164	128	36	72.59	27.41	21.38	6.03	903	903	0	2.07	5	0	0	5	3	13	7	2	4	1	0	14	4	34	16	2	0	0
50	2405	350	258	92	51	41	73.67	26.33	14.66	11.67	599	599	0	2.32	0	0	0	0	3	13	7	2	4	1	0	14	4	34	16	2	0	0
50	2406	20	17	3	1	2	86.90	13.10	5.26	7.84	40	40	0	2.33	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6	0	0
50	2407	700	677	23	11	12	96.67	3.33	1.66	1.67	1577	1577	0	2.33	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6	0	0
50	2408	1200	1008	192	139	53	84.03	15.97	11.55	4.42	2187	2187	0	2.17	6	0	6	0	2	13	10	1	2	3	0	12	7	27	17	6	0	0
50	2409	2	2	0	0	0	86.90	13.10	13.10	0.00	5	5	0	2.33	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6	0	0
50	2410	300	268	32	16	16	89.29	10.71	5.35	5.36	624	624	0	2.33	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6	0	0
50	2411	700	677	23	12	11	96.72	3.28	1.64	1.64	1577	1577	0	2.33	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6	0	0
50	2412	310	269	41	31	10	86.90	13.10	10.00	3.10	627	627	0	2.33	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6	0	0
50	2413	300	217	83	48	35	72.40	27.60	16.00	11.60	506	506	0	2.33	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6	0	0
50	2414	1200	1089	111	61	50	90.77	9.23	5.08	4.15	2428	2428	0	2.23	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6	0	0
50	2415	100	67	33	16	17	66.67	33.33	16.66	16.67	149	149	0	2.23	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6	0	0
50	2416	600	523	77	41	36	87.13	12.87	6.89	5.98	1166	1166	0	2.23	0	0	0	0	2	13	10	1	2	3	0	12	7	27	17	6	0	0
51	2417	3500	3042	459	199	260	86.90	13.10	5.68	7.42	7879	7879	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2418	100	87	13	0	13	86.90	13.10	0.00	13.10	225	225	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2419	200	174	26	20	6	86.90	13.10	10.00	3.10	444	444	0	2.55	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2420	200	124	76	11	65	61.90	38.10	5.68	32.42	321	321	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2421	700	443	257	40	217	63.32	36.68	5.68	31.00	1147	1147	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2422	250	210	40	27	13	84.12	15.88	10.59	5.29	536	536	0	2.55	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2423	100	87	13	0	13	86.90	13.10	0.00	13.10	222	222	0	2.55	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2424	400	348	52	22	30	86.90	13.10	5.68	7.42	901	901	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2425	1800	1330	470	103	367	73.91	26.09	5.69	20.40	3445	3445	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2426	200	118	82	12	70	59.12	40.88	5.69	35.19	306	306	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2427	1200	803	397	68	329	66.90	33.10	5.68	27.42	2080	2080	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2428	2000	1157	843	114	729	57.86	42.14	5.69	36.45	2997	2997	0	2.59	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2429	300	261	39	17	22	86.90	13.10	5.68	7.42	702	702	0	2.69	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2430	200	169	31	21	10	84.35	15.65	10.43	5.22	431	431	0	2.55	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2431	500	444	56	23	33	88.89	11.11	4.44	6.67	1092	1092	0	2.46	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2432	600	514	86	35	51	85.71	14.29	5.72	8.57	1264	1264	0	2.46	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2433	300	261	39	17	22	86.90	13.10	5.68	7.42	608	608	0	2.33	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2434	100	87	13	6	7	86.90	13.10	5.68	7.42	203	203	0	2.33	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2435	850	739	111	48	63	86.90	13.10	5.68	7.42	1862	1862	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2436	400	348	52	22	30	86.90	13.10	5.68	7.42	877	877	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2437	200	174	26	11	15	86.90	13.10	5.68	7.42	438	438	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2438	200	174	26	11	15	86.90	13.10	5.68	7.42	438	438	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2439	250	217	33	14	19	86.90	13.10	5.68	7.42	547	547	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2440	800	642	158	45	113	80.22	19.78	5.68	14.10	1618	1618	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2441	750	583	167	42	125	77.71	22.29	5.68	16.61	1469	1469	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2442	20	17	3	0	3	86.90	13.10	0.00	13.10	43	43	0	2.52	64	0	64	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2443	2	2	0	0	0	86.90	13.10	0.00	13.10	5	5	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2444	500	435	66	29	37	86.90	13.10	5.68	7.42	1266	1266	0	2.91	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2445	500	435	66	29	37	86.90	13.10	5.68	7.42	1266	1266	0	2.91	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2446	2700	2346	354	154	200	86.90	13.10	5.68	7.42	5912	5912	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2447	80	70	10	4	6	86.90	13.10	5.68	7.42	176	176	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2448	50	43	7	3	4	86.90	13.10	5.68	7.42	108	108	0	2.52	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0
51	2449	450	391	59	26	33	86.90	13.10	5.68	7.42	934	934	0	2.39	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0
51	2450	350	304	46	20	26	86.90	13.10	5.68	7.42	727	727	0	2.39	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0
51	2451	60	52	8	4	4	86.90	13.10	5.68	7.42	124	124	0	2.39	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0
51	2452	400	348	52	22	30	86.90	13.10	5.68	7.42	619	619	0	1.78	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0
51	2453	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.52	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0
51	2454	1750	1521	229	99	130	86.90	13.10	5.68	7.42	2707	2707	0	1.78	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0
51	2455	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.52	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0
51	2456	300	261	39	17	22	86.90	13.10	5.68	7.42	624	624	0	2.39	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0
51	2457	8	7	1	0	1	86.90	13.10	0.00	13.10	17	17	0	2.39	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0
51	2458	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.52	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0
51	2459	4	3	1	0	1	86.90	13.10	0.00	13.10	7	7	0	2.39	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0
51	2460	200	174	26	11	15	86.90	13.10	5.68	7.42	506	506	0	2.91	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2461	200	168	32	22	10	84.17	15.83	10.83	5.00	428	428	0	2.55	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2462	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.52	0	0	0	0	0	12	16	0	9	3	1	11	7	15	18	8	0	0
51	2463	520	150	370	30	340	28.91	71.09	5.68	65.41	269	269	0	1.79	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0
51	2464	2700	2346	354	154	200	86.90	13.10	5.68	7.42	4199	4199	0	1.79	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0

51	2465	80	70	10	4	6	86.90	13.10	5.68	7.42	125	125	0	1.79	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0
51	2466	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.52	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	0	0
51	2467	7	6	1	0	1	86.90	13.10	5.68	7.42	221	11	210	1.79	0	0	0	0	5	7	5	1	2	1	1	12	3	54	8	1	120	210
51	2468	50	40	10	6	4	80.00	20.00	12.00	8.00	82	82	0	2.04	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2469	600	461	139	90	49	76.82	23.18	15.00	8.18	940	940	0	2.04	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2470	15	13	2	0	2	86.90	13.10	0.00	13.10	28	28	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2471	0	0	0	0	0	86.90	13.10	0.00	13.10	0	0	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2472	0	0	0	0	0	91.49	8.51	4.25	4.26	0	0	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2473	1000	915	85	42	43	91.49	8.51	4.25	4.26	1958	1958	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2474	200	158	42	28	14	79.00	21.00	14.00	7.00	322	322	0	2.04	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2475	200	181	19	9	10	90.48	9.52	4.76	4.76	387	387	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2476	700	633	67	34	33	90.48	9.52	4.76	4.76	1355	1355	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
51	2477	350	304	46	0	46	86.90	13.10	0.00	13.10	651	651	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
52	2478	1600	1390	210	0	210	86.90	13.10	0.00	13.10	2975	2975	0	2.14	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
52	2479	3000	2625	375	161	214	87.50	12.50	5.36	7.14	6458	6458	0	2.46	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
52	2480	1800	1620	180	86	94	90.00	10.00	4.80	5.20	3985	3985	0	2.46	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
52	2481	600	521	79	34	45	86.90	13.10	5.68	7.42	1230	1230	0	2.36	0	0	0	0	1	10	11	0	7	1	1	12	9	14	23	11	0	0
52	2482	100	89	11	5	6	89.23	10.77	4.62	6.15	219	219	0	2.46	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
52	2483	900	765	135	75	60	85.00	15.00	8.33	6.67	1882	1882	0	2.46	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
52	2484	300	257	43	22	21	85.71	14.29	7.15	7.14	632	632	0	2.46	0	0	0	0	2	16	17	1	8	1	0	7	8	20	14	6	0	0
52	2485	1500	1304	197	86	111	86.90	13.10	5.68	7.42	3286	3286	0	2.52	0	0	0	0	1	10	11	0	7	1	1	12	9	14	23	11	0	0
52	2486	250	217	33	14	19	86.90	13.10	5.68	7.42	547	547	0	2.52	0	0	0	0	1	10	11	0	7	1	1	12	9	14	23	11	0	0
52	2487	2200	1912	288	125	163	86.90	13.10	5.68	7.42	4933	4933	0	2.58	0	0	0	0	2	12	21	1	5	2	2	10	7	15	14	9	0	0
52	2488	50	43	7	3	4	86.90	13.10	5.68	7.42	111	111	0	2.58	0	0	0	0	2	12	21	1	5	2	2	10	7	15	14	9	0	0
52	2489	1100	956	144	62	82	86.90	13.10	5.68	7.42	2036	2036	0	2.13	0	0	0	0	2	12	21	1	5	2	2	10	7	15	14	9	0	0
52	2490	700	608	92	40	52	86.90	13.10	5.68	7.42	1295	1295	0	2.13	0	0	0	0	2	12	21	1	5	2	2	10	7	15	14	9	0	0
52	2491	250	217	33	14	19	86.90	13.10	5.68	7.42	627	627	0	2.89	0	0	0	0	2	12	21	1	5	2	2	10	7	15	14	9	0	0
52	2492	1000	869	131	57	74	86.90	13.10	5.68	7.42	2511	2511	0	2.89	0	0	0	0	2	12	21	1	5	2	2	10	7	15	14	9	0	0
52	2493	500	435	66	29	37	86.90	13.10	5.68	7.42	1257	1257	0	2.89	0	0	0	0	2	12	21	1	5	2	2	10	7	15	14	9	0	0
52	2494	10	9	1	0	1	86.90	13.10	5.68	7.42	26	26	0	2.89	197	0	197	0	2	12	21	1	5	2	2	10	7	15	14	9	0	0
53	2495	100	87	13	6	7	86.90	13.10	5.68	7.42	207	207	0	2.38	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4	0	0
53	2496	700	626	74	12	62	89.43	10.57	1.70	8.87	1737	1527	210	2.44	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4	120	210
53	2497	250	207	43	22	21	82.83	17.17	8.59	8.58	412	412	0	1.99	0	0	0	0	6	9	13	2	6	1	2	9	2	38	10	2	0	0
53	2498	1300	991	309	199	110	76.23	23.77	15.29	8.48	1526	1526	0	1.54	0	0	0	0	6	9	13	2	6	1	2	9	2	38	10	2	0	0
53	2499	700	608	92	40	52	86.90	13.10	5.68	7.42	1447	1447	0	2.38	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4	0	0
53	2500	330	296	34	4	30	89.67	10.33	1.33	9.00	1037	722	315	2.44	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4	180	315
53	2501	200	174	26	1	25	87.10	12.90	0.64	12.26	425	425	0	2.44	0	0	0	0	6	9	13	2	6	1	2	9	2	38	10	2	0	0
53	2502	350	300	50	0	50	85.71	14.29	0.00	14.29	588	588	0	1.96	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4	0	0
53	2503	150	129	21	0	21	86.13	13.87	0.00	13.87	253	253	0	1.96	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4	0	0
53	2504	300	259	41	9	32	86.21	13.79	3.10	10.69	508	508	0	1.96	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4	0	0
53	2505	100	86	14	0	14	85.87	14.13	0.00	14.13	484	169	315	1.96	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4	180	315
53	2506	700	595	105	6	99	85.00	15.00	0.91	14.09	1698	1488	210	2.50	32	0	32	0	4	16	13	5	12	2	3	6	6	17	12	4	120	210
53	2507	100	86	14	1	13	86.00	14.00	1.00	13.00	210	210	0	2.44	11	0	0	11	6	9	13	2	6	1	2	9	2	38	10	2	0	0
53	2508	120	102	18	0	18	84.76	15.24	0.00	15.24	257	257	0	2.52	0	0	0	0	6	9	13	2	6	1	2	9	2	38	10	2	0	0
53	2509	400	293	107	6	101	73.19	26.81	1.45	25.36	856	856	0	2.92	18	0	18	0	6	9	13	2	6	1	2	9	2	38	10	2	0	0
53	2510	80	70	10	0	10	86.90	13.10	0.00	13.10	204	204	0	2.92	0	0	0	0	6	9	13	2	6	1	2	9	2	38	10	2	0	0
53	2511	500	422	78	7	71	84.39	15.61	1.48	14.13	916	916	0	2.17	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4	0	0
53	2512	175	152	23	1	22	86.93	13.07	0.65	12.42	383	383	0	2.52	0	0	0	0	6	9	13	2	6	1	2	9	2	38	10	2	0	0
53	2513	5	4	1	1	0	86.90	13.10	5.68	7.42	8	8	0	1.96	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4	0	0
53	2514	60	51	9	0	9	85.71	14.29	0.00	14.29	100	100	0	1.96	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4	0	0
53	2515	800	676	124	68	56	84.50	15.50	8.49	7.01	1467	1467	0	2.17	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4	0	0
53	2516	400	338	63	0	63	84.38	15.63	0.00	15.63	733	733	0	2.17	0	0	0	0	4	16	13	5	12	2	3	6	6	17	12	4	0	0
53	2517	3000	2557	443	170	273	85.22	14.78	5.68	9.10	6035	6035	0	2.36	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
53	2518	90	78	12	5	7	86.90	13.10	5.68	7.42	184	184	0	2.36	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
54	2519	10	9	1	0	1	86.90	13.10	0.00	13.10	20	20	0	2.20	122	0	122	0	3	10	12	1	5	1	0	14	11	26	14	3	0	0
54	2520	15	13	2	0	2	86.90	13.10	0.00	13.10	29	29	0	2.20	0	0	0	0	3	10	12	1	5	1	0	14	11	26	14	3	0	0
54	2521	650	565	85	37	48	86.90	13.10	5.68	7.42	1367	1367	0	2.42	0	0	0	0	3	10	12	1	5	1	0	14	11	26	14	3	0	0
54	2522	90	78	12	5	7	86.90	13.10	5.68	7.42	179	179	0	2.30	0	0	0	0	6	8	15	1	8	1	0	13	3	26	17	2	0	0
54	2523	0	0	0	0	0	86.90	13.10	5.68	7.42	721	0	721	2.30	0	0	0	0	6	8	15	1	8	1	0	13	3	26	17	2	412	721
54	2524	950	826	124	54	70	86.90	13.10	5.68	7.42	1900	1900	0	2.30	0	0	0	0	6	8	15	1	8	1	0	13	3	26	17	2	0	0
54	2525	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.48	0	0	0	0	4	15	17	0	6	1	0	12	3	22	13	7	0	0
54	2526	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.48	0	0	0	0	4	15	17	0	6	1	0	12	3	22	13	7	0	0
54	2527	30	26	4	1	3	86.90	13.10	4.00	9.10	66	66	0	2.52	67	0	67	0	2	11	14	1	7	1	1	12	6	23	15	7	0	0
54	2528	50	43	7	3	4	86.90	13.10	6.00	7.10	96	96	0	2.23	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7	0	0
54	2529	400	348	52	22	30	86.90	13.10	5.68	7.42	863	863	0	2.48	0	0	0	0	4	15	17	0	6	1	0	12	3	22	13	7	0	0
54	2530	200	174	26	11	15	86.90	13.10	5.68	7.42	438	438	0	2.52	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7	0	0
54	2531	300	261	39	17	22	86.90	13.10	5.68	7.42	582	582	0	2.23	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7	0	0
54	2532	300	261	39	17	22	86.90	13.10	5.68	7.42	658	658	0	2.52	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7	0	0
54	2533	200	174	26	11	15	86.90	13.10	5.68	7.42	388	388	0	2.23	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7	0	0
54	2534	600	521	79	34	45	86.90	13.10	5.68	7.42	1292	1292	0	2.48	0	0	0	0	4	15	17	0	6	1	0	12	3	22	13	7	0	0
54	2535	1500	1304	197	86	111	86.90	13.10	5.68	7.42	3286	3286	0	2.52	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7	0	0
54	2536	1300	1130	170	74	96	86.90	13.10	5.68	7.42	2520	2520	0	2.23	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7	0	0
54	2537	10	9	1	0	1	86.90	13.10	0.00	13.10	24	24	0	2.67	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7	0	0
54	2538	300	261	39	17	22	86.90	13.10	5.68	7.42	697	697	0	2.67	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7	0	0
54	2539	300	261	39	17	22	86.90	13.10	5.68	7.42	697	697	0	2.67	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7	0	0
54	2540	1500	1150	350	85	265	76.68	23.32	5.68	17.64	3071	3071	0	2.67	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7	0	0
54	2541	1200	1043	157	68	89	86.90	13.10	5.68	7.42	2806	2806	0	2.69	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7	0	0
54	2542	1500	923	577	85	492	61.54	38.46	5.68	32.78	2483	2483	0	2.69	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7	0	0
54	2543	300	261	39	17	22	86.90	13.10	5.68	7.42	624	624	0	2.39	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7	0	0

54	2544	650	565	85	37	48	86.90	13.10	5.68	7.42	1333	1333	0	2.36	0	0	0	0	3	10	12	1	5	1	0	14	11	26	14	3	0	0
54	2545	600	521	79	34	45	86.90	13.10	5.68	7.42	1214	1214	0	2.33	0	0	0	0	3	10	12	1	5	1	0	14	11	26	14	3	0	0
54	2546	1700	1420	280	97	183	83.53	16.47	5.69	10.78	3408	3408	0	2.40	0	0	0	0	6	8	15	1	8	1	0	13	3	26	17	2	0	0
54	2547	850	739	111	48	63	86.90	13.10	5.68	7.42	1833	1833	0	2.48	0	0	0	0	6	8	15	1	8	1	0	13	3	26	17	2	0	0
54	2548	650	565	85	37	48	86.90	13.10	5.68	7.42	1254	1254	0	2.22	0	0	0	0	6	15	12	0	8	1	0	9	4	32	10	3	0	0
54	2549	1400	1217	183	79	104	86.90	13.10	5.68	7.42	2982	2702	280	2.22	0	0	0	0	6	15	12	0	8	1	0	9	4	32	10	3	160	280
54	2550	1000	869	131	57	74	86.90	13.10	5.68	7.42	2051	2051	0	2.36	0	0	0	0	3	11	14	1	3	1	0	10	5	34	13	5	0	0
54	2551	1800	1564	236	102	134	86.90	13.10	5.68	7.42	3503	3503	0	2.24	0	0	0	0	2	11	15	1	6	0	1	14	2	30	14	4	0	0
54	2552	1800	1564	236	102	134	86.90	13.10	5.68	7.42	3457	3394	63	2.17	73	0	73	0	6	15	12	0	8	1	0	9	4	32	10	3	36	63
54	2553	0	0	0	0	0	86.90	13.10	5.68	7.42	228	0	228	1.85	0	0	0	0	3	8	0	1	1	0	0	11	0	69	7	0	130	227.5
54	2554	425	369	56	24	32	86.90	13.10	5.68	7.42	594	594	0	1.61	0	0	0	0	3	8	0	1	1	0	0	11	0	69	7	0	0	0
54	2555	700	608	92	40	52	86.90	13.10	5.68	7.42	1125	1125	0	1.85	0	0	0	0	3	8	0	1	1	0	0	11	0	69	7	0	0	0
54	2556	2600	2259	341	148	193	86.90	13.10	5.68	7.42	4179	4179	0	1.85	0	0	0	0	3	8	0	1	1	0	0	11	0	69	7	0	0	0
54	2557	550	478	72	31	41	86.90	13.10	5.68	7.42	1076	1076	0	2.25	0	0	0	0	3	11	14	1	3	1	0	10	5	34	13	5	0	0
54	2558	1550	1293	257	89	168	83.45	16.55	5.69	10.86	2922	2922	0	2.26	0	0	0	0	3	11	14	1	3	1	0	10	5	34	13	5	0	0
54	2559	1600	1336	264	91	173	83.51	16.49	5.69	10.80	3260	3260	0	2.44	0	0	0	0	2	11	15	1	6	0	1	14	2	30	14	4	0	0
54	2560	900	782	118	51	67	86.90	13.10	5.68	7.42	1783	1783	0	2.28	0	0	0	0	4	16	12	2	9	1	1	7	2	27	14	5	0	0
54	2561	650	565	85	37	48	86.90	13.10	5.68	7.42	1243	1243	0	2.20	0	0	0	0	4	16	12	2	9	1	1	7	2	27	14	5	0	0
54	2562	1050	912	138	60	78	86.90	13.10	5.68	7.42	2189	2189	0	2.40	0	0	0	0	4	15	17	0	6	1	0	12	3	22	13	7	0	0
54	2563	900	403	497	51	446	44.79	55.21	5.69	49.52	1068	1068	0	2.65	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7	0	0
54	2564	1900	1590	310	108	202	83.71	16.29	5.68	10.61	4070	4070	0	2.56	0	0	0	0	4	15	17	0	6	1	0	12	3	22	13	7	0	0
54	2565	1000	505	495	57	438	50.54	49.46	5.68	43.78	1338	1338	0	2.65	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7	0	0
54	2566	1500	1256	244	0	244	83.73	16.27	0.00	16.27	3328	3328	0	2.65	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7	0	0
54	2567	400	348	52	0	52	86.90	13.10	0.00	13.10	661	661	0	1.90	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7	0	0
54	2568	1000	869	131	57	74	86.90	13.10	5.68	7.42	2016	2016	0	2.32	0	0	0	0	2	11	15	1	6	0	1	14	2	30	14	4	0	0
54	2569	550	478	72	31	41	86.90	13.10	5.68	7.42	1152	1152	0	2.41	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7	0	0
54	2570	550	478	72	31	41	86.90	13.10	5.68	7.42	1152	1152	0	2.41	0	0	0	0	2	11	14	1	7	1	1	12	6	23	15	7	0	0
54	2571	650	565	85	37	48	86.90	13.10	5.68	7.42	1429	1429	0	2.53	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7	0	0
54	2572	300	261	39	17	22	86.90	13.10	5.68	7.42	2683	660	2023	2.53	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7	1156	2023
54	2573	100	87	13	6	7	86.90	13.10	5.68	7.42	213	213	0	2.45	0	0	0	0	4	14	10	1	11	2	0	9	5	25	11	8	0	0
54	2574	300	261	39	17	22	86.90	13.10	5.68	7.42	616	616	0	2.36	62	0	62	0	4	14	10	1	11	2	0	9	5	25	11	8	0	0
54	2575	750	652	98	42	56	86.90	13.10	5.68	7.42	1597	1597	0	2.45	0	0	0	0	4	14	10	1	11	2	0	9	5	25	11	8	0	0
54	2576	1175	1021	154	67	87	86.90	13.10	5.68	7.42	2501	2501	0	2.45	0	0	0	0	4	14	10	1	11	2	0	9	5	25	11	8	0	0
54	2577	600	521	79	34	45	86.90	13.10	5.68	7.42	1198	1198	0	2.30	0	0	0	0	5	11	8	2	8	0	1	12	2	33	12	6	0	0
54	2578	1000	869	131	57	74	86.90	13.10	5.68	7.42	1947	1947	0	2.24	0	0	0	0	5	11	8	2	8	0	1	12	2	33	12	6	0	0
54	2579	625	543	82	36	46	86.90	13.10	5.68	7.42	1276	1276	0	2.35	0	0	0	0	3	7	14	0	3	2	0	13	4	31	18	5	0	0
54	2580	625	543	82	36	46	86.90	13.10	5.68	7.42	1281	1281	0	2.36	0	0	0	0	3	7	14	0	3	2	0	13	4	31	18	5	0	0
54	2581	150	130	20	9	11	86.90	13.10	5.68	7.42	307	307	0	2.36	0	0	0	0	3	7	14	0	3	2	0	13	4	31	18	5	0	0
54	2582	325	282	43	19	24	86.90	13.10	5.68	7.42	666	666	0	2.36	0	0	0	0	4	14	10	1	11	2	0	9	5	25	11	8	0	0
54	2583	225	196	29	12	17	86.90	13.10	5.68	7.42	463	463	0	2.36	0	0	0	0	4	14	10	1	11	2	0	9	5	25	11	8	0	0
54	2584	1000	869	131	57	74	86.90	13.10	5.68	7.42	1999	1999	0	2.30	0	0	0	0	5	11	8	2	8	0	1	12	2	33	12	6	0	0
54	2585	800	695	105	46	59	86.90	13.10	5.68	7.42	1557	1557	0	2.24	0	0	0	0	5	11	8	2	8	0	1	12	2	33	12	6	0	0
54	2586	1200	1043	157	68	89	86.90	13.10	5.68	7.42	2451	2451	0	2.35	0	0	0	0	3	7	14	0	3	2	0	13	4	31	18	5	0	0
54	2587	1000	869	131	57	74	86.90	13.10	5.68	7.42	2121	2042	79	2.35	0	0	0	0	3	7	14	0	3	2	0	13	4	31	18	5	45	78.75
54	2588	725	630	95	58	37	86.92	13.08	8.00	5.08	1588	1588	0	2.52	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10	0	0
54	2589	650	565	85	37	48	86.90	13.10	5.68	7.42	1475	1475	0	2.61	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10	0	0
54	2590	750	652	98	42	56	86.90	13.10	5.68	7.42	1708	1708	0	2.62	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10	0	0
54	2591	700	608	92	40	52	86.90	13.10	5.68	7.42	1721	1721	0	2.83	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10	0	0
54	2592	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.83	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10	0	0
54	2593	500	435	65	40	25	87.00	13.00	8.00	5.00	1184	1096	88	2.52	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10	50	87.5
54	2594	1770	1462	308	140	168	82.61	17.39	7.91	9.48	3684	3684	0	2.52	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10	0	0
54	2595	2000	1538	462	114	348	76.90	23.10	5.68	17.42	4353	4353	0	2.83	0	0	0	0	1	10	17	0	5	2	0	15	5	18	17	10	0	0
54	2596	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.53	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7	0	0
54	2597	1600	1226	374	91	283	76.61	23.39	5.68	17.71	2955	2955	0	2.41	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7	0	0
54	2598	500	435	66	29	37	86.90	13.10	5.68	7.42	1048	1048	0	2.41	0	0	0	0	2	13	23	2	4	1	2	10	8	10	18	7	0	0
55	2599	700	608	92	40	52	86.90	13.10	5.68	7.42	1435	1435	0	2.36	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2600	550	478	72	31	41	86.90	13.10	5.68	7.42	1214	1214	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2601	400	348	52	22	30	86.90	13.10	5.68	7.42	790	790	0	2.27	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2602	800	695	105	46	59	86.90	13.10	5.68	7.42	1578	1578	0	2.27	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2603	150	130	20	9	11	86.90	13.10	5.68	7.42	330	330	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2604	200	174	26	11	15	86.90	13.10	5.68	7.42	442	442	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2605	800	695	105	46	59	86.90	13.10	5.68	7.42	1765	1765	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2606	1600	1390	210	91	119	86.90	13.10	5.68	7.42	3558	3558	0	2.56	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2607	200	174	26	11	15	86.90	13.10	5.68	7.42	445	445	0	2.56	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2608	1000	869	131	57	74	86.90	13.10	5.68	7.42	2207	2207	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2609	100	87	13	6	7	86.90	13.10	5.68	7.42	221	221	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2610	900	782	118	51	67	86.90	13.10	5.68	7.42	1986	1986	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2611	200	174	26	11	15	86.90	13.10	5.68	7.42	442	442	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2612	300	261	39	17	22	86.90	13.10	5.68	7.42	668	668	0	2.56	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2613	300	261	39	17	22	86.90	13.10	5.68	7.42	668	668	0	2.56	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2614	200	174	26	11	15	86.90	13.10	5.68	7.42	442	442	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2615	200	174	26	11	15	86.90	13.10	5.68	7.42	442	442	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2616	100	87	13	6	7	86.90	13.10	5.68	7.42	221	221	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
55	2617	100	87	13	6	7	86.90	13.10	5.68	7.42	221	221	0	2.54	3	0	3	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
56	2618	950	826	124	54	70	86.90	13.10	5.68	7.42	1693	1693	0	2.05	188	0	188	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0
56	2619	400	348	52	22	30	86.90	13.10	5.68	7.42	901	901	0	2.59	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0
56	2620	500	435	66	29	37	86.90	13.10	5.68	7.42	1127	1127	0	2.59	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0
56	2621	1100	956	144	62	82	86.90	13.10	5.68	7.42	2170	2170	0	2.27	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0
56	2622	200	174	26	11	15	86.90	13.10	5.68	7.42	451	451	0	2.59	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0

56	2623	0	0	0	0	0	86.90	13.10	5.68	7.42	0	0	0	2.53	50	0	50	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
56	2624	1200	1043	157	68	89	86.90	13.10	5.68	7.42	2639	2639	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0
56	2625	800	695	105	46	59	86.90	13.10	5.68	7.42	1758	1758	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0
56	2626	200	174	26	11	15	86.90	13.10	5.68	7.42	440	440	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0
56	2627	500	435	66	29	37	86.90	13.10	5.68	7.42	1101	1101	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0
56	2628	1300	1130	170	74	96	86.90	13.10	5.68	7.42	2870	2870	0	2.54	0	0	0	0	2	8	11	1	4	3	1	9	10	18	21	12	0	0
56	2629	2400	2086	314	136	178	86.90	13.10	5.68	7.42	5298	5298	0	2.54	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0
56	2630	700	608	92	40	52	86.90	13.10	5.68	7.42	1538	1538	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0
56	2631	1250	1086	164	71	93	86.90	13.10	5.68	7.42	2748	2748	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0
56	2632	2000	1738	262	114	148	86.90	13.10	5.68	7.42	4397	4397	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0
56	2633	800	695	105	46	59	86.90	13.10	5.68	7.42	1758	1758	0	2.53	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0
56	2634	800	695	105	46	59	86.90	13.10	5.68	7.42	1626	1626	0	2.34	12	0	12	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0
56	2635	600	521	79	34	45	86.90	13.10	5.68	7.42	1349	1349	0	2.59	0	0	0	0	1	15	12	3	6	2	1	11	6	22	15	6	0	0
	Total	**151598**	**127551**	**24057**	**8907**	**15150**					**308584**	**303842**	**4742**		**916**	**0**	**900**	**16**													**2709**	**4740.75**

APPENDIX C:

2035 PUBLIC TRANSPORTATION NEEDS PLAN

Hernando County Long Transit Element
2015 to 2035 Needs Plan

Project Desciption	Implementation Year	Capital[1]		Operating Cost[1]	Total
		Fleet Purchase	Infrastructure		
Continue Operating Complementary ADA Paratransit Service	Ongoing	-	-	$14,580,457	$14,580,457
Implement 60 minute headways	2015	-	-	$44,525,469	$44,525,469
West Pasco Connector (local bus service to Pasco County on US 19)	2016	-	-	$7,381,223	$7,381,223
Provide Complementary ADA Paratransit Service on New Routes	2016	-	-	$14,063,064	$14,063,064
Peak-Hour Commuter Service (Brooksville/Airport Industrial Park/Spring Hill)	2017	-	-	$3,273,251	$3,273,251
Spring Hill Airport Area Peak-Hour Flex Route	2017	-	-	$3,273,251	$3,273,251
East Pasco Connector (local bus service to Pasco County on SR 50/US 98)	2019	-	-	$6,492,128	$6,492,128
Add Saturday Service to Existing Routes (8 AM to 5 PM)	2020	-	-	$5,361,787	$5,361,787
East Hernando Connector (local bus service on SR 50)	2023	-	-	$5,199,975	$5,199,975
Implement Spring Hill/Airport Connector (local Bus Service on SR 50/Barclay Av./Powell Rd./California St./Spring Hill Dr.)	2024	-	-	$9,712,896	$9,712,896
Airport Commuter Service on US 41	2025	-	-	$4,504,504	$4,504,504
South Brooksville Flex Route	2027	-	-	$3,773,716	$3,773,716
Ridge Manor Flex Route	2030	-	-	$2,607,767	$2,607,767
Evaluate Fare Policy	n/a	-	-	$0	$0
Evaluate Small Vehicle Acquisition for Fixed-Route Service	n/a	-	-	$0	$0
Evaluate Alternative Fuel Vehicles for Fixed-Route Service	n/a	-	-	$0	$0
Suncoast Express from Crystal River to Tampa via Westshore	2031	$527,755	$1,456,425	$1,365,629	$3,349,809
Suncoast Express from Citrus to Westshore	2031	$2,861,712	-	$7,586,825	$10,448,537
SR 50 from Brooksville to Westshore	2032	$4,106,400	$422,597,985	$4,671,155	$431,375,540
SR 50 from Brooksville to Tampa via I-75	2033	$8,520,230	-	$8,167,971	$16,688,201
US 41/SR 45 from Inverness to Brooksville	2034	$3,366,719	$13,050,891	$2,274,549	$18,692,159
CSX Corridor from Brooksville to Tampa	2035	$52,715,843	$546,381,171	$21,077,153	$620,174,167
Replacement buses(light duty cutaway)	2015-2035	$10,402,950	-	-	$10,402,950
Refurbished buses(medium duty low-floor)	2020-2035	$545,154	-	-	$545,154
ADA vans (New and Replacement)	2015-2035	$1,502,570	-	-	$1,502,570
Benches (with shade and concrete work)	2016-2035	-	$1,302,600	-	$1,302,600
Bus stop signs	2016-2035	-	$65,697	-	$65,697
Bus Shelters	2022-2036	-	$1,213,920	-	$1,213,920
Misc. capital/ marketing material	2015-2035	-	$626,820	-	$626,820
Total		***$84,549,333***	***$986,695,509***	***$169,892,770***	***$1,241,137,612***

APPENDIX D:
COST AND REVENUE TABLE – HIGHWAY

Amended 5/22/2012 and 10/23/2012

MPO - 2009 Cost & Revenue Table

ID/FPN	Facility	From	To	Existing or Committed Lanes	2035 Need	PD&E/PE[5] Cost (PDC)	PD&E/PE[5] Time Period	ROW[1] Cost (PDC)	ROW[1] Time Period	CST[1] Cost (PDC)	CST[1] Time Period	Total Project Cost[2] (PDC)	Unfunded Needs (PDC)	Committed 2009-2014[3] PE/PDE	Committed 2009-2014[3] ROW	Committed 2009-2014[3] CST	2015[4] PE/PDE	2015[4] ROW	2015[4] CST	2016-2020[4] PE/PDE	2016-2020[4] ROW	2016-2020[4] CST	2021-2025[4] PE/PDE	2021-2025[4] ROW	2021-2025[4] CST	2026-2030[4] PE/PDE	2026-2030[4] ROW	2026-2030[4] CST	2031-2035[4] PE/PDE	2031-2035[4] ROW	2031-2035[4] CST	Source
0090	AIRPORT BLVD	CORPORATE BLVD	BROAD ST (US41/SR45)		2U	$496,045	Committed	$7,086,364	Committed	$7,795,000	Committed	$ 15,377,409.00	$ -	$ 496,045.00	$ 7,086,364.00	$ 7,795,000.00																	County
0100	ANDERSON SNOW RD	COUNTY LINE RD	SPRING HILL DR	2U	2U	$200,000	Committed	$0	Committed	$0	Committed	$ 200,000.00	$ -	$ 200,000.00	$ -	$ -																	County
0110	AYERS RD EXT/CR 578	COUNTY LINE RD	CORPORATE PKWY	00	2U		Committed		Committed		Committed	$ -	$ -	$ -	$ -	$ -																	OA
	AYERS RD EXT/CR 578	C.R. 578 (COUNTY LINE RD)	TRILLIUM BLVD	00	4D	$672,000	Committed	$9,600,000	Committed	$10,560,000	Committed	$ 20,832,000.00	$ -	$ 672,000.00	$ 9,600,000.00	$ 10,560,000.00																	
	AYERS RD EXT/CR 578	TRILLIUM BLVD	CORPORATE BLVD	00	2U	$252,000	Committed	$3,600,000	Committed	$3,960,000	Committed	$ 7,812,000.00	$ -	$ 252,000.00	$ 3,600,000.00	$ 3,960,000.00																	
38	CORPORATE BLVD	AYERS RD EXT	AIRPORT PROPERTY	00	2U	$126,000	Committed	$1,800,000	Committed	$1,980,000	Committed	$ 3,906,000.00	$ -	$ 126,000.00	$ 1,800,000.00	$ 1,980,000.00																	
	LEE MILLS	CORPORATE BLVD	BROAD ST (US 41)	0	2U				Committed				$ -	$ -	$ -	$ -																	County
0140	BARCLAY RD	ELGIN BLVD	CORTEZ BLVD (SR50)	2U	2U	$500,000	Committed	$500,000	Committed	$0	Committed	$ 1,000,000.00	$ -	$ 500,000.00	$ 500,000.00	$ -																	County
0230	CHURCH RD	SPRING LAKE HWY	MYERS RD	2U	2U	$138,222	Committed	$1,188,709	Committed	$0	Committed	$ 1,326,931.00	$ -	$ 138,222.00	$ 1,188,709.00	$ -																	County
FPN 2572992	COBB RD (US98)	CORTEZ BLVD (SR50)	PONCE DE LEON BLVD (US98/SR700)	2U	2U	$632,300	Committed	$0	Committed	$0	Committed	$ 632,300.00	$ -	$ 632,300.00	$ -	$ -																	County
FPN 4079513	CORTEZ BLVD (SR50)	US19 (SR55)	MARINER BLVD	6D	6D	$0	Committed	$17,675,410	Committed	$62,027,551	Committed	$ 79,702,961.00	$ -	$ -	$ 17,675,410.00	$ 62,027,551.00																	SIS
4079512	CORTEZ BLVD (SR50)	MARINER	SUNCOAST PKWY	4D	6D			$1,014,442	Committed	$24,315,267	Committed	$ 25,329,709.00		$ -	$ 1,014,442.00	$ 24,315,267.00			$0.00														SIS
FPN 4167341	CORTEZ BLVD (SR50)	CALIFORNIA ST	COBB RD	4D	4D	$2,761,000	Committed	$0	Committed	$0	Committed	$ 2,761,000.00	$ -	$ 2,761,000.00	$ -	$ -																	SIS
0GB (FPN 2572985)	COUNTY LINE RD	SUNCOAST PKWY	TO US 41 AYERS RD INCHG	2U	2U	$101,996	Committed	$9,220,336	Committed	$0	Committed	$ 9,322,332.00	$ -	$ 101,996.00	$ 9,220,336.00	$ -																	County
FPN 2572982	COUNTY LINE RD	US 19	EAST ROAD (PASCO CO)	4D	4D	$0	Committed	$25,639,275	Committed	$16,129,510	Committed	$ 41,768,785.00	$ -	$ -	$ 25,639,275.00	$ 16,129,510.00																	County
FPN 2572983	COUNTY LINE RD	EAST ROAD (PASCO CO)	MARINER BLVD	2U	2U	$2,943,148	Committed	$18,585,798	Committed	$0	Committed	$ 21,528,946.00	$ -	$ 2,943,148.00	$ 18,585,798.00	$ -																	County
FPN 2572984	COUNTY LINE RD	MARINER BLVD	SUNCOAST PKWY	2U	2U	$1,054,326	Committed	$14,032,122	Committed	$0	Committed	$ 15,086,448.00	$ -	$ 1,054,326.00	$ 14,032,122.00	$ -																	County
0560	ELGIN BLVD/POWELL RD	MARINER BLVD	LAUREN DR	4D	4D	$161,000	Committed	$5,215,862	Committed	$2,530,000	Committed	$ 7,906,862.00	$ -	$ 161,000.00	$ 5,215,862.00	$ 2,530,000.00																	County
FPN 4110133	I-75 (SR93)	PASCO/HERNANDO CO/L	S of US 98/SR 50/CORTEZ	4F	6F	$517,715	Committed	$46,360,168	Committed	$41,137,768	Committed	$ 88,015,651.00	$ -	$ 517,715.00	$ 46,360,168.00	$ 42,021,039.00																	SIS
FPN 4110134	I-75 (SR93) Interchange	S of US 98/SR 50/CORTEZ	N of US 98/SR 50/CORTEZ	4F	6F					$74,293,079	2015					$78,702,957.00																	SIS
FPN 4110135	I-75 (SR93)	N of US 98/SR 50/CORTEZ	HERNANDO/SUMTER C/L	4F	6F	$418,484	Committed	$1,413,900	Committed	$23,237,628	2015	$ 25,070,012.00	$ -	$ 418,484.00	$ 1,413,900.00	$ -																	SIS
0780	KEN AUSTIN PKWY	SUNSHINE GROVE RD	RESTER DR	2D	2D	$150,000	Committed	$0	Committed	$0	Committed	$ 150,000.00	$ -	$ 150,000.00	$ -	$ -																	County
0890	MCINTYRE RD	MONDON HILL RD	CROOM RD	2U	2U	$0	Committed	$360,000	Committed	$0	Committed	$ 360,000.00	$ -	$ -	$ 360,000.00	$ -																	County
C541	SPRING LAKE HWY	POWELL RD	CORTEZ BLVD (SR50)	2U	2U	$50,000	Committed	$0	Committed	$1,020,000	Committed	$ 1,070,000.00	$ -	$ 50,000.00	$ -	$ 1,020,000.00																	County
1195	STAR RD	EXILE RD	WEEPING WILLOW ST	2U	2U	$0	Committed	$500,000	Committed	$0	Committed	$ 500,000.00	$ -	$ -	$ 500,000.00	$ -																	County
1200	STAR RD	WEEPING WILLOW ST	SUNSHINE GROVE RD	2U	2U	$424,057	Committed	$6,057,955	Committed	$6,663,751	Committed	$ 13,145,763.00	$ -	$ 424,057.00	$ 6,057,955.00	$ 6,663,751.00																	County
1250	SUNSHINE GROVE RD	CORTEZ BLVD (SR50)	KEN AUSTIN PKWY	4D	4D	$0	Committed	$0	Committed	$8,000,000	Committed	$ 8,000,000.00	$ -	$ -	$ -	$ 8,000,000.00																	County
FPN 4168332	US 98 (SR 700)	PASCO/HERNANDO COUNTY LINE			Widen/Resurface					$2,801,890	Committed	$ 2,801,890.00	$ -	$ -	$ -	$ 2,801,890.00																	OA
0150	NEW ROAD G	BOURASSA BLVD	HEXAM RD	00	2U	$207,852	2021-2025	$2,969,318	2026-2030	$3,266,250	2026-2030	$ 6,443,420.00	$ -	$ -	$ -	$ -							$334,641.72				$5,612,011.02	$6,173,212.50				Developer
	AYERS RD EXT	CORPORATE BLVD	U.S. 41	00	4D	$681,545	2031-2035	$108,424	2031-2035			$ 789,968.93	$ -	$ -	$ -	$ -														$1,513,029.90	$240,701.12		County
0140	BARCLAY RD	ELGIN BLVD	CORTEZ BLVD (SR50)	2U	4D			$11,713,594	Unfunded			$ 11,713,594.13	$ -	$ -	$ -	$ -																	County
0140	BARCLAY RD	ELGIN BLVD	CORTEZ BLVD (SR50)	2U	4D			$2,105,306	Unfunded	$19,037,249	Unfunded	$ 21,142,554.87	$ -	$ -	$ -	$ -																	County
0160	BOURASSA BLVD	US19 (SR55)	WEEPING WILLOW ST	00	2U	$1,016,432	2021-2025	$14,520,454	2026-2030	$15,972,500	2026-2030	$ 31,509,386.00	$ -	$ -	$ -	$ -							$1,636,455.52				$27,443,658.06	$30,188,025.00				Developer
1	C.R. 578	EAST			Intersection Improvement		2015.00	$2,926,461	2015.00	$2,437,314	2016-2020	$ 5,363,775.36	$ -	$ -	$ -	$ -	$0.00	$3,570,282.86				$3,339,120.18											County
2	C.R. 578	WATERFALL			Intersection Improvement		2016-2020	$9,276,000	2016-2020	$2,177,301	2021-2025	$ 11,453,301.10	$ -	$ -	$ -	$ -				$0.00	$12,708,120.00				$3,505,454.78								County
3	C.R. 578	MARINER BLVD			Intersection Improvement			$5,723,149	2016-2020			$ 5,723,149.00	$ -	$ -	$ -	$ -					$7,840,714.29												County
4	C.R. 578	LINDEN			Intersection Improvement		2021-2025	$1,887,049	2026-2030	$1,443,269	2031-2035	$ 3,330,317.94	$ -	$ -	$ -	$ -							$0.00				$3,566,522.29					$3,204,057.43	County
1	C.R. 578	EAST			Intersection Improvement			$960,539	2015.00		2016-2020	$ 960,538.64	$ -	$ -	$ -	$ -		$1,171,857.14				$0.00											TRIP
2	C.R. 578	WATERFALL			Intersection Improvement					$3,639,308	2021-2025	$ 3,639,307.90	$ -	$ -	$ -	$ -										$5,859,285.71							TRIP
3	C.R. 578	MARINER BLVD			Intersection Improvement			$4,276,851	2016-2020		2016-2020	$ 4,276,850.89	$ -	$ -	$ -	$ -					$5,859,285.71	$0.00											TRIP
4	C.R. 578	LINDEN			Intersection Improvement			$3,100,151	2026-2030	$2,639,318	2031-2035	$ 5,739,469.06	$ -	$ -	$ -	$ -											$5,859,285.71					$5,859,285.71	TRIP
102	C.R. 578 (REMAINING FUNDS)	East	MARINER BLVD	2U	4D			$1,937,592	2031-2035			$ 1,937,592.00	$ -	$ -	$ -	$ -															$4,301,454.24		County
0290	CORTEZ BLVD (SR50)	MARINER BLVD	SUNCOAST PKWY	6D	6D							$ -	$ -	$ -	$ -	$ -																	SIS
0300	CORTEZ BLVD (SR50)	SUNCOAST PKWY	CALIFORNIA ST	4D	6D	$2,792,748	2031-2035	$4,817,490	2031-2035	$21,496,153	Unfunded	$ 29,106,390.78	$ -	$ -	$ -	$ -														$6,199,900.10	$10,694,827.22		OA
0300	CORTEZ BLVD (SR50)	SUNCOAST PKWY	CALIFORNIA ST	4D	6D	$1,506,483	Unfunded	$5,930,587	Unfunded			$ 7,437,070.02	$ -	$ -	$ -	$ -																	OA
340	CORTEZ BLVD (US98/SR50)	LOCKHART RD	I-75 (SR93)	4D	6D	$2,488,200	2016-2020	$7,777,789	2016-2020	$4,562,680	2016-2020	$ 14,828,669.25	$ -	$ -	$ -	$ -					$3,408,834.25	$10,655,570.93	$6,250,871.69										OA
340	CORTEZ BLVD (US98/SR50)	LOCKHART RD	I-75 (SR93)	4D	6D	$622,951	2015.00			$10,993,077	2021-2025	$ 11,616,027.75	$ -	$ -	$ -	$ -	$760,000.00									$17,698,853.86							OA
0345	CORTEZ BLVD (US98/SR50)	I-75 (SR93)	KETTERING RD	4D	6D	$3,382,882	2016-2020	$8,457,208	2021-2025	$16,914,417	2021-2025	$ 28,754,507.00	$ -	$ -	$ -	$ -					$4,634,548.34				$13,616,104.88	$27,232,211.37							Developer
0360	CORTEZ BLVD (US98/SR50)	MCKETHAN RD (US98/SR700)	TREIMAN BLVD (US301/SR35)	2U	4D	$3,027,661	2021-2025	$5,342,327	2021-2025			$ 8,369,987.80	$ -	$ -	$ -	$ -							$4,874,534.21	$8,601,146.14								OA
0360	CORTEZ BLVD (US98/SR50)	MCKETHAN RD (US98/SR700)	TREIMAN BLVD (US301/SR35)	2U	4D	$900,652	2016-2020	$4,478,455	2026-2030	$10,495,090	2026-2030	$ 15,874,196.97	$ -	$ -	$ -	$ -					$1,233,893.24					$8,464,280.34	$19,835,719.66					OA
360	CORTEZ BLVD (US98/SR50)	MCKETHAN RD (US98/SR700)	TREIMAN BLVD (US301/SR35)	2U	4D					$9,146,474	2031-2035	$ 9,146,474.23	$ -	$ -	$ -	$ -																$20,305,172.79	OA
0470	GOVENORS BLVD	POWELL RD	SOUTHERN HILLS BLVD	00	2U	$741,920	2021-2025	$10,598,864	2026-2030	$11,658,750	2031-2035	$ 22,999,534.00	$ -	$ -	$ -	$ -							$1,194,491.20				$20,031,852.96					$25,882,425.00	Developer
0670	HOSPITAL RD	CORTEZ BLVD (SR50)	FORT DADE AVE	00	2U	$433,920	2021-2025	$6,198,864	2021-2025	$6,818,750	2026-2030	$ 13,451,534.00	$ -	$ -	$ -	$ -							$698,611.20	$9,980,171.04				$12,887,437.50				Developer
H71-075-0900	I-75	at SR 50			NEW INTERCHANGE			$16,192,000	2021-2025	$56,273,000	2021-2025	$ 72,465,000.00	$ -	$ -	$ -	$ -								$26,460,000.00	$96,115,370.00								SIS
155	JEFFERSON ST.	COBB RD (CR 485)	PONCE DE LEON BLVD (US98/SR700)	2U	2D	$0				$3,114,754	2015.00	$ 3,114,754.10	$ -	$ -	$ -	$ -			$3,800,000.00														OA
155	JEFFERSON ST.	COBB RD (CR 485)	PONCE DE LEON BLVD (US98/SR700)	2U	2D					$4,739,823	2016-2020	$ 4,739,822.90	$ -	$ -	$ -	$ -						$6,493,557.38											OA
0855	LOCKHART RD	MYERS RD	POWERLINE RD	00	2U	$427,424	2016-2020	$3,053,030	2021-2025	$6,716,667	2021-2025	$ 10,197,121.00	$ -	$ -	$ -	$ -					$585,570.88				$4,915,378.30	$10,813,833.87							Developer
0860	LOCKHART RD	POWERLINE RD	I-75 (SR93)	00	4D	$106	2016-2020	$758	2021-2025	$1,667	2021-2025	$ 2,531.00	$ -	$ -	$ -	$ -					$145.22				$1,220.38	$2,683.87							Developer
0865	LOCKHART RD	I-75 (SR93)	HICKORY HILL RD	00	2U	$63,742	2016-2020	$455,303	2016-2020	$1,001,667	2021-2025	$ 1,520,712.00	$ -	$ -	$ -	$ -					$87,326.54	$623,765.11				$1,612,683.87							Developer
0900	MCINTYRE RD/YONTZ RD	CROOM RD	BROAD ST (US 41)	00	2U	$412,284	2016-2020	$5,889,773	2016-2020	$6,478,750	2021-2025	$ 12,780,806.82	$ -	$ -	$ -	$ -					$564,829.20	$8,068,988.64				$10,430,787.50							Developer
0920	MYERS RD	CHURCH RD	LOCKHART RD	00	2U	$312,720	2016-2020	$2,233,712	2016-2020	$4,914,166	2021-2025	$ 7,460,598.00	$ -	$ -	$ -	$ -					$428,426.40	$3,060,185.44				$7,911,807.26							Developer
0960	NEW ROAD B	LOCKHART RD	NEW ROAD C	00	2U	$170,068	2015.00	$2,429,545	2016-2020	$2,672,499	2016-2020	$ 5,272,112.00	$ -	$ -	$ -	$ -	$207,482.96					$3,328,476.65	$3,661,323.63										Developer
0970	NEW ROAD C	NEW ROAD B	CORTEZ BLVD (US 98/SR 50)	00	2U	$332,500	2015.00	$4,750,000	2016-2020	$5,225,000	2016-2020	$ 10,307,500.00	$ -	$ -	$ -	$ -	$405,650.00					$6,507,500.00	$7,158,250.00										Developer

Amended 5/22/2012 and 10/23/2012

ID/FPN	Facility	From	To	Existing or Committed Lanes	2035 Need	PD&E/PE[3] Cost (PDC)	PD&E/PE[3] Time Period	ROW[1] Cost (PDC)	ROW[1] Time Period	CST[1] Cost (PDC)	CST[1] Time Period	Total Project Cost[2] (PDC)	Unfunded Needs (PDC)	Committed 2009-2014[3] PE/PDE	Committed 2009-2014[3] ROW	Committed 2009-2014[3] CST	2015[4] PE/PDE	2015[4] ROW	2015[4] CST	2016-2020[4] PE/PDE	2016-2020[4] ROW	2016-2020[4] CST	2021-2025[4] PE/PDE	2021-2025[4] ROW	2021-2025[4] CST	2026-2030[4] PE/PDE	2026-2030[4] ROW	2026-2030[4] CST	2031-2035[4] PE/PDE	2031-2035[4] ROW	2031-2035[4] CST	Source
0980	NEW ROAD D	NEW ROAD E	CORTEZ BLVD (US 98/SR 50)	00	2U	$867,523	2016-2020	$12,393,182	2016-2020	$13,632,500	2021-2025	$ 26,893,205.00	$ -	$ -	$ -	$ -				$1,188,506.51	$16,978,659.34				$21,948,325.00								Developer
0990	NEW ROAD E	NEW ROAD F	KETTERING RD	00	2U	$425,727	2016-2020	$6,081,818	2016-2020	$6,690,000	2021-2025	$ 13,197,545.00	$ -	$ -	$ -	$ -				$583,245.99	$8,332,090.66				$10,770,900.00								Developer
1000	NEW ROAD F	POWERLINE RD	NEW ROAD E	00	2U	$348,807	2016-2020	$4,982,955	2016-2020	$5,481,251	2021-2025	$ 10,813,013.00	$ -	$ -	$ -	$ -				$477,865.59	$6,826,648.35				$8,824,814.11								Developer
1090	POWERLINE RD	LOCKHART RD	KETTERING RD	00	2U	$564,508	2016-2020	$4,032,197	2016-2020	$8,870,833	2021-2025	$ 13,467,538.00	$ -	$ -	$ -	$ -				$773,375.96	$5,524,109.89				$14,282,041.13								Developer
487	RESTER	SUNCOAST PKWY (SR589)	FORT DADE AVE	00	2U		Unfunded		Unfunded			$ -	$ -	$ -	$ -	$ -																County
H74-019-0525	US 19/SR 55	SR 50	US 98			$2,894,404	2016-2020					$ 2,894,404.38								$3,965,334.00												SIS
1410	WEEPING WILLOW ST	MONTOUR ST	STAR RD	00	2U	$422,148	2016-2020	$6,030,682	2016-2020	$6,633,750	2021-2025	$ 13,086,580.00	$ -	$ -	$ -	$ -				$578,342.76	$8,262,034.34				$10,680,337.50								Developer
1420	WEEPING WILLOW ST	STAR RD	HEXAM RD	00	2U	$630,557	2021-2025	$9,007,954	2026-2030	$9,908,750	2026-2030	$ 19,547,261.00	$ -	$ -	$ -	$ -							$1,015,196.77				$17,025,033.06	$18,727,537.50				Developer
	IRVING ST EXTENSION	MARINER BLVD (CR587)	SUNSHINE GROVE RD	00	2U	$224,300	2015.00					$ 224,300.00	$ -	$ -	$ -	$ -	$273,646.00															County
	IRVING ST EXTENSION	MARINER BLVD (CR587)	SUNSHINE GROVE RD	00	2U	$68,440	2016-2020	$466,760	2016-2020			$ 535,200.00	$ -	$ -	$ -	$ -				$93,762.80	$639,461.20												County
	IRVING ST EXTENSION	MARINER BLVD (CR587)	SUNSHINE GROVE RD	00	2U			$155,700	2021-2025			$ 155,700.00	$ -	$ -	$ -	$ -								$250,677.00									County
	IRVING ST EXTENSION	MARINER BLVD (CR587)	SUNSHINE GROVE RD	00	2U			$3,559,540	2026-2030	$4,600,200	2026-2030	$ 8,159,740.00	$ -	$ -	$ -	$ -											$6,727,530.60	$8,694,378.00				County
	SUNSHINE GROVE RD	IRVING ST	CORTEZ BLVD (SR50)	00	2U	$276,427	2026-2030	$3,277,427	2026-2030			$ 3,553,854.13	$ -	$ -	$ -	$ -										$522,447.03	$6,194,337.28					County
	SUNSHINE GROVE RD	IRVING ST	CORTEZ BLVD (SR50)	00	2U			$671,528	2031-2035	$4,343,851	2031-2035	$ 5,015,378.87	$ -	$ -	$ -	$ -														$1,490,791.87	$9,643,349.22	County
	IRVING ST	SUNSHINE GROVE RD	HIGHFIELD RD	00	2U	$421,113	2031-2035		2031-2035	$6,617,499	2031-2035	$ 7,038,612.00	$ -	$ -	$ -	$ -														$934,870.86	$0.00	$14,690,847.78	County
	HIGHFIELD RD	IRVING ST	CALIFORNIA ST	00	2U	$637,955	2031-2035	$3,000,000	2031-2035	$10,025,001	2031-2035	$ 13,662,956.00	$ -	$ -	$ -	$ -														$1,416,260.10	$6,660,000.00	$22,255,502.22	County
1320	US 19 (NB Frontage)	COUNTY LINE RD	APPLEGATE DR	00	2U					$109,288	2015.00	$ 109,287.82	$ -	$ -	$ -	$ -			$133,331.14														County
1320	US 19 (NB Frontage)	COUNTY LINE RD	APPLEGATE DR	00	2U					$1,505,115	2016-2020	$ 1,505,114.58	$ -	$ -	$ -	$ -						$2,062,006.98											County
1320	US 19 (NB Frontage)	OSOWAW BLVD	TIMBER PINES DR	00	2U					$941,551	2016-2020	$ 941,550.77	$ -	$ -	$ -	$ -						$1,289,924.56											County
1320	US 19 (NB Frontage)	OSOWAW BLVD	TIMBER PINES DR	00	2U					$47,896	2021-2025	$ 47,896.23	$ -	$ -	$ -	$ -									$77,112.93								County
1320	US 19 (NB Frontage)	TIMBER PINES DR	TOUCAN TRAIL	00	2U					$833,208	2015.00	$ 833,208.20	$ -	$ -	$ -	$ -			$1,016,514.00														County
1320	US 19 (NB Frontage)	TOUCAN TRAIL	FOREST OAKS BLVD	00	2U					$1,171,704	2021-2025	$ 1,171,704.40	$ -	$ -	$ -	$ -									$1,886,444.08								County
1320	US 19 (NB Frontage)	BERKLEY MANOR BLVD	NORTHCLIFF BLVD	00	2U					$2,551,769	2021-2025	$ 2,551,768.80	$ -	$ -	$ -	$ -									$4,108,347.77								County
1340	US 19 (SB Frontage)	APPLEGATE DR	COUNTY LINE RD	00	2U					$1,354,015	2021-2025	$ 1,354,015.00	$ -	$ -	$ -	$ -									$2,179,964.15								County
1340	US 19 (SB Frontage)	TIMBER PINES DR	OSOWAW BLVD	00	2U					$2,681,922	2021-2025	$ 2,681,922.40	$ -	$ -	$ -	$ -									$4,317,895.06								County
1340	US 19 (SB Frontage)	TOUCAN TRAIL	TIMBER PINES DR	00	2U					$807,170	2021-2025	$ 807,170.40	$ -	$ -	$ -	$ -									$1,299,544.34								County
1340	US 19 (SB Frontage)	FOREST OAKS BLVD	TOUCAN TRAIL	00	2U					$1,796,613	2021-2025	$ 1,796,613.40	$ -	$ -	$ -	$ -									$2,892,547.57								County
1340	US 19 (SB Frontage)	NORTHCLIFF BLVD	BERKLEY MANOR BLVD	00	2U					$1,171,731	2021-2025	$ 1,171,730.60	$ -	$ -	$ -	$ -									$1,886,486.27								County
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	US19 (SR55)	DELTONA BLVD	00	2U					$651,000	2026-2030	$ 651,000.00	$ -	$ -	$ -	$ -											$1,230,390.00						County
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	DELTONA BLVD	NIGHTWALKER RD	00	2U					$833,349	2026-2030	$ 833,348.80	$ -	$ -	$ -	$ -											$1,575,029.23						County
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	NIGHTWALKER RD	OAK HILL HOSPITAL	00	2U					$2,604,089	2026-2030	$ 2,604,088.80	$ -	$ -	$ -	$ -											$4,921,727.83						County
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	OAK HILL HOSPITAL	HIGHPOINT BLVD	00	2U					$600,147	2021-2025	$ 600,147.11	$ -	$ -	$ -	$ -									$966,236.84								County
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	OAK HILL HOSPITAL	HIGHPOINT BLVD	00	2U					$493,730	2026-2030	$ 493,730.49	$ -	$ -	$ -	$ -											$933,150.63						County
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	HIGHPOINT BLVD	MARINER BLVD	00	2U					$1,329,399	2026-2030	$ 1,329,398.88	$ -	$ -	$ -	$ -											$2,512,563.89						County
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	HIGHPOINT BLVD	MARINER BLVD	00	2U					$571,448	2031-2035	$ 571,448.32	$ -	$ -	$ -	$ -																$1,268,615.27	County
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	MARINER BLVD	SUNSHINE GROVE RD	00	2U					$338,556	2021-2025	$ 338,555.60	$ -	$ -	$ -	$ -									$545,074.52								County
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	SUNSHINE GROVE RD	BARCLAY AVE	00	2U					$546,798	2021-2025	$ 546,797.80	$ -	$ -	$ -	$ -									$880,344.46								County
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	BARCLAY AVE	SUNCOAST PKWY	00	2U					$1,979,139	2021-2025	$ 1,979,138.60	$ -	$ -	$ -	$ -									$3,186,413.15								County
0270	CORTEZ BLVD (SR50 WB FRONTAGE)	DELTONA BLVD	US19 (SR55)	00	2U					$729,120	2026-2030	$ 729,120.00	$ -	$ -	$ -	$ -											$1,378,036.80						County
0270	CORTEZ BLVD (SR50 WB FRONTAGE)	NIGHTWALKER RD	DELTONA BLVD	00	2U					$1,250,023	2026-2030	$ 1,250,023.00	$ -	$ -	$ -	$ -											$2,362,543.47						County
0270	CORTEZ BLVD (SR50 WB FRONTAGE)	OAK HILL HOSPITAL	NIGHTWALKER RD	00	2U					$2,890,539	2026-2030	$ 2,890,538.60	$ -	$ -	$ -	$ -											$5,463,117.95						County
0270	CORTEZ BLVD (SR50 WB FRONTAGE)	HIGHPOINT BLVD	OAK HILL HOSPITAL	00	2U					$729,252	2021-2025	$ 729,251.80	$ -	$ -	$ -	$ -									$1,174,095.40								County
0270	CORTEZ BLVD (SR50 WB FRONTAGE)	MARINER BLVD	HIGHPOINT BLVD	00	2U					$807,209	2021-2025	$ 807,209.20	$ -	$ -	$ -	$ -									$1,299,606.81								County
0270	CORTEZ BLVD (SR50 WB FRONTAGE)	SUNSHINE GROVE RD	MARINER BLVD	00	2U					$677,111	2021-2025	$ 677,111.40	$ -	$ -	$ -	$ -									$1,090,149.35								County
0270	CORTEZ BLVD (SR50 WB FRONTAGE)	BARCLAY AVE	SUNSHINE GROVE RD	00	2U					$390,570	2021-2025	$ 390,569.80	$ -	$ -	$ -	$ -									$628,817.38								County
0270	CORTEZ BLVD (SR50 WB FRONTAGE)	SUNCOAST PKWY	BARCLAY AVE	00	2U					$1,979,139	2021-2025	$ 1,979,138.60	$ -	$ -	$ -	$ -									$3,186,413.15								County
1320	US 19 (NB Frontage)	COUNTY LINE RD	APPLEGATE DR	00	2U					$6,457,610	2016-2020	$ 6,457,609.60	$ -	$ -	$ -	$ -						$8,846,925.15											Developer
1320	US 19 (NB Frontage)	OSOWAW BLVD	TIMBER PINES DR	00	2U					$3,957,788	2021-2025	$ 3,957,788.00	$ -	$ -	$ -	$ -									$6,372,038.68								Developer
1320	US 19 (NB Frontage)	TIMBER PINES DR	TOUCAN TRAIL	00	2U					$3,332,833	2015.00	$ 3,332,832.80	$ -	$ -	$ -	$ -			$4,066,056.02														Developer
1320	US 19 (NB Frontage)	TOUCAN TRAIL	FOREST OAKS BLVD	00	2U					$4,686,818	2021-2025	$ 4,686,817.60	$ -	$ -	$ -	$ -									$7,545,776.34								Developer
1320	US 19 (NB Frontage)	BERKLEY MANOR BLVD	NORTHCLIFF BLVD	00	2U					$10,207,075	2021-2025	$ 10,207,075.20	$ -	$ -	$ -	$ -									$16,433,391.07								Developer
1340	US 19 (SB Frontage)	APPLEGATE DR	COUNTY LINE RD	00	2U					$5,416,060	2021-2025	$ 5,416,060.00	$ -	$ -	$ -	$ -									$8,719,856.60								Developer
1340	US 19 (SB Frontage)	TIMBER PINES DR	OSOWAW BLVD	00	2U					$10,727,690	2021-2025	$ 10,727,689.60	$ -	$ -	$ -	$ -									$17,271,580.26								Developer
1340	US 19 (SB Frontage)	TOUCAN TRAIL	TIMBER PINES DR	00	2U					$3,228,682	2021-2025	$ 3,228,681.60	$ -	$ -	$ -	$ -									$5,198,177.38								Developer
1340	US 19 (SB Frontage)	FOREST OAKS BLVD	TOUCAN TRAIL	00	2U					$7,186,454	2021-2025	$ 7,186,453.60	$ -	$ -	$ -	$ -									$11,570,190.30								Developer
1340	US 19 (SB Frontage)	NORTHCLIFF BLVD	BERKLEY MANOR BLVD	00	2U					$4,686,922	2021-2025	$ 4,686,922.40	$ -	$ -	$ -	$ -									$7,545,945.06								Developer
0265	CORTEZ BLVD (SR50 EB FRONTAGE)	Lockhart Rd	I 75	00	2U					$12,758,612	2026-2030	$ 12,758,612.00	$ -	$ -	$ -	$ -											$24,113,776.68						Developer
0265	CORTEZ BLVD (SR50 EB FRONTAGE)	I 75	Kettering Rd	00	2U					$13,409,612	2026-2030	$ 13,409,612.00	$ -	$ -	$ -	$ -											$25,344,166.68						Developer
0268	CORTEZ BLVD (SR50 WB FRONTAGE)	I-75 (SR93)	LOCKHART RD	00	2U					$11,586,903	2026-2030	$ 11,586,903.00	$ -	$ -	$ -	$ -											$21,899,246.67						Developer
0268	CORTEZ BLVD (SR50 WB FRONTAGE)	KETTERING RD	I-75 (SR93)	00	2U					$13,409,612	2026-2030	$ 13,409,612.00	$ -	$ -	$ -	$ -											$25,344,166.68						Developer
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	US19 (SR55)	DELTONA BLVD	00	2U					$2,604,000	2026-2030	$ 2,604,000.00	$ -	$ -	$ -	$ -											$4,921,560.00						Developer
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	DELTONA BLVD	NIGHTWALKER RD	00	2U					$3,333,395	2026-2030	$ 3,333,395.20	$ -	$ -	$ -	$ -											$6,300,116.93						Developer
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	NIGHTWALKER RD	OAK HILL HOSPITAL	00	2U					$10,416,355	2026-2030	$ 10,416,355.20	$ -	$ -	$ -	$ -											$19,686,911.33						Developer
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	OAK HILL HOSPITAL	HIGHPOINT BLVD	00	2U					$4,375,510	2026-2030	$ 4,375,510.40	$ -	$ -	$ -	$ -											$8,269,714.66						Developer
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	HIGHPOINT BLVD	MARINER BLVD	00	2U					$7,603,389	2031-2035	$ 7,603,388.80	$ -	$ -	$ -	$ -																$16,879,523.14	Developer

Amended 5/22/2012 and 10/23/2012

ID/FPN	Facility	From	To	Existing or Committed Lanes	2035 Need	PD&E/PE[3] Cost (PDC)	PD&E/PE[3] Time Period	ROW[1] Cost (PDC)	ROW[1] Time Period	CST[1] Cost (PDC)	CST[1] Time Period	Total Project Cost[2] (PDC)	Unfunded Needs (PDC)	Committed 2009-2014[3] PE/PDE	Committed 2009-2014[3] ROW	Committed 2009-2014[3] CST	2015[4] PE/PDE	2015[4] ROW	2015[4] CST	2016-2020[4] PE/PDE	2016-2020[4] ROW	2016-2020[4] CST	2021-2025[4] PE/PDE	2021-2025[4] ROW	2021-2025[4] CST	2026-2030[4] PE/PDE	2026-2030[4] ROW	2026-2030[4] CST	2031-2035[4] PE/PDE	2031-2035[4] ROW	2031-2035[4] CST	Source
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	MARINER BLVD	SUNSHINE GROVE RD	00	2U					$1,354,222	2021-2025	$ 1,354,222.40	$ -	$ -	$ -	$ -									$2,180,298.06								Developer
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	SUNSHINE GROVE RD	BARCLAY AVE	00	2U					$2,187,191	2021-2025	$ 2,187,191.20	$ -	$ -	$ -	$ -									$3,521,377.83								Developer
0260	CORTEZ BLVD (SR50 EB FRONTAGE)	BARCLAY AVE	SUNCOAST PKWY	00	2U					$7,916,554	2021-2025	$ 7,916,554.40	$ -	$ -	$ -	$ -									$12,745,652.58								Developer
0270	CORTEZ BLVD (SR50 WB FRONT AGE)	DELTONA BLVD	US19 (SR55)	00	2U					$2,916,480	2026-2030	$ 2,916,480.00	$ -	$ -	$ -	$ -												$5,512,147.20					Developer
0270	CORTEZ BLVD (SR50 WB FRONT AGE)	NIGHTWALKER RD	DELTONA BLVD	00	2U					$5,000,092	2026-2030	$ 5,000,092.00	$ -	$ -	$ -	$ -												$9,450,173.88					Developer
0270	CORTEZ BLVD (SR50 WB FRONT AGE)	OAK HILL HOSPITAL	NIGHTWALKER RD	00	2U					$11,562,154	2026-2030	$ 11,562,154.40	$ -	$ -	$ -	$ -												$21,852,471.82					Developer
0270	CORTEZ BLVD (SR50 WB FRONT AGE)	HIGHPOINT BLVD	OAK HILL HOSPITAL	00	2U					$2,917,007	2026-2030	$ 2,917,007.20	$ -	$ -	$ -	$ -												$5,513,143.61					Developer
0270	CORTEZ BLVD (SR50 WB FRONT AGE)	MARINER BLVD	HIGHPOINT BLVD	00	2U					$3,228,837	2021-2025	$ 3,228,836.80	$ -	$ -	$ -	$ -									$5,198,427.25								Developer
0270	CORTEZ BLVD (SR50 WB FRONT AGE)	SUNSHINE GROVE RD	MARINER BLVD	00	2U					$2,708,446	2021-2025	$ 2,708,445.60	$ -	$ -	$ -	$ -									$4,360,597.42								Developer
0270	CORTEZ BLVD (SR50 WB FRONT AGE)	BARCLAY AVE	SUNSHINE GROVE RD	00	2U					$1,562,279	2021-2025	$ 1,562,279.20	$ -	$ -	$ -	$ -									$2,515,269.51								Developer
0270	CORTEZ BLVD (SR50 WB FRONT AGE)	SUNCOAST PKWY	BARCLAY AVE	00	2U					$7,916,554	2021-2025	$ 7,916,554.40	$ -	$ -	$ -	$ -									$12,745,652.58								Developer
0	CMS/ITS (2015)									$500,000	2015.00	$ 500,000.00	$ -	$ -	$ -	$ -			$610,000.00														County
0	CMS/ITS (2016-2020)									$2,500,000	2016-2020	$ 2,500,000.00	$ -	$ -	$ -	$ -						$3,425,000.00											County
0	CMS/ITS (2021-2025)									$2,500,000	2021-2025	$ 2,500,000.00	$ -	$ -	$ -	$ -									$4,025,000.00								County
0	CMS/ITS (2026-2030)									$2,500,000	2026-2030	$ 2,500,000.00	$ -	$ -	$ -	$ -												$4,725,000.00					County
0	CMS/ITS (2031-2035)									$2,500,000	2031-2035	$ 2,500,000.00	$ -	$ -	$ -	$ -																$5,550,000.00	County
												$ -	$ -	$ -	$ -	$ -																	
												$ -	$ -	$ -	$ -	$ -																	
												Total	$ -	*$11,598,293.00*	*$169,850,341.00*	*$189,804,008.00*	*$1,646,778.96*	*$4,742,140.00*	*$112,983,981.16*	*$18,604,007.68*	*$105,215,610.55*	*$42,526,979.57*	*$9,753,930.62*	*$63,824,697.74*	*$407,244,113.97*	*$522,447.03*	*$100,924,511.31*	*$299,815,466.10*	*$10,064,060.96*	*$23,387,774.44*	*$125,538,778.56*	

Revenue	**OA**		$3,800,000.0		$23,400,000.0		$26,300,000.0		$28,300,000.0		$31,000,000.0		112,800,000.0
	TMA		$0.0		$0.0		$0.0		$0.0		$0.0		-
	County		$5,603,774.0		$31,398,110.0		$39,386,625.0		$50,806,775.0		$73,169,480.0		200,364,764
	SIS		$24,315,267.0		$3,965,334.0		$415,967,280.0		$0.0		$0.0		444,247,881.0
	Turnpike		$0.0		$0.0		$0.0		$0.0		$0.0		-
	Local		$0.0		$0.0		$0.0		$0.0		$0.0		-
	Developer		$4,679,189.0		$97,081,140.6		$281,826,927.4		$316,296,363.7		$42,761,948.1		742,645,568.8
	DSB3		$0.0		$0.0		$0.0		$0.0		$0.0		-
	TRIP		$1,171,857.1		$5,859,285.7		$5,859,285.7		$5,859,285.7		$5,859,285.7		24,609,000.0
Remaining Balance	**OA** *see note*	$0.0	$0.0	$37,272.5	$0.0	$385,465.8	$0.0	$5,660,000.0	$0.0	$99.9	($0.0)		(0.0)
	TMA		$0.0		$0.0		$0.0		$0.0		$0.0		-
	County		$0.0		$0.0		$0.0		$0.0		$0.0		0.0
	SIS		($79,042,813.0)		$0.0		$293,391,910.0		$0.0		$0.0		214,349,097.0
	Turnpike		$0.0		$0.0		$0.0		$0.0		$0.0		-
	Local		$0.0		$0.0		$0.0		$0.0		$0.0		-
	Developer		$0.0		$0.0		$0.0		$0.0		$0.0		-
	DSB3		$0.0		$0.0		$0.0		$0.0		$0.0		-
	TRIP		$0.0		$0.0		$0.0		$0.0		$0.0		-

Unfunded Need **$ *61,789,372.27***

Road Types:

U = Undivided; D = Divided; O = One Way; OE = One Way Enhanced; E = Enhanced; F = Freeway/Expressway; 3U = One lane each direction and a center turn lane.

Fund Sources:

OA = Other Arterial funds (State & Federal);

TMA = Transportation Management Area funds (Federal)

SIS = Strategic Intermodal System funds; Turnpike = Florida Turnpike funds; EA = Expressway Authority funds; TMA = Transportation Management Area funds (Federal)

Turnpike = Florida's Turnpike Enterprise Funds

Local = Local funds

Developer

DSB3=Pinellas Bayway Toll funds

Other3

Note: Remaining balance for Other Arterials - "PD&E/PE" represents PD&E/PE costs balanced to an assumed 20 percent of Other Arterial revenues for each time period. 1,524,667,213.8

Notes:

1. in millions; shown in present day costs (PDC) / "constant" 2009 dollars;

2. in millions; shown in present day costs (PDC) / "constant" 2009 dollars; include PD&E/PE, ROW and CST except for those phases that are underway

3. in millions; as shown in adopted TIP and WP; shown in year of expenditure or "current" dollars

4. in millions; shown in year of expenditure or "current" dollars

5. in millions; shown in present day costs (PDC) / "constant" 2009 dollars; 20% ratio of project cost; for Other Arterials only;

If a project cannot be fully funded through CST in the CFP by 2035, the PD&E/PE costs need to be included so that federal funds can be obligated.

Unfunded Costs for SIS and SHS is CST phase 52; LRE FY 2009

"MPOs are encouraged to include estimates for key pre-construction phases in the LRTP, namely for Project Development and Environmental (PD&E) studies and Engineering Design.
This is particularly important for projects that cannot be fully funded (through construction) in the Cost Feasible Plan by 2035,
so that federal funds can be obligated for PD&E or Design should the priority for these projects change.
For projects funded with the revenue estimates for Other Arterials Construction & ROW Funds-provided by FDOT,
MPOs can assume that 20 percent of those estimated funds will be available from the statewide
Product Support' estimates for PD&E and Engineering Design. MPOs should document these assumptions."
Per guidance 9/17/08 from FDOT Central Office does not appy to TMA funds

APPENDIX E:
COST AND REVENUE TABLE – TRANSIT

2009 Cost & Revenue Table - Transit

Cost Estimate for Routes Only (Operations, Maintenance, & Fleet Purchase) Year of Expenditure						2015[3]		2016-2020[3]		2021-2025[3]		2026-2030[3]		2031-2035[3]			
ID Route		Service Type	Fleet Purchase	Operation	Source	Capital Cost	O&M Cost	Capital	O&M	Capital	O&M	Capital	O&M	Capital	O&M	C	O&M
1	Continue Operating Complementary ADA paratransit Service	Existing Service	n/a	Ongoing	**Cost**	**$0**	**$537,528**	**$0**	**$2,890,151**	**$0**	**$3,269,335**	**$0**	**$3,698,793**	**$0**	**$4,184,635**	**$0**	**$14,580,442**
					Local (operating)	-	$204,261	-	$1,098,257	-	$1,242,347	-	$1,405,541	-	$1,590,161		
					State (operating)	-	$118,256	-	$635,833	-	$719,254	-	$813,734	-	$920,620		
					Federal (operating)	-	$215,011	-	$1,156,061	-	$1,307,734	-	$1,479,518	-	$1,673,854		
					Balance	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*		
2	Implement 60 minute headways on existing service	Existing Service	n/a	2015	**Cost**	**$0**	**$1,641,492**	**$0**	**$8,825,890**	**$0**	**$9,983,833**	**$0**	**$11,295,305**	**$0**	**$12,778,961**	**$0**	**$44,525,481**
					Local (operating)	-	$623,767	-	$3,353,838	-	$3,793,857	-	$4,292,216	-	$4,856,005		
					State (operating)	-	$361,128	-	$1,941,696	-	$2,196,443	-	$2,484,967	-	$2,811,371		
					Federal (operating)	-	$656,597	-	$3,530,356	-	$3,993,533	-	$4,518,122	-	$5,111,585		
					Balance	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*		
3	West Pasco Connector	New Local Service	n/a	2016	**Cost**	**$0**	**$0**	**$0**	**$1,519,118**	**$0**	**$1,718,426**	**$0**	**$1,944,155**	**$0**	**$2,199,524**	**$0**	**$7,381,223**
					Local (operating)	-	$0	-	$577,265	-	$653,002	-	$738,779	-	$835,819		
					State (operating)	-	$0	-	$334,206	-	$378,054	-	$427,714	-	$483,895		
					Federal (operating)	-	$0	-	$607,647	-	$687,370	-	$777,662	-	$879,810		
					Balance	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*		
4	Provide Complementary ADA Paratransit Service on new routes	New Local Service	n/a	2016	**Cost**	**$0**	**$0**	**$0**	**$889,651**	**$0**	**$2,859,172**	**$0**	**$3,477,038**	**$0**	**$3,933,754**	**$0**	**$11,159,615**
					Local (operating)	-	$0	-	$338,067	-	$1,086,485	-	$1,321,274	-	$1,494,827		
					State (operating)	-	$0	-	$195,723	-	$629,018	-	$764,948	-	$865,426		
					Federal (operating)	-	$0	-	$355,861	-	$1,143,669	-	$1,390,816	-	$1,573,501		
					Balance	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*		
5	Peak-Hour Commuter Service	New Local Service	n/a	2017	**Cost**	**$0**	**$0**	**$0**	**$567,655**	**$0**	**$793,121**	**$0**	**$897,307**	**$0**	**$1,015,168**	**$0**	**$3,273,251**
					Local (operating)	-	$0	-	$215,709	-	$301,386	-	$340,977	-	$385,764		
					State (operating)	-	$0	-	$124,884	-	$174,487	-	$197,408	-	$223,337		
					Federal (operating)	-	$0	-	$227,062	-	$317,248	-	$358,922	-	$406,067		
					Balance	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*		
6	Spring Hill Airport Area Peak-Hour Flex Route	New Local Service	n/a	2017	**Cost**	**$0**	**$0**	**$0**	**$567,655**	**$0**	**$793,121**	**$0**	**$897,307**	**$0**	**$1,015,168**	**$0**	**$3,273,251**
					Local (operating)	-	$0	-	$215,709	-	$301,386	-	$340,977	-	$385,764		
					State (operating)	-	$0	-	$124,884	-	$174,487	-	$197,408	-	$223,337		
					Federal (operating)	-	$0	-	$227,062	-	$317,248	-	$358,922	-	$406,067		
					Balance	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*		
7	East pasco Connector	New Local Service	n/a	2019	**Cost**	**$0**	**$0**	**$0**	**$630,023**	**$0**	**$1,718,426**	**$0**	**$1,944,155**	**$0**	**$2,199,524**	**$0**	**$6,492,128**
					Local (operating)	-	$0	-	$239,409	-	$653,002	-	$738,779	-	$835,819		
					State (operating)	-	$0	-	$138,605	-	$378,054	-	$427,714	-	$483,895		
					Federal (operating)	-	$0	-	$252,009	-	$687,370	-	$777,662	-	$879,810		
					Balance	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*		
8	Suncoast Expressway from Pasco County Line to Spring Hill Dr.	TBARTA	n/a	2031	**Cost**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$527,755**	**$1,365,629**	**$527,755**	**$1,365,629**
					Local (operating)	-	$0	-	$0	-	$0	-	$0	-	$966,106		
					State (operating)	-	$0	-	$0	-	$0	-	$0	-	$399,523		
					Federal (capital)	$0	-	$0	-	$0	-	$0	-	$527,755	-		
					Balance	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$527,755*	*$0*		
9	Replacement Buses (light duty cutaway)	Existing Service	2015-2035	n/a	**Cost**	**$173,250**	**$0**	**$1,519,050**	**$0**	**$1,718,850**	**$0**	**$1,944,750**	**$0**	**$2,199,750**	**$0**	**$7,555,650**	**$0**
					Local (capital)	$68,821	-	$1,519,050	-	$1,718,850	-	$1,944,750	-	$2,199,750	-		
					Federal (capital)	$104,429	-	$0	-	$0	-	$0	-	$0	-		
					Balance	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*		
10	Refurbished buses (medium duty low-floor)	Existing Service	2020-2035	n/a	**Cost**	**$0**	**$0**	**$112,144**	**$0**	**$126,936**	**$0**	**$143,620**	**$0**	**$162,454**	**$0**	**$545,154**	**$0**
					Local (capital)	$0	-	$112,144	-	$126,936	-	$143,620	-	$162,454	-		
					Balance	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*		
11	ADA vans (new and replacement)	Existing Service	2016-2035	n/a	**Cost**	**$85,817**	**$0**	**$364,887**	**$0**	**$308,345**	**$0**	**$348,913**	**$0**	**$394,608**	**$0**	**$1,502,570**	**$0**
					Local (capital)	$85,817	-	$364,887	-	$308,345	-	$348,913	-	$394,608	-		
					Balance	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*		
						$259,067	***$2,179,020***	***$1,996,081***	***$15,890,143***	***$2,154,131***	***$21,135,434***	***$2,437,283***	***$24,154,060***	***$2,756,812***	***$27,326,734***	**$10,131,129**	**$92,051,020**

Revenues

Local (Operating)	$828,028	$6,038,254	$8,031,465	$9,178,543	$11,350,265	$35,426,555
State (Operating)	$479,384	$3,495,831	$4,649,797	$5,313,893	$6,411,404	$20,350,309
Federal (Operating)	$871,608	$6,356,058	$8,454,172	$9,661,624	$10,930,694	$36,274,156
Local (Capital)	$154,638	$1,996,081	$2,154,131	$2,437,283	$2,756,812	$9,498,945
State (Capital)	$0	$0	$0	$0	$0	$0
Federal (Capital)	$104,429	$0	$0	$0	$527,755	$632,184

APPENDIX F:
2035 PUBLIC TRANSPORTATION COST AFFORDABLE PLAN

Hernando County Long Transit Element
2015 to 2035 Cost Affordable Plan

Project Desciption	Implementation Year	Capital[(1)]		Operating Cost[(1)]	Total
		Fleet Purchase	Infrastructure		
Continue Operating Complementary ADA Paratransit Service	Ongoing	-	-	$14,580,455	$14,580,455
Implement 60 minute headways	2015	-	-	$44,525,469	$44,525,469
West Pasco Connector (local bus service to Pasco County on US 19)	2016	-	-	$7,381,223	$7,381,223
Provide Complementary ADA Paratransit Service on New Routes	2016	-	-	$5,614,881	$5,614,881
Peak-Hour Commuter Service (Brooksville/Airport Industrial Park/Spring Hill)	2017	-	-	$3,273,251	$3,273,251
Spring Hill Airport Area Peak-Hour Flex Route	2017	-	-	$3,273,251	$3,273,251
East Pasco Connector (local bus service to Pasco County on SR 50/US 98)	2019	-	-	$6,492,128	$6,492,128
Suncoast Express from Crystal River to Tampa via Westshore	2031	$527,755	$1,456,425	$1,365,629	$3,349,809
Replacement buses(light duty cutaway)	2015-2035	$10,402,950	-	-	$10,402,950
Refurbished buses(medium duty low-floor)	2020-2035	$545,154	-	-	$545,154
ADA vans (New and Replacement)	2015-2035	$1,502,570	-	-	$1,502,570
Benches (with shade and concrete work)	2016-2035	-	$9,580	-	$9,580
Bus stop signs	2016-2035	-	$17,209	-	$17,209
Misc. capital/ marketing material	2015-2035	-	$626,820	-	$626,820
Total		***$12,978,429***	***$2,110,034***	***$86,506,287***	***$101,594,750***

(1) All costs are presented in the year of expenditure

Hernando County Long Transit Element
2015 to 2035 Cost Affordable Plan Revenues – Fleet Purchase

Source	2015	2016-2020	2021-2025	2026-2030	2031-2035	Total
Local (capital)	$327,888	$2,546,581	$2,776,631	$3,141,683	$3,553,462	**$12,346,245**
Federal (capital)	$104,429	$0	$0	$0	$527,755	**$632,184**
Total	**$432,317**	**$2,546,581**	**$2,776,631**	**$3,141,683**	**$4,081,217**	**$12,978,429**

Source: Local funds – additional new local funds for capital
Federal funds – Section 5307 for capital

Hernando County Long Transit Element
2015 to 2035 Cost Affordable Plan Revenues – Capital/Infrastructure

Source	2015	2016-2020	2021-2025	2026-2030	2031-2035	Total
Local (capital)	$23,100	$151,029	$140,560	$159,020	$179,900	**$653,609**
Federal (capital)	$0	$0	$0	$0	$1,456,425	**$1,456,425**
Total	**$23,100**	**$151,029**	**$140,560**	**$159,020**	**$1,636,325**	**$2,110,034**

Source: Local funds – existing local funds, new local funds for operating (60-min headways), new local match for service development, and farebox revenues
Federal funds – Section 5307 for operating

Hernando County Long Transit Element
2015 to 2035 Cost Affordable Plan Revenues – Operating

Source	2015	2016-2020	2021-2025	2026-2030	2031-2035	Total
Local (operating)	$828,028	$6,038,256	$7,471,340	$8,452,772	$10,529,162	**$33,319,558**
State (operating)	$479,384	$3,495,832	$4,325,514	$4,893,710	$5,936,029	**$19,130,469**
Federal (operating)	$871,608	$6,356,057	$7,864,568	$8,897,653	$10,066,374	**$34,056,260**
Total	**$2,179,020**	**$15,890,145**	**$19,661,422**	**$22,244,135**	**$26,531,565**	**$86,506,287**

Source: Local funds – existing local funds, new local funds for operating (60-min headways), new local match for service development, and farebox revenues
State funds – FDOT state block grants and FDOT service development
Federal funds – Section 5307 for operating

APPENDIX G:
REVENUE PROJECTIONS

Roadway Revenues - Operating

Source	2015	2016-2020	2021-2025	2026-2030	2031-2035	Total
Gas Tax	$8,964,123	$44,820,615	$44,820,615	$44,820,615	$44,820,615	**$188,246,583**
Total	**$8,964,123**	**$44,820,615**	**$44,820,615**	**$44,820,615**	**$44,820,615**	**$188,246,583**

Source: Hernando County Engineering Department and the LCIR Handbook, May 2009

Roadway Revenues – Capital

Source	2015	2016-2020	2021-2025	2026-2030	2031-2035	Total
Strategic Intermodal System (SIS) / Florida Interstate Highway System (FIHS)	$0	$96,258,940	$383,991,440	$56,881,440	$0	**$537,131,820**
Other Arterial Construction/ROW (OA)	$3,800,000	$23,400,000	$26,300,000	$28,300,000	$31,000,000	**$112,800,000**
Transportation Impact Fees	$5,603,774	$31,398,110	$39,386,625	$50,806,775	$73,169,480	**$200,364,764**
Developer Contributions	$4,679,189	$106,422,415	$297,474,078	$296,956,092	$42,761,948	**$748,293,722**
Transportation Regional Incentive Program (TRIP)	$1,171,857	$5,859,286	$5,859,286	$5,859,286	$5,859,286	**$24,609,001**
Total	**$15,254,820**	**$263,338,751**	**$753,011,429**	**$438,803,593**	**$152,790,714**	**$1,623,199,307**

Source: Hernando County MPO, FDOT District 7 Staff, and the *2035 Revenue Forecast Handbook Supplement.*

Transit Facilities Revenues – Operating

Source	2015	2016-2020	2021-2025	2026-2030	2031-2035	Total
Local (operating)	$828,028	$6,038,256	$7,471,340	$8,452,772	$10,529,162	**$33,319,558**
State (operating)	$479,384	$3,495,832	$4,325,514	$4,893,710	$5,936,029	**$19,130,469**
Federal (operating)	$871,608	$6,356,057	$7,864,568	$8,897,653	$10,066,374	**$34,056,260**
Total	**$2,179,020**	**$15,890,145**	**$19,661,422**	**$22,244,135**	**$26,531,565**	**$86,506,287**

Source: Hernando County MPO and assumptions used in the 2009 TDP Update.

Transit Facilities Revenues – Fleet Purchase

Source	2015	2016-2020	2021-2025	2026-2030	2031-2035	Total
Local (capital)	$327,888	$2,546,581	$2,776,631	$3,141,683	$3,553,462	**$12,346,245**
Federal (capital)	$104,429	$0	$0	$0	$527,755	**$632,184**
Total	**$432,317**	**$2,546,581**	**$2,776,631**	**$3,141,683**	**$4,081,217**	**$12,978,429**

Source: Hernando County MPO and assumptions used in the 2009 TDP Update.

Transit Facilities Revenues – Capital/Infrastructure

Source	2015	2016-2020	2021-2025	2026-2030	2031-2035	Total
Local (capital)	$23,100	$151,029	$140,560	$159,020	$179,900	**$653,609**
Federal (capital)	$0	$0	$0	$0	$1,456,425	**$1,456,425**
Total	**$23,100**	**$151,029**	**$140,560**	**$159,020**	**$1,636,325**	**$2,110,034**

Source: Hernando County MPO and assumptions used in the 2009 TDP Update.

APPENDIX H:
ENHANCED REVENUE

Impact Fee Mobility – Enhanced Revenues

Time Period	Current Fee[(1)]	10% Index (every 5 years)[(2)]	Additional Revenue[(3)]
2015	$5,603,774	$5,603,774	$0
2016-2020	$31,398,110	$34,544,947	$3,146,837
2021-2025	$39,386,626	$47,260,209	$7,873,583
2026-2030	$50,806,774	$66,047,026	$15,240,252
2031-2035	$73,169,478	$102,440,744	$29,271,266
Total	**$200,364,762**	**$255,896,700**	**$55,531,938**

(1) Impact fee revenues are estimated based on 2035 permit and population projections
(2) Source: This scenario indexes the current impact fee rate by 10 percent every five years
(3) Item (2) minus Item (1)

Local Option Infrastructure Sales Tax – Enhanced Revenues

Time Period	1/2 cent sales tax		
	Capital (25%)	Operating (75%)	Total
2015	$1,723,667	$5,171,000	**$6,894,667**
2016-2020	$9,101,850	$27,305,547	**$36,407,397**
2021-2025	$10,046,053	$30,138,159	**$40,184,212**
2026-2030	$11,250,501	$33,751,503	**$45,002,004**
2031-2035	$12,911,140	$38,733,419	**$51,644,559**
Total	**$45,033,211**	**$135,099,628**	**$180,132,839**

Source: 2009 *Local Government Financial Information Handbook* with applied annual indexing based on population growth projections