METROPOLITAN PLANNING ORGANIZATION
HERNANDO/CITRUS

HERNANDO/CITRUS MPO

2040 LONG RANGE TRANSPORTATION PLAN

March 2015

HERNANDO/CITRUS MPO

2040 LONG RANGE TRANSPORTATION PLAN

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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, US Code. The contents of this report do not necessarily reflect the official views or policy of the USDOT

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial or income status. It is a priority for the MPO that all citizens of Hernando and Citrus Counties be given the opportunity to participate in the transportation planning process including low-income individuals, the elderly, persons with disabilities, and persons with limited English proficiency. You may contact the MPO's Title VI Specialist at (352) 540-6452 if you have any discrimination complaints.

HERNANDO/CITRUS MPO
2040 LONG RANGE TRANSPORTATION PLAN

TABLE OF CONTENTS

CHAPTER 3: GUIDING THE PLAN

CHAPTER 4: CONSTRAINED 2040 NEEDS PLAN

CHAPTER 5: 2040 COST AFFORDABLE PLAN INTRODUCTION

CHAPTER 6: MEASURES OF EFFECTIVENESS

CHAPTER 7: ACHIEVEMENTS AND IMPLEMENTATION ACTION

TABLES

FIGURES

MAPS

APPENDICES

MPO BOARD MEMBERS

Hernando County
Commissioner Wayne Dukes, Chairman
Commissioner John Allocco,
Commissioner Steve Champion,
Commissioner Jeff Holcomb,
Commissioner John Mitten, Alternate

Citrus County
Commissioner Jeff Kinnard,
Commissioner Ronald Kitchen,
Commissioner Scott Carnahan, Alternate,
Commissioner Jimmy T Smith, Alternate

City of Brooksville
Vice Mayor Robert Battista,
Council Member, Silliam Kemerer, Alternate

City of Crystal River
Council Member Pat Fitzpatrick,
Council Member Robert Holmes, Alternate

City of Inverness
Council Member Cabot McBride;
Council Member Jacquie Hepfer, Alternate

FDOT District 7

Mr. Paul Steinman, P.E.

(Secretary, FDOT District Seven, nonvoting advisor)

Staff

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Cynthia L. Jones, E.I. Senior Planner, Citrus County

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Lon Frye, Transit Director, Citrus County Transit

Dale Malm, Community Development Director, City of Inverness

Jackie Gorman, Director, Planning & Community Development, City of Crystal River

William “Bill” Geiger, Community Development Director, City of Brooksville

Endorsement of LRTP

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 and the Moving Ahead for Progress (MAP-21) legislation of 2012.

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 Resolutions

Following the second public hearing held on December 09, 2014, the MPO Board approved ***Resolution 2014-08*** as shown in Figure 1.

Following the LRTP Amendment process, and a public hearing on June 25, 2015 the MPO Board approved ***Resolution 2015-30*** as shown in Figure 2. Table 1-1, identifying changes to the document, follows the resolution.

RESOLUTION 2014-08

A RESOLUTION OF THE HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE 2040 COST AFFORDABLE LONG RANGE TRANSPORTATION PLAN AND CERTIFYING IT AS THE OFFICIAL LONG RANGE TRANSPORTION PLAN FOR CITRUS AND HERNANDO COUNTIES, FLORIDA.

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

WHEREAS, under federal and state regulations, the Hernando/Citrus MPO has, as one of its primary duties, has the responsibility for developing and adopting an updated 2040 Long Range Transportation Plan (LRTP) conforming to the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21); and

WHEREAS, the 2040 LRTP has addressed MAP-21 requirements for transportation plans as well as the planning factors contained in MAP-21; and

WHEREAS, the 2040 LRTP considered the November 2012 Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs; and

WHEREAS, the 2040 LRTP considered the Metropolitan Planning Organization Advisory Council January 2013 document Financial Guidelines MPO 2040 Long Range Plans; and

WHEREAS, the Hernando/Citrus MPO has conducted a public involvement program throughout the 2040 LRTP development process that is consistent with the Hernando/Citrus MPO Public Participation Plan, including advertised public workshops, hearings and meetings with concerned community groups, and distribution of materials (electronic media, web-based and hard copy) throughout the communities; and

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

WHEREAS, the Hernando/Citrus MPO has coordinated the 2040 LRTP development with involved state, regional and local agencies, including consideration of locally adopted comprehensive plans and the Florida Transportation Plan; and

WHEREAS, the 2040 LRTP has considered multi-modal and intermodal opportunities to serve the goods movement needs of all segments of the populations in Hernando and Citrus counties; and

Figure 1: Resolution 2014-08

WHEREAS, the 2040 LRTP identifies short range strategies for alleviating congestion, improving safety and promoting increased system efficiency through systems management techniques and coordination with land use planning and development activity; and

WHEREAS, the 2040 LRTP identifies project costs and reasonably available revenues to fund projects to assure the 2040 LRTP's cost affordability; and

WHEREAS, the Hernando/Citrus MPO has fully supported the development of a transportation plan for 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/Citrus MPO has held two public hearings, providing a thirty day comment period during which four public workshops were held prior to taking final action on the 2040 LRTP.

NOW, THEREFORE, BE IT RESOLVED, that the Hernando/Citrus Metropolitan Planning Organization (MPO) duly assembled in regular session on this 9th day of December, 2014, having fulfilled all federal and state requirements, certifies that the 2040 Long Range Transportation Plan, as well as associated policies, is the adopted Transportation Plan for all modes of transportation for the Spring Hill Urbanized Area in Hernando County and the Homosassa Springs – Beverly Hills – Citrus Springs Urbanized Area in Citrus County, Florida.

BE IT FURTHER RESOLVED, that henceforth the 2040 Long Range Transportation Plan, including all maps, inventories, and other related materials, shall be a basis for future plans, programs, and policies of the Hernando/Citrus MPO.

ADOPTED in regular session this 9th day of December, 2014.

HERNANDO/CITRUS
METROPOLITAN PLANNING ORGANIZATION

Nick Nicholson, MPO Chairman

Attest:

Mary Elwin, Hernando County Planning Department
(SEAL)

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

County Attorney's Office

Figure 2: Resolution 2015-30

RESOLUTION NUMBER 2015-30

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS FOR HERNANDO COUNTY COMMITTING TO PUT THE ONE-CENT LOCAL GOVERNMENT INFRASTRUCTURE SURTAX FOR COMMUNITY INVESTMENT ON THE BALLOT FOR VOTER APPROVAL NO LATER THAN NOVEMBER 30, 2018.

WHEREAS, the Hernando County Board of County Commissioners recognizes the importance of making transportation investments to maintain and expand the multimodal transportation system that serves both existing and future residents; and,

WHEREAS, the Hernando County Board of County Commissioners has taken a proactive approach to funding transportation capital improvements and maintenance through enacting gas tax options including the ninth cent gas tax, the first six cent local option gas tax, and three cents of the five cent second local option gas tax; and,

WHEREAS, the Hernando County Board of County Commissioners implemented transportation impact fees in 1986, to pay for a portion of the costs of transportation capital improvements and subsequently passed an ordinance to restart collecting the transportation impact fee at 44 percent of the 2013, Transportation Impact Fee Study fee schedule beginning on June 12, 2015; and,

WHEREAS, members of the Hernando County Board of County Commissioners, through their participation on the Hernando/Citrus MPO Board meeting of September 19, 2014, provided revenue guidance to the Hernando/Citrus MPO staff and its Consultant to include gas tax, transportation impact fees and local option sales tax as revenue sources reasonably expected to be available to fund the 2040 Multimodal Cost Affordable Plan from 2020 to 2040; and,

WHEREAS, the Hernando/Citrus MPO Board adopted the 2040 Multimodal Cost Affordable Plan on December 9, 2014, which is based on the using the revenue guidance provided at the September 19, 2014 MPO Board meeting; and

WHEREAS, one-cent local government infrastructure surtax for community investment placed on the November 6, 2014, ballot was not approved by the voting electorate of Hernando County; and

WHEREAS, Federal Code and the Federal Highway Administration require documentation that Transportation Plans be Cost Affordable; and,

WHEREAS, the Federal Highway Administration 2040 LRTP Revenue Guidance provides the following concerning a defeated revenue source "if, for example, the most recent action of a governing body or referendum of the public defeated a similar revenue source, then the new revenue source may not be included in the Cost Feasible LRTP unless the MPO can justify the revenue source and explain the difference between the action that failed and the action being proposed"; and,

WHEREAS, the Hernando County Board of County Commissioners commits to put the one-cent local government infrastructure surtax for community investment on the ballot for voter approval no later than November 30, 2018.

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NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA AS FOLLOWS:

Section 1. At least one year before the ballot date is set, the County Administrator shall prepare a Strategic Implementation Action Plan outlining the specific steps that will be taken to optimize the potential success of the one-cent local government infrastructure surtax for community investment. The Strategic Implementation Action Plan will highlight the actions being taken for this ballot initiative that are different from the actions taken for the failed sales tax ballot initiative on November 6, 2014.

Section 2. The Strategic Implementation Action Plan may consider, but will not be limited to, the following actions: 1) hiring market research firm with a successful track record of voter approved ballot initiatives; 2) forming a political action committee; 3) branding the campaign; 4) ensuring projects resonate with a board coverage of the general population; 5) conducting public opinion survey about selected projects and what it would take for the public to support of the ballot initiative; 6) elected officials and county administration telling the story throughout the County to homeowners associations and the business community; 7) routine reports tracking the success of the campaign; 8) providing factual data in different forums including mailers with utility bills, electronic phone calls, editorial board meetings, cable TV segments, among others; 9) other actions determined to be beneficial to success of the ballot initiative.

Section 3. That the Clerk of the Circuit Court shall forward a certified copy of this Resolution to the City Clerk of the City of Brooksville.

Section 4. That the proper officers of Hernando County and hereby authorized to do all things necessary and proper to carry out the terms and conditions of this Resolution which shall take effect immediately upon its adoption.

ADOPTED IN REGULAR SESSION THE 24 DAY OF MARCH, 2015

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: _____
DONALD C. BARBEE, JR., CLERK

By: _____
NICHOLAS W. NICHOLSON, CHAIRMAN

(SEAL)

Approved as to Form and
Legal Sufficiency

By: _____

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LRTP AMENDMENT 1 BACKROUND

As part of the ongoing Long Range Plan development process, the list of projects adopted as Cost Affordable on December 9, 2014 for Hernando and Citrus Counties is being amended. The purpose of this report is to describe the process and the changes recommended in this amendment.

For Hernando County, this amendment addresses the impacts to project funding due to the failed November 2014 sales tax referendum. The sales tax was an assumed revenue source for developing the 2040 Cost Affordable Plan. Assumed to be in place starting in 2015, committed projects that were funded using this revenue are now being deferred into the 2040 Cost Affordable Plan. This causes changes in funded project priorities in the 2040 Cost Affordable Plan.

For Citrus County, the amendment is addressing the project funding included in the FDOT 2016-2020 Work Program. FDOT District 7 has identified funding for right-of-way acquisition on US 41 from SR 44 to E. Arlington Rd. In addition to including this funding in the LRTP, the segmentation of the project is being revised from the original limits of SR 44 to SR 200. This amendment is to make the LRTP project consistent with the segmentation identified by FDOT. Prior to the Work Program update, funding was not identified in the committed time period for this project when the LRTP was adopted.

Additionally, construction of the Suncoast Parkway Extension (Suncoast II) from US 98 in Hernando County to SR 44 in Citrus County was announced and funding has been committed in the FDOT Work Program in fiscal year 2018.

CHANGES TO THE ADOPTED PLAN

The changes to the LRTP were identified through a series of meetings with MPO staff and with the Hernando County Board of County Commissioners (BOCC). Staff met as a working group twice to identify the projects and review the prioritization criteria. Three meetings were held with the Hernando BOCC (January 27th, March 10th, and March 24th, 2015) to confirm revenue sources, funding of previously committed sales tax projects, and updated project priorities. Resolution 2015-30 was passed by the Hernando BOCC in support of placing a one-cent local government infrastructure surtax for community investment on the ballot for voter approval no later than November 30, 2018. A revised list of cost affordable projects for the LRTP was finalized.

The following items are being updated as part of this amendment. The list of changes to the various tables included in the LRTP document is provided in Table 1-1. Table 1-2 includes a detailed listing of the project costs and revenues used to demonstrate financial feasibility for the LRTP. As a result of on-going discussion with FDOT D7 and close coordination with Citrus County, the widening of US 41, from SR 44 to SR 200, is being advanced to be completed by 2030. Additional revenue has been included in the LRTP to accomplish this. It is anticipated that additional statewide discretionary revenues could become available.

- Hernando County Needs Map 4-3: Reduce the number of lanes needed on US 19 from SR 50 to the Citrus County Line from 6 to 4 lanes to be consistent with the Citrus County Needs Plan. Based on projected 2040 traffic volumes on US 19 north of SR 50, 4 lanes is sufficient to accommodate the future demand.

- Hernando County Cost Affordable Projects Table 5-7: Amends the project list and adds a column to include a statement of need for each project. The number of lanes for projects 470, 422, and 502 were updated to correct a typographical error. Costing of these projects remains unchanged.
- Hernando County 2040 Cost Affordable Projects Map 5-1: Updated to reflect the revised list of cost affordable projects.
- Hernando County 2030 Cost Affordable Projects Map 5-2: Updated to reflect the revised list of cost affordable projects.
- Citrus County Needs Map 4-4: Revised to include additional roadways around CR 491 in support of the funded Suncoast Parkway II.
- Citrus County Cost Affordable State Projects Table 5-9: Reflects revised segmentation of US 41 to match FDOT Work Program from SR 44 to E. Arlington Rd. Right-of-way between SR 44 and E. Arlington Rd. is committed in the TIP. Additional discretionary revenues were added to the plan in order to show the construction funding during the 2026-2030 time period.
- Citrus County Cost Affordable State Projects Table 5-9: Reflects the addition of committed funding for the Suncoast Parkway Extension. A needs statement for each project has also been added.
- Citrus County 2030 Cost Affordable Projects Map 5-3: Addition of the Suncoast Parkway Extension
- Table 5-15: ITS & Congestion Management Process (CMP) Projects for Citrus County: Project at North Independence Highway and US 41 was added to reflect the revised Citrus County List of Priority Projects (LOPP)
- Map 5-14: Citrus County Emphasis Corridors: Project at North Independence Highway and US 41 was added to reflect the revised Citrus County List of Priority Projects (LOPP)

Appendix C—Unfunded Roadway Needs: Table is updated to reflect the Needs Map changes.

A Constrained Roadways Map and table for each county has been added as Appendix G to the LRTP document.

Phasing and Balancing tables for each County were also added as Appendix H.

PUBLIC INVOLVEMENT

Consistent with the Public Participation Process, this amendment was made available for public review and comment for a fifteen day period. The comment period was opened on May 22, 2015 following a review by the MPO Board and advisory committees.

During the comment period, maps and tables illustrating the changes were posted to the project website, a web-based survey was available and two workshops were held to receive comments.

A public workshop was held in Hernando County on May 27, 2015 and in Citrus County on June 3, 2015 to review the details of the amendment with the community. Overall there were 15 participants and 6 comments were received. Comments received

included support for the multi-use trail along the Suncoast II extension in Citrus County and support for the Barclay Avenue project in Hernando County. Additionally a comment about congestion at US 41 and CR 48 in Floral City was received. Staff reviewed all comments and noted that the Floral City intersection had been previously identified for a CMP study.

As a result of the public discussion, the US41 and N. Independence Highway project was added to the map of CMP study locations.

This plan amendment was endorsed at the June 25th 2015 MPO Board meeting during an advertised public hearing.

Table A: Changes to Adopted LRTP, Amendment 1

Map/Table	Change	Reason
Hernando County Needs Map 4-3	Reduce the number of lanes needed on US 19 from 6 to 4 between US 19 and the Hernando/Citrus County Line.	Consistency with the need shown in Citrus County. Supported by low traffic volumes on US 19 north of SR50.
Hernando County Cost Affordable Projects Table 5-7	Revise selected projects in response to change in revenue sources and staff feedback; addition of needs statement.	Failed sales tax referendum required a review of selected projects.
Hernando County 2040 Cost Affordable Projects Map 5-2	Projects revised.	Consistency between Table 5-7 and Map 5-2.
Citrus County Needs Map 4-4	Additional roadways around CR 491 are included to support the Suncoast Parkway II.	Change in project extents due to funding; consistency with FDOT Work Program (FY 2016-2020).
Citrus County Cost Affordable State Roadway Projects Table 5-9	Add Suncoast II from Hernando/Citrus County Line to SR 44 as a Cost Affordable Project.	Consistency with FDOT Work Program (FY 2016-2020).
Citrus County Cost Affordable County Roadway Projects Table 5-10	Spilt CR491 project into two projects. CR 491 from Laurel St. to W. Audubon Park Path is now in the county 5-year TIP. CR 491 from W. Audubon Park Path to Horace Allen is funded in 2026-2030. Widening CR 491 from SR 44 to Horace Allen from 4-to 6-lanes is an unfunded need.	Consistency with FDOT Work Program (FY 2016-2020) and County approved funding.
Citrus County 2040 Cost Affordable Projects Map 5-3	Add Suncoast Parkway II to map, revise CR491 to 4 lanes.	Consistency with FDOT Work Program (FY 2016-2020).
Citrus County Emphasis Corridors Map 5-14	Added CMP project at N. Independence Highway and US 41 to map.	Consistency with Citrus County List of Priority Projects (LOPP)
Citrus County Emphasis Corridors Table 5-15	Added CMP project at N. Independence Highway and US 41 to list.	Consistency with Citrus County List of Priority Projects (LOPP)

CHAPTER 1

Introduction

CHAPTER 1: INTRODUCTION

WHAT IS THE 2040 LONG RANGE TRANSPORTATION PLAN?

The 2040 Long Range Transportation Plan (LRTP) is prepared by the Hernando/Citrus Metropolitan Planning Organization (MPO). This multimodal plan is the guide for developing the various transportation systems in both Hernando and Citrus counties over the next 25 years. It is consistent with the Comprehensive Plans for each county and meets the standards established in federal law for metropolitan transportation planning.

Acknowledging the increasing importance of and demand for multimodal improvements, this plan considers the mobility needs of people and freight by addressing the public transit, bicycle and pedestrian, freight, and roadway systems. Public input was received at critical times during the development of the plan to identify the list of projects included in the plan.

In addition, this is the first LRTP adopted by the Hernando/Citrus MPO as a two-county Metropolitan Planning Organization. This plan:

- Is consistent with all applicable state and federal requirements
- Supports regional collaboration and coordination between the two counties and within the greater Tampa Bay region
- Incorporates a wide range of public input and feedback
- Aligns community vision with project priorities
- Provides a fiscally-constrained cost affordable plan of projects to address transportation needs over the next 25 years

WHAT'S INCLUDED IN THE 2040 LONG RANGE TRANSPORTATION PLAN?

This plan has been developed in phases, beginning with a broad understanding of current conditions. With that as the foundation, the plan was developed to reflect the community's vision for its future transportation system. The plan includes the following chapters:

Chapter 2: Background

This chapter documents the population and employment trends and forecasts that formed the basis of the plan in identifying the transportation needs. Land use development trends also are discussed to better understand transportation system needs over the next 25 years.

Chapter 3: Guiding the Plan

This chapter describes the principles and coordination that guided the development of the 2040 LRTP. These include County visions, federal and State planning guidance, regional coordination, public participation, and development of performance measures. This

chapter concludes by documenting how the goals, objectives, and performance measures of the 2040 LRTP guided the selection of projects for the cost affordable plan.

Chapter 4: Constrained 2040 Needs Plan

This chapter documents the development of the transportation needs that result from increased population and employment growth. The Needs Plan chapter includes:

- A review of the existing + committed (E+C) transportation system improvements already included in the local five-year Capital Improvement Program and the MPO's five-year Transportation Improvement Program (TIP)
- Coordination with existing plans already in place, including Hernando County's Transit Development Plan and the adopted bicycle and pedestrian master plan for Citrus County
- Identification of the needs for highways, transit, bicycle, and pedestrian facilities and safety improvements

Chapter 5: 2040 Cost Affordable Plan

This chapter documents the approaches used by the MPO to set priorities and transition to a fiscally-constrained, cost-affordable plan. Priorities were established through a technical analysis based on policy direction, citizen input, prioritization methodology, performance measures, and financial resources. Goods movement, safety and security, sociocultural effects and environmental justice, and environmental considerations also were included.

Chapter 6: Measures of Effectiveness

This chapter documents the performance evaluation of the 2040 Long Range Transportation Plan. Using the Goals and Objectives for developing the 2040 LRTP discussed in Chapter 3, performance measures were used to indicate how well the decisions for selecting future transportation projects addressed the vision for the future of Hernando and Citrus counties. Targets for measuring performance of the transportation system to meet national goals are still being developed in response to MAP-21. To show progress between current conditions and those estimated for 2040, a series of measures for the Cost Affordable Plan have been included in this chapter.

Chapter 7: Achievements and Implementation Actions

Chapter 7 concludes the report with a summary of the LRTP and identification of next steps that must be taken to ensure the plan transitions to implementation.

HOW WAS THE PLAN DEVELOPED?

Federal Requirements

The Hernando/Citrus MPO is the federally-designated metropolitan planning organization for Hernando and Citrus counties. MPOs are formed in urbanized areas with populations greater than 50,000 to provide a forum for the cooperative decision-making process. Federal funds for transportation projects and programs are channeled through this process and are subsequently awarded to local agencies and jurisdictions to address planned transportation needs.

The 2010 Census established the Homosassa Springs–Beverly Hills–Citrus Springs Urbanized Area. Based upon its proximity to the existing Spring Hill (Hernando County) Urbanized Area, the coordination of a potential merger was initiated with the Hernando County MPO by the Citrus County Transportation Planning Organization (TPO).

The merger of the Citrus County TPO and the Hernando County MPO was approved by the Governor and local elected officials from both counties. The first board meeting of the Hernando/Citrus MPO occurred in July 2014.

Moving Ahead for Progress in the 21st Century (MAP-21)

Signed into law by President Obama on July 6, 2012, MAP-21 (Public Law 112-141) is the first long-term highway authorization enacted since the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) became law in 2005.

MAP-21 became a legislative milestone for the U.S. economy and the nation's surface transportation program by creating a streamlined, performance-based surface transportation program that builds on many of the multimodal transportation policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Establishing a performance- and outcome-based program requires states to invest financial resources in projects that collectively will make progress toward achieving national multimodal transportation goals. The 2040 LRTP has been developed to ensure compliance with the requirements of MAP-21 and includes a performance-based approach to the transportation decision-making process.

MAP-21 also continues many of the previous requirements contained in SAFETEA-LU, including **eight planning factors** that illustrate the need for Metropolitan Transportation Plans to recognize and address the relationship between transportation, land use, and economic development. The federal planning factors form the cornerstone for the 2040 LRTP and include:

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

MAP-21 also includes additional requirements related to performance measures and targets in the metropolitan planning process. MPOs are now required to coordinate with state and public transportation

providers to establish performance targets to assess the performance of the multimodal transportation system.

HERNANDO/CITRUS MPO TRANSPORTATION PERFORMANCE MEASURES/LONG RANGE TRANSPORTATION PLAN (LRTP) COMPLIANCE

INTRODUCTION

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

The Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing required performance measures and timelines for State DOTs and MPOs to comply with the requirements of MAP-21. The Federally required performance measures were incorporated into the Hernando/Citrus MPO's Congestion Management Process (May 2017) and include specific measures to address the following:

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

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

Hernando/Citrus MPO Performance Targets

Safety Performance Targets (PM1)

On January 30, 2018, the MPO adopted Resolution 2018-01 to establish a 5% reduction based on a five-year rolling average for the safety performance measures listed as its 2018 safety targets:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 Million VMT.

- The FDOT Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide

interim performance measures toward that zero deaths vision. The MPO acknowledges FDOT statewide HSIP interim safety performance measures and FDOT's 2018 safety targets, which set the target at "0" for each performance measure to reflect the Department's goal of zero deaths. However, the MPO is setting its safety performance targets based upon data collected within the MPO planning area for previous years related to safety performance measures. The 2018 targets are documented in the MPO Resolution 2018-01 and stated here as:

- Hernando/Citrus MPO Safety Performance Measures and Targets
- Fatalities
  47.3
- Serious Injuries
  438.14
- Nonmotorized Fatalities and Serious Injuries
  41.04
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT) 2.6
- Rate of Serious Injuries per 100 Million VMT
  30.4

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

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

Hernando/Citrus MPO Bridge and Pavement Condition Targets

Performance Measure	2-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2019)	4-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)
Percent of Interstate pavements in good condition	Not required	60%
Percent of Interstate pavements in poor condition	Not required	5%
Percent of non-Interstate NHS pavements in good condition	40%	40%
Percent of non-Interstate NHS pavements in poor condition	5%	5%
Percent of NHS bridges by deck area in good condition	50%	50%
Percent of NHS bridges by deck area in poor condition	10%	10%

Federal rules require state DOTs and MPOs to set bridge and pavement performance targets and monitor progress towards achieving the targets. States must set four-year statewide targets for the percent of interstate pavements in good and poor condition; two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and two-year and four-year targets for the percent of NHS bridges by deck area in good and poor condition. MPOs must set four-year targets for all six measures.

System Performance Target (Travel Time Reliability) (PM3)

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

Hernando/Citrus MPO System Performance Target (Travel Time Reliability) Targets

Performance Measure	2-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2019)	4-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	75%	70%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR	Not Required	50%
Truck travel time reliability (TTTR)	1.75	2.00

Federal rules require MPOs to establish four-year performance targets for the LOTTR and TTTR performance measures. The measurement of these performance measures is summarized below:

LOTTR Measures

The LOTTR performance measures assesses the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile)

over of all applicable roads, between the hours of 6 a.m. and 8 p.m. each day. The measures are expressed as the percent of person-miles traveled on the Interstate or Non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments.

TTTR Measure

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

Transit Asset Management Targets (TAM)

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces three key requirements: 1) new State of Good Repair (SGR) performance measures and targets, 2) revised National Transit Database (NTD) reporting requirements, and 3) new Transit Asset Management (TAM) Plan. MPOs are encouraged to incorporate Transit Asset Measures and targets in the LRTP and TIP through a process that includes a written agreement between the transit providers, the MPO, and FDOT.

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

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

Hernando/Citrus MPO Transit Asset Management Targets

On September 18, 2018, the MPO adopted Resolution 2018-10 to incorporate the performance targets and measures identified in the Transit Asset Management Plan for TheBus into the Long Range Transportation Plan as follows:

Introduction

TheBus is a TAM Tier II transit agency operated by the Hernando County Board of County Commissioners in Hernando County, Florida. The County is contained within the Hernando/Citrus Metropolitan Planning area which is located approximately 40 miles north of the Tampa-St. Petersburg area and 67 miles west of the Orlando metropolitan area. The Hernando County Board of County Commissioner's transit system consists of four (4) fixed-routes with ADA complementary service. One of the four routes connects into Pasco County to the south for a regional corridor connection to the Pasco-Hernando State College.

Asset Category – Performance Measures	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	**AB - Articulated Bus**	N/A				
	AO - Automobile	N/A				
	BR - Over-the-road	N/A				
	BU - Bus	10%	10%	10%	10%	
	CU - Cutaway Bus	10%	20%	20%	10%	10%
	DB - Double Decked	N/A				
	FB - Ferryboat	N/A				
	MB - Mini-bus	N/A				
	MV - Mini-van	N/A	100%			
	RT - Rubber-tire	N/A				
	SB - School Bus	N/A				
	SV - Sport Utility	N/A				
	TB - Trolleybus	N/A				
	VN - Van	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	**Non-Revenue/Service Automobile**	N/A				
	Steel Wheel Vehicles	N/A				
	Trucks and other	N/A				
	Intelligent Transportation System	N/A				
	Electronic Farebox System	N/A				
	Custom 3	N/A				
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model	**Administration**	N/A				
	Maintenance	N/A				
	Parking Structures	N/A				
	Passenger Facilities	N/A				
	Equipment Storage Facility	N/A				
(TERM) Scale	**Custom 2**	N/A				
	Custom 3	N/A				

On September 18, 2018, the MPO adopted Resolution 2018-10 to incorporate the performance targets and measures identified in the Citrus County Asset Management Plan for Citrus Transit into the Long Range Transportation Plan as follows:

TAM Performance Measures and Targets (Citrus County)

Asset Category - Perform	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	*AB - Articulated Bus*	N/A				
	AO - Automobile	N/A				
	BR - Over-the-Road	N/A				
	BU - Bus	N/A				
	CU - Cutaway Bus	20%	20%	20%	20%	20%
	DB - Double	N/A				
	FB - Ferryboat	N/A				
	MB - Mini-Bus	N/A				
	MV - Mini-Van	100%				
	RT - Rubber Tire	N/A				
	SB - School Bus	N/A				
	SV - Sport Utility	N/A				
	TB - Trolleybus	N/A				
	VN - Van	N/A				
	Generator	0%				
EQUIPMENT						

Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	*Non-Revenue/Service Automobile*	N/A				
	Steel Wheel	N/A				
	Trucks and other	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the Scale	*Administration*	0%				
	Maintenance	N/A				
	Parking Structures	N/A				
	Passenger Facilities	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				

Targets were established by utilizing the current bus, equipment and facilities replacement schedule which is based upon the number of buses or transit equipment needing to be replaced to provide the required level of service.

State Requirements

The Florida Department of Transportation (FDOT), Office of Policy Planning coordinates with Florida MPOs to publish an *MPO Program Management Handbook*. This handbook is used to provide guidance to MPOs on meeting and addressing the appropriate state and federal requirements. Specifically related to the 2040 LRTP, the handbook provides guidance on coordinating plan development at the local level with existing plans and consideration of human and environmental impacts of new projects that are considered. The Hernando/Citrus 2040 LRTP was developed consistent with the guidance provided in this handbook.

A major emphasis in federal regulations and the Florida Statutes is coordination with citizens, public agencies, and other known interested parties, including the opportunity to comment during development of the LRTP.

Additional requirements for public access to governmental proceedings are addressed in Chapter 286, F.S., commonly referred to as the "Sunshine Law." This law requires that meetings of boards and commissions be open to the public, that reasonable notice of such meetings is given, and that minutes are taken and made available to the public in a timely manner. All public outreach and documentation for Hernando/Citrus 2040 LRTP is done in accordance with the Sunshine Law.

Consistency with Other County and Regional Plans

The Long Range Transportation Plan was developed to be consistent with the following county, state, and regional plans and programs:

- The Florida Transportation Plan
- FDOT Strategic Highway Safety Plan
- Transportation Improvement Program (TIP)
- Comprehensive Plans for Hernando and Citrus counties
- Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan
- Congestion Management Process (CMP)
- Public Participation Plan (PPP)

- Other local and regional modal and land use plans, as appropriate

Goals and Objectives

Goals and objectives that reflect the counties' visions were developed early in the planning process. The goals are included in **Table 1-1**. A matrix showing consistency between the LRTP Goals and the eight planning factors from MAP-21 is shown in **Table 1-2**.

Table 1-1: Hernando/Citrus MPO 2040 LRTP Goals

1	Support the development of the county's economy and manage growth through the development of financially-feasible multimodal facilities and services and affordable growth strategies. (Economic Development, Growth Management)
2	Increase the safety and security of the county's transportation system. (Safety and Security).
3	Provide for the mobility needs of the county's population and economy by providing safe, secure, effective, and efficient movement of people and goods. (Highway Capacity and Mobility)
4	Support the efficient, safe, and secure integration of port, airport, and rail modes of transportation and associated intermodal facilities into one cohesive intermodal system. (Goods Movement)
5	Preserve, where possible, and enhance community social and environmental values. (Social and Environmental Value)

Table 1-2: Hernando/Citrus 2040 LRTP Goals and MAP-21 Planning Factors Comparison

Plan Goals / MAP-21 Goals	Economic Vitality	Safety	Security	Movement of People / Freight	Environment and Quality of Life	Integration / Connectivity	System Management & Operation	System Preservation
Support the development of the county's economy and manage growth through the development of financially-feasible multimodal facilities and services and affordable growth strategies. (Economic Development, Growth Management)	X			X	X	X		
Increase the safety and security of the County's transportation System. (Safety and Security)		X	X					
Provide for the mobility needs of the county's population and economy by providing safe, secure, effective, and efficient movement of people and goods. (Highway Capacity and Mobility)	X				X	X	X	
Support the efficient, safe, and secure integration of port, airport, and rail modes of transportation and associated intermodal facilities into one cohesive intermodal system. (Goods Movement)	X	X	X	X		X	X	X
Preserve, where possible, and enhance community social and environmental values. (Social and Environmental Value)	X			X	X	X		

Public Input

A number of public workshops were held throughout plan development to obtain feedback about the different elements of the plan. Events included:

- 2 Needs Plan workshops in Hernando County
- 2 Needs Plan workshops in Citrus County
- 2 Environmental Justice workshops
- 2 Consensus Building workshops
- 4 Cost Affordable Plan workshops
- Cost Affordable Plan adoption (30-day) public comment period, consistent with the Public Participation Plan

A project website was also maintained to facilitate community involvement (http://hernandocitrus2040lrtp.com/).

2040 Plan Adoption

This LRTP was adopted by resolution on December 9, 2014, by the Hernando/Citrus MPO Board. The MPO Board endorsement was presented in the beginning of this plan report.

CHAPTER 2

Background

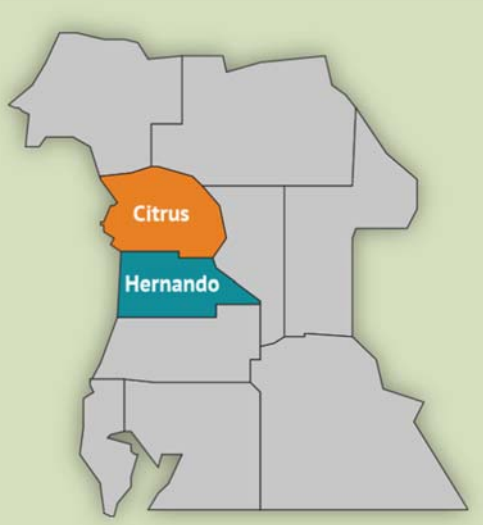
CHAPTER 2: BACKGROUND

HOW WILL HERNANDO AND CITRUS COUNTIES GROW IN THE FUTURE?

Both Hernando and Citrus counties experienced high percentages of population growth between 2000 and 2010 (32.1% and 19.6%, respectively) and have since, like most of Florida, experienced a slowdown in both population and employment growth. Growth is starting to occur, albeit at a slower pace, and is anticipated to pick up speed by 2015. Along with this growth, some trends may develop that could influence the county's transportation needs.

Both counties already include a higher population of older adults than the state overall. In 2015, 25.8% of residents of Hernando County were age 65 and over. In Citrus County, this group makes up 31.9% of the county population. Overall, older adults make up 17.3% of the state population. Both counties have a smaller percentage of households with children under age 18 than the state, and although Hernando's percentage has increased since 2010, the households with children under age 18 in Citrus County have dropped slightly. As these changes continue to occur, their impacts on the future transportation system will need to be addressed in both counties.

There is an increasing emphasis on encouraging more efficient land use patterns and multimodal transportation options, as well as protecting the rural landscapes that are integral to both counties. Regional coordination is growing as the Tampa Bay Region grows economically, strengthening the inter-county connections, as business and social interactions have been enhanced with the growing urbanized areas. These regional connections are being planned for in the form of regional transit routes and improvements to the expressways and roadways that cross county boundaries.



Closer to home, increases in the number of active and mobile older adults is driving the need to enhance the local public transportation system and mobility options in the form of sidewalks and multi-use trails. In both counties, areas of economic emphasis are being developed to increase employment opportunities. These current trends, along with historical patterns, help guide the growth of the individual counties and the role each plays in the region.

Historic Population and Employment Trends

Hernando County

Hernando County lies on the Gulf coast of West Central Florida and contains 478 square miles of land area. The county is bounded to the west by the Gulf of Mexico, to the east by Sumter County, to the north by Citrus County, and to the south by Pasco County.

Two incorporated areas exist within the county: the City of Brooksville, located approximately in the center of the county, and 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. A total of 7,700 persons lived within the incorporated limits of Brooksville in 2010, accounting for approximately 4.4 percent of the county's population. The unincorporated area of Spring Hill remains the main population and employment center of Hernando County. The Spring Hill Urbanized Area (UZA) is 115 square miles in southwestern and central Hernando County. Generally located east of US 19 and south of the State Road 50 corridor into Brooksville, the Spring Hill UZA extends south into Pasco County near the Suncoast Parkway. Through agreement, the Pasco MPO plans for the portion of the UZA extending into Pasco County. In 2010, the population of the Spring Hill UZA was estimated to be 148,220 persons.

Citrus County

Also on the Gulf Coast, Citrus County is approximately 720 square miles in size and includes two incorporated cities and several unincorporated communities. Located to the north of Hernando County on the Gulf Coast, the Withlacoochee River forms the northern and eastern border of the county. The oldest city and the County seat is Inverness. Located at the crossroads of US 41 and SR 44 in the central eastern part of the county, it was home to 7,200 people in 2010. On the western side of the county is Crystal River at the intersection of SR 44 and US 19. As the smaller of the two cities, Crystal River had a population of 3,100 in 2010. The most heavily-populated area outside of the municipalities is along the SR 44 corridor. Beverly Hills and Pine Ridge are located north of SR 44, each with individual populations larger than Inverness. Located to the south of SR 44 at CR 491 and in the center of the county is Lecanto, which hosts the county's government center and other offices.

US 19 provides a connection to the Tampa Bay region to the south. The future extension of the Suncoast Parkway eventually will provide a direct highway connection to Hernando County and the rest of the Tampa Bay region.

Over time, much of Citrus County has developed in a scattered pattern, with its largest community, Homosassa Springs, and several smaller ones, including Inverness and Crystal River, developing as important centers. Much of the residential development has taken place in the area north of SR 44 in Citrus Springs. This pattern has left the county with primarily a low-density, rural land use pattern lacking a large defined urban center and a limited transportation network.

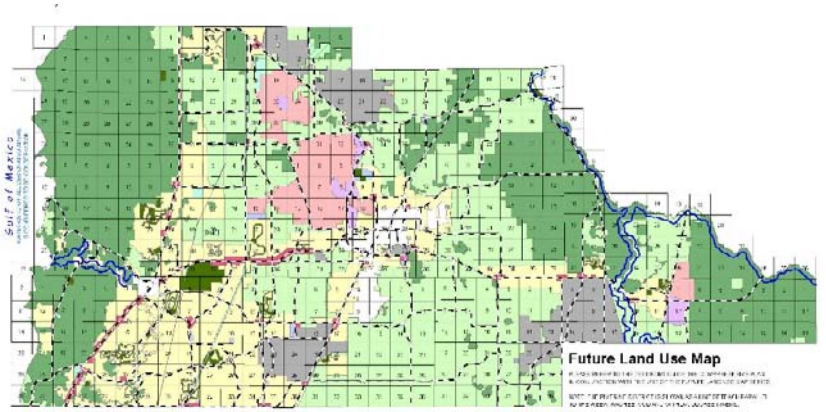
Future Land Use and Transportation Coordination

Coordinating the growth forecasts for the LRTP with adopted Future Land Use Plans is a key component to accurately representing future transportation needs. The Future Land Use Plan is a key tool used to determine where growth will occur in the future as well as the permitted and allowed types of development. Each future land use category has maximum allowable residential density and non-residential intensity. To protect natural resources while optimizing social infrastructure enhancements, including transportation, designation of wetlands and other protected areas are factored into the future land use designations. The Future Land Use Plan was used in the development of the socioeconomic data in the following ways:

- Determination of maximum allocable units to be added to an area
- Identification of physical constraints imposed by coastal zones and coastal hazard areas
- Direction of new growth towards existing urban areas that can accommodate growth and to vacant lands in the vicinity of urban areas

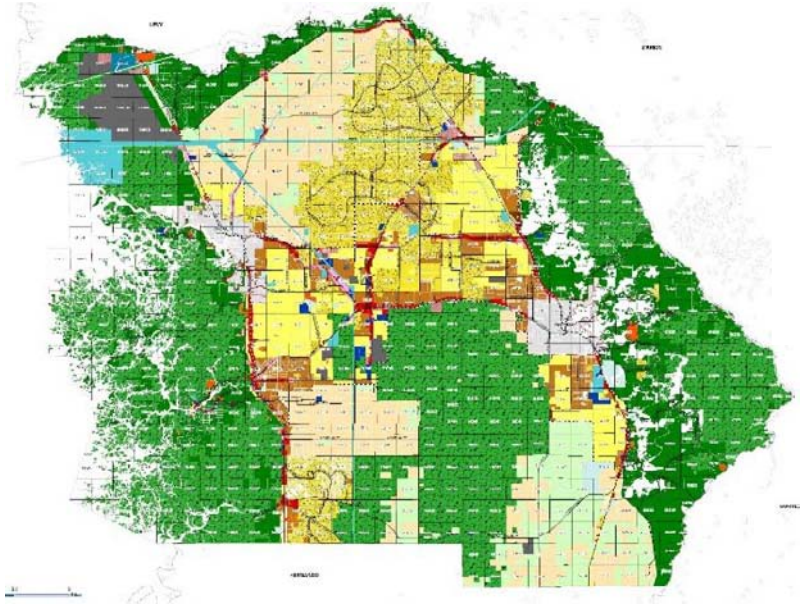
The adopted Future Land Use Plan for Hernando County, effective October 9, 2012, used to develop the socioeconomic data projections for this LRTP is shown in **Figure 2-1** and also can be found on the Hernando County website at http://www.hernandocounty.us/plan/apps/CompPlanDec05/maps/flummap.pdf.

Figure 2-1: Hernando County Adopted Future Land Use Map



The adopted Future Land Use Plan for Citrus County, effective July 22, 2014, used to develop the socioeconomic data projections for this LRTP, is shown in **Figure 2-2** and also can be found on the Citrus County website at (http://www.bocc.citrus.fl.us/maps/ldca/GFLUM/pdfmaps/AH000151.pdf).

Figure 2-2: Citrus County Adopted Future Land Use Map



Hernando County Areas of Growth

During the development of the socioeconomic data, areas of economic growth were identified around Spring Hill and the Hernando County Airport, Brooksville, and the area around I-75 and SR 50 as focus areas for economic development. These areas, shown in **Figure 2-3**, align with areas identified in the Comprehensive Plan.

Population and Employment Forecasts

How Were the Population Projections Developed?

The 2040 socioeconomic forecasts involved a four-step process that builds on current land use policies. This process uses countywide growth forecasts provided by the Bureau of Economic and Business Research (BEBR) and a land use allocation model outlined below:

- Identify vacant land that is suitable for future development, avoiding wetlands and protected lands consistent with current land use policies.
- Identify current developed areas that could be redeveloped at higher intensities in the future.
- Confirm that development already approved has been included.
- Through professional experience and local knowledge, make manual adjustments to finalize growth to 2040.

Table 2-1 compares the existing population and employment totals from 2010 with the 2040 horizon, and **Table 2-2** compares growth for the plan years. **Figures 2-4** and **2-5** compare aspects of the socioeconomic data as well as the ratio of employment to population. These ratios are similar to previous forecasts completed for each county and follow the historical trends. A ratio of 0.33 means that there is one job available for every three people. Higher ratios in 2040 than 2010 indicate employment is expected to grow faster than population. This is indicative of the growth anticipated in

the wake of the recent economic downturn as well as a trend of moving from a more rural to suburban development pattern.

More information on the methodology used to develop the socioeconomic data for Hernando County can be found in the separately bound Socioeconomic Data Forecast Technical Report.

Figure 2-3: Hernando County Future Growth Areas

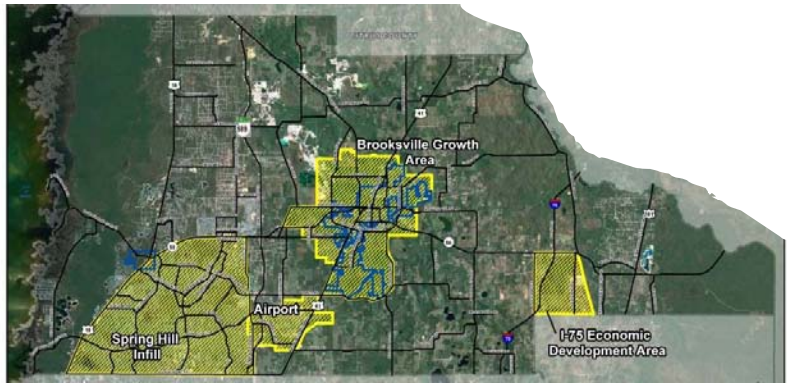


Table 2-1: Population and Employment Forecast for Hernando and Citrus Counties

	Population		Employment	
	2010	2040	2010	2040
Hernando	170,947	258,464	55,700	94,464
Citrus	138,985	188,500	50,000	71,739

Table 2-2: Population and Employment Growth for Hernando and Citrus Counties

	Population 2010-2040 Growth		Employment 2010–2040 Growth	
Hernando	87,517	51%	38,764	70%
Citrus	49,515	36%	21,639	43%

Figure 2-4: Hernando Socioeconomic Data, 2010 and 2040

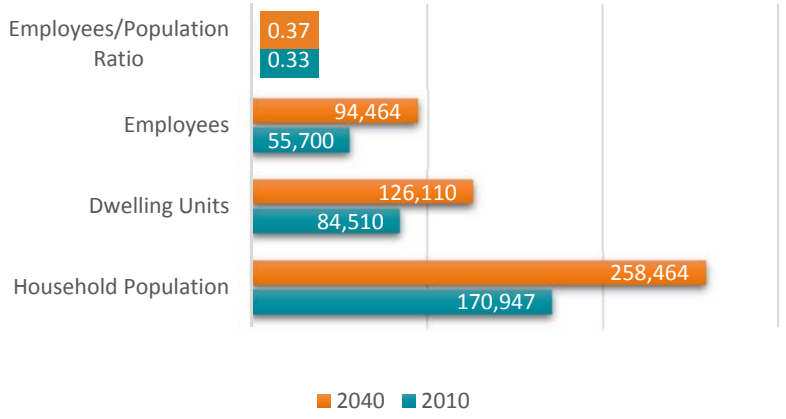
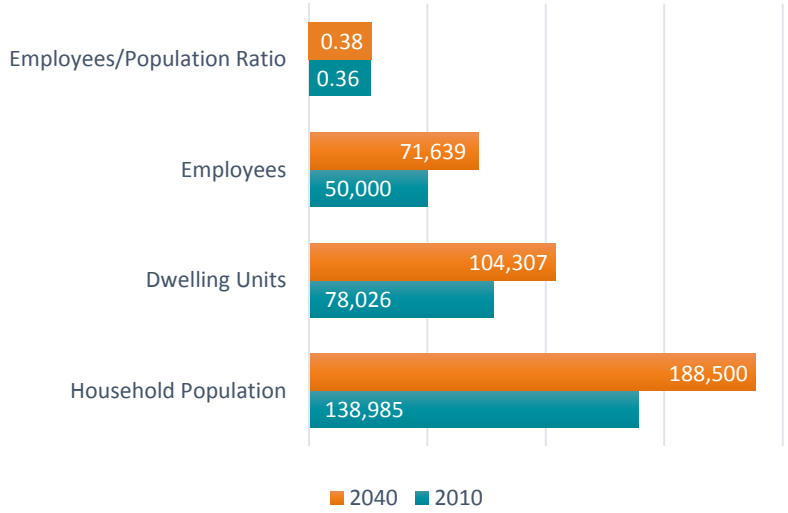


Figure 2-5: **Citrus Socioeconomic Data, 2010 and 2040**



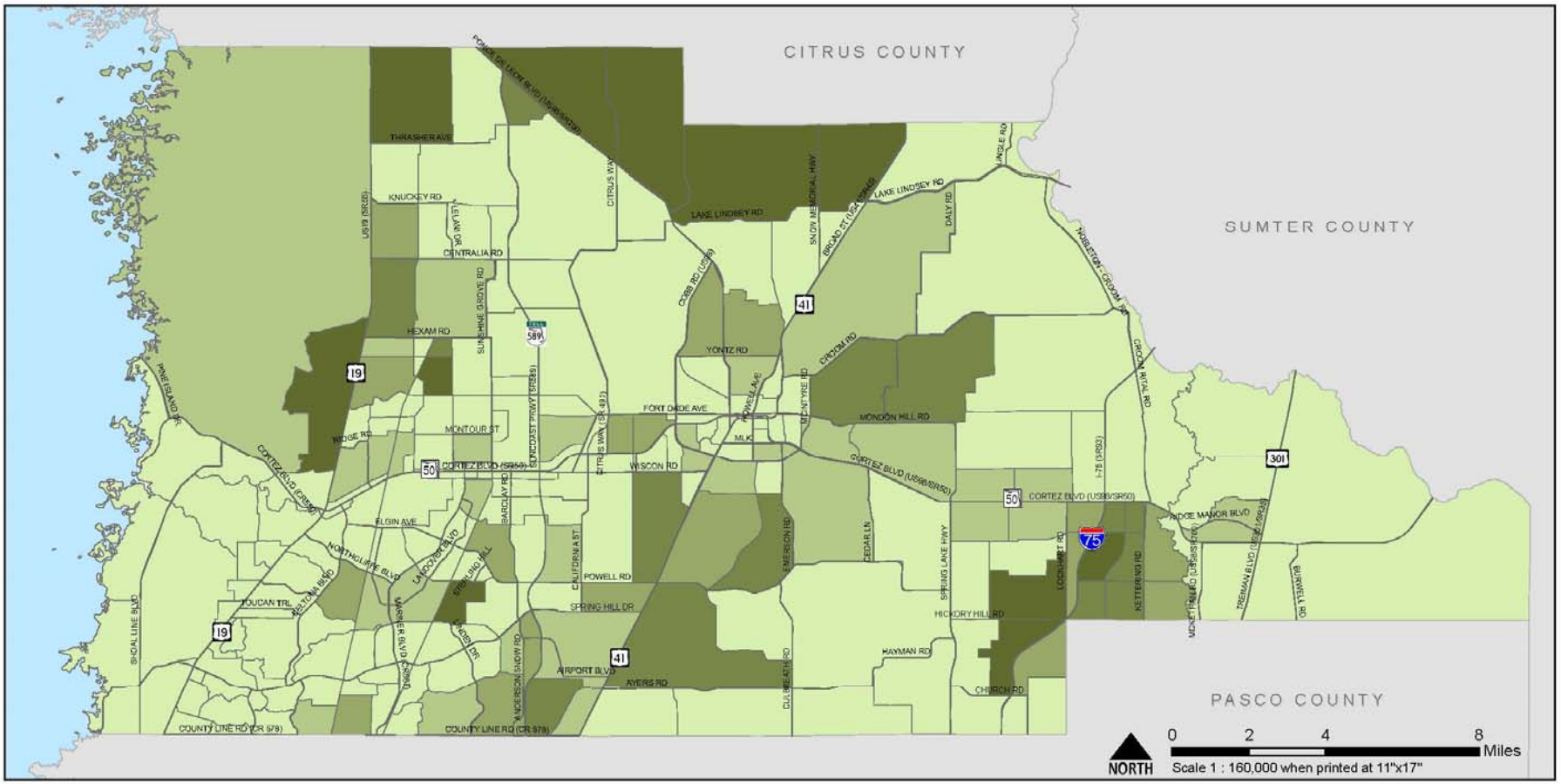
The future forecasts of expected population and employment growth by 2040 are included as **Maps 2-1** through **2-4**. Consistent with the future land use plans in Hernando County, growth is expected in the Brooksville area, along the I-75/SR 50 corridor, and in Spring Hill. Planned Developments of Regional Impact (DRIs) to the north account for job growth and population. Projected impacts to the transportation system include increased demand along the Cortez Boulevard corridor both at the I-75 interchange and through Brooksville and along US 41. Citrus County population growth is forecasted along SR 44 and in Citrus Springs. Employment growth is focused along SR 44 and along CR 491, which is consistent with County plans to develop the corridor. Projected impacts in Citrus County may include increased travel demand along US 41 and the focus on CR 491.

Trends That May Influence Travel Patterns

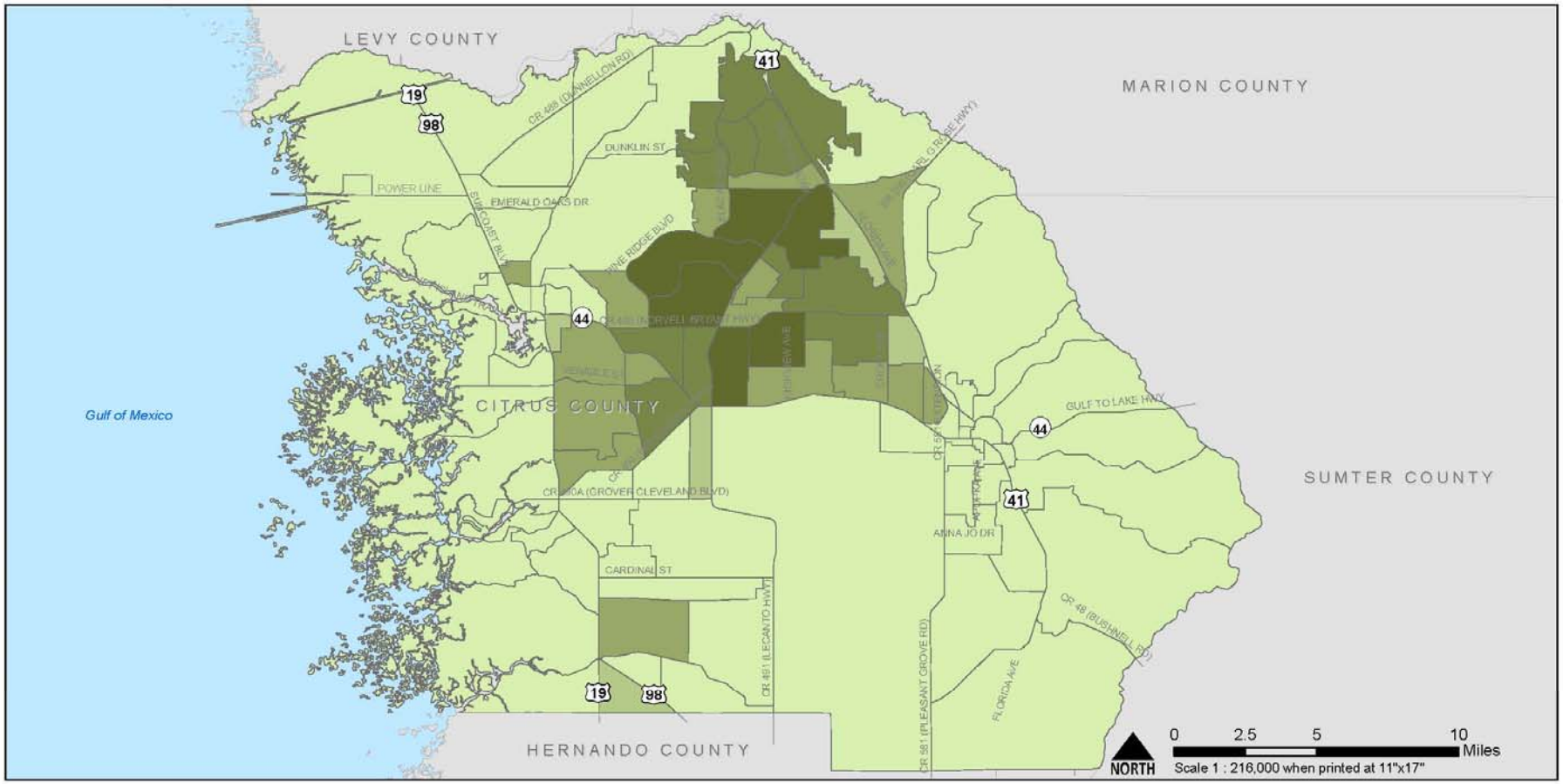
Population and employment growth typically result in increased travel and demand on all transportation systems. Other demographic and economic factors, such as age distribution, income per capita, location of housing to services and employment, household composition, education level, and transportation costs, all influence travel needs and behavior.

Travel behaviors often differ between various age groups. Recent trends suggest that younger Americans are driving less than previous generations for a number of reasons. Older Americans are also experiencing a more active lifestyle than previous generations. These shifts influence the transportation decisions made to develop a more balanced multimodal transportation system and a tighter integration of transportation and land use.

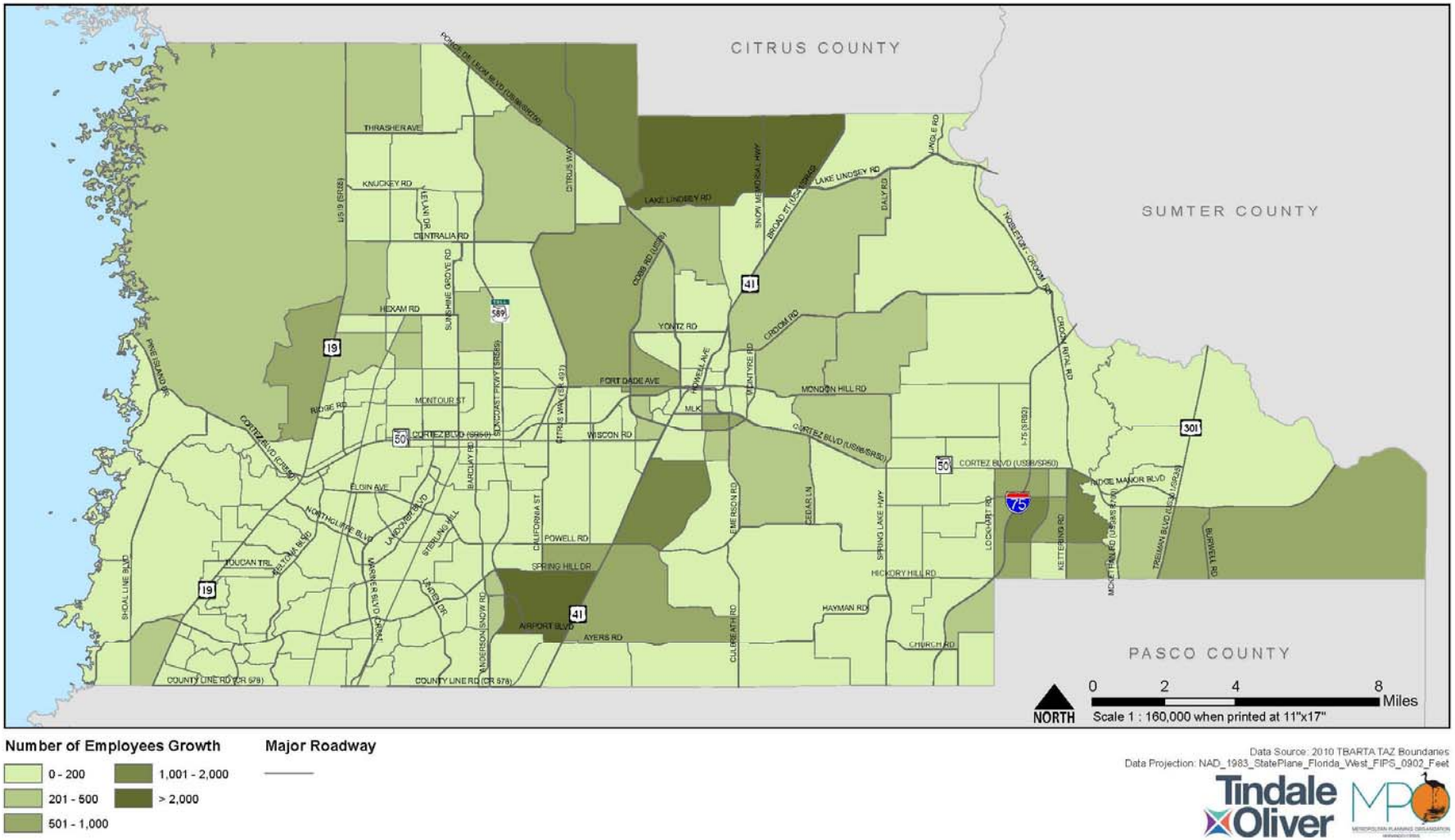
Map 2-1: 2010–2040 Population Growth, Hernando County



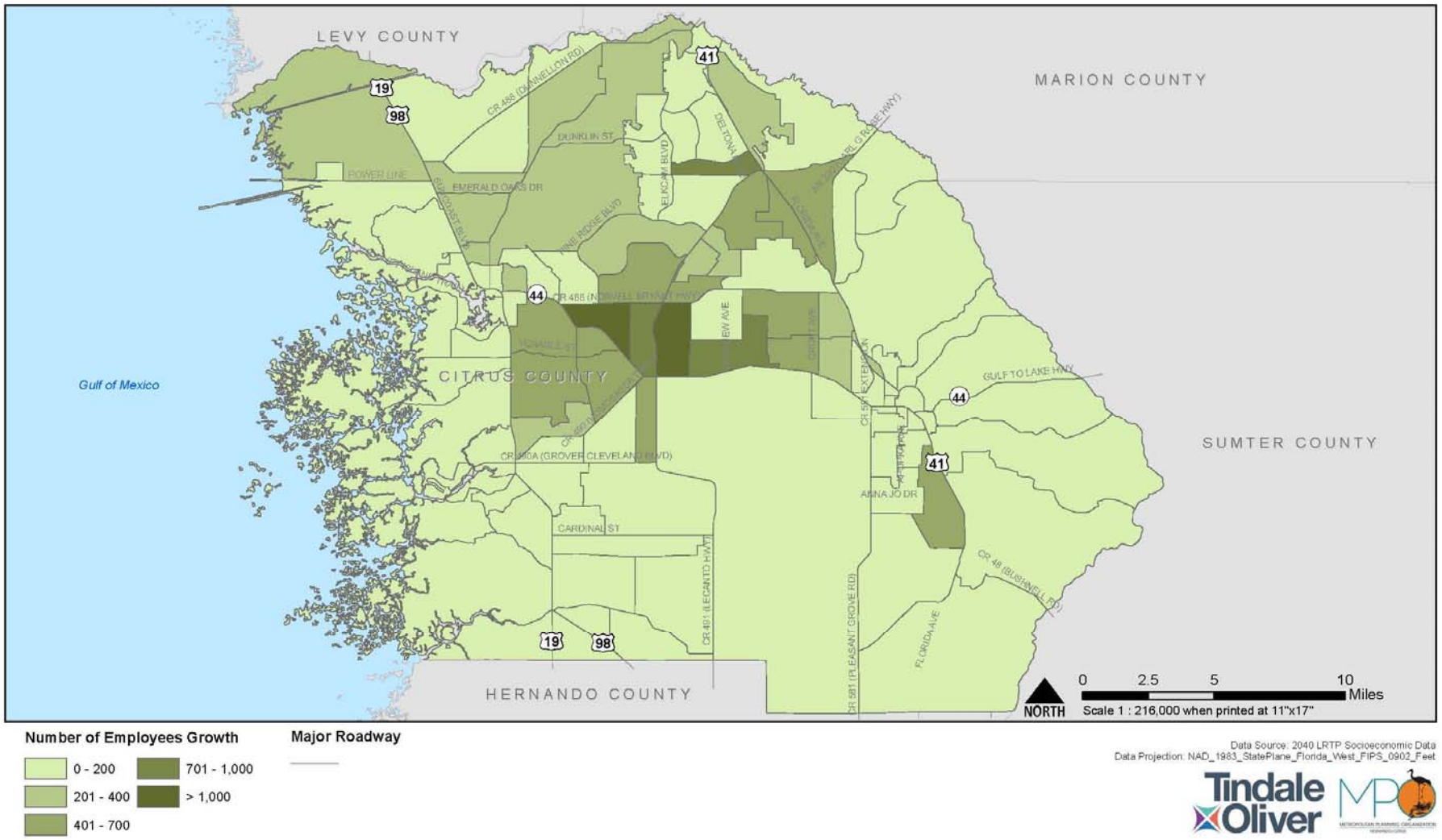
Map 2-2: 2010–2040 Population Growth, Citrus County



Map 2-3: 2010–2040 Employment Growth, Hernando County

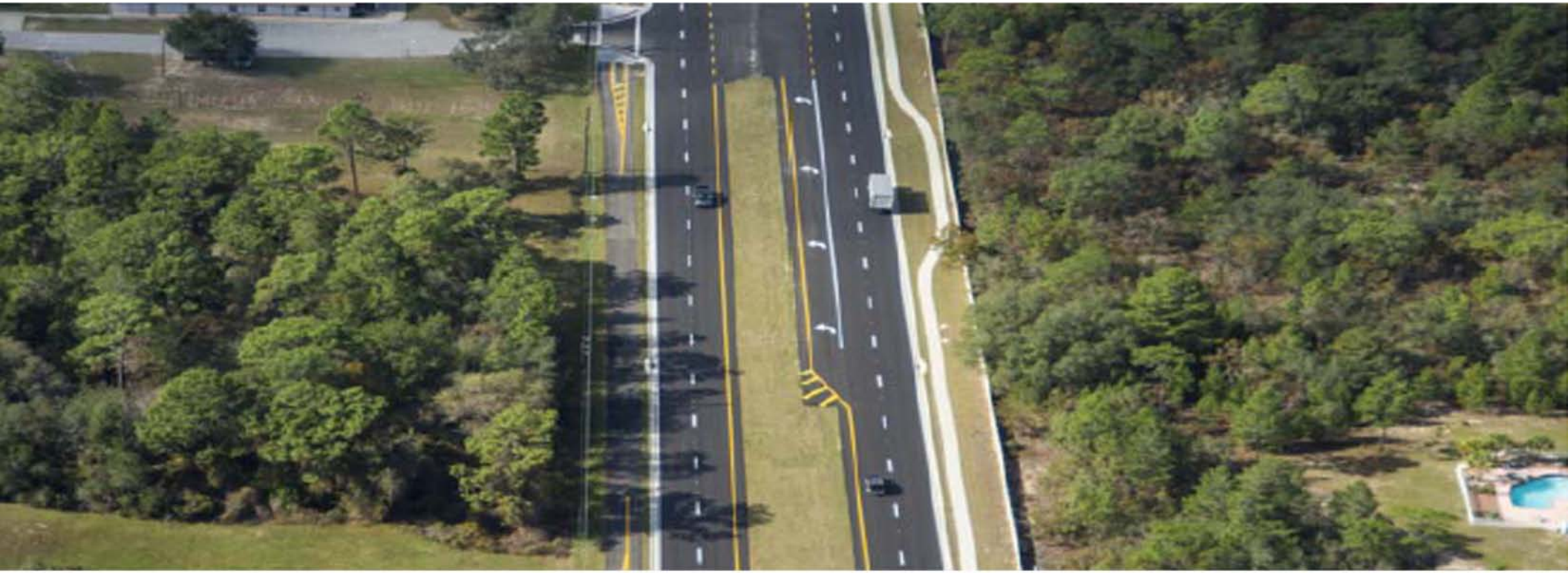


Map 2-4: 2010–2040 Employment Growth, Citrus County



CHAPTER 3

Guiding the Plan



CHAPTER 3: GUIDING THE PLAN

This plan is guided by local and regional input. Hernando and Citrus counties are part of FDOT District 7, the Tampa Bay Area Regional Transportation Authority (TBARTA), and the West Central Florida Chairs Coordinating Committee (CCC). With the merger of the Hernando MPO and Citrus County TPO in 2014, this is the first long range plan adopted by the joint Hernando/Citrus MPO Board. Representation on the MPO Board consists of local elected officials. Input to the MPO Board comes from citizens and local community groups serving on the Citizen's Advisory Committee and local governments represented by the Technical Advisory Committee.

This chapter summarizes the efforts taken to develop the framework for the 2040 LRTP and includes highlights of the public feedback incorporated into the plan.

COUNTY VISIONS

Hernando County

Hernando County is in the process of updating its comprehensive plan and will be incorporating the following concepts:

- Retain the current Future Land Use Map (FLUM) pattern of residential/commercial development concentration in the existing urbanized area and retention of the rural countryside.
- Provide expanded mechanisms for encouraging mixed use and infill in the urbanized area in order to encourage the retention of the FLUM pattern.
- Provide expanded clustering and open space mechanisms to incentivize the retention of the rural landscape and ecological greenways.
- Continue using the Planned Development District as a tool for flexible planning of future development focus areas such as the I-75/SR 50 Interchange Area and the Brooksville–Tampa Bay Regional Airport & Technology Center.
- Provide for directed infrastructure that discourages urban sprawl.
- Provide for a multimodal transportation network consistent with the MPO's Long Range Transportation Plan and coordinated with the region.
- Implement land use mechanisms that encourage economic development and workforce retention.

The 2040 LRTP is aligned with this new comprehensive plan vision.

Citrus County

Citrus County went through the process of conducting an Evaluation and Appraisal Report (EAR) for the Comprehensive Plan in 2011. More recently, the Board of County Commissioners (BOCC) amended the Comprehensive Plan in February 2014 to include a

corridor overlay plan for CR 491. This overlay plan included a system of land use tiers that provide a strategic planning approach that will guide future development in the corridor, coordinate with the future extension of the Suncoast Parkway, and promote the growth of a medical center.

During the EAR development, several major issues were identified relative to future development in Citrus County. Issues also were identified that deal with the coordination of transportation and land use plans. To the extent feasible, the LRTP was developed with these considerations in mind. As Citrus County moves forward with updates to the Comprehensive Plan, the MPO will coordinate the future development and update of the LRTP accordingly.

REGIONAL COORDINATION

Planning for successful communities within Hernando and Citrus counties also requires coordinating with regional partners in the Tampa Bay area.

The MPO participates with regional planning groups at all levels, including citizen, county, and regional. Over time, these coordination efforts have progressed to now include TBARTA and the West Central Florida CCC. In a larger context, the MPO also coordinates with the State of Florida through the local FDOT District 7 office.

Tampa Bay Area Regional Transportation Authority

Covering the coastal counties of West Central Florida from Citrus to Sarasota, TBARTA was formed by bringing together local leaders to develop a Regional Master Plan. Last updated in 2013, the TBARTA Master Plan, *A Connected Region for Our Future,* identified regional transit, freight, and highway needs through the year 2050. These transportation needs were identified based on a long-term vision for the region created in cooperation with FDOT, MPOs, transit agencies, and the public.

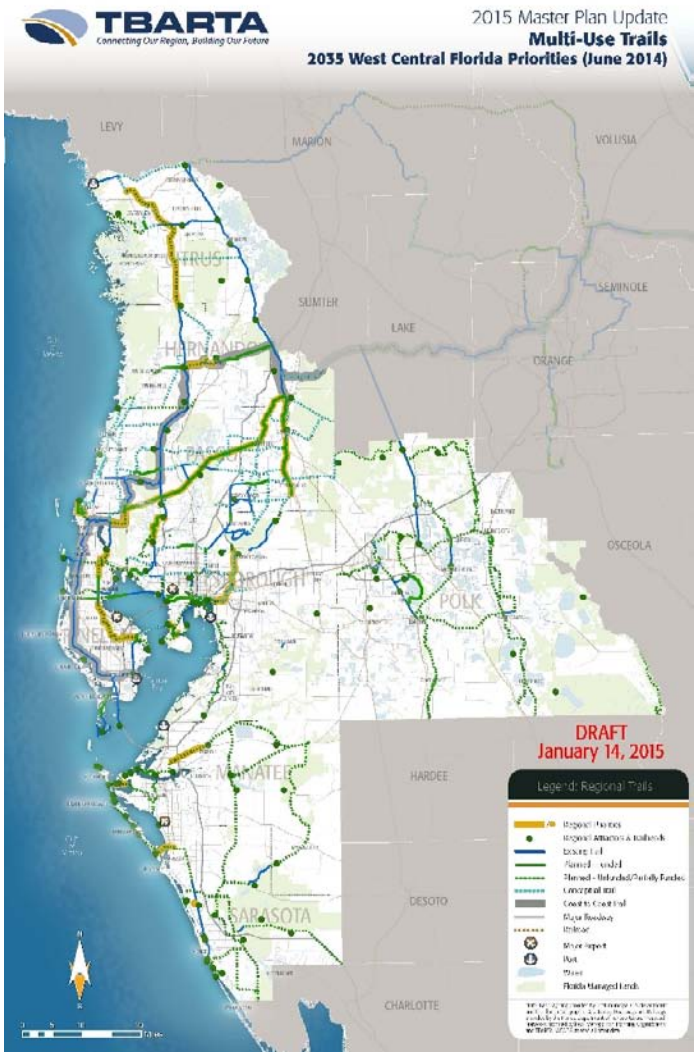
Recently, the CCC's regional planning efforts for Citrus to Sarasota counties, along with Polk County, have been better integrated with those of TBARTA. Representing the MPOs, the CCC was formed to address transportation challenges on a regional, long-range basis. Comprising the chairperson from each MPO or TPO, the CCC (now as a subcommittee to TBARTA) calls for the MPO perspective to be more integrated into the TBARTA Master Plan.

Chairs Coordinating Committee (CCC)

The Chairs Coordinating Committee (CCC) was created in 1991 to address our region's transportation challenge on a regional, long-range basis. Issues such as personal mobility, access to jobs, goods movement, emergency evacuation, and growth management are some of the concerns addressed by the CCC, which comprises the chairpersons from metropolitan and transportation planning organization (MPOs and TPOs) and their affiliated, transportation-

related organizations. **Figure 3-1** illustrates the regional trail priorities that have been established by the CCC.

Figure 3-1: Chair Coordinating Committee Regional Trails Priorities



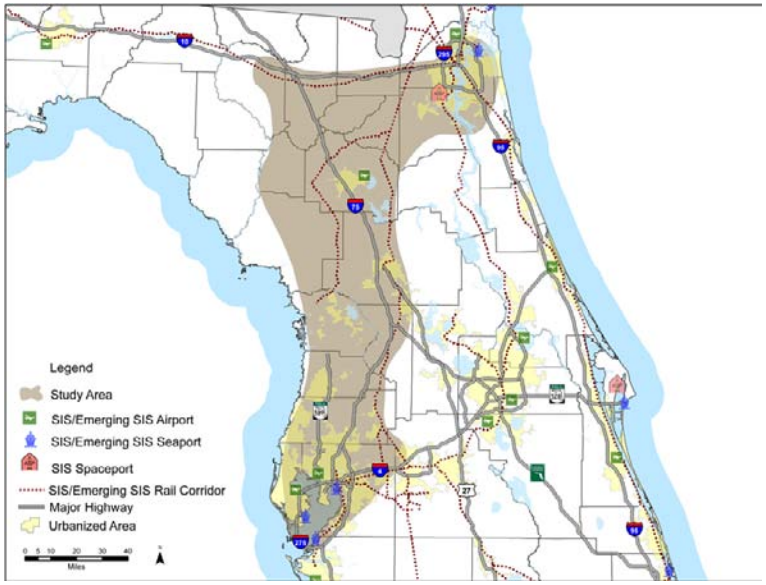
The goal of the CCC is to prioritize and find ways to address the transportation needs of West Central Florida. The CCC achieves these goals through the support and cooperation of its member agencies, partner entities, and advisory committees. The CCC develops regional solutions to transportation problems and strives to achieve a consistent regional planning approach among the six member agencies. Additionally, the CCC sets regional multi-use trail priorities. The Suncoast Trail/Good Neighbor Trail Connector (Coast-to-Coast Connector) in Hernando County and the Suncoast II Trail in Citrus County have been identified as regional priorities.

Future Corridors Initiative

The Future Corridors initiative is a statewide effort led by FDOT to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. Hernando and Citrus counties are part of the Tampa Bay to Northeast Florida future corridor and the Tampa Bay to Central Florida study area shown in Figure 3-2 and 3-3.

Tampa Bay to Northeast Florida Study Area – This study will assess better ways to connect Tampa Bay and Jacksonville. Early evaluation will focus on ways to increase safety and reduce congestion along I-75 north of Wildwood. Operational improvements to I-75 and extension of the Suncoast Parkway will be studied, as will the possibility of a new connection between I-75 and the Suncoast Parkway in the Gainesville/Ocala area and between Gainesville/ Ocala and the Jacksonville area.

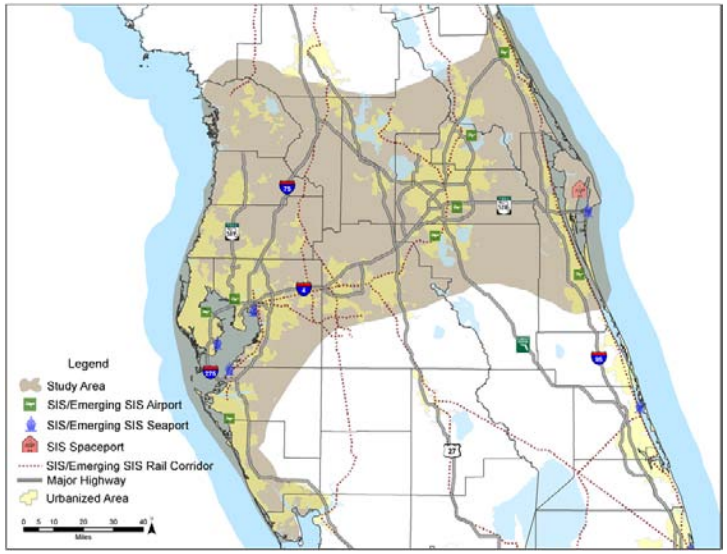
Figure 3-2: Tampa Bay to Northeast Florida Study Area



Tampa Bay to Central Florida Study Area – This study will explore better ways to connect Tampa Bay and Central Florida. This emerging "super region" is expected to experience high growth over the next 50 years. Operational improvements may include I-4 express lanes, parallel corridors and possible alternative mode solutions such as SunRail extensions. Within the future corridors are several urbanized areas and job centers:

- The Zephyrhills and Spring Hill urbanized areas are located in Pasco and Hernando counties to the north of Tampa. Traditionally, these have been amenity-rich retirement communities that are attractive options for the large Baby Boom generation that has just begun to leave the workforce. These counties are trying to diversify their economic base. Industry is growing along I-75, US 19, and the Suncoast Parkway, and growth is targeted around key sites such as the Hernando County Airport Industrial Park in Brooksville.
- As of the 2010 Census, three Citrus County cities—Homosassa Springs, Beverly Hills, and Citrus Springs—were together designated as one of the nation's newest urbanized areas, with a combined population exceeding 80,000 residents. They also are targeting growth in technology industries through developing business incubators and airport industrial parks.

Figure 3-3: Tampa Bay to Central Florida Study Area



PUBLIC INVOLVEMENT

To collect important input from a variety of community members and stakeholders throughout the development of this plan, a variety of outreach methods were used. This section serves as an overview of the public outreach process used during the development of the 2040 LRTP and highlights key findings from these activities. The outreach efforts for the 2040 LRTP resulted in 132 comments on the Needs Plan, 42 comments on the Cost Affordable Plan, and approximately 35 people engaged through the various activities listed in **Table 3-1**. A thorough recap of the public involvement activities of the 2040 LRTP has been included in the 2040 LRTP Public Involvement Technical Report.

Table 3-1: LRTP Development Public Involvement Opportunities

Needs Plan Workshops
Environmental Justice Workshops
Cost Affordable Plan Workshops
Web-based Survey, Needs Plan
Web-based Survey, Cost Affordable Plan
MPO Newsletter: *Transportation Talk*
CAC, TAC Input
Consensus Building Workshops
Public Comment Period Workshops

Public Participation Plan

The Hernando/Citrus MPO currently has a Public Participation Plan (PPP) that was adopted by the MPO Board on September 30, 2014. The Plan is a federally-required document that outlines the MPO's public outreach goals and overall process and strategies that the MPO uses to engage interested parties in the development and review of transportation plans and programs. The PPP outlines the specific strategies and activities that were used to involve the community in the development of 2040 LRTP.

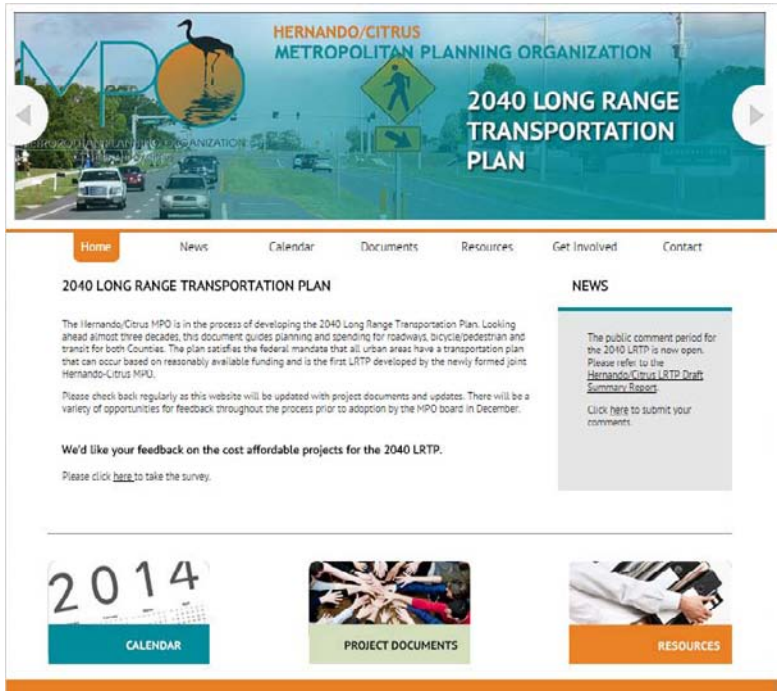
The MPO maintains a PPP that is responsive to and consistent with the changing makeup and needs of the community. It continues to seek new and innovative ways to engage the public and keep them informed about the plans, programs and policies that are under consideration by the MPO. Additionally, the PPP conforms to the current federal legislation under MAP-21 and its requirements.

Project Website

A project website was maintained throughout the development of the plan. All project documents were posted for review and comment. For both the Needs Plan and Cost Affordable Plan phases, an interactive survey was posted. Notice of the document postings and opportunities for public input were sent to the MPO mailing lists for the CAC, TAC, MPO Board, and BPAC and community members, including citizens, business owners, homeowner associations, community groups, and civic associations. All events

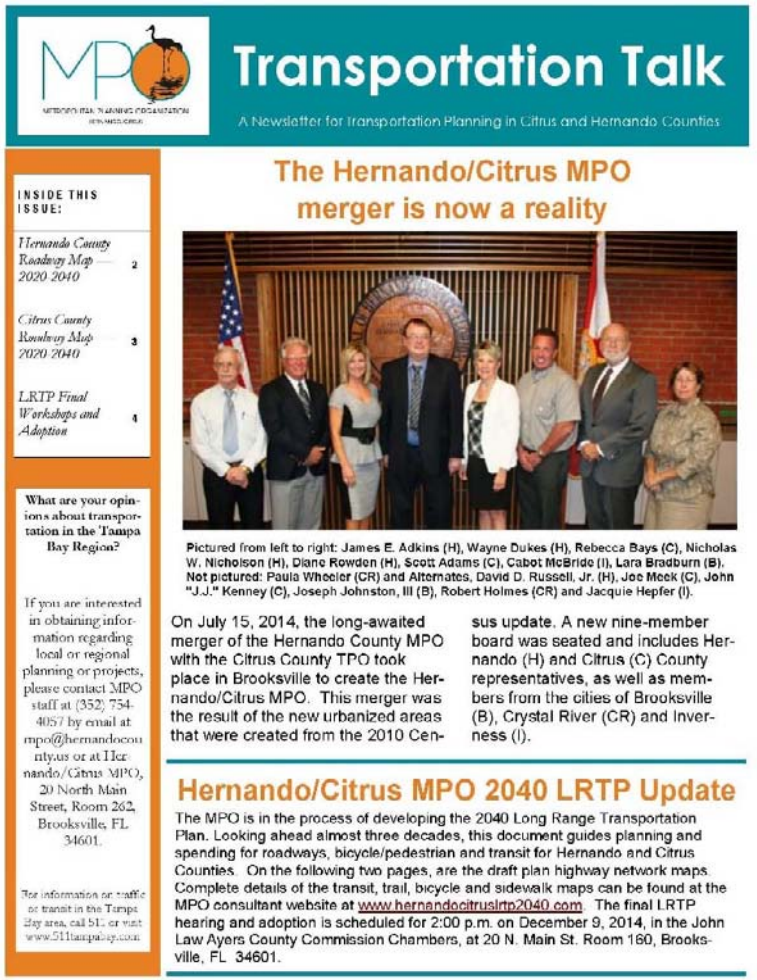
and opportunities were cross-posted on the MPO website. (www.hernandocitrusmpo.com).

Figure 3-4: LRTP Project Website



Transportation Talk – The March 2014 issue of the Hernando MPO Newsletter, *Transportation Talk*, included an update on the plan development process and identified potential improvements. The newsletter was distributed to the MPO email list and immediately posted to the MPO's website. Other issues of *Transportation Talk* have also addressed the LRTP development process

Figure 3-5: MPO Newsletter Highlighting the 2040 LRTP


Transportation Talk

A Newsletter for Transportation Planning in Citrus and Hernando Counties

INSIDE THIS ISSUE:

Hernando County Roadway Map 2020 2040 — 2

Citrus County Roadway Map 2020 2040 — 3

LRTP Final Workshops and Adoption — 4

What are your opinions about transportation in the Tampa Bay Region?

If you are interested in obtaining information regarding local or regional planning or projects, please contact MPO staff at (352) 754-4057 by email at mpo@hernandocounty.us or at Hernando/Citrus MPO, 20 North Main Street, Room 262, Brooksville, FL 34601.

For information on traffic or transit in the Tampa Bay area, call 511 or visit www.511tampabay.com

The Hernando/Citrus MPO merger is now a reality

Pictured from left to right: James E. Adkins (H), Wayne Dukes (H), Rebecca Bays (C), Nicholas W. Nicholson (H), Diane Rowden (H), Scott Adams (C), Cabot McBride (I), Lara Bradburn (B). Not pictured: Paula Wheeler (CR) and Alternates, David D. Russell, Jr. (H), Joe Meek (C), John "J.J." Kenney (C), Joseph Johnston, III (B), Robert Holmes (CR) and Jacquie Hepfer (I).

On July 15, 2014, the long-awaited merger of the Hernando County MPO with the Citrus County TPO took place in Brooksville to create the Hernando/Citrus MPO. This merger was the result of the new urbanized areas that were created from the 2010 Census update. A new nine-member board was seated and includes Hernando (H) and Citrus (C) County representatives, as well as members from the cities of Brooksville (B), Crystal River (CR) and Inverness (I).

Hernando/Citrus MPO 2040 LRTP Update

The MPO is in the process of developing the 2040 Long Range Transportation Plan. Looking ahead almost three decades, this document guides planning and spending for roadways, bicycle/pedestrian and transit for Hernando and Citrus Counties. On the following two pages, are the draft plan highway network maps. Complete details of the transit, trail, bicycle and sidewalk maps can be found at the MPO consultant website at www.hernandocitruslrtp2040.com. The final LRTP hearing and adoption is scheduled for 2:00 p.m. on December 9, 2014, in the John Law Ayers County Commission Chambers, at 20 N. Main St. Room 160, Brooksville, FL 34601.

Environmental Justice Discussion Groups

To address the federal Environmental Justice (EJ) evaluation requirements, the LRTP development process included efforts to assess the area-wide performance with regard to socio-cultural effects and EJ. The potential positive and adverse impacts of proposed transportation projects were considered during the development of the LRTP. Efforts in this update focused on impacted areas with a high concentration of minority, low-income, and other traditionally under-served and under-represented populations. This section highlights the efforts. A detailed report can be found in Environmental Justice Technical Report posted on the project website.

Map 3-1 and **Map 3-2** show the environmental justice areas identified for the 2040 Long Range Transportation Plan based on demographic analysis. This analysis and identification of EJ areas helped guide the selection of the public workshops.

Two discussion group workshops were held in each county to discuss the potential impacts of transportation improvements on elderly, minority, and low-income populations in Hernando and Citrus counties. The feedback and opinions received at these workshops were used to develop and prioritize the future transportation projects in the LRTP. These results were used to guide the selection of projects so as to minimize the negative impacts on low-income, minority, and/or other traditionally under-served population segments.

The following is a summary of dates and locations of each discussion group workshop.

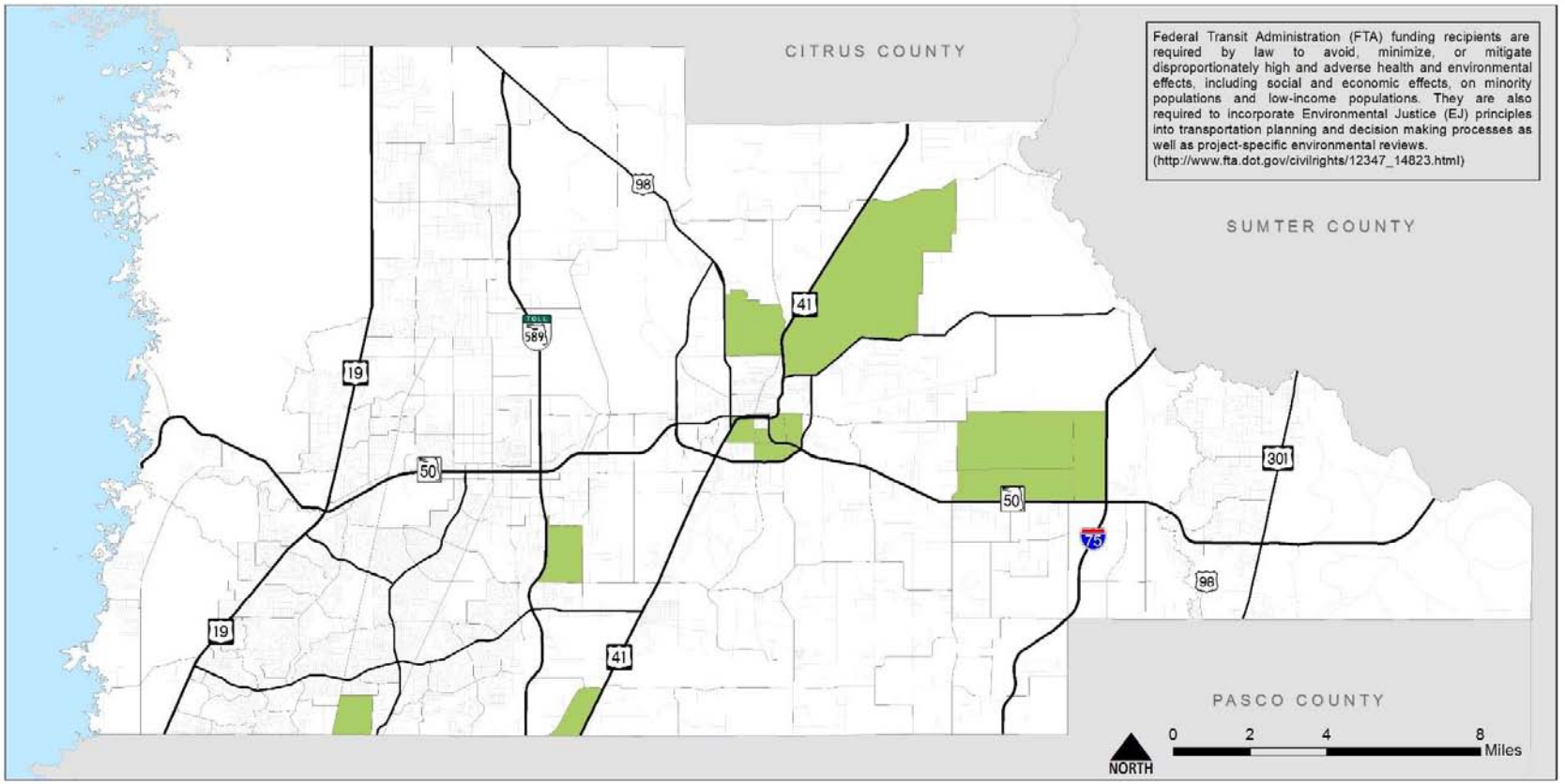
Hernando County

- South Brooksville Community Center (601 E Martin Luther King Jr. Blvd., Brooksville on August 19, 2014, from 4:00–6:00 PM)
- Ridge Manor Community Center (34240 Cortez Blvd, Ridge Manor on August 20, 2014, from 4:00–6:00 PM)

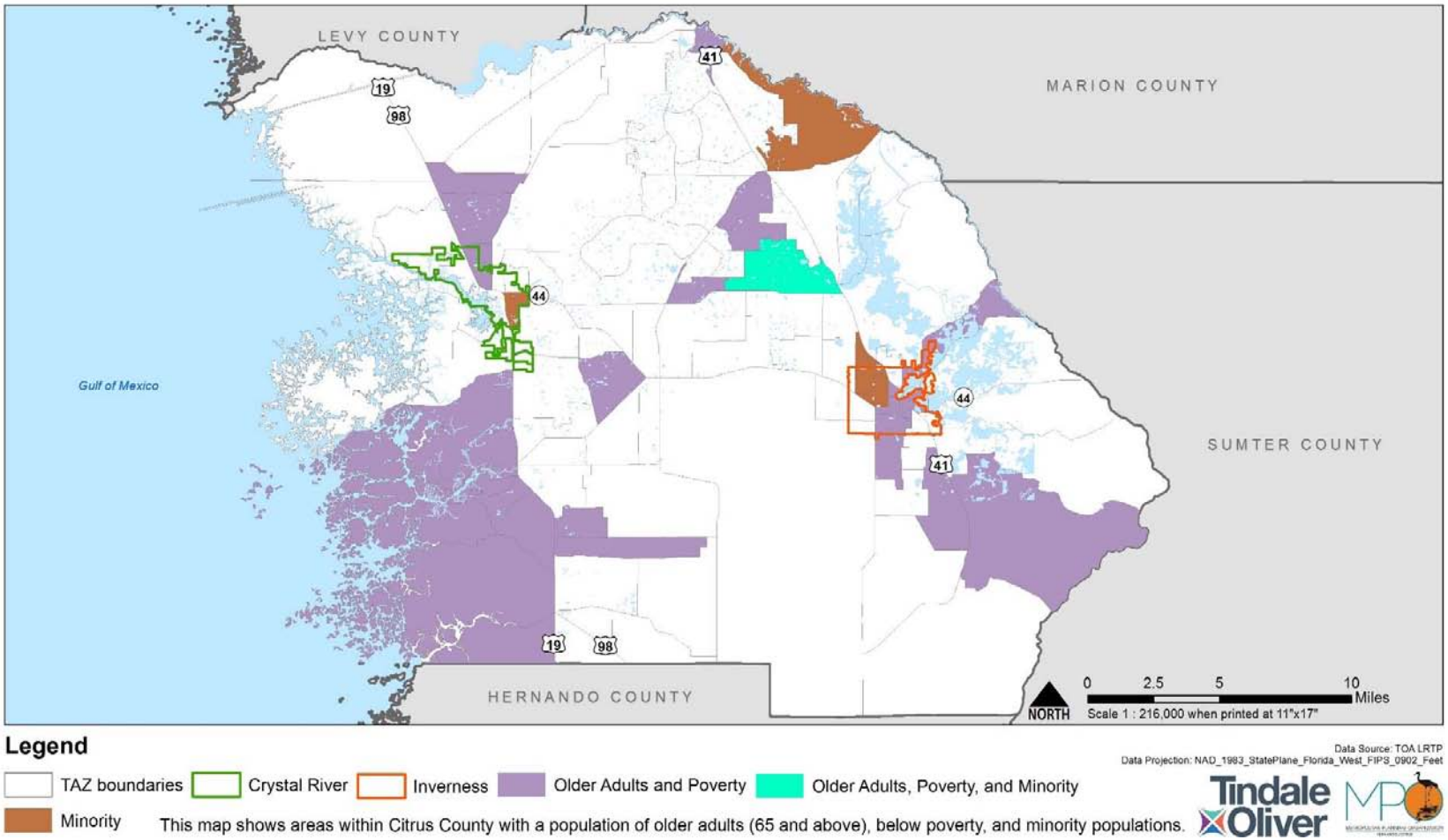
Citrus County

- Old Courthouse Heritage Museum (One Courthouse Square, Inverness on August 25, 2014, from 4:00–6:00 PM)
- Citrus County Transportation (1300 S. Lecanto Hwy, Lecanto on August 25, 2014, from 4:00–6:00 PM)

Map 3-1: Hernando County Environmental Justice Areas



Map 3-2: Citrus County Environmental Justice Area



Workshop Summary – Hernando County

Participants at the four public workshops held in Hernando County were generally satisfied with the transportation needs identified. The Needs Plan was displayed on a series of boards highlighting the transportation system projects. Specifically, participants expressed the following concerns that were considered in finalizing the 2040 Needs Plan:

- There is currently no Saturday transit service provided by Hernando Bus (THE Bus). Saturday service and frequency improvements in the future are the top two transit improvement needs.
- Regarding bicycle facilities, participants indicated there was an accessibility issue found around the intersection of US 19 and SR 50. The stated preference was to fix the gap between the existing bicycle lanes so the accessibility issue can be solved.
- In terms of sidewalk facilities, participants would like to see a new sidewalk built along California Street near the Lighthouse for the Visually Impaired office.

Workshop Summary – Citrus County

Comments from the participants at the two public workshops held in Citrus County are summarized below:

- Participants were generally satisfied with the public transportation service provided by Citrus County Board of County Commissioners.
- Participants also indicated there was a need to improve the transit service. More frequent service and expanded service area are the top two improvements needs in the future.
- Regarding expanded service area improvements, participants further indicated there was a need to have regional service connecting to Ocala County and new service operating between Crystal River and Inverness in Citrus County.
- The future extension of Suncoast Parkway was mentioned by the participants as a definite roadway improvement need.

Needs Plan Open Houses and Survey

Four meetings were held to get community feedback on the Needs Plan along with a survey that was posted to the County website. Some of the comments from the Needs Plan Open House Workshops and Surveys included:

- Requests were made for more sidewalks, specifically along Spring Hill Drive in Hernando County and US 19 in Citrus County.
- Comments supporting the addition of multi-use trails or bicycle lanes were made, although there were two comments about there being enough bicycle facilities.
- Comments were made about specific trails in each county and also about wanting better connections to some of the major trail facilities such as the Suncoast Parkway Trail.
- In Hernando County, County Line Road, Deltona Boulevard, and Cortez Boulevard all received comments regarding maintenance or safety.
- In Citrus County, US 19 and US 41 received comments about maintenance and widening.

Consensus Building Workshops

Two Consensus Building Workshops (CBW) were held on October 16, 2014, at the Quarry Golf Course Enrichment Center in Brooksville and the Central Ridge Community Center in Beverly Hills. The participants included stakeholders selected and invited by the Hernando/Citrus MPO staff. The workshop format included large group polling exercises accompanied by small group question and response activities. The large group exercises covered the plan goals, preferred improvements, and finance and revenue options. The small group exercises covered roadway priorities, public transportation, trail facilities, bicycle facilities, and congested intersections and safety. A separately-bound technical report documents the participants and outcomes of these workshops comprehensively. Following are some of the individual projects that were most mentioned as priorities by the stakeholders.

The top roadway projects were the following:

Hernando County

- County Line Rd from Cobblestone Dr to Mariner Blvd
- Deltona Blvd from Northcliffe Blvd to Cortez Blvd
- Cortez Blvd Bypass from Jefferson Rd to Jefferson St (SR50)
- Emerson Rd from Jefferson St to Mondon Hill Rd
- Two-way conversion of E Jefferson St and Broad St in downtown Brooksville
- Cortez Blvd from Treiman Blvd to the Sumter County Line
- Dashbach St from Lockhart Rd to Kettering Rd

Citrus County

- Suncoast Parkway Phase II
- CR 490 (Homosassa Trail) from US 19 to SR 44
- CR 490A (Grover Cleveland Blvd) from US 19 to CR 491
- US 19 from Cardinal St to south of CR 491A
- CR 491 (Lecanto Highway)
- US 41 from SR 200 to SR 44
- Croft Ave from SR 44 to E Hayes St

Hernando County participants indicated that regional transit service to the Tampa Bay area was important and, when asked about service by timing of implementation, the participants identified the connection to the Tampa Bay area as more important than the connection to Citrus County.

Citrus County participants expressed a desire for service to Ocala along SR 200 and then to the Tampa Bay area along the Suncoast Parkway.

The workshop participants also were asked to identify their three most important new or proposed trail or pathway projects within each county from the list below:

- Dunnellon Trail
- 3 Sisters Trail
- Inverness Area/SW Trail
- Grover Cleveland Trail
- Fort Island Trail
- Good Neighbor Trail Extension through Brooksville
- Trail along County Line Rd
- Powerline Trails

In addition to the trail projects provided for comment, a new trail along CR 480 in Citrus County was also mentioned by participants as a new trail for consideration.

Cost Affordable Plan Open Houses and Survey

Four meetings were held to get community feedback on the Cost Affordable Plan during the public comment period. The meeting dates and locations were as follows:

- November 17, 2014, Monday, 1:00–3:00 PM, Lakes Region Library, 1511 Druid Road, Inverness, FL 34452
- November 17, 2014, Monday, 5:00–7:00 PM, Citrus County Transit, 1300 S Lecanto Highway, Lecanto, FL 34461
- November 18, 2014, Tuesday, 9:00–11:00 AM, Hernando County Government Center, Atrium, 20 N Main Street, Brooksville, FL 34601
- November 18, 2014, Tuesday, 5:00–7:00 PM, Spring Hill Branch Library, 9220 Spring Hill Drive, Spring Hill, FL 34608

Some of the comments from the Cost Affordable Plan open house workshops and surveys include:

- Support for regional bus lines
- Support for local bus and connections to surrounding counties
- Support for Emerson Rd extension

Freight Survey

A survey asking for input about good movement issues was submitted to a group of key freight providers. Figure 3-7 and 3-8 illustrate key freight corridors and connections between the counties and to I-75. Feedback from the survey included:

- Concern about implementing "time–of-day" restrictions on business operations
- Concern about restricting truck route designations and any additional regulations that would have an adverse impact on business due to increased travel time and cost
- Ensuring consistency between designation of truck routes and the roadways most suitable to truck travel
- No specific roadways or intersections in either county were identified as causing difficulties for truck drivers

Figure 3-6: Hernando County Freight Infrastructure

Figure 3-7: Citrus County Freight Infrastructure

Key Themes

Public comment and feedback were collected throughout the development of the plan. Key themes included a desire to preserve existing infrastructure and the desire to provide transportation options, including more robust regional transit, multi-use trails, and additional sidewalks. Generally speaking, there was support for improving US 41 in Citrus County and for the planned reconfiguration of E Jefferson Street and Broad Street in Hernando County from the current one-way pair to two-way.

Changes to the plan because of public comment include:

- Addition of a multi-use trail project in Citrus County
- Sidewalk project in Brooksville
- Addition of a Trail Corridor Analysis Study in Brooksville
- Complete streets project at Kass Circle and Cortez Blvd

CHAPTER 4: CONSTRAINED 2040 NEEDS PLAN

INTRODUCTION

Identifying future transportation needs for Hernando and Citrus counties is based on existing long- and short-range plans. Future highway, transit, bicycle, pedestrian, multi-use trail, intersection/safety improvements, technology, and other transportation-related projects make up the multimodal LRTP. A Long Range Transportation Plan is required to cover at least a 20-year planning horizon as a guide for future needed projects. Because conditions change, so does the LRTP. Updated on a five-year cycle, the LRTP is guided by current conditions and vision for the future, as discussed in Chapter 3. Using the vision, a set of transportation projects is identified to ensure that the mobility needs of both existing and future growth are well-served.

In Hernando and Citrus counties, these needs are expressed as a Policy Constrained Needs Plan. This means that the existing transportation system and future improvements are conditioned based on existing policies such as environmental impacts, impacts to existing neighborhoods and businesses, and limitations of existing rights-of-way for widening existing roads. Since transportation planning is continuous, a Five-Year Transportation Improvement Program (TIP) outlines the projects that previously were prioritized through the long range planning process and are now funded by various implementing agencies, including FDOT, Hernando and Citrus counties, and the cities of Brooksville, Inverness, and Crystal River through the year 2019. Projects completed by 2019 become the starting point for developing the 2040 Needs Plan.

According to the Florida MPO Advisory Council, transportation projects included in an MPO Needs Plan should meet the identified transportation needs 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 are not included in the MPO Needs Plan.

The remainder of this chapter discusses the process of developing the future transportation projects needed to achieve the vision for 2040.

COMMITTED TRANSPORTATION SYSTEM PLANS

As referenced above, transportation projects scheduled over the next five years (2015–2019) are part of the TIP and are referred to as committed projects. Along with the existing roadway network and transit service, the planned transportation system of 2019 is labeled the Existing + Committed (E+C) network. These committed projects have been prioritized by the Hernando/Citrus MPO. Construction of these projects occurs through strong partnerships with FDOT and County and City departments. Updated on an annual basis, the TIP used as the starting point for the LRTP was last adopted on June 15, 2014.

Roadway

The E+C roadway network includes maintaining the existing network and implementing the projects shown in **Table 4-1** and shown in **Map 4-1** for Hernando County and **Map 4-2** for Citrus County.

Table 4-1: Committed Roadway Projects, Hernando and Citrus Counties

Project	Project Description	Project Location
Cortez Blvd from Lockhart to US 98	Widen to 6 lanes	Hernando
Cortez Blvd from US 98 to US 301	Widen to 4 lanes	Hernando
CR 578 (County Line Rd) from Suncoast Parkway to US 41 at Ayers Rd (Ayers Rd Extension)	New - 4 lanes	Hernando
Governor Blvd from US 41 to **Corte**z Rd Bypass	New 2-lane with median	Hernando
Star Road from Sunshine Grove Rd to Weeping Willow St	New 2-lane	Hernando
I-75 from Pasco County to Sumter County	Widen to 6 lanes	Hernando
US 19 from Green Acres to Fort Island Trl	Widen to 6 lanes	Citrus
CR 491 from Horace Allen to SR 44	Widen to 4 lanes	Citrus
Suncoast II	Build 4 lanes	Hernando
Suncoast II	Build 4 lanes	Citrus

Transit

Hernando County

The E+C network for transit includes maintaining the existing services with the Red, Blue and Purple routes and adding a new route connecting Spring Hill to Brookville via the Brooksville-Tampa Bay Airport area. The new route, already identified for implementation in the MPO's 2014 adopted Transit Development Plan (TDP), will serve the airport area currently not connected with

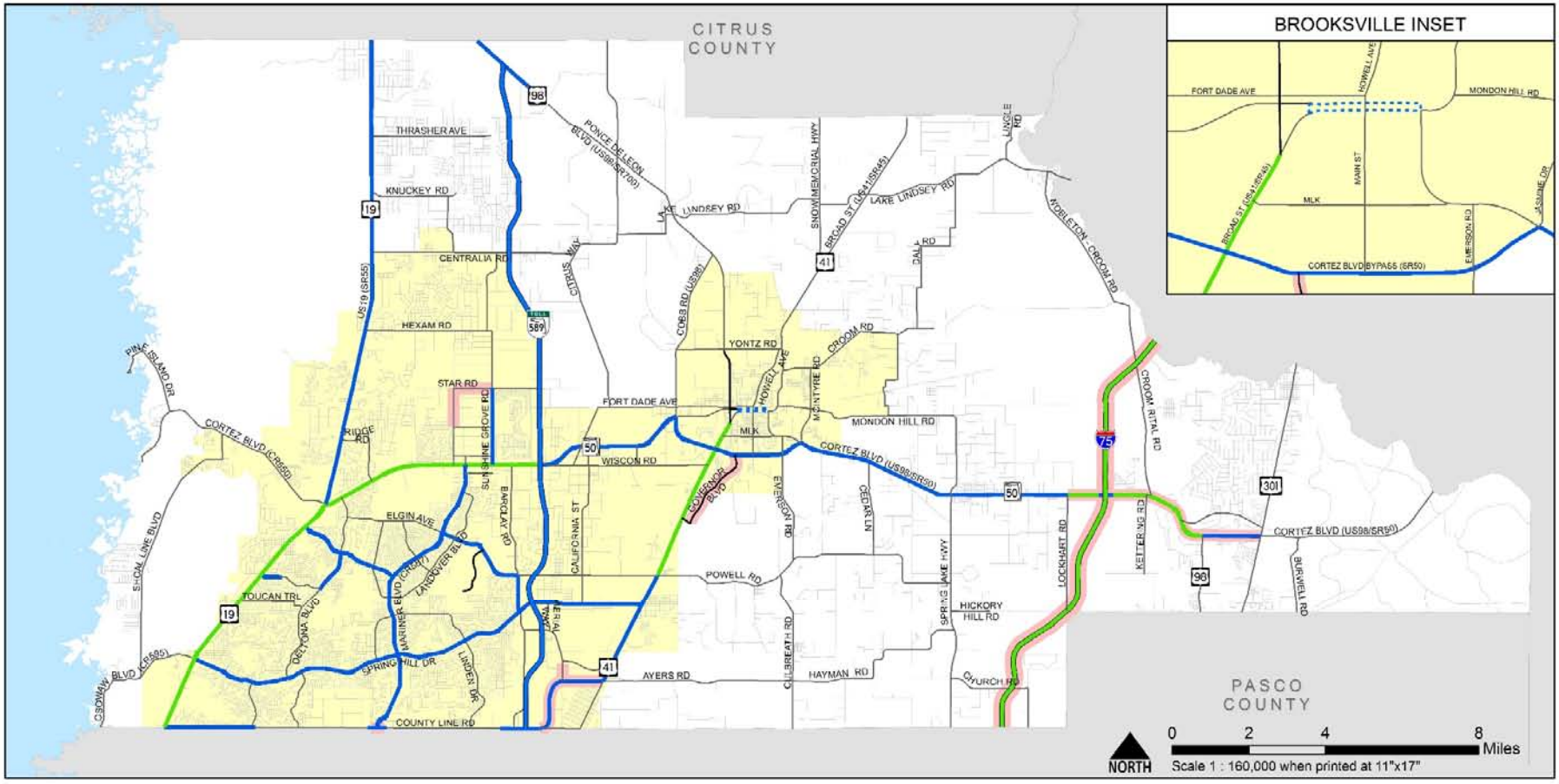
ongoing bus sign/shelter/ bench program and bus stop accessibility assessments, no other capital facilities are planned for the transit network by 2019.

Citrus County

In the E+C timeframe, no changes are scheduled for Citrus County's bus service. The transit services in Citrus County include continuing the current network of four deviated fixed routes serving the key areas of the county. In addition, no new bus facilities are planned for Citrus Transit through 2020.

In addition to the services previously summarized, complementary ADA paratransit service also is provided in Citrus County within a ¾ - mile radius of its fixed-route bus network. However, both counties provide transportation disadvantaged services, which are available for eligible users through an advance reservation system.

Map 4-1: Hernando County Existing and Committed Roadway Projects



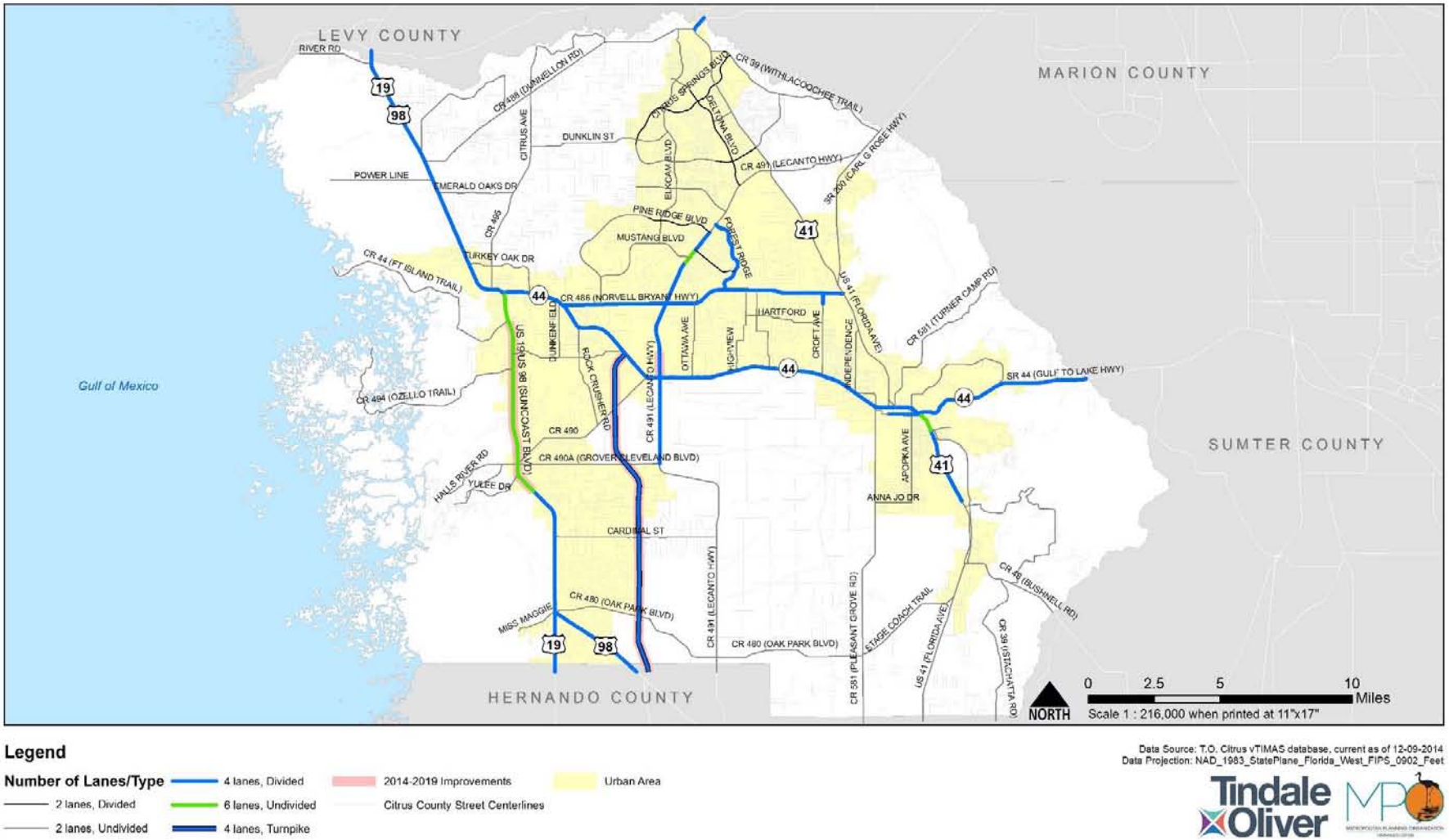
Legend

Lanes/Type

- 2 Lanes, Undivided
- 2 Lanes, Divided
- 2 Lanes, One-way
- 4 Lanes, Divided
- 4 Lanes, Turnpike
- 6 Lanes, Divided
- 6 Lanes, Freeway
- 2014-2019 Improvements
- Urban Area

Data Source: Data Source: T.O. Hernando vTIMAS database, current as of 12-09-2014
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Map 4-2: Citrus County Existing and Committed Roadway Projects



MULTIMODAL NEEDS PLAN

Development of a multimodal LRTP follows an established and iterative process. The first major milestone in the development of the updated 2040 LRTP is the identification of future transportation needs unconstrained by cost. These transportation needs are a mixture of roadway widening projects or new transit service. Only policy considerations that have been established by the MPO would constrain the type, size, and/or location of new or widened roads that will provide capacity to meet future travel demand.

The MPO followed a rigorous technical process throughout the development of the Plan Update. As with previous LRTP updates, the technical process for forecasting future travel demand used the Regional Planning Model developed through the ongoing Regional Transportation Analysis. MPO staff and/or the Consultant attended meetings of a Technical Review Team (TRT) during the plan development to coordinate transportation projects within the larger Tampa Bay region. The result of this work effort is the Tampa Bay Regional Planning Model (TBRPM). The roadway needs were determined, in part, by using the TBRPM to identify deficiencies in the roadway network based on travel needs of the future population. These needs were identified as individual projects, and their effectiveness at addressing the transportation deficiencies was evaluated. This analysis includes future expected growth in population and jobs along with the capacity of the existing transportation system bolstered by improvements that are funded through 2019. Performing this level of analysis identifies the most critical locations where new projects are most needed. Since the model used in this analysis is used throughout the Tampa Bay region, the growth, future travel, and identified needs are coordinated with the surrounding counties. Additionally, the West Central Florida CCC and TBARTA have reviewed the regional issues associated with the Needs Plan and have coordinated their review through the MPO Staff Directors Coordination Team.

Through the TRT, the MPO coordinated with adjoining MPOs concerning the development of projects crossing county boundaries for the Needs Plan, specifically those projects going into Sumter, Pasco, Levy and Marion counties. After the completion of the 2040 Needs Plan, the Hernando/Citrus MPO Prioritization Process was applied to the Needs Plan to establish project priorities for the Cost Affordable Plan, which is described in further detail in Chapter 5.

In 2014, the estimated cost of the 2040 Hernando County Needs Plan is $2.5 billion. With $610 million in projected revenues, the shortfall for funding the Needs Plan is $1.9 billion. The estimated cost of the 2040 Citrus County Needs Plan is $1.5 billion. With $430 million in projected revenues, the shortfall for funding the Needs Plan is nearly $1.1 billion. If additional revenues become available after the adoption of the LRTP, unfunded projects from the Needs Plan may be advanced and built earlier than scheduled. This is accommodated through an LRTP amendment.

The Needs Plan is multimodal, meaning that it addresses a variety of transportation modes and is not limited to just personal automobiles. It is divided into four sections:

- Roadway needs (highways and arterials)
- Transit needs (buses)
- Bicycle, trails, and pedestrian needs
- Congestion management and safety

Roadway Needs

Developing a Needs Plan includes a multi-step process of evaluating current travel conditions, considering projects that are already funded for construction, and forecasting future travel demand based on population and employment growth to determine the roadway projects. This determination of projects is limited by existing policy constraints, such as impacts on neighborhoods, businesses, and the environment or other policy considerations included as part of local comprehensive plan. In developing the Needs Plan, cost is not considered a limiting factor for identifying projects. Once the needs are identified, costs are used to develop the Cost Affordable Plan, which is documented in Chapter 5.

The technical process for evaluating projects is coordinated with the three other MPOs in the Tampa Bay region. Coordinated through the TRT, staff from the Hernando/Citrus, Hillsborough, Pasco, and Pinellas MPOs meet an average of twice monthly to coordinate the selection of projects and review the travel demand results from the TBRPM. Starting with the projects included in the MPO's TIP for the next five years (2015–2019), the MPO uses the TBRPM to evaluate roadways where future travel exceeds the roadway capacity. A volume adjustment process, consistent with National Cooperative Highway Research Program (NCHRP) Report 255, also is used to make decisions concerning new projects. This process identifies the most critical locations where new projects are needed.

Running the model was done iteratively to develop and refine the projects included in the Needs Plan. In addition to the technical analysis, public outreach activities were conducted during the plan development, during which the Needs Plan shared with citizens to obtain feedback on future road improvements.

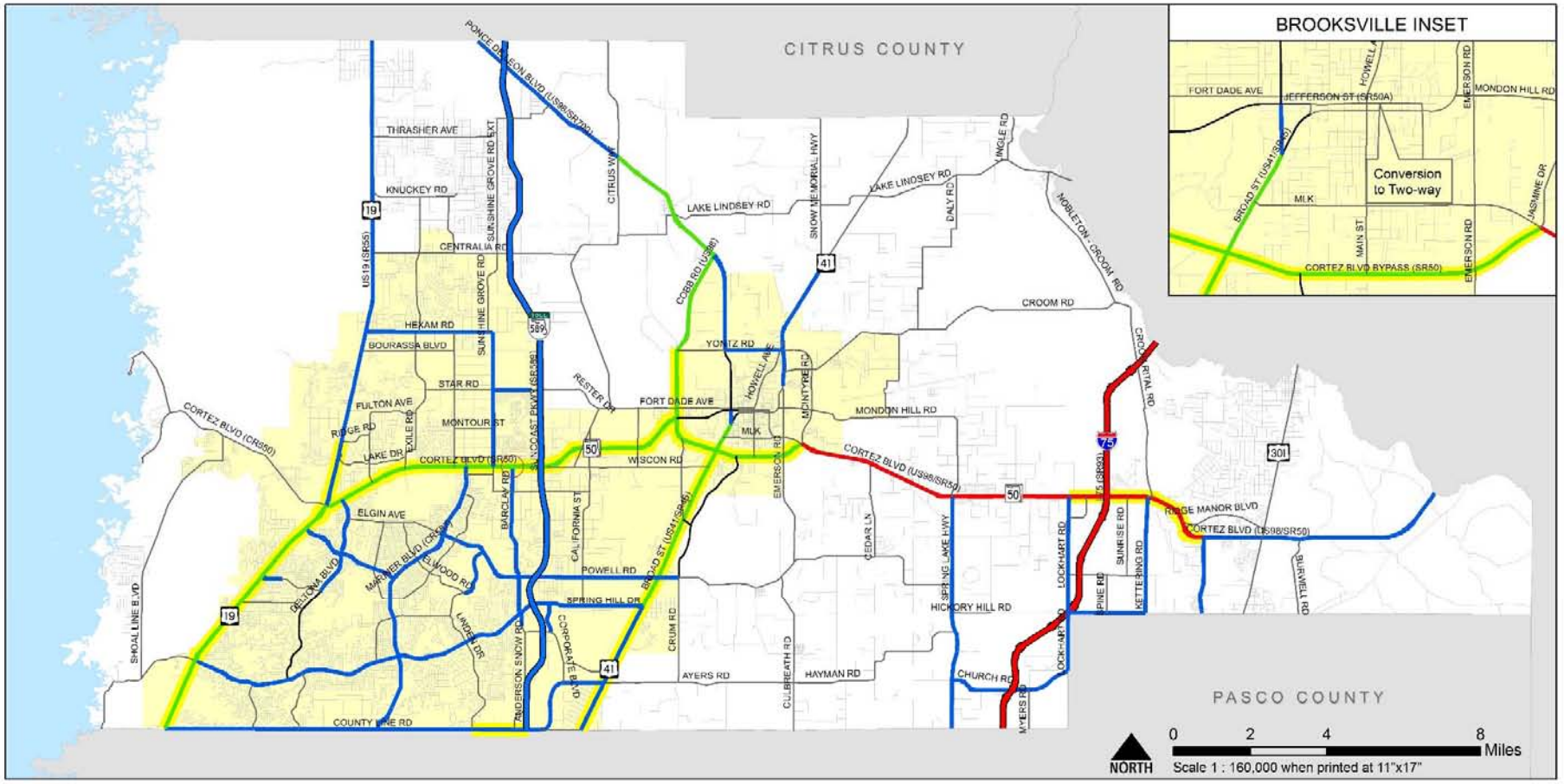
Hernando County

The Roadway Needs Plan for Hernando County includes the widening of 240 miles of roadway and an overpass. The 2040 Roadway Needs Network, shown in **Map 4-3**, highlights the number of lanes for each roadway and also identifies the projects that are included in the Needs Plan. Completing these needed projects is estimated to cost $2.5 billion (in 2014 dollars or present day costs).

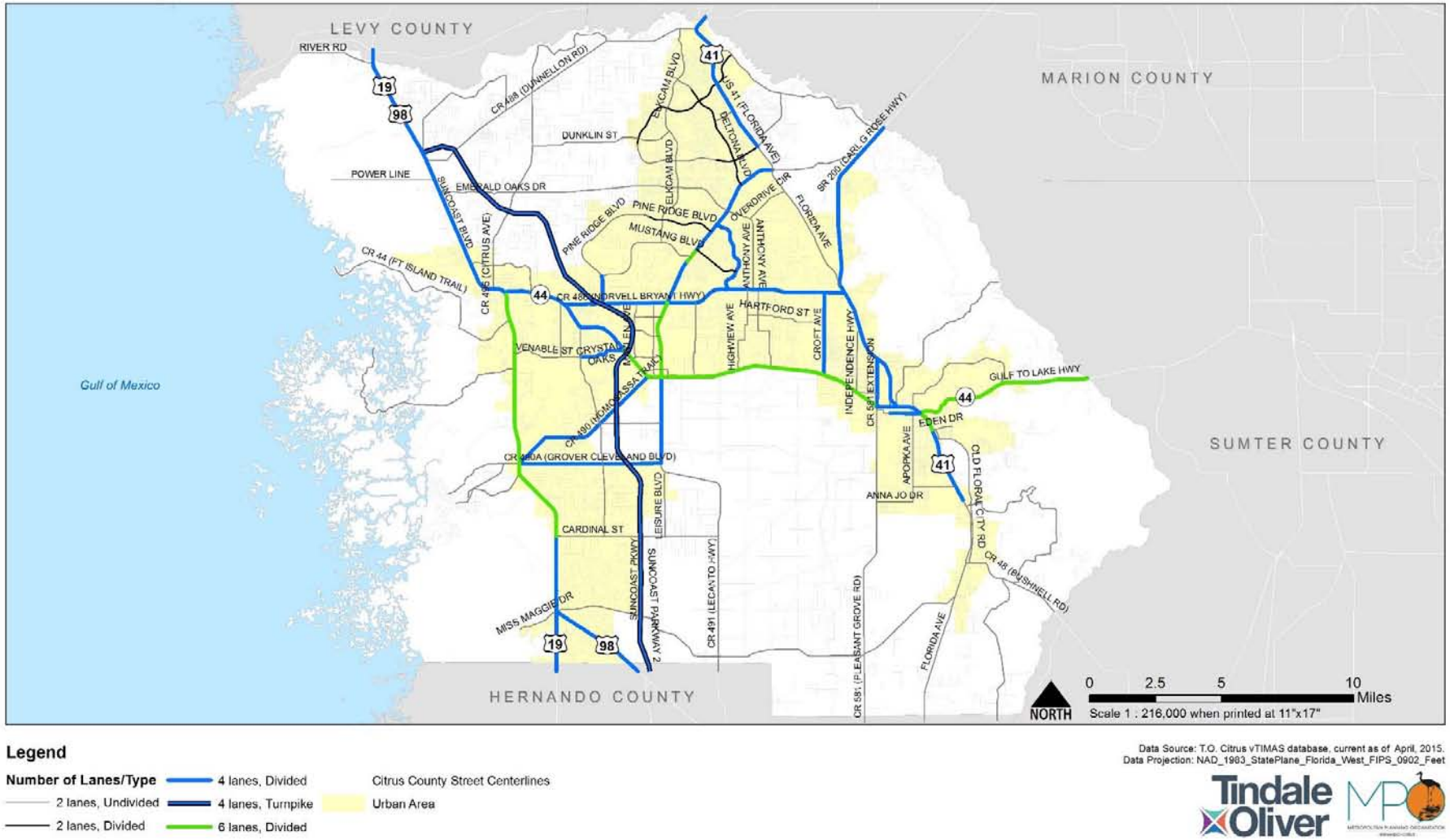
Citrus County

The Roadway Needs Plan for Citrus County includes the widening of 119 miles of roadway. The 2040 Roadway Needs Network, shown in **Map 4-4**, highlights the number of lanes for each roadway and also identifies the projects that are included in the Needs Plan. Completing these needed projects is estimated to cost $1.5 billion (PDC). In summary, the total cost of roadway projects included in the 2040 Needs Plan is $4 billion (PDC).

Map 4-3: Hernando County Roadway Needs



Map 4-4: Citrus County Roadway Needs



Legend

Number of Lanes/Type
- 2 lanes, Undivided
- 2 lanes, Divided
- 4 lanes, Divided
- 4 lanes, Turnpike
- 6 lanes, Divided

Citrus County Street Centerlines

Urban Area

Data Source: T.O. Citrus vTIMAS database, current as of April, 2015.
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Transit Needs

2040 Transit Needs Plan

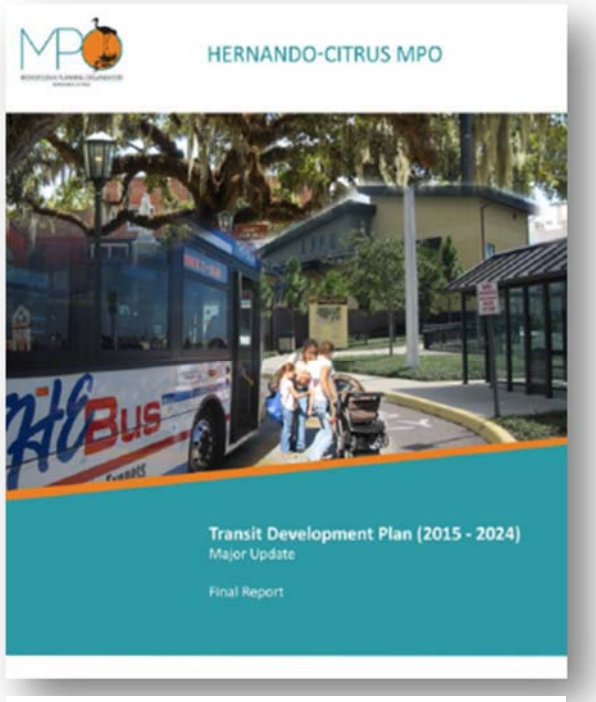
This section presents the public transportation needs for Hernando and Citrus counties for the next 25 years. These public transportation improvements include service and capital/infrastructure enhancements to the services existing today as well as new services in additional areas currently not connected with transit. Numerous improvements are identified for potential consideration to improve current transit services and facilities to make transit a viable travel option locally and to connect with the regional services.

The public transportation needs plans for Hernando and Citrus counties identify significant need for transit services, including a local circulator and connectors, regional and city-to-city connections and express services along major corridors. These needs were identified through the following methods:

- **Hernando County Transit Development Plan (TDP)** – The recently-adopted 2015–2024 Hernando TDP, prepared for Hernando County's transit service provider, THE Bus, is the strategic guide for public transportation in Hernando County. The report (cover shown in Figure 4-1) provides THE Bus's vision for public transportation in its service area during the next 10-year period. Transit needs information identified in this document was used as a key component in assessing the transit needs for Hernando County in next 25 years.

- **Citrus and Hernando 2035 LRTPs** – Both Citrus and Hernando 2035 LRTPs addressed the transportation system needs and cost feasible improvements in the two-county area through the year 2035. The transit service and capital needs identified for the

*Figure 4-1: The MPO completed the Hernando TDP in 2014.**



* *a TDP for Citrus County will be completed in 2015*

two counties were used as a baseline in developing new/revised transit needs through the year 2040.

- **Discretionary Transit Market** – This refers to potential riders living in higher-density areas of the county that may choose to use transit as a commuting or transportation alternative. This component considers the importance of the year 2040 population and employment density and its importance as a factor related to transit use. The discretionary transit market was analyzed for both counties.
- **Traditional Transit Market** – This component considers demographic factors that are traditionally conducive to transit use, including older adults, youth, low-income households, and zero-vehicle households, in Hernando and Citrus counties.
- **Public Input** – Public input, including on board surveys like the shown being completed in **Figure 4-2**, received as part of various LRTP public outreach events and the recent Hernando TDP public outreach efforts were reviewed and considered in developing the transit needs plans for the two-county area. Needs Plan alternatives reflect the public opinions on topics related to the quality of existing transit service and how the existing service can be improved.
- **Regional Transit Connectivity** – This component considers consistency with the regional vision plan for public transportation, as reflected in the recently-adopted TBARTA Master Plan. The Master Plan includes mid- and long-term regional projections on transit connectivity between counties, including Citrus and Hernando.

Figure 4-2: On board surveys are used to gather feedback on ridership and future needs

These components, in addition to input from various review committees and Citrus and Hernando county planning staffs were used to guide the development of the 2040 transit service needs and capital needs for Hernando and Citrus counties.

Hernando County

Map 4-5 illustrates the 2040 Transit Needs for Hernando County. The 2040 Transit Needs include improvements to existing service and new service expansion.

Improvements to Existing Service

- Increase service frequency to 30 minutes on existing routes – Increase the current 75-minute headway service to every 30-minutes on all current routes, including Red, Blue, and Purple.
- Expand early/late service to all routes by 3 hours – Add 3 hours of service to provide approximately 13 hours of weekday service each day.
- Add Saturday service on existing routes – Currently, all three routes operate from Monday to Friday. This improvement will add weekend service to current service.

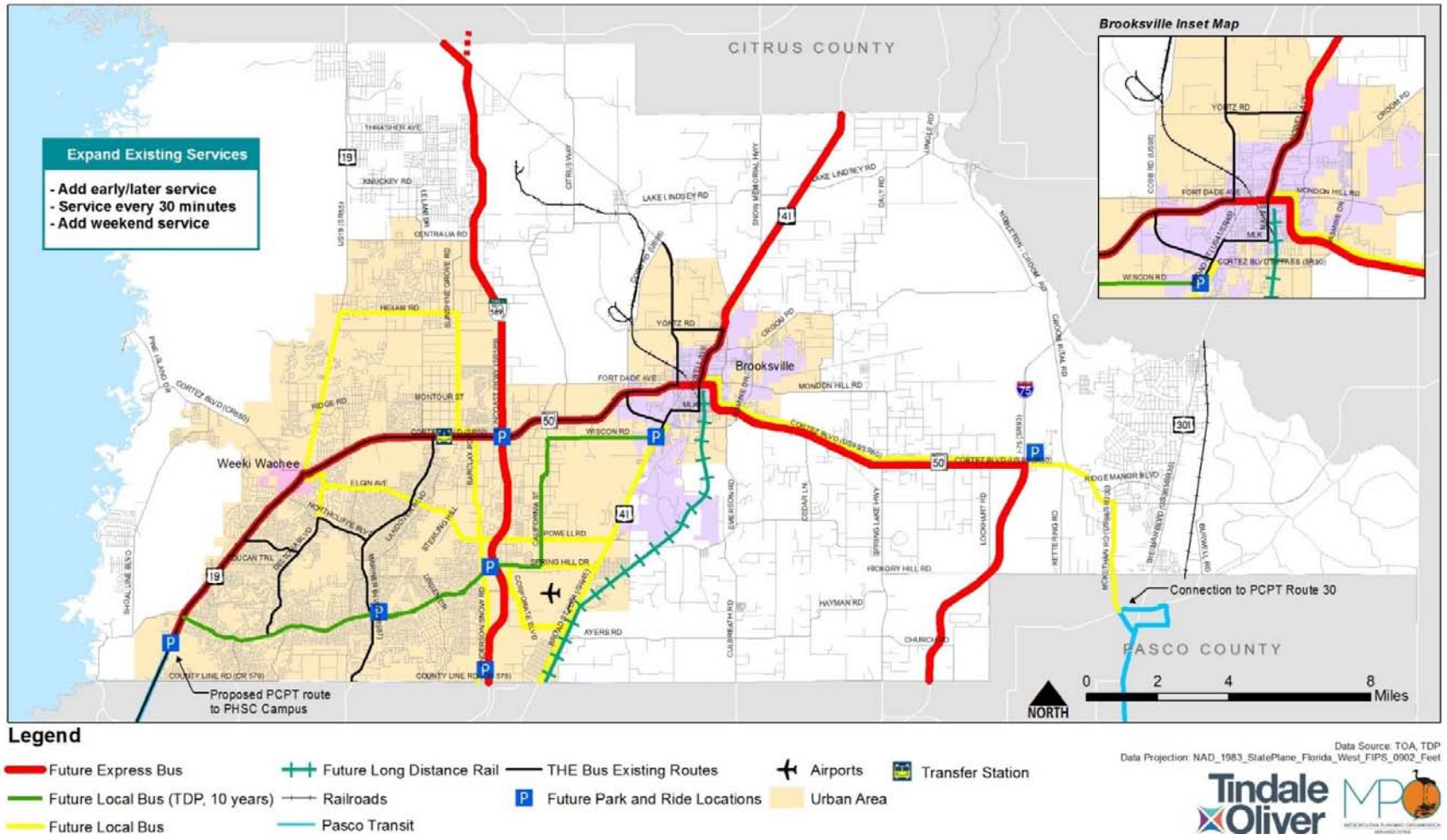
New Service Expansion

- New Local Service
  - *Green Route, connecting Hernando Airport area to Spring Hill and Brooksville* – Local bus route that operates along Wiscon Road, California Street, and Spring Hill Drive between Brooksville and Walmart Super Center located at US 19 and Spring Hill Drive.
  - *East Hernando Connector, connecting Brooksville to I-75* – Local bus service providing west-east connection along SR 50 and US 98 between Brooksville in Hernando County and Ridge Manor area would also connect to transit services in Pasco County.
  - *Spring Hill- Airport Circulator* – Local circulator service that connects the Spring Hill area with the airport, operating primarily on Elgin Avenue, Powell Road, and US 41 and circulating around the airport.
  - *North-South Connector* – Local route that extends north from Cortez Boulevard on US 19 and operates west along Hexam Road and south on Sunshine Grove Road to the Mariner Square Shopping Center, then travels south on Barclay and Anderson Snow roads to County Line Road, serving the southeast Spring Hill area.
  - *US 41 Service* – local bus route that connects Brooksville with the Brooksville–Tampa Bay Regional Airport along US 41 and Spring Hill Drive. This route further extends south along US 41 to County Line Road and connects with regional local service from US 41, as identified in the Pasco LRTP Transit Needs Plan.
- Express Service
  - *I-75 Regional Express* – Express service providing inter-county connection between Brooksville in Hernando County and Pasco County.
  - *Citrus Connector Express* – Express service that provides inter-county connection between Mariner Square Shopping Center in Hernando County and Citrus County.

- *US 19/SR 50 Express* –Express service that runs along US 19 and SR 50 from the intersection of Suncoast Parkway and SR 50 to Pasco Hernando State College near the County Line Road.
- *Suncoast Parkway Express* – Express service providing north-south connection to Citrus County and Pasco County along Suncoast Parkway.

- Rail Service
  - *Commuter Rail* – As part of the TBARTA regional rail system, connects Pasco County with Brooksville in Hernando County, operating along the existing CSX rail corridor paralleling US 41 in Pasco and Hernando Counties

Map 4-5: Hernando 2040 Transit Needs Plan



Citrus County

Map 4-6 illustrates the 2040 Transit Needs for Citrus County. The 2040 Transit Needs include improvements to existing service and new service expansion.

Improvements to Existing Service

- *Increase service frequency to 30 minutes on existing routes* – This improvement will increase current headways of 2+ hour to 30 minutes by 2040.
- *Expand early/late service on all routes by 3 hours* - Add 3 hours of service to provide approximately 13 hours of weekday and Saturday service.

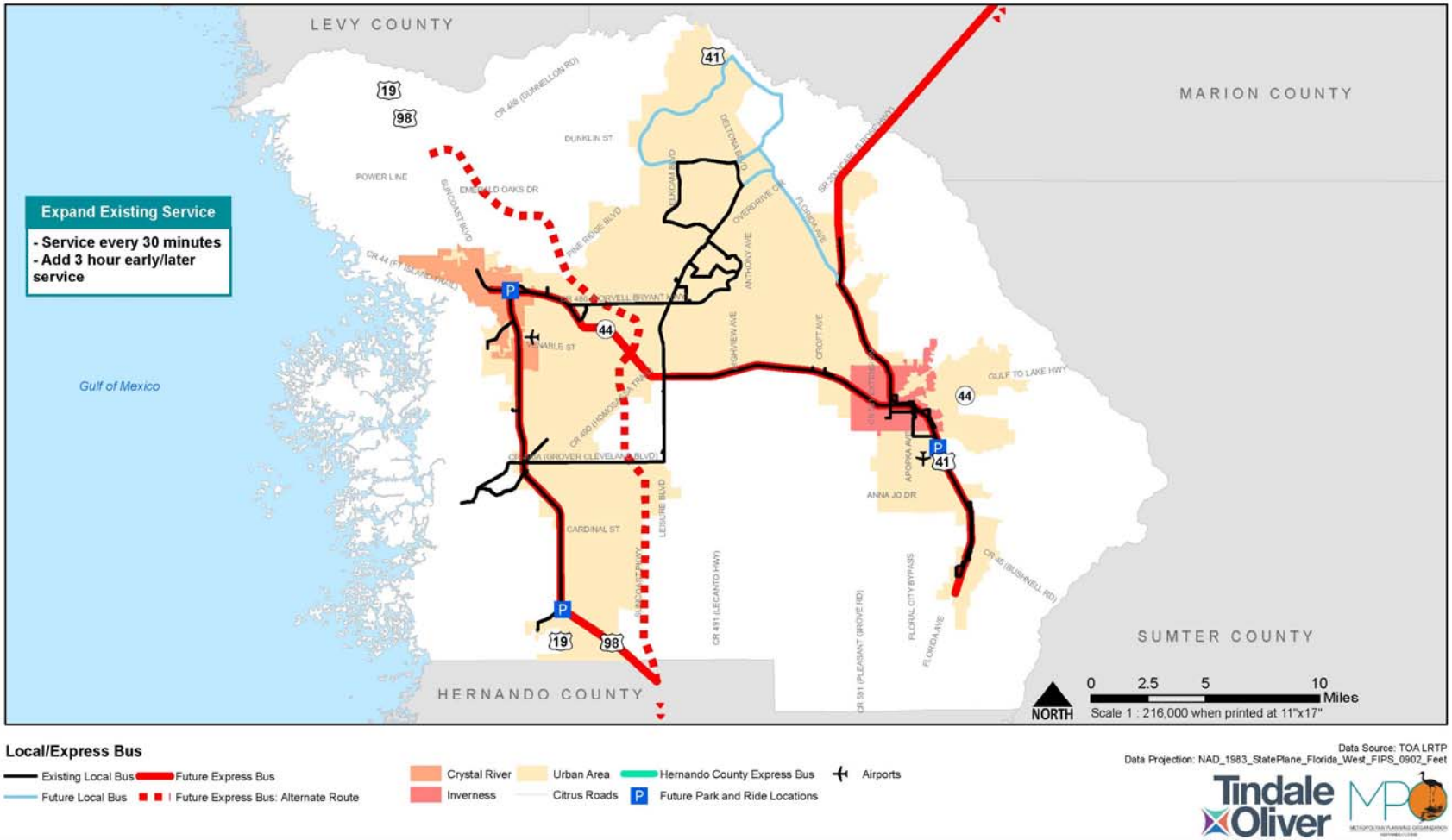
New Service Expansions

- New Local Service
  - *Citrus Springs Connector* – Local bus service that extends from Downtown Inverness north to Citrus Springs along US 41. This route provides a transfer opportunity with the existing Beverly Hills route.
- Express Service
  - *Crystal-Inverness Limited Express* – Express service providing intra-county connection between Inverness and Crystal River along SR 44. It connects to the proposed Citrus Connector Express in Hernando County at south end.
  - *US 19 Express* – This express service provides inter-county connection between Crystal River in Citrus County and Hernando County along US 19 and US 98.
  - *Ocala Express* – This express service runs north from Inverness along US 41 and SR 200 and connects to Ocala in Marion County.

Capital Needs

The capital needs include those capital components that need to be implemented to accommodate the transit service improvements presented previously for Hernando and Citrus counties. These include new bus vehicles, new stop amenities, and new park-and-ride facilities for proposed transit needs alternatives included in Hernando and Citrus Long Range Transit Element (LRTE) Needs Plans found in a separately bound Technical Report.

Map 4-6: Citrus County Transit Needs



Hernando Bicycle and Pedestrian Facilities

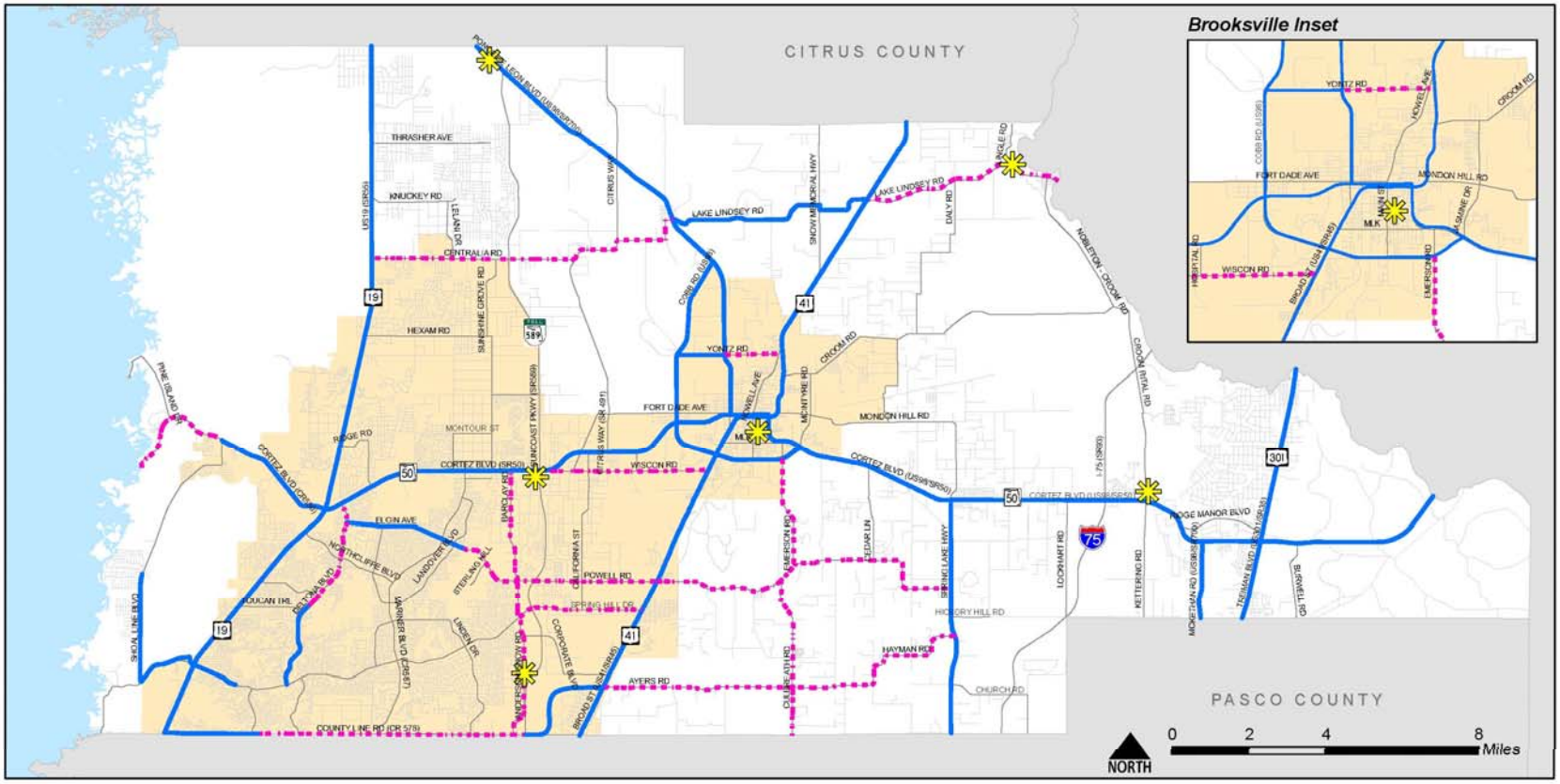
Hernando County used the 2035 LRTP as the *starting point* for *developing projects for the 2040 Plan,* as well as significant input from the Bicycle Pedestrian Advisory Committee and other MPO committees.

Hernando County's bicycle, pedestrian, and multi-use trail plans are shown in **Maps 4-7**, **4-8**, and **4-9**. A tabular listing of these projects is included in **Appendix D**

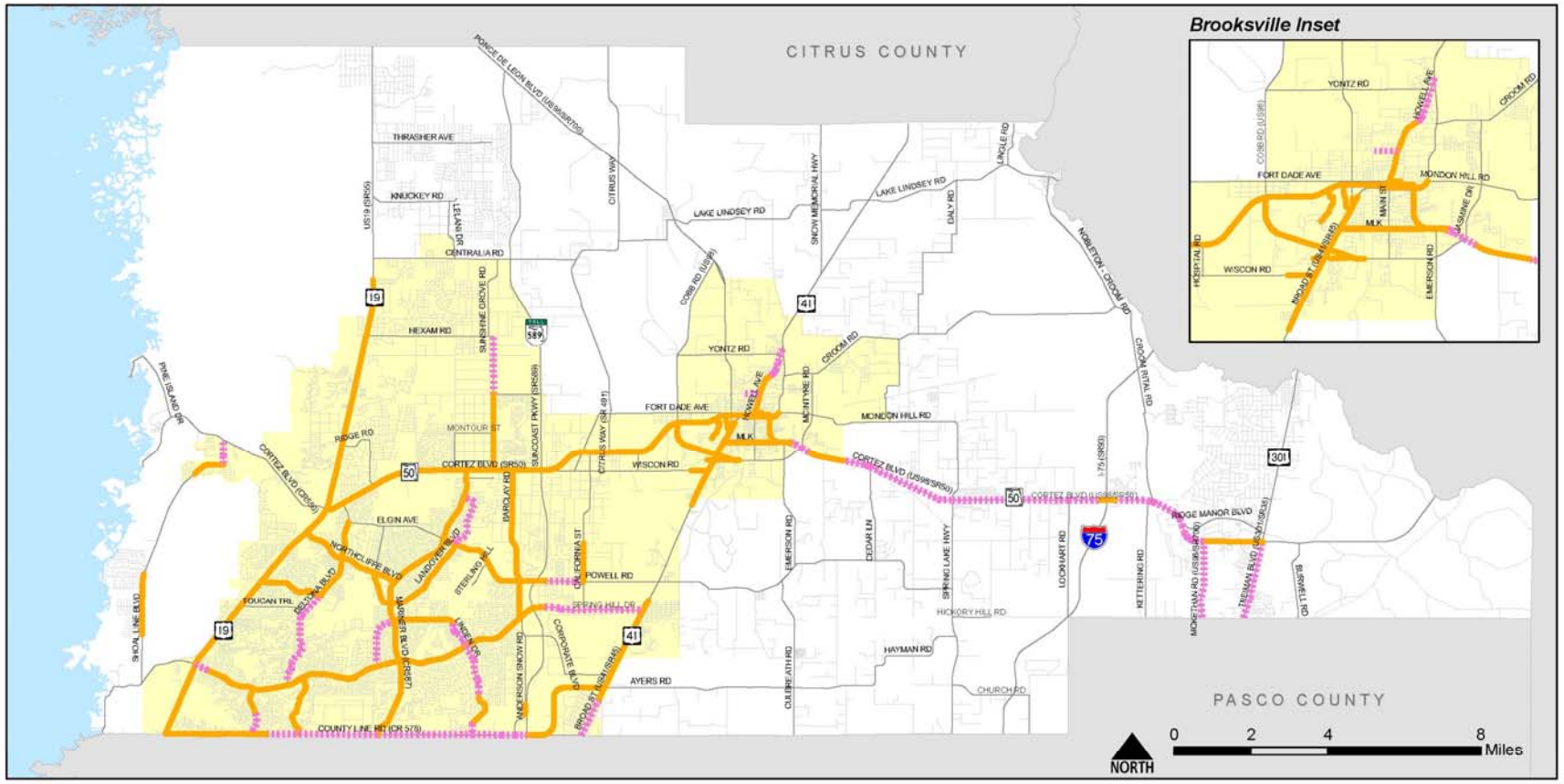
Citrus Bicycle and Pedestrian Facilities

Citrus County adopted a Multi-Use Trail Plan in 2014 and has coordinated its connectivity with adjacent counties. The Multi-Use Trail Plan reflects existing trails, funded trails, and conceptual trails for when funding becomes available. Citrus County's multi-use trail and bicycle needs are shown on **Map 4-10**. A tabular listing of these projects is included **Appendix D**

Map 4-7: Hernando County Existing and Proposed Bicycle Facilities



Map 4-8: Hernando County Existing and Proposed Pedestrian Projects

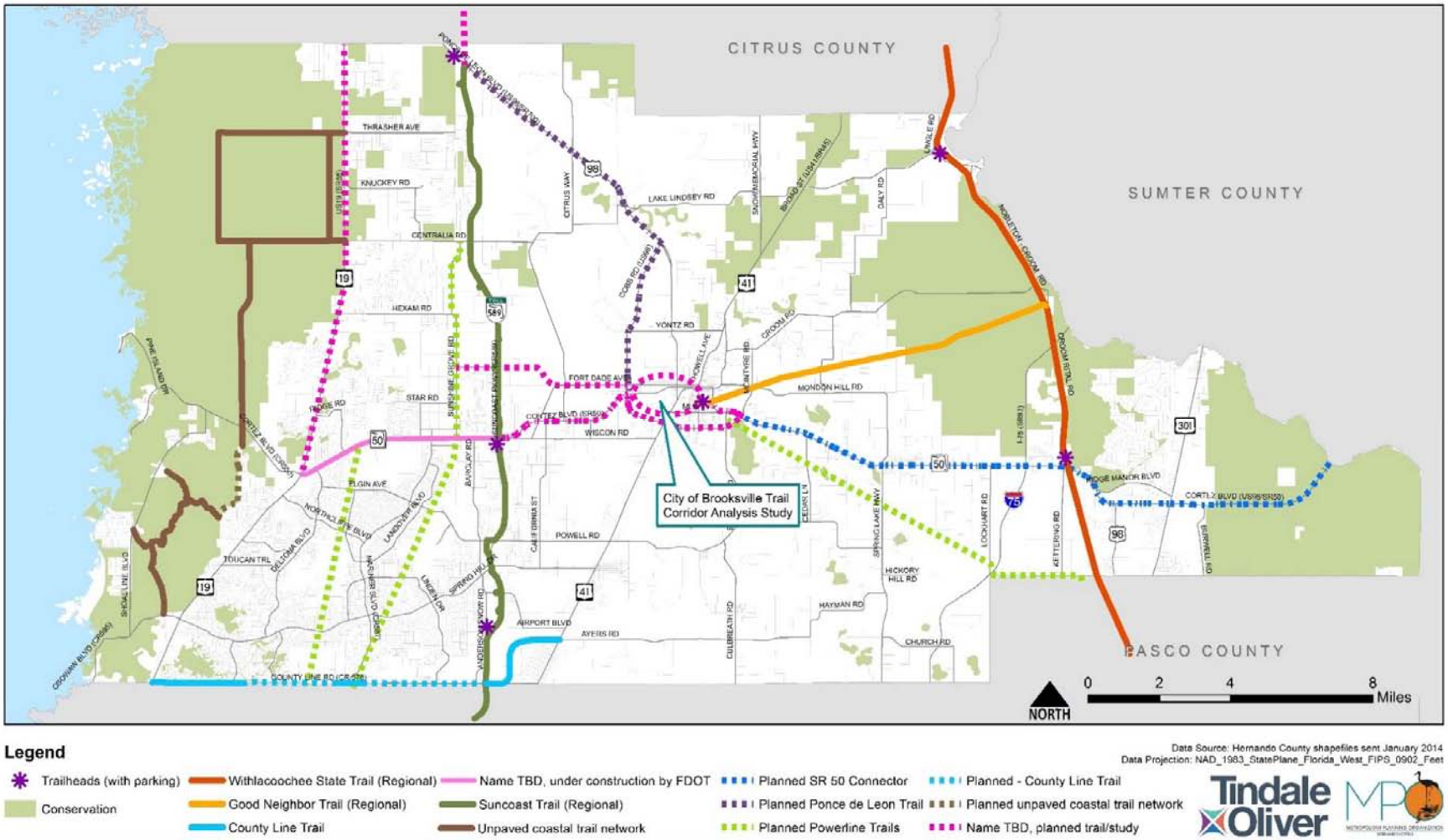


Legend

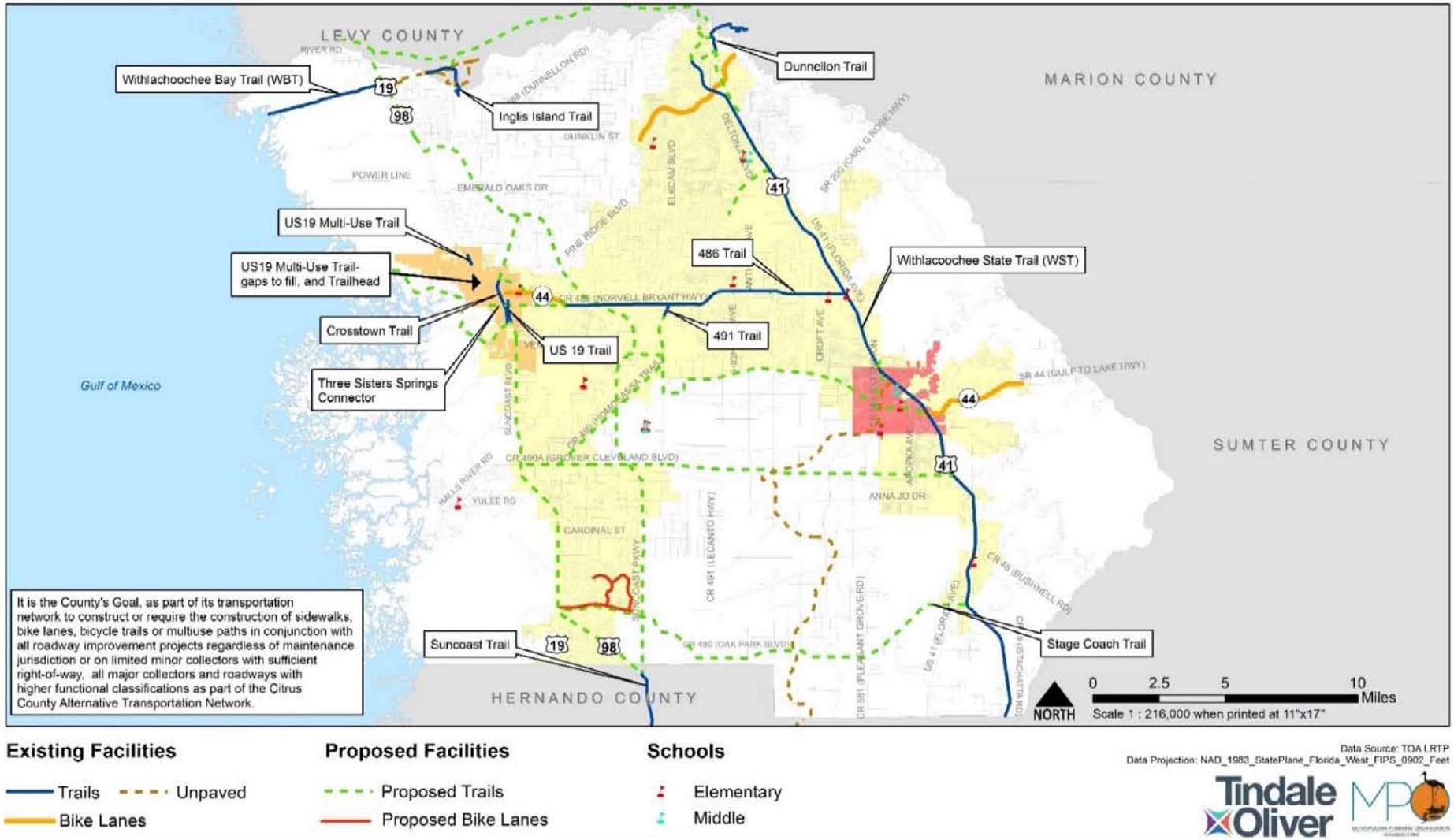
- Existing sidewalks or sidewalks completed within 5 years
- Future Sidewalks, complete beyond 5 years by 2040
- Urban Area

Data Source: Hernando County MPO
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Map 4-9: Hernando County Existing and Proposed Multiuse Trail Projects



Map 4-10: Citrus County Bicycle, Pedestrian, and Multiuse Trail Needs



(Revised6/2015)

CHAPTER 5: 2040 COST AFFORDABLE PLAN INTRODUCTION

This chapter presents the Hernando/Citrus MPO's 2040 Long Range Cost Affordable Transportation Plan. The plan consists of four main sections:

- Roadway projects
- Transit projects
- Bicycle, pedestrian and trail projects
- Intelligent transportation and Congestion Management Process projects

Additional elements of the plan include Goods Movement, Sociocultural Effects and Environmental Justice, Environmental Mitigation, and Safety and Security.

FINANCIAL OVERVIEW

The 2040 Cost Affordable LRTP reflects a $1069.80 million investment in the multimodal transportation program from 2020–2040 for Hernando County and $666.70 million for Citrus County. All costs and revenues are presented in year of expenditure. **Table 5-1** presents the distribution of revenues by source and **Tables 5-2** and **5-3** provide a summary comparison of the transportation costs and revenues for each county. **Table 5-**4 provides total county system costs. Revenues and corresponding projects are shown in the following time frames:

- 2020–2025
- 2026–2030
- 2031–2040

The following sources and assumptions were used to develop estimates for revenues available to fund the multimodal transportation system, including roadways, public transportation, bicycle facilities, sidewalks, and access to intermodal facilities. The LRTP includes revenue projections from federal, State, and County sources. A listing of the roadway capacity projects included in the Cost Feasible Plan are shown in Appendix G. Throughout the remainder of this chapter, details for the multimodal projects are also provided. Hernando County funds bicycle and pedestrian projects using the transportation alternatives application process and congestion management process through grants and Transportation Alternative Funds. Citrus County elected to box annually 2% of State Other Arterial revenues and 2% of County Capital revenues for bicycle and pedestrian projects. Similarly, 4% of State Other Arterial revenues and 4% of County Capital revenues were boxed annually for congestion management process projects.

(Revised6/2015)

Table 5-1: Funding Sources for Roadway Capacity by Multi-Year Band (Year of Expenditure)

County	Jurisdiction	Funding Source	2020-2025	2026-2030	2031-2040	Total
Hernando	State	SIS	$0	$24,818,000	$223,531,000	$248,349,000
	State/Federal	Other Arterial & Construction	$37,700,000	$29,100,000	$63,600,000	$130,400,000
	County	Transportation Impact Fees	$24,998,726	$25,088,234	$57,583,095	$107,670,055
	County	2nd Local Option Fuel Tax (2¢)	$6,879,328	$5,790,347	$11,817,464	$24,487,139
	County	Local Gov't Infr. Surtax (0.50%), 25% Rds	$16,656,923	$17,540,611	$48,862,883	$83,060,417
	County	Developer	$6,807,284	$47,082,223	$109,125,562	$163,015,069
Total Available(roadway)			**$93,042,261**	**$149,419,415**	**$514,520,004**	**$756,981,680**
Citrus	State	SIS	$0	$0	$0	$0
	State/Federal	Other Arterial & Construction	$28,500,000	$21,900,000	$47,800,000	$148,502,856
	County	Transportation Impact Fees	$17,282,067	$33,084,403	$90,246,928	$140,613,398
	County	Constitutional Fuel Tax (2¢)	$1,598,308	$1,330,169	$2,680,782	$5,609,259
	County	County Fuel Tax (1¢)	$704,602	$585,380	$1,182,559	$2,472,541
	County	1st Local Option Fuel Tax (6¢)	$3,019,959	$2,513,350	$5,065,844	$10,599,153
	County	2nd Local Option Fuel Tax (2¢)	$11,274,189	$9,385,512	$18,916,716	$39,576,417
	County	Ninth Cent Fuel Tax (1¢)	$536,681	$445,819	$902,040	$1,884,540
	County	Transportation Millage	$33,133,428	$31,212,378	$72,595,622	$136,941,428
Total Available (roadway)			**$96,049,234**	**$100,457,011**	**$239,390,491**	**$435,896,736**

Table 5-2: Comparison of Revenues and Costs for Hernando County by Time Period for Roadway Capacity Projects

Source	2020-2025	2026-2030	2031-2040	Total
Federal / State Revenues (OA, SIS)	$37,700,000	$53,918,000	$287,131,000	$378,749,000
State Roadway Costs	30,969,974	48,053,190	296,580,388	375,603,552
County / Municipal Revenues	$48,534,977	$48,419,192	$118,263,442	$215,217,611
County / Municipal Roadway Costs	$52,846,855	$55,427,778	$105,342,015	$213,616,648
Developer Costs/Revenues	$6,807,284	$47,082,223	$109,125,562	$163,015,069
Total Revenues	$93,042,261	$149,419,415	$514,520,004	$756,981,680
Total Costs	$90,624,113	$150,563,191	$511,047,965	$752,235,269
Balance	$2,418,148	($1,143,776)	$3,472,039	$4,746,411

Table 5-3: Comparison of Revenues and Costs for Citrus County by Time Period for Roadway Capacity Projects

Source	2020–2025	2026–2030	2031–2040	Total
Federal / State Revenues*	$47,192,552	$55,510,304	$47,800,000	$150,502,856
State Project Costs**	$50,037,552	$56,981,023	$2,856,000	$109,874,575
County / Municipal Revenues	$67,549,234	$78,557,011	$191,590,491	$337,696,736
County / Municipal Project Costs***	$49,998,883	$68,888,270	$192,118,810	$311,005,963
Total Revenues	$114,741,786	$134,067,315	$239,390,491	$488,199,592
Total Costs	$100,036,435	$125,869,293	$194,974,810	$420,880,538
Balance	$14,705,351	$8,198,022	$44,415,681	$67,319,054

*Fed/State revenues include SIS, OS and future discretionary revenues; ** Includes allocation of $7.6M of state funds for bicycle/ped projects; *** includes allocation for Congestion Management, bicycle and pedestrian projects

Revenue Sources

Strategic Intermodal System/Florida Interstate Highway System

This state capacity program provides funds for roadways designated as part of the Strategic Intermodal System (SIS). FDOT has identified approximately **$248.3 million** for 2020–2040 in Hernando County. There is no SIS allocation for Citrus County.

Other Arterial Construction/Right-of-Way

This capacity program provides funds for state roadways not designated as part of the SIS. Approximately **$130.4 million** will be available for roadway infrastructure projects for 2020–2040 in Hernando County and **$148.5 million** in Citrus County. Included in this total is $50.3 million of future discretionary revenue in order to advance widening of US41.

Transportation Regional Incentive Program

The Transportation Regional Incentive Program (TRIP) is intended to encourage regional planning by providing matching funds for improvements to regionally-significant transportation facilities identified and prioritized by the West Central Florida CCC. FDOT District 7 revenues are projected at approximately **$29.7 million** for 2020–2040. Based on a distribution of population within District 7, Hernando County would receive approximately **$1.7 million** and Citrus County would receive approximately **$1.4 million**. Application for TRIP funds will be coordinated with District 7 and made on a case by case basis for specific projects.

Transportation Alternatives Program

Specifically created to fund bicycle and pedestrian projects, the revenues from the Transportation Alternatives (TA) program are allocated to areas based on a population formula. Between 2020 and 2040, Hernando County will receive $9.0 million and Citrus County will receive $7.1 million.

Federal/State Transit Revenues

A detailed breakdown of federal and State transit revenues is included in the Long Range Transit Element, available as a separate report. The revenues used for the 2040 LRTP total approximately **$102.1million** for Hernando County, of which $25.5 million goes to fund capital projects, and **$96.5 million** for Citrus County, of which $33.8 million goes to capital projects.

Fuel Tax

Local fuel tax revenues are based on a set pennies-per-gallon charge, not a percentage of the sale (as with a sales tax) and, therefore, they do not increase as gas prices increase or with the effects of inflation.

Currently, Hernando County collects the 2-cent constitutional fuel tax, the 1-cent county fuel tax, the ninth-cent fuel tax, the 6-cent First Local Option Fuel Tax (LOFT), and 2 cents of the 5-cent Second LOFT, for a total of 12 cents. Similarly, Citrus County collects the 2-cent constitutional fuel tax, the 1-cent county fuel tax, the ninth-cent fuel tax, the 6-cent First LOFT, and the 5-cent Second LOFT, for a total of 15 cents. These do not include State and federal gas taxes. The majority of fuel tax revenue is used for transportation infrastructure maintenance.

Local Government Infrastructure Surtax

The plan adopted in December 2014 had included projects that were to be funded with new Local Government Infrastructure Sales Surtax Revenue collections. The referendum to implement the new tax failed but with continued coordination between the Hernando Board of County Commissioners and the MPO, a revised project list and a resolution to develop a new revenue source was passed on March 24, 2015. (See Appendix H for Resolution 2015-30).

Transportation Impact Fees

Transportation impact fees (TIFs) are assessed to provide revenue for financing the addition and expansion of roadway facilities. TIFs in Hernando County are projected to be **$107.7 million** for 2020–2040 and **$140.6 million** in Citrus County.

Developer Revenues

Developer revenues in Hernando County are projected to be **$145.8 million** for 2020–2040.

Comparison of Revenues and Costs by Time Period for Roadway Capacity Projects

Revenue sources and projections were presented to and approved for inclusion in the 2040 LRTP by the Citrus County BOCC and the MPO Board during the development of this Plan. However, the result of the recent referendum has affected the cost affordability of the Plan. Since the Plan must be cost affordable, the MPO has elected to reevaluate projects, plans, and revenue sources and will

develop an amendment to the Plan to be adopted in early 2015. Additional information about the cost and revenue assumptions can be found in a separately-bound technical Report.

Table 5-4 shows a summary by transportation program by year-of-expenditure costs for the transportation network, including maintenance.

Table 5-4: County Transportation System Costs, 2020 - 2040 (in millions, YOE)

	Hernando County		Citrus County	
Mode/Program	Total Cost 2020–2040	Percent	Total Cost 2020–2040	Percent
Highway Expansion	$752.20	71%	$418.80	63%
Highway Maintenance	$153.20	14%	$116.50	18%
Transit, Operations	$113.80	11%	$80.70	12%
Transit, Capital	$23.90	2%	$18.80	3%
Intelligent Transportation Systems/CMP	$17.60	2%	$17.20	3%
Trails, Sidewalks, and Bicycle Facilities	$9.1	0%	$17.7	1%
Total	**$1,069.80**		**$666.70**	

** From the county budget, Citrus County has allotted 4% for ITS/CMP and 2% for Trails, Sidewalks, and Bicycle Facilities. The percentage shown is of the total budget, including maintenance.*

PUBLIC INPUT

Public input was obtained through a public outreach process that has been integral to the development of this Plan. Workshops were held during the different phases of the development of the Plan and additional public input was received during the 30-day comment period that was initiated at the October 2014 MPO Board meeting on the draft Cost Affordable Plan.

Public comments were considered and addressed, as appropriate, based on consultation with the MPO Staff and LRTP Working Group (collectively, MPO staff and additional support staff defined earlier). A listing of the public comments, including a report received from U.T.O.P.I.A. in Floral City documenting its visioning exercise, is included in the Public Involvement Technical Report. Some of the changes or additions that occurred as a result of this input include the following:

- Trail along CR 480/E Stage Coach Trail in Citrus County
- Sidewalk along W Oak Park Blvd in Citrus County

- Feasibility study for the extension of Watson Street in Citrus County
- Opportunities for potential congestion management and safety studies identified for Crystal River, Floral City, Inverness, and Homosassa Springs
- City of Brooksville Trail Corridor Analysis Study
- Sidewalk addition along Main St in Brooksville
- Spring Hill Dr/Kass Cir Complete Streets project in Hernando County

SETTING PRIORITIES

In the 2040 LRTP, available revenues do not cover the costs of all needed transportation projects. Projects were prioritized using a set of criteria to determine an ordered ranking to identify projects for funding. These criteria were developed in support of the goals and objectives and long-term vision for the counties. The LRTP Working Group then applied these criteria, each of which was assigned a point value to develop a technical ranking. This technical ranking was reviewed and adjusted by staff, taking into account local knowledge and community vision. Public comment on the proposed projects was incorporated into the final Cost Affordable Plan.

Roadway Priorities

Prioritization of projects was completed using the following criteria:

- Project status
- Existing congestion level
- Safety
- Multimodal connectivity
- Sociocultural effects/environmental justice/ environmental impact
- Emergency evacuation routes
- Truck route
- Access to activity centers
- Encourage development in targeted growth areas

The Prioritization Criteria and Weighting can be found in **Appendix B**.

Transit Priorities

A separate methodology was developed to evaluate and prioritize the transit alternatives presented in Hernando and Citrus LRTE Needs Plans. To prioritize and program these service improvements, it was important to weigh the benefits of each service improvement against other improvements. By conducting an alternatives evaluation, the Hernando/Citrus MPO can prioritize projects and allocate funding using an objective service implementation process. A multi-criteria evaluation process was used for alternatives prioritization purposes. Three evaluation categories were identified for determining criteria for the evaluation:

- Public Outreach
- Transit Markets
- Productivity and Efficiency

The Long Range Transit Element (LRTE) Technical Report, found on the project website, summarizes the evaluation categories, each category's corresponding criteria, the associated measure of effectiveness, and the assigned weighting for each criterion. The LRTE Tech Report also documents the results of the evaluation and includes the priority rankings of the service alternatives for developing the cost affordable transit plan.

MULTIMODAL COST AFFORDABLE PLAN

Roadway Projects

The 2040 Cost Affordable roadway network includes capacity improvements throughout Hernando and Citrus counties. Costs associated with projects listed below are in YOE dollars within the 2020–2025, 2026–2030, and 2031–2040 timeframes. Projects currently funded through 2019 are included in the MPO's Transportation Improvement Program (TIP) and are included as committed projects in the LRTP. Because of timing between annual updates of the TIP and the FDOT Work Program, FDOT has already prepared the next 5-Year Work Program that extends to 2020. The Work Program, included as Appendix H, identifies funding for projects consistent with the LRTP. During the development of the LRTP, several projects were advanced into the Work Program and funded sooner than anticipated. This appendix has been included to aid in illustrating consistency between the LRTP and TIP. An amendment to the LRTP is currently being developed that will reflect the funding of projects listed in the LRTP to match the Work Program. Highlights of the proposed highway improvements in the LRTP include the following.

Hernando County

Several key SHS projects are included in the Hernando County component of the Hernando/Citrus MPO 2040 LRTP:

- *Interstate 75* – Expansion of I-75 in Hernando County to an 8-lane facility, including significant improvements to the interchange at SR 50. Improvements on SR 50 extend approximately ¼ mile on both sides. Costs for this improvement in the 2031–2040 time period total just over $257 million.
- *Emerson Road Extension* – Includes the purchase of right-of-way to accommodate a 4-lane roadway from the SR 50 Bypass to connect to a new northern connection to US 41 just south of Twingate Ave. The project includes the reconstruction of Emerson Road as a 2-lane facility from the SR 50 Bypass to Martin Luther King (MLK) Dr. From MLK Dr, Emerson will be constructed along a new northerly roadway alignment to US 41. Initial construction will be as a new 2-lane facility, with future expansion to 4-lanes when needed. Costs for this improvement in the 2020–2025 time period total is approximately $25 million.
- *Reversion of Downtown Brooksville One-Way Pairs* – Conversion to two-way traffic is a major change to downtown traffic flows. This project is shown as an E+C project in Table 4-1 (Needs Chapter) because it is not

currently shown in the five-year TIP; however, discussions to fund this project are ongoing among the City, the County, and FDOT. As part of these conversations, the future off-system maintenance responsibility will be shifted from the state to local government(s).

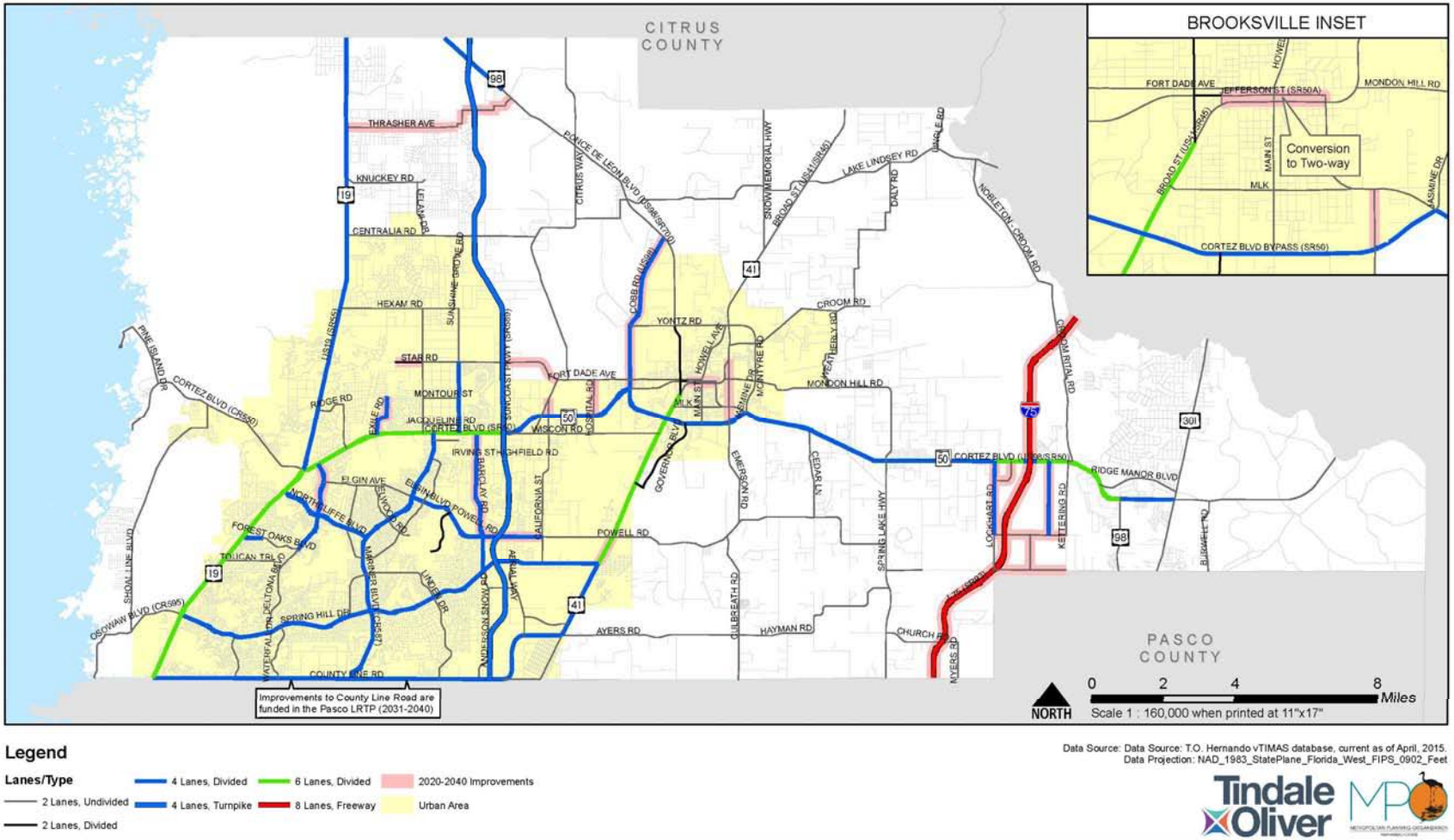
- *Re-designation of Cobb Road as a State Facility* – To facilitate the improved movement of truck traffic and in conjunction with the Brooksville one-way pair reversion, Cobb Road will be constructed to federal and State standards and designated as US 98 from SR 50 to US 98 (Ponce de Leon Blvd). This project will help alleviate truck traffic movement through downtown Brooksville. Development of this project will be coordinated with FDOT. Costs for this improvement in the 2020–2025 time period total approximately $17 million for the section from SR 50 to Yontz Rd and $34 million for the section from Yontz Rd to US 98, with construction planned in the 2031–2040 time period.

Several key county road projects are included in the Hernando/ Citrus MPO 2040 Cost Affordable LRTP:

- *Deltona Boulevard Widening* – Includes widening Deltona Blvd from Freeport Rd to SR 50 to a 4-lane divided facility. Costs for this improvement in the 2026–2030 time period total approximately $3.1 million.
- *California Street Widening* – Includes widening California St from SR 50 to Sam C Rd to a 4-lane divided facility. Costs for this improvement in the 2026–2030 time period total approximately $9 million.
- *Rester Dr (Road Extension)* – Extends Rester Dr from Fort Dade to the Suncoast Parkway to a 2-lane facility. Costs for this improvement in the 2026–2030 time period total approximately $17 million.
- *Interstate 75 and SR 50 Targeted Growth Area* – Area generally includes Power Line Rd on the south, Kettering Rd on the east, SR 50 on the north, and Lockhart Rd on the West. Funding of projects includes a combination of developer, County, and FDOT participation. Project improvements include Power Line Rd, Kettering Rd, Lockhart Rd, Sunrise Rd, Spine Rd, New Road C, and Dashbach St, including a new I-75 overpass. Total infrastructure investment is in the range of $150 million.
- *Thrasher Ave and Other Associated Road Improvements* – Improvements to Thrasher Ave and other associated road improvements extend from US 19 to the Suncoast Parkway. Improvements include building Thrasher Ave from US 19 to the Sunshine Grove Extension as a 2-lane facility and improvements to 2-lane on Velvet Scooter Ave, Downey Woodpecker Rd, and Sunshine Grove Extension. Costs for these improvements in the 2020–2025 and 2026– 2030 time periods total approximately $42 million and include both County and developer participation.

Map 5-1 illustrates the adopted Cost Affordable Roadway Plan, and **Map 5-2** illustrates the 2030 Interim Cost Affordable Roadway Plan. **Table 5-5** lists the Cost Affordable SIS Projects, **Table 5-6** identifies the Cost Affordable State Roadway Projects, **Table 5-7** identifies the Cost Affordable County Roadway Projects, and **Table 5-8** lists the Cost Affordable County and Developer funded projects.

Map 5-1: Hernando County 2040 Cost Affordable Roadway Projects



Map 5-2: Hernando County 2030 Cost Affordable Interim Roadway Projects

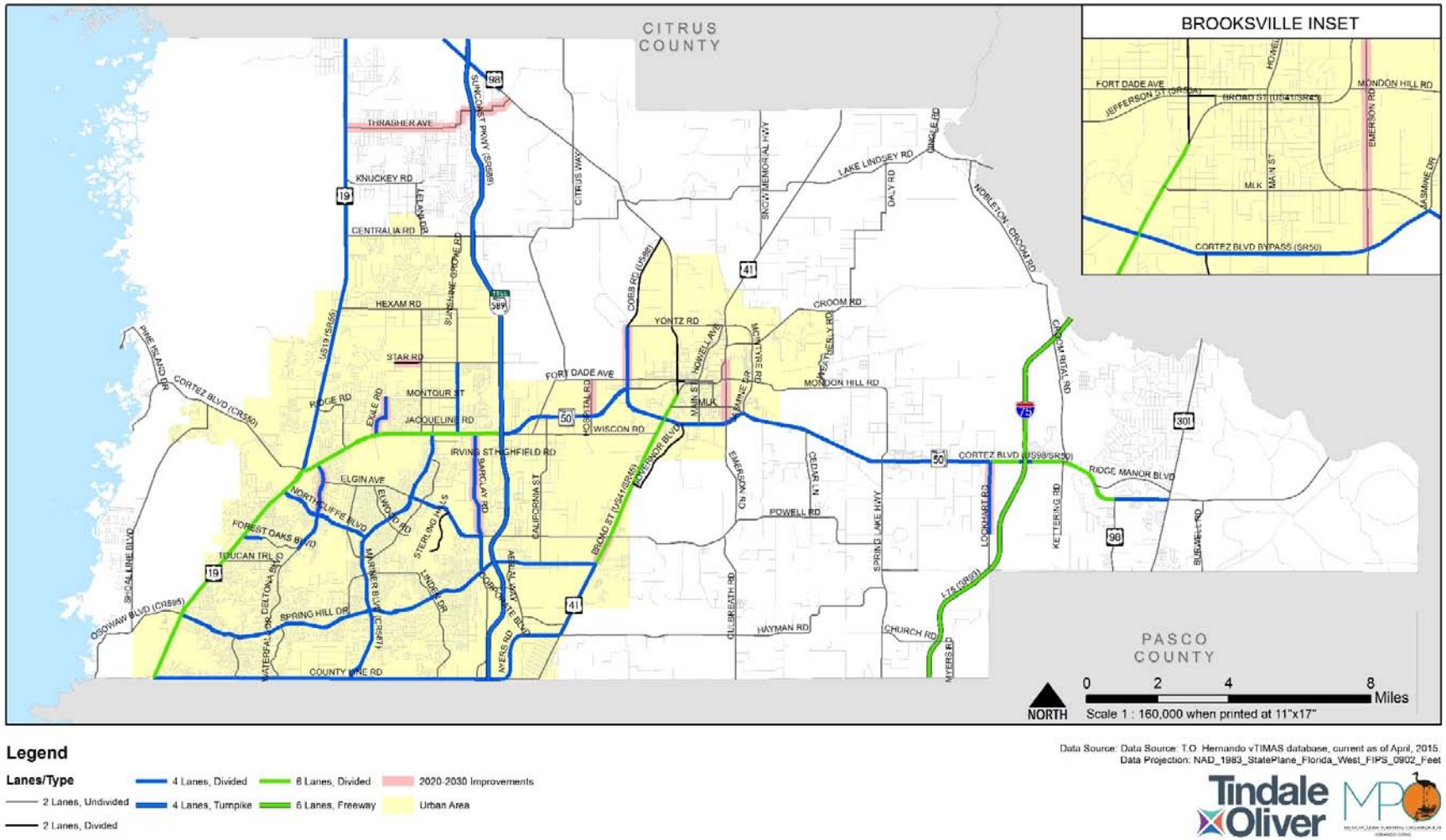


Table 5-5 Hernando County Cost Affordable SIS Projects *REVISED 12/2018*

FDOT FP Number	Project Name	Improvement Type	Project Phase and Cost (millions)	Timeframe
411011-4	I-75 (SR 93) FM S OF US98/SR50/CORTEZ TO N OF US98/SR50/CORTEZ	4 TO 6 LANES FREEWAY	PE $ 0.6 (SIS)	Committed
			CST $89.2 (SIS)	Committed
411012-2	I-75 (SR 93) FROM N OF SR 50 TO HERNANDO/SUMTER CO/L	4 TO 6 LANES FREEWAY	PE $ 0.5 (SIS)	Committed
			ROW $ 0.3 (SIS)	Committed
			CST $23.5 (SIS)	Committed
411011-5	I-75 (SR 93) FROM PASCO/HERNANDO CO/L TO S OF US98/SR50/CORTEZ	6 TO 8 LANES FREEWAY	PE $6.5 (SIS)	2031-2040
			ROW: TBD	
			CST: TBD	
411012-3	I-75 (SR 93) FROM S OF SR 50 TO HERNANDO/SUMTER CO/L	6 TO 8 LANES FREEWAY	PE $8.3 (SIS)	2031-2040
			CST $42.8 (SIS)	2031-2040
411011-6	I-75 (SR 93) FM S OF US98/SR50/CORTEZ TO N OF US98/SR50/CORTEZ	6 TO 8 LANES FREEWAY	CST $165.8 (SIS)	2030-2040
416733-2	SR 50/CORTEZ BLVD FROM COBB RD TO W OF BUCK HOPE ROAD	4 TO 6 LANES	PE: $3.2 (SIS)	Committed
			ROW $1.85 (SIS)	Committed
			CST: 8.9m (SIS)	2020-2025
416735-1	SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON ST	4 TO ^ LANES	PE: $6.1 (SIS)	Committed
			ROW$4.15m (SIS)	2020-2025
			CST: $36.1m (SIS)	2020-2025
430051-2	SR 50 FROM LOCKART RD TO E OF REMINGTON RD	4 TO 6 LANES	PE: $.9 (SIS)	Committed
			ROW: N/A	
			CST:$5.4m (SIS)	2020-2025
416732-4	SR 50 FM WINDMERE RD/BRONSON BL TO US 98/MCKETHAN RD	4 TO 6 LANES	PE: $5.06m (SIS)	2015-2019
			ROW: $3.34m (SIS)	2015-2019
			CST: $34.75m (SIS)	2015-2019
416732-3	SR 50 FM US 98/MCKETHAN RD TO US 301	2 TO 4 LANES	PE: $4.94m (SIS)	2015-2019
			ROW: $5.3m (SIS)	2015-2019
			CST: $23.5m (SIS)	2015-2019
442835-1	SR 50 FM US 301 TO HERNANDO/SUMTER COUNTY LINE	2 TO 4 LANES	PE: $2.3m (SIS)	COMMITTED
			ROW: $5.2 (SIS)	2020-2025

			CST: TBD	UNFUNDED
433800-1	SR 50 (CORTEZ BLVD) FROM SR 589 (SUNCOAST PK) TO CALIFORNIA ST	4 TO 6 LANES	PE: $1.9 (SIS) ROW: TBD CST: TBD	2026-2030 unfunded unfunded
430051-1	SR 50 FROM BROOKSVILLE BYPASS TO I-75	PD&E	PE $22.9 (SIS) ROW: TBD CST: TBD	2026-3030 unfunded unfunded

Table 5-6: Hernando County Cost Affordable State Roadway Projects

Map number	Project Name	Improvement Type	Project Phase and Cost (in millions)	Timeframe	Rationale for inclusion in the Cost Feasible Plan
404	Broad St (US41/SR45), from Mildred Ave to Jefferson St (SR50)	2 lanes undivided	Design:	Committed	One-way pair conversion to two way
			ROW:	Committed	
			CST:	Committed	
477	Jefferson St (SR50A), from Mildred Ave to Broad St (US41/SR45)	2 lanes undivided	Design:	Committed	One-way pair conversion to two way
			ROW:	Committed	
			CST:	Committed	
406	Broad St (US41/SR45), from Spring Hill Dr to Powell Rd	6 lanes divided	Design: $2.2 (OA)	2026-2030	Capacity improvement to complete 6-laning of US 41 south to Spring Hill Drive
			ROW: $5.0 (OA)	2026-2030	
			CST: $12.7 (OA)	2031-2040	
411	Cobb Rd (US 98), from Cortez Blvd (SR50) to Yontz Rd	4 lanes divided	Design: $1.2 (OA)	2026-2030	Capacity improvement to create truck route bypass
			ROW: $4.6 (OA)	2026-2030	
			CST: $12.8 (OA)	2026-2030	
489	Cobb Rd (US 98), from Yontz Rd to Ponce de Leon Blvd (US98/SR700)	4 lanes divided	Design: $1.8 (OA)	2026-2030	Capacity improvement to create truck route bypass
			ROW: $9.2 (OA)	2031-2040	
			CST: $25.4 (OA)	2031-2040	
493	SR 50, from Tremain Blvd (US 301/SR 35) to Bruwell Rd	4 lanes divided	Design: $2.3 (OA)	2020-2025	Construction Unfunded
			ROW: $5.2 (OA)	2020-2025	
			CST:	Unfunded	

SIS = State Intermodal System, ROW = right-of-way, CST = construction, OA =Other Arterial

Table 5-7: Hernando County Cost Feasible County Projects

(Revised6/2015)

Map number	Project Name	Improvement Type	Project Phase and Cost (in millions)	Timeframe	Rationale for inclusion in the Cost Feasible Plan
408	California St, from Cortez Blvd (SR50) to Sam C Rd	2 lane undivided	Design: $0.8 (County)	2026-2030	Network connectivity and safety
			ROW: $3.1 (County)	2026-2030	
			CST: $11.1 (County)	2031-2040	
420	Deltona Blvd, from Freeport Rd to Cortez Blvd (SR50)	4 lane divided	Design: $0.5(County)	2026-2030	Need for additional corridor capacity
			ROW:	Committed	
			CST: $2.6 (County)	2026-2030	
424	Emerson Rd, from Cortez Blvd (SR50) to Broad St, South of Twingate	2 lanes undivided	Design: $3.6 (OA)	2020-2025	To support one-way pair conversion to two way and US 41 realignment
			ROW: $5.5 (OA)	2020-2025	
			CST: $16.3 (OA)	2020-2025	
459	Rester Rd, from N Suncoast Parkway to Fort Dade Ave	2 lane undivided	Design: $4.4 (County)	2026-2030	SR 50 parallel corridor improvement
			ROW: $11.0 (County)	2026-2030	
			CST: $22.5 (County)	2031-2040	
470	Velvet Scooter Ave, from Downy Woodpecker Rd to Courland Rd	4 lane divided	Design: $0.8 (County)	2020-2025	Improvement is tied to the Seville Development Order (D.O.)
			ROW: $0.8 (County)	2020-2025	
			CST: $1.2 (County)	2026-2030	
422	Downy Woodpecker Rd, from Thrasher Ave to Velvet Scooter Ave	2 lane undivided	Design: $0.05 (County)	2020-2025	Improvement is tied to the Seville Development Order (D.O.)
			ROW: $0.2 (County)	2020-2025	
			CST: $ 0.6 (County)	2026-2030	
502	Sunshine Grove EXT, from Suncoast Parkway to Velvet Scooter Ave	2 lane undivided	Design: $0.4 (County)	2020-2025	Improvement is tied to the Seville Development Order (D.O.)
			ROW: already acquired		
			CST: $4.5 (County)	2020-2025	
504	Thrasher Rd, from US 19 to Downey Woodpecker Rd	2 lane undivided	Design: $1.8 (County)	2020-2025	Improvement is tied to the Seville Development Order (D.O.)
			ROW: $7.2 (County)	2020-2025	
			CST: $23.2 (County)	2026-2030	

SIS = State Intermodal System, ROW = right-of-way, CST = construction, OA =Other Arterial

Table 5-7: Hernando County Cost Feasible County Projects (continued)

(Revised6/2015)

Map number	Project Name	Improvement Type	Project Phase and Cost (in millions)	Timeframe	Rationale for inclusion in the Cost Feasible Plan
505	Barclay Blvd, from San Antonio to Lucky Rd	4 lane divided	Design: $ 0.9 (County)	2020-2025	Need for additional corridor capacity
			ROW: $3.7 (County)	2020-2025	
			CST: $10.3 (County)	2020-2025	
506	Barclay Blvd, from Elgin-Powell to San Antonio	4 lane divided	Design: $ 0.6 (County)	2020-2025	Need for additional corridor capacity
			ROW: $2.4 (County)	2020-2025	
			CST: $6.5 (County)	2020-2025	
600	Cortez (frontage rd), from Sunshine Grove to Highpoint	frontage rd	Design: $0.2 (County)	2020-2025	Continued commitment toward the completion and continuity of frontage road system
			ROW: $0.9 (County)	2020-2025	
			CST: $2.6 (County)	2020-2025	
602	Mariner Blvd and Cortez Blvd (SR50)	Intersection improvement	Design: $0.4 (County)	2020-2025	Safety, capacity improvement
			ROW: $1.6 (County)	2020-2025	
			CST: $4.5 (County)	2020-2025	
604	Barclay Blvd, from Lucky to Cortez Blvd (SR50)	4 lane divided	Design: $0.2 (County)	2020-2025	Need for additional corridor capacity
			ROW: $0.6 (County)	2020-2025	
			CST: $1.8 (County)	2020-2025	
605	Powell Rd, from Barclay Blvd to California St	4 lane divided	Design: $1.1 (County)	2026-2030	Need for additional corridor capacity
			ROW: $4.5 (County)	2026-2030	
			CST: $15.9 (County	2031-2040	
Multiple Locations	Frontage Road Projects	Construction of frontage roads	$2.0M (set aside)	2020-2040	Continued commitment toward the completion and continuity of frontage road system

Table 5-8: Hernando County Cost Affordable County/Developer Funded Projects

Project #	Project Name	Improvement Type	Project Phase and Cost (millions)	Timeframe
449	Dashbach St, from Kettering Rd to Lockhart Rd	2 lane undivided	Design: $4.4 (OA/CTY/DEV)	2031-2040
			ROW: $8.1 (OA/CTY/DEV)	2031-2040
			CST:$68 (OA/CTY/DEV)	2031-2040
461	Star Rd, from Exile to Weeping Willow	2 lane undivided	Design: $.4 (CTY/DEV))	2026-2030
			ROW: $1.9 (CTY/DEV)	2026-2030
			CST: $5.5 (CTY/DEV)	2026-2030
452	Spine Rd, from Powerline Rd to Dashbach St	2 lane undivided	Design: $.8 (CTY/DEV)	2031-2040
			ROW: $.3.4 (CTY/DEV)	2031-2040
			CST: $9.4 (CTY/DEV)	2031-2040
451	Sunrise, from Dashbach St to Cortez Blvd	4 lane divided	Design: $1.7 (DEV)	2031-2040
			ROW: $5.5 (DEV)	2031-2040
			CST: $19.6 (DEV)	2031-2040
450	New Road C, from Cortez Blvd to Lockhart Rd	2 lane undivided	Design: $.8 (DEV)	2031-2040
			ROW: $3.4 (DEV)	2031-2040
			CST: $19.5 (DEV)	2031-2040
458	Powerline Rd, from Lockhart Rd to Kettering Rd	2 lane undivided	Design: $1.4 (DEV)	2031-2040
			ROW: $5.7 (DEV)	2031-2040
			CST: $15.5 (DEV)	2031-2040
433	Hospital Rd, from Cortez Blvd to Fort Dade Rd	2 lane undivided	Design: $.6 (DEV)	2026-2030
			ROW: $2.7 (DEV)	2026-2030
			CST: $7.6 (DEV)	2026-2030
503	Sunshine Grove Ext, from Ponce de Leon Rd to Suncoast Parkway	2 lane undivided	Design: $.6 (DEV)	2026-2030
			ROW: $2.5 (DEV)	2026-2030
			CST: $8.1 (DEV)	2026-2030
425	Exile Rd, Cortez Blvd to Flock Ave	4 lane divided	Design: $.7 (DEV)	2026-2030
			ROW: $2.9 (DEV)	2026-2030
			CST: $9.4 (DEV)	2026-2030
442	Lockhart Rd from Dashbach St to Cortez Blvd	4 lane divided	Design: $1.1 (DEV)	2026-2030
			ROW: $4.5 (DEV)	2026-2030
			CST: $12.5 (DEV)	2026-2030

SIS = State Intermodal System, ROW = right-of-way, CST = construction, OA =Other Arterial

Citrus County

One significant SHS project is included in the Citrus County component of the Hernando/Citrus MPO 2040 LRTP:

- *Widening of US 41* – Includes the widening of US 41 from SR 44 to SR 200 to a 4-lane divided facility. This 5.4-mile improvement has been a priority of the City of Inverness and Citrus County for many years. Costs for this improvement in the 2026–2030 time period total approximately $104 million. Funding of this project was achieved by using a combination of other arterial funds and County funds. At the MPO Board meeting on December 16, 2014, FDOT District 7 indicated that funding priorities would be reviewed to determine if this project could be completed earlier than the 2026–2030 time period.

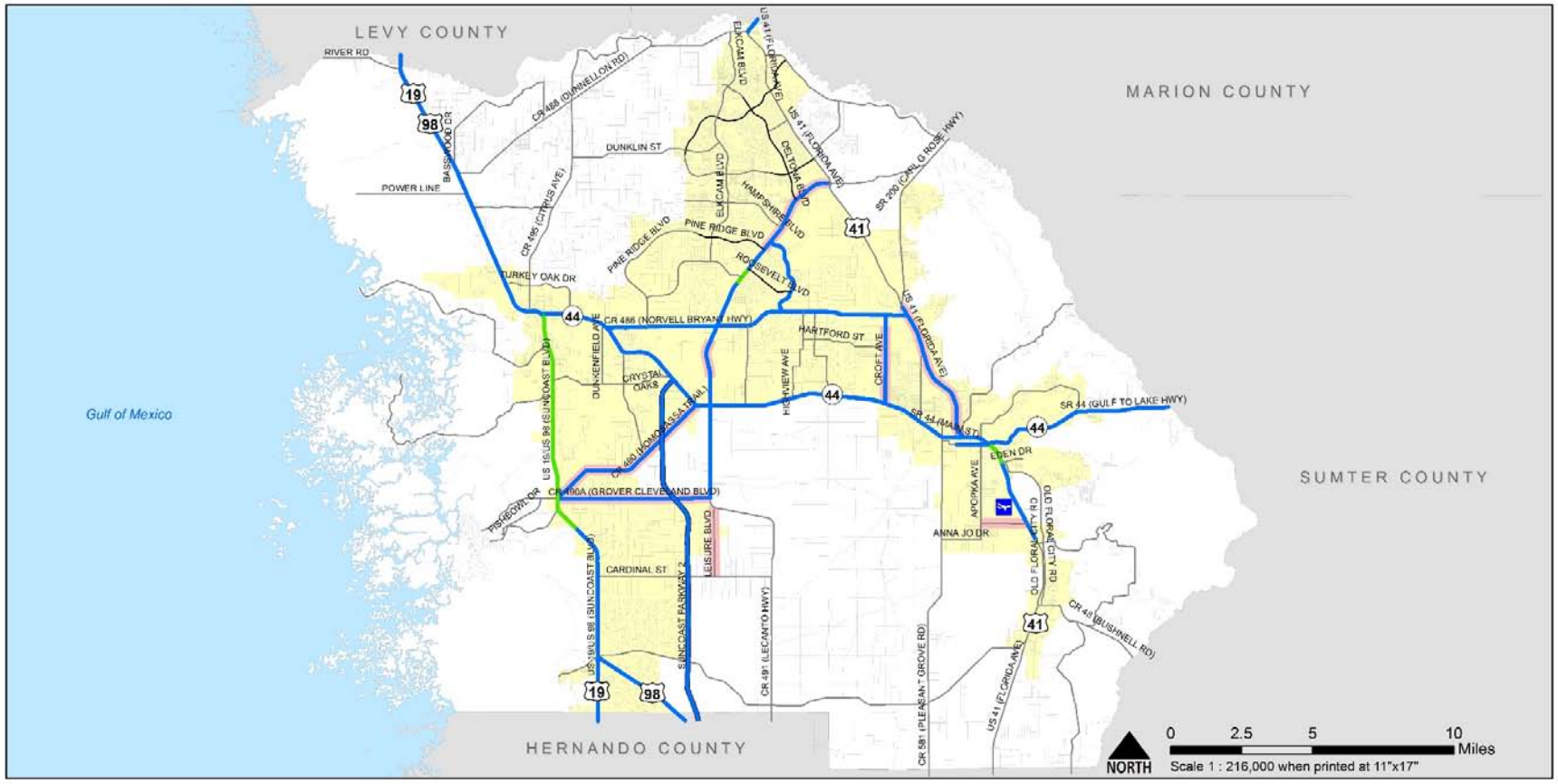
Several key county road projects are included in the Hernando/ Citrus MPO 2040 Cost Affordable LRTP:

- *Croft Avenue Widening* – Includes widening from SR 44 to E Hayes St to a 4-lane divided facility. The project has been discussed for several years and creates a needed north/south connection between SR 44 and CR 486. Costs for this improvement in the 2020–2025 time period total approximately $23 million.
- *Grover Cleveland Blvd Widening* – Includes widening from US 19 to Lecanto Highway to a 4-lane divided facility. Costs for this improvement in the 2026–2030 time period total approximately $33 million.
- *Lecanto Highway (CR 491) Widening Projects* – Includes widening from Pine Ridge Blvd W to US 41 N to a 4-lane divided facility (costs for this improvement in the 2031–2040 time period total approximately $51 million) and widening from SR 44 to Horace Allen Rd to a 6-lane divided facility (costs for this improvement in the 2031–2040 time period total approximately $24 million).
- *Homosassa Trail Widening* – Includes widening from US 19 to SR 44 to a 4-lane divided facility. Costs for this improvement in the 2031–2040 time period total approximately $76 million.
- *Leisure Boulevard Extension* – Includes building Leisure Blvd from Cardinal Rd to Lecanto Hwy as a new 2-lane facility. Costs for this improvement in the 2031–2040 time period total approximately $31 million.
- *Watson Street Extension Study* – Because of the County's interest in the economic development of the airport area, a feasibility study for the extension of Watson is proposed in the 2020–2025 timeframe.

Map 5-3 illustrates the adopted Cost Affordable Roadway Plan, and **Map 5-4** illustrates the 2030 Interim Cost Affordable Plan. **Table 5-9** identifies the Cost Affordable State Roadway Projects,

and **Table 5-10** identifies the Cost Affordable County Roadway Projects.

Map 5-3: Citrus 2040 Cost Affordable Roadway Project Map



Legend

Number of Lanes/Type
- 2 Divided
- 2 Undivided
- 4 Divided
- 4 Turnpike
- 6 Divided
- 2020-2040 Improvements
- Citrus County Streets
- Urban Area

Data Source: T.O. Citrus vTIMAS database, current as of April, 2015.
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

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Map 5-4: Citrus Interim 2030 Cost Affordable Roadway Project Map

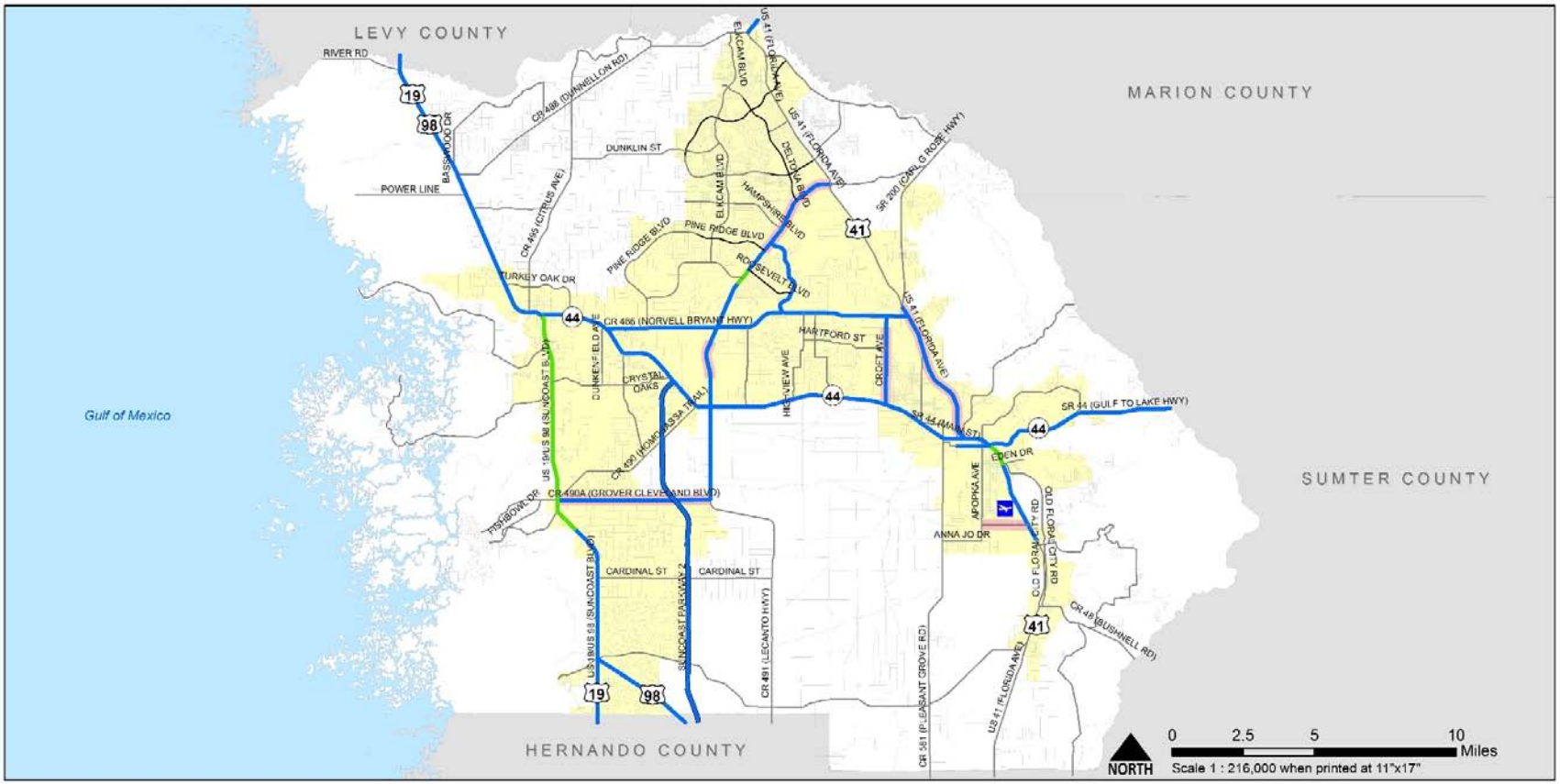


Table 5-9: Citrus County Cost Feasible State Roadway Projects

Map number	Project Name	Improvement Type	Project Phase and Cost (in millions)	Timeframe	Rationale for inclusion in the Cost Affordable Plan
424	US 41 from US 44 from to East Arlington Street	4 lane divided	Design: $5.5 (OA)	Completed	Capacity need; number 1 improvement
			ROW: $6.8(OA)	Committed	
			CST:$39.5(OA/Other)	2020-2025	
600	US 41 from East Arlington Streets to north of SR 200	4 lane divided	Design: $5.5 (OA)	Committed	Capacity need; number 1 improvement
			ROW: $17.8 (Other)	2020-2025	
			CST:$151.82 (OA/Other)	2026-2030	
	Suncoast II	New 4 lane road	Design: $28.9 (Turnpike)	Committed	Consistency with FDOT work program
			ROW: $65.7 (Turnpike)	Committed	
			CST:$ 131.3 (Turnpike)	Committed	

SIS = State Intermodal System, ROW = right-of-way, CST = construction, OA =Other Arterial, Other = Future discretionary revenue

Table 5-9 Hernando County Cost Affordable Trail Projects – 12/12/18

FDOT FP number	Project Name	Improvement Type	Project Phase and cost (millions)	Timeframe
437264 2	GOOD NEIGHBOR TRAIL GAP FM W OF SR 50/CORTEZ BLVD TO GOOD NEIGHBOR TRAIL	MULTIUSE TRAIL	PE:$2.1m	COMMITTED
			ROW: $3.9m	2020-2025
			CST: $15.64m	2020-2025
435720 1	GOOD NEIGHBOR TRL CONNECTOR FM W OF SUNCOAST PKWY TO SR 50/CORTEZ BLVD	MULTIUSE TRAIL	PE: $2.4m	COMMITTED
			ROW:$2.3m	COMMITTED
			CST: $5.0m	2020-2025

Table 5-10: Citrus County Cost Affordable County Projects

(Revised6/2015)

Map number	Project Name	Improvement Type	Project Phase and Cost (in millions)	Timeframe	Rationale for inclusion in the Cost Affordable Plan
407	Croft Ave. from SR 44 to E Hayes St.	4 lane divided	Design: $1.0 (County)	2020-2025	Capacity and Safety
			ROW: $6.0 (County)	2020-2025	
			CST: $17.6 (County)	2026-2030	
			CEI: $1.2 (County)	2026-2030	
403	CR 490A (W. Grover Cleveland Blvd), from US 19S to CR 491, S	4 lane divided	Design: $2.4 (County)	2026-2030	Capacity, evacuation and safety
			ROW: $13.9 (County)	2026-2030	
			CST: $44.5 (County)	2031-2040	
			CEI: $2.4 (County)	2031-2040	
405	CR 491 (Lecanto Hwy), from Pine Ridge Blvd, W to US 41, N	4 lane divided	Design: $1.5 (County)	2026-2030	Capacity, evacuation route
			ROW: $8.8 (County)	2026-2030	
			CST: $28.3 (County)	2031-2040	
			CEI: $2.0 (County)	2031-2040	
402	CR 490 (Homosassa Trail), from US 19, S to SR 44, W	4 lane divided	Design: $3.4 (County)	2031-2040	Capacity and Safety
			ROW: $19.6 (County)	2031-2040	
			CST: $49.0 (County)	2031-2040	
			CEI: $3.4 (County)	2031-2040	
426	Watson St., from Apopka Ave to US 41	2 lane undivided	Design: $.7 (County)	2026-2030	Economic development emphasis area
			ROW: $4.2 (County)	2026-2030	
			CST: $10.4 (County)	2026-2030	
			CEI: $.7 (County)	2026-2030	
601	CR 491 (Lecanto Hwy), from W. Audubon Park Path to Horace Allen	4 lane divided	Design: complete	2020-2025	Long-term capacity need
			ROW: $6.5 (County)	2020-2025	
			CST: $ 32.3 (County)	2020-2025	
			CEI: included in CST	2020-2025	
413	Leisure Blvd, from Cardinal St to CR 491 S.	2 lanes undivided	Design: $1.4 (County)	2031-2040	Interchange, relief connector to Cardinal St
			ROW: $8.1 (County)	2031-2040	
			CST: $20.2 (County)	2031-2040	
			CEI: $1.4 (County)	2031-2040	

Transit Projects

The 2040 Cost Affordable Transit Plan includes a number of service and capital/infrastructure improvements throughout Hernando and Citrus counties. The plan was developed using the following:

- Transit needs assessment and priority rankings
- Projected transit costs and revenues
- Input from the public, MPO committees, and the MPO Board

Major elements of the 2040 Cost Affordable Transit Plan are summarized below in four major categories of transit improvements.

Hernando County

Improvements to Existing Local Service

- 3 additional hours of early/later service
- Increased frequency to 30-minute service
- Saturday service

Future Local Service

- Green Route (connecting Hernando Airport area to Spring Hill and Brooksville)
- East Hernando Connector (connecting Brooksville to I-75)
- Spring Hill– Airport Circulator
- US 41 service

Future Express Service

- Suncoast Parkway Express (connecting into Pasco County)
- Citrus Connector Express (connecting into Citrus County)
- US 19/SR 50 Express (Pasco Hernando State College to Suncoast Parkway)

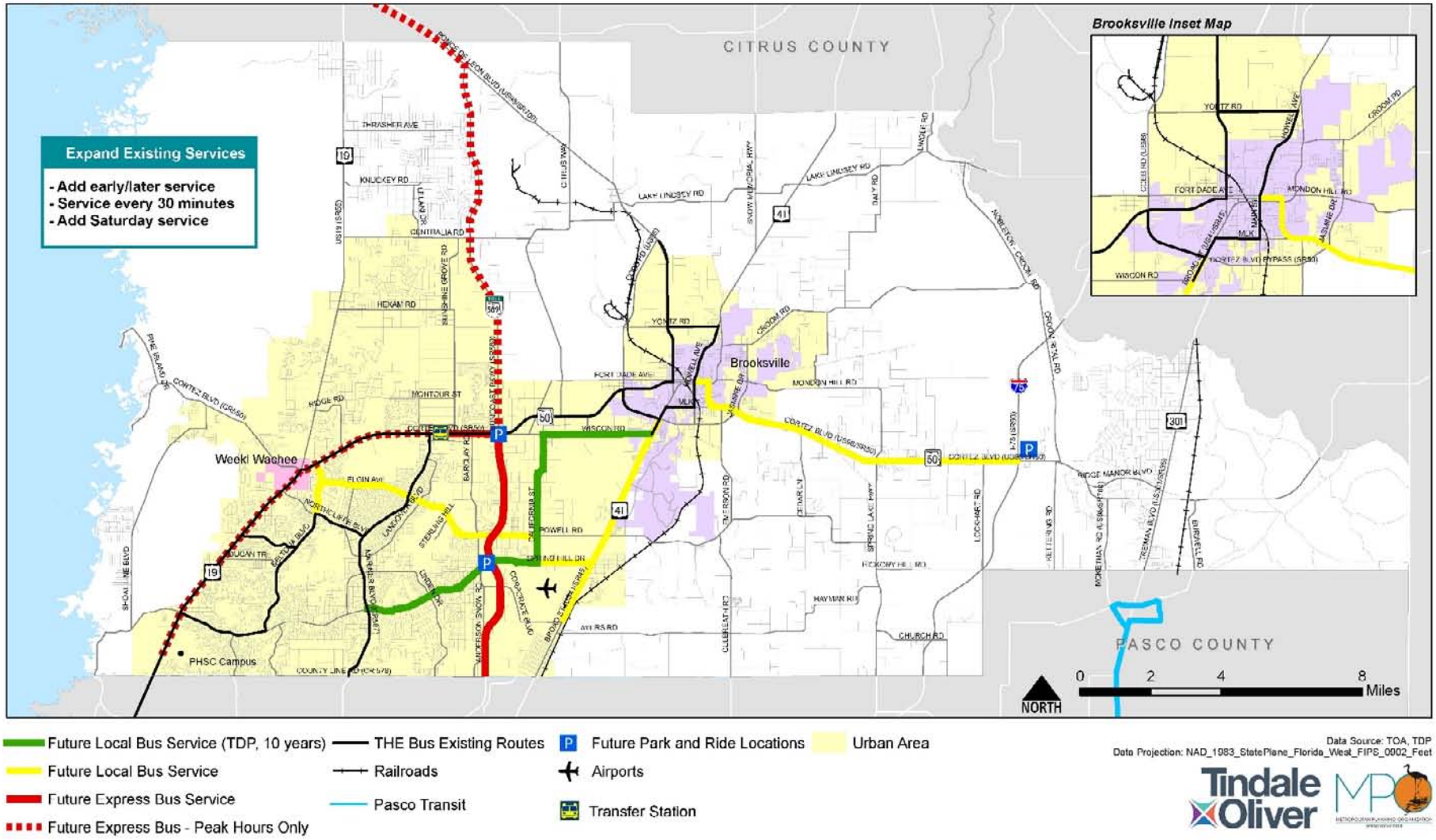
Transit Infrastructure/Access

- 3 shared-use park-and-ride lots
- Bus stop signs, benches, shelters, and other stop infrastructure/amenities
- Transfer center on SR 50 corridor

Also included are multiple transit accessibility improvements (sidewalks, crosswalks, ramps, ADA access, safety, etc.) consistent with the ongoing bus stop ADA Implementation Plan. Existing and future transit facilities and services through the year 2040 are illustrated in **Map 5-5**. In addition, existing and 2030 interim transit facilities and services are illustrated in **Map 5-6**.

Table 5-11 presents a summary of costs for the 2040 Cost Affordable Transit Plan for Hernando County, including improvement costs and projected revenues in three time periods: 2020–25, 2026–30, and 2031–40.

Map 5-5: Hernando County 2040 Cost Affordable Transit Map



Map 5-6: Hernando County 2030 Interim Cost Affordable Transit Map

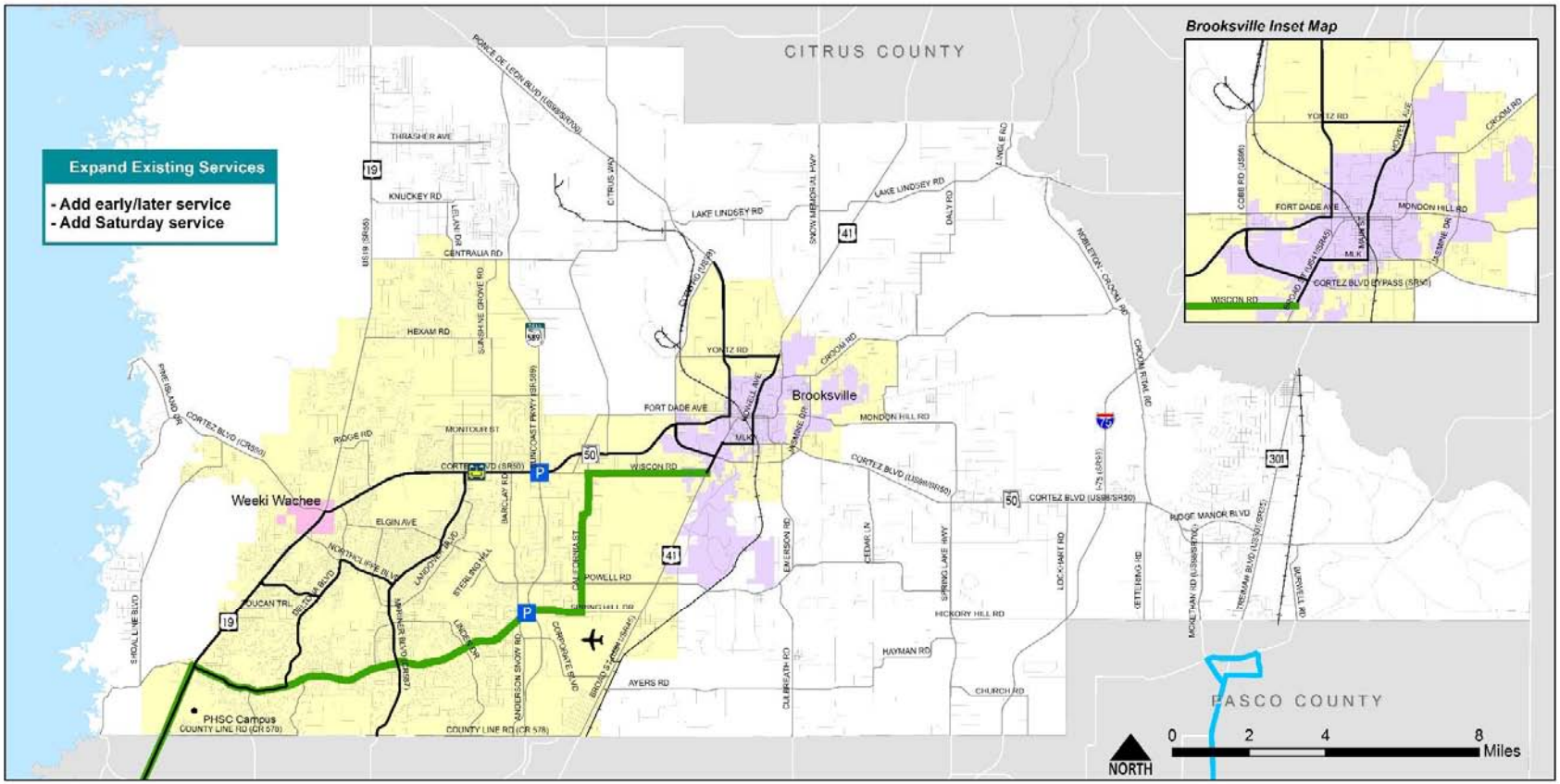


Table 5-11: Hernando County Cost Affordable Transit Plan

Project Description	Implementation Year	Capital Costs (Year of Expenditure)			Operating Cost (YOE[1])	Total Cost (YOE)
		Replacement Vehicles for Existing Services	*Vehicle Purchases for New Services*	*Infrastructure*		
Fixed-route service enhancements[a]	Ongoing	$9,739,331	$0	$0	$50,625,665	$60,364,996
ADA paratransit service	Ongoing	$3,243,514	$0	$0	$17,054,627	$20,298,141
Increase frequency to 30 mins on existing routes	2033	$0	$1,933,832	$0	$19,893,717	$21,827,549
Hernando Route 50	2034	$0	$663,949	$0	$3,140,362	$3,804,311
Spring Hill–airport Connector	2032	$0	$1,877,507	$0	$11,837,800	$13,715,307
US 41/Airport	2036	$0	$1,408,767	$0	$4,591,318	$6,000,085
Citrus Connector Express	2038	$0	$1,494,561	$0	$604,253	$2,098,814
US 19/SR 50 Express	2029	$0	$1,389,301	$0	$1,089,614	$2,478,915
Suncoast Parkway express	2039	$0	$769,699	$0	$951,051	$1,720,750
Paratransit (ADA) service for new local routes	n/a	$0	$830,982	$0	$3,998,593	$4,829,575
Stop amenities/ADA compliance	2020-2040	-	-	$515,240	-	$515,240
Shared-use park-and-rides (4 lots)	2020-2040	-	-	$0	-	$0
Total		**$12,982,845**	**$10,368,598**	**$515,240**	**$113,787,000**	**$137,653,683**

Notes:

a. From the adopted TDP. Includes adding 60 min service on existing routes, connecting to Pasco County (20016), implementing the Green Route with 60 min headway weekday service (2016), adding Saturday service on all routes(2020), extending service by 3 hours on all routes(2024)

1. Transit improvements funded by a mixture of local, State, and federal revenue sources. Fare revenues used only to cover operating expenses.

2. Local sources for operating include local general revenues and matching funds for Federal Section 5307, 5311, and FDOT Block, Service Development, and Urban Corridor Grants.

3. For Capital, local sources include general funds and/or other future local sources to be determined.

4. State sources for operating include FDOT Block Grant, Urban Corridor, and Service Development Grants; no State funds assumed for transit capital projects.

5. Federal Section 5307, 5311, and 5339 assumed for funding operating and/or capital improvements. Transit improvements funded by a mixture of local, State, and federal revenue sources. Fare revenues used only to cover operating.

6. For purposes of this plan, it is assumed that Charter County Surtax does not leverage additional federal transit funding. This will likely change once surtax is approved by referendum and available to pursue additional federal funding.

Table 5-12: Hernando Cost Affordable Transit Plan Revenue (millions, YOE)

	2020–2025	2026–2030	2031–2040	Total
Operating				
Costs	**$15.5**	**$15.6**	**$82.7**	**$113.8**
Revenues	**$15.7**	**$18.9**	**$79.1**	**$113.8**
Local	$3.2	$4.0	$22.5	**$29.7**
State	$5.1	$6.6	$24.8	**$36.5**
Federal	$6.4	$7.3	$26.5	**$40.1**
Fares	$1.1	$1.1	$5.3	**$7.4**
Capital				
Costs	**$2.1**	**$4.2**	**$17.5**	**$23.9**
Revenues	**$3.5**	**$5.8**	**$16.5**	**$25.8**
Local	$0.0	$0.0	$0.3	**$0.3**
State	$0.0	$0.0	$0.0	**$0.0**
Federal	$3.5	$5.8	$16.2	**$25.5**
Total Costs & Revenues				
Costs	**$17.7**	**$19.8**	**$100.2**	**$137.7**
Revenues	**$19.2**	**$24.7**	**$95.7**	**$139.6**
Local	$3.2	$4.0	$22.8	**$30.0**
State	$5.1	$6.6	$24.8	**$36.5**
Federal	$9.8	$13.1	$42.6	**$65.6**
Fares	$1.1	$1.1	$5.3	**$7.4**

Citrus County

Improvements to Existing Local Service

- Add 3 hours of early/later service
- Increase frequency to 60 minutes

Future Local Service

- Citrus Springs Connector

Future Express Service

- Crystal-Inverness Limited Express (connecting Crystal Rider to Inverness)
- Ocala Express (peak-hour-only service connecting Inverness to Ocala)
- US 19 Express

Transit Infrastructure/Access

- Bus stop infrastructure
- 3 shared-use park-and-ride lots

Bi-County/Regional Connections

Regional transit improvements that connect Citrus and Hernando counties and that provide access to other regional destinations are summarized below.

Hernando County

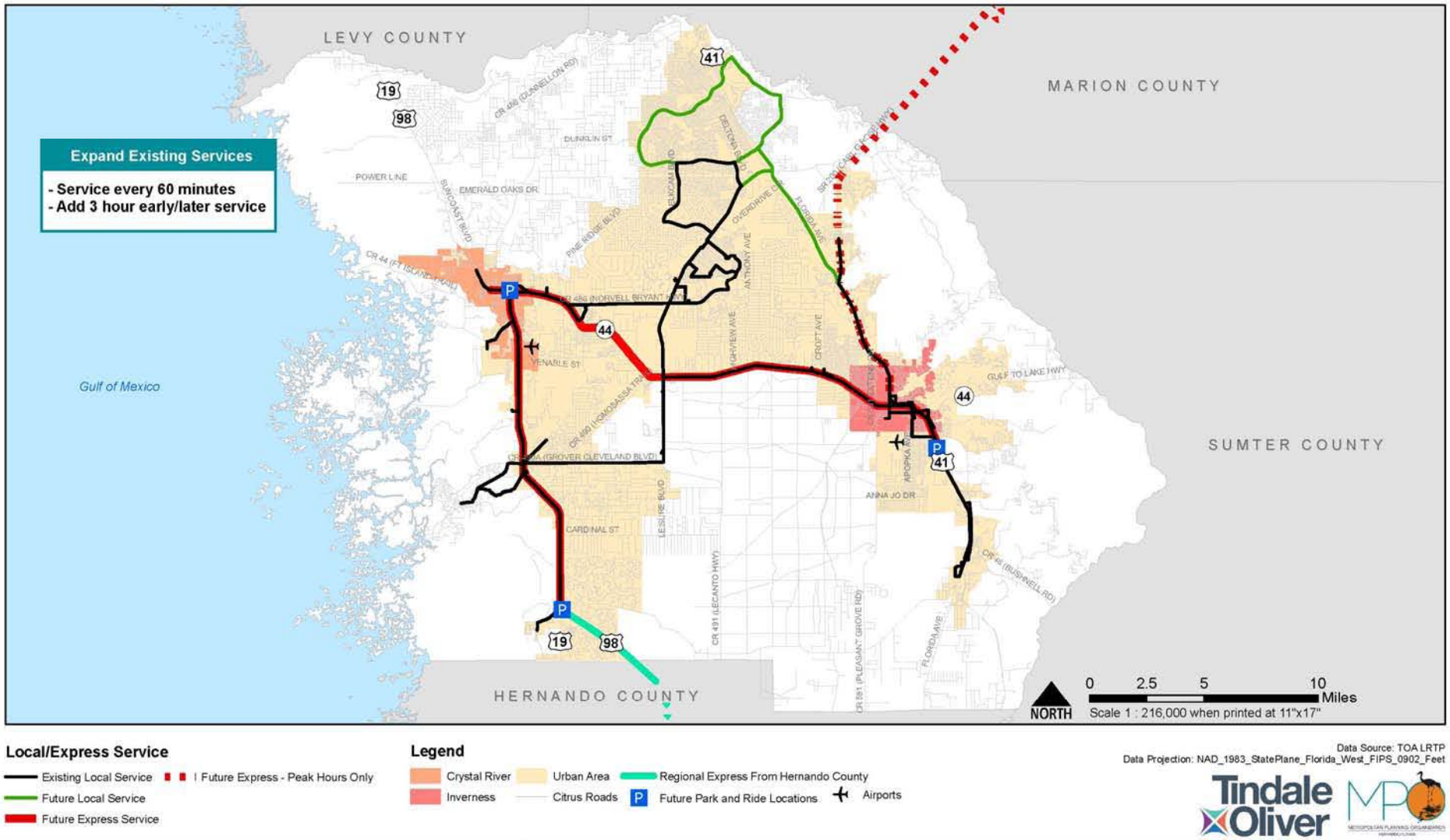
- Suncoast Parkway Express (connecting into Pasco County)
- Citrus Connector Express (connecting into Citrus County)

Citrus County

- Ocala Express (peak-hour-only service connecting Inverness to Ocala)

Similar to Hernando County, the existing and future transit facilities and services for Citrus County through the year 2040 are illustrated in **Map 5-7**, and existing and 2030 interim transit facilities and services are illustrated in **Map 5-8**. **Table 5-13** presents a summary of costs for the 2040 Cost Affordable Transit Plan for Citrus County, including improvement costs and projected revenues in three time periods: 2020–25, 2026–30, and 2031–40.

Map 5-7: Citrus County 2040 Cost Affordable Transit Plan



Map 5-8: Citrus County 2030 Interim Cost Affordable Transit Plan

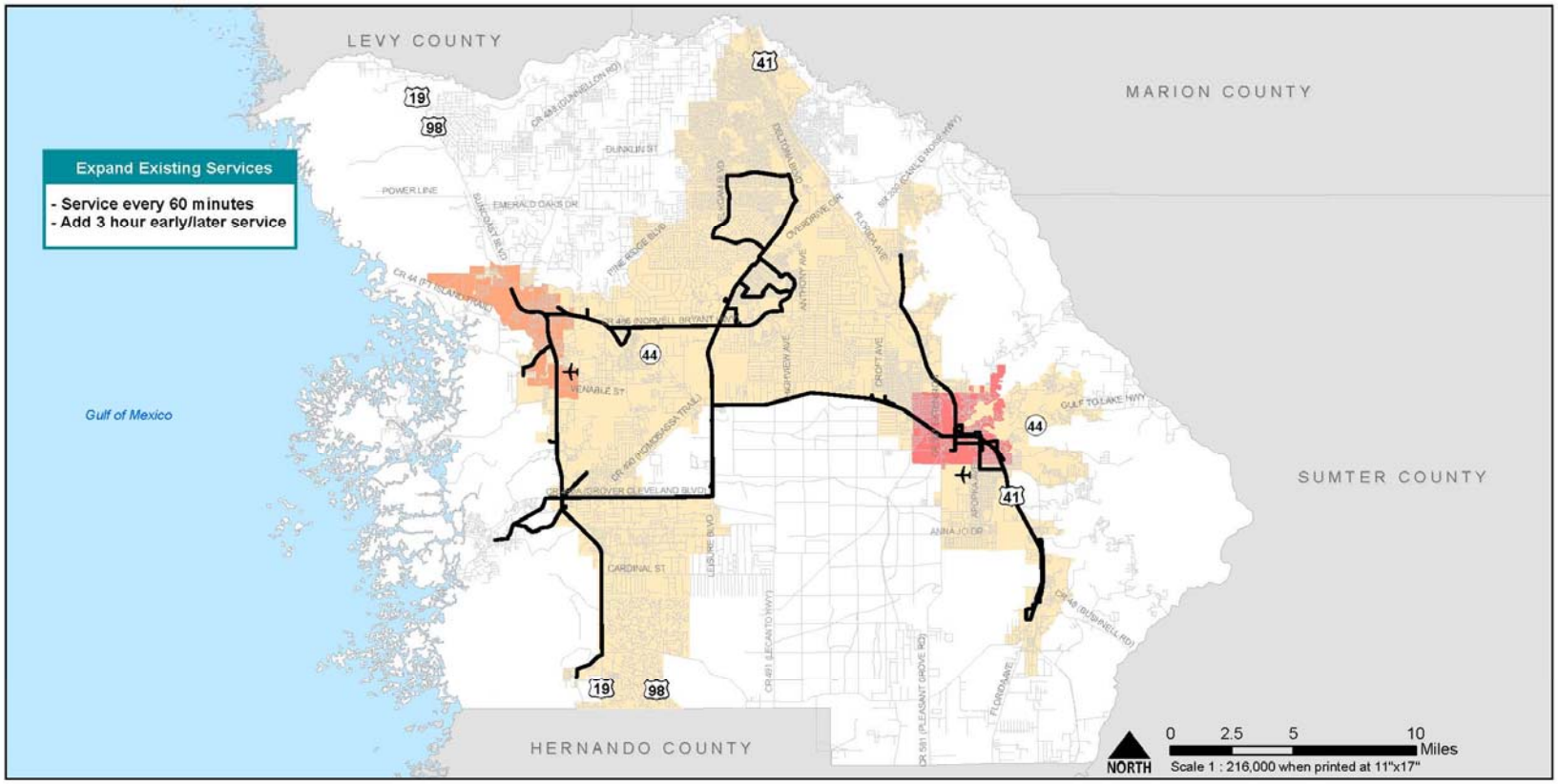


Table 5-13: Citrus County Cost Affordable Transit Plan

Project Description	Implementation Year	Capital Costs (YOE*)			Operating Cost (YOE)	Total Cost (YOE)
		Replacement Vehicles for Existing Services	*Vehicle Purchases for New Services*	*Infrastructure*		
Continue existing fixed-route service	Ongoing	$7,005,721	$0	$0	$36,640,200	$43,645,921
Expand hours of service 3 hrs on all routes	2030	$0	$0	$0	$8,211,283	$8,211,283
Increase frequency to 60 mins on existing routes	2028	$0	$6,593,019	$0	$24,781,130	$31,374,149
Crystal-Inverness Limited Express (90-min)	2039	$0	$434,189	$0	$2,662,724	$3,096,913
Citrus Springs Connector (90-min)	2039	$0	$434,189	$0	$2,662,724	$3,096,913
US 19 Express (90-min)	2038	$0	$421,543	$0	$3,947,465	$4,369,008
Ocala Express (90-min); peak only (2 trips AM, 2 PM)	2036	$0	$3,041,914	$0	$1,807,683	$4,849,597
Additional bus stop infrastructure	2020-2040	$0	$0	$831,108	-	$831,108
Total		$7,005,721	$10,924,854	$831,108	$80,713,209	$99,474,892

Notes:
1. Transit improvements funded by mixture of local, State, and federal revenue sources. Fare revenues used only to cover operating expenses.
2. Local sources for operating include local general revenues and matching funds for Federal Section 5311, FDOT Urban Corridor, and Service Development Grants.
3. For Capital, local sources include general funds and/or other future local sources to be determined.
4. State sources for operating include FDOT Urban Corridor and Service Development Grants. State Block Grant funds not included but expected to be available in near future.
5. Federal Section 5310 and 5311 assumed for funding operating and/or capital improvements.
6. Table 5-15 shows the distribution of various sources of transit funding for LRTP transit improvements.

Table 5-14: Citrus County Transit Project Costs & Revenues (millions, YOE)

	2020–2025	2026–2030	2031–2040	Total
Operating				
Costs	**$8.7**	**$14.0**	**$58.1**	**$80.7**
Revenues	**$15.1**	**$12.7**	**$52.9**	**$80.7**
Local	$7.0	$6.9	$30.3	**$44.2**
State	$0.0	$0.0	$7.1	**$7.1**
Federal	$7.5	$4.9	$12.1	**$24.5**
Fares	$0.6	$0.9	$3.4	**$4.9**
Capital				
Costs	**$2.4**	**$3.4**	**$12.9**	**$18.8**
Revenues	**$11.5**	**$7.2**	**$18.0**	**$36.7**
Local	$0.7	$0.7	$1.6	**$3.0**
State	$0.0	$0.0	$0.0	**$0.0**
Federal	$10.9	$6.5	$16.4	**$33.8**
Total Costs & Revenues				
Costs	**$11.1**	**$17.4**	**$71.0**	**$99.5**
Revenues	**$26.6**	**$19.9**	**$70.9**	**$117.4**
Local	$7.7	$7.5	$31.9	**$47.1**
State	$0.0	$0.0	$7.1	**$7.1**
Federal	$18.4	$11.4	$28.5	**$58.3**
Fares	$0.6	$0.9	$3.4	**$4.9**

Multi-Use Trail Projects

Hernando and Citrus counties have long recognized the importance of multi-use trail projects and have built an extensive program of trails. Citrus County recently completed a Trails Master Plan that has been integrated into the 2040 Cost Affordable Plan. Multi-use trail projects are illustrated in **Map 4-9 and 4-10** in Chapter 4 and are listed in a table in **Appendix D**, as both counties have a prioritization process in place that allows for the identification of projects. As in previous years, additional projects will be developed and prioritized through the Bicycle Pedestrian Advisory Committee (BPAC) project identification process and the MPO's annual update to the TIP.

Hernando County

Hernando County uses a combination of grants and the Transportation Alternatives Program to fund proposed multi-use trail projects and bicycle and pedestrian projects. Highlights of the proposed multi-use trail projects in Hernando County include the following:

- Trail connectors along SR 50 and the SR 50 Bypass from Suncoast Parkway to Hernando County Line
- Trail corridor feasibility analysis study proposed for the City of Brooksville
- Additional planned trails make use of power line corridors in the Spring Hill area from SR 50 to County Line Rd and east of Brooksville to the southeast, down to the Hernando County Line

Citrus County

Citrus County is proposing to commit two percent of the County's transportation revenues to fund bicycle, pedestrian, and multi-use trail projects (approximately $7.6 million). Highlights of proposed multi-use trail projects in Citrus County for which this funding could be used include the following:

- Trails along US 19, Suncoast Trail, and SR 44
- Beach Trail (Ft. Island Trail)
- Three Sisters Springs Trail (Crystal River)
- Trail from Grover Cleveland at Suncoast Trail east to US 41
- Trail along SR 480/E Stage Coach Trail

Pedestrian Projects

Pedestrian projects focus on improving safety and transit accessibility and filling in sidewalk gaps to improve the continuity of the pedestrian network. Expansion of the sidewalk network is accomplished, in part, with new roadway construction or the expansion of existing roadways in a cost-effective fashion in the urbanized area. Pedestrian projects in the 2040 Cost Affordable Plan are illustrated in **Map 4-10** in Chapter 4 and listed in a table in in **Appendix D**. Additional projects will be developed and prioritized through the MPO's annual update to the Transportation Improvement Program.

Hernando County

Hernando County uses a combination of grants and the Transportation Alternatives Program to fund proposed multi-use trail projects and bicycle and pedestrian projects. Highlights of the proposed pedestrian projects in Hernando County include completing sidewalks along the following roadways:

- Cortez Blvd
- Spring Hill Dr
- Deltona Blvd
- Powell Rd
- Broad St

Citrus County

Citrus County has chosen to use two percent of the County's transportation revenues (approximately $7.6 million) to fund bicycle, pedestrian, and multi-use trail projects. Highlights of the proposed pedestrian projects in Citrus County include completion of sidewalks along the following roadways:

- East Vine St and Gospel Island Rd
- Forest Ridge Blvd
- Halls River Rd
- Miss Maggie Dr

Bicycle Projects

Bicycle projects include the addition of bike lanes/paved shoulders on several County roads. These projects can be completed as part of a roadway project or as a capitalized resurfacing project. Bicycle projects in the 2040 Cost Affordable Plan are shown in **Maps 4-7 and 4-10** and in **Appendix D**. Additional projects will be developed and prioritized through the MPO's annual update to the TIP.

Hernando County

Hernando County uses a combination of grants and the Transportation Alternatives Program to fund proposed multi-use trail projects and bicycle and pedestrian projects. Proposed bicycle projects in Hernando County include bike lanes along the following:

- Centralia Rd and Lake Lindsey Rd
- Powell Rd
- County Line Rd and Ayers Rd
- Deltona Blvd
- Anderson Snow Rd and Barclay Rd

Citrus County

Citrus County is proposing to commit two percent of the County's transportation revenues (approximately $7.6 million) to fund bicycle, pedestrian, and multi-use trail projects.

Proposed bicycle lanes in Citrus County include the following:

- Corkwood Blvd
- CR 480/Oak Park Blvd

- Cypress Blvd East
- Gospel Island Rd

OTHER ELEMENTS OF THE PLAN

Goods Movement

Despite the burgeoning "buy local" movement, a majority of products purchased come from outside Florida and many of the goods produced in Florida are transported to other states and countries. The safe and efficient movement of goods is a critical component of any economy, including that of the Tampa Bay region. The transport of goods via the road and rail network throughout Hernando and Citrus counties supports commercial and industrial growth, job creation, and a high quality of life as a larger extension of good movement throughout the region, state, and country.

Recognizing that goods movement is a critical component of the regional and state economy, FDOT District 7 and its partners on the Regional Goods Movement Advisory Committee, including the Hernando/Citrus County MPO, have worked to prepare the Tampa Bay Regional Strategic Freight Plan in response to a steadily-increasing emphasis on freight mobility concerns and economic development in recent years. The Plan study area covers a sizeable region that includes 8 counties and more than 50 municipalities.

The Strategic Freight Plan accomplishes the following objectives:

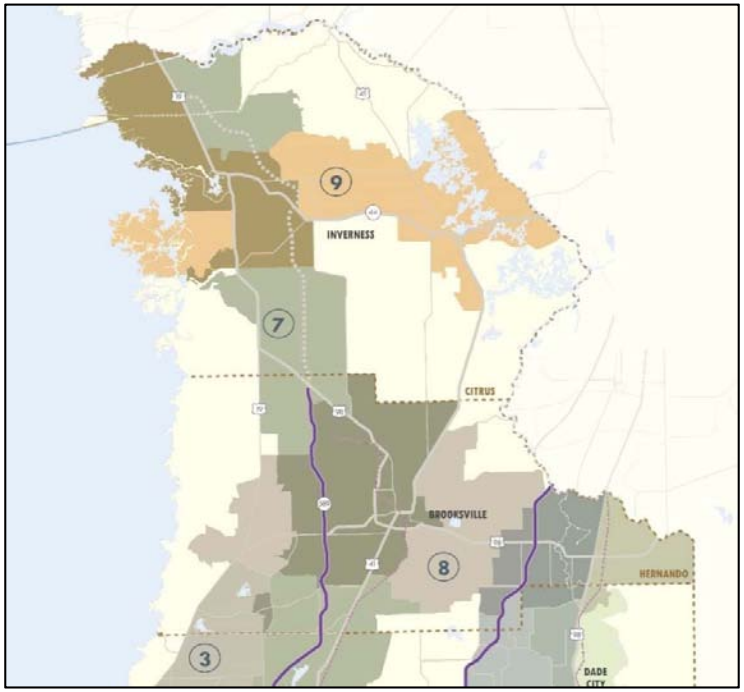
- Identifies strategic freight transportation investments that promote and foster economic development in the region.
- Responds to the balance between goods movement and community livability.
- Positions the Tampa Bay region to take advantage of the rapid growth in the global economy.
- Positions the region for new funding opportunities to implement infrastructure improvements on the regional freight network.
- Integrates freight considerations into the planning, project development, and roadway design processes.

Investments in roadway improvements that enhance the movement of goods must be strategically coordinated throughout the region. Federal and State regulations for transportation planning give FDOT and MPOs in the Tampa Bay region broad responsibility for planning and programming transportation projects, including projects that benefit freight mobility and goods movement. It is important to integrate freight mobility and access needs in land use decisions to ensure the efficient use of prime industrial lands, protection of critical freight corridors, and access for commercial delivery activities. This includes improving and protecting major interchanges that provide access to major industrial areas as well as the last-mile connections to both current and emerging industrial areas and terminals.

As part of the needs assessment for the Strategic Freight Plan, an

analysis of network conditions and truck trip-making characteristics was undertaken for the major freight travel markets in the Tampa Bay region. The freight travel markets focus on major highways and parallel and connecting facilities that provide for truck mobility into, out of, within, and across the region. The Plan identifies 12 freight travel markets, 5 of which are in Hernando and Citrus Counties –

Figure 5-1: Freight Market Areas in Hernando and Citrus Counties



Port of Tampa to East Hernando, Plant City to East Hernando, Port of Tampa to North Citrus, Hernando County East-West, and Citrus County East-West.

Sociocultural Effects and Environmental Justice

For metropolitan transportation plans, compliance with environmental justice is required by Title VI of the Civil Rights Act of 1964 and reinforced by the Executive Order on Environmental Justice, #12898 (February 11, 1994). Environmental justice prohibits discrimination based on race, color, and national origin and requires the inclusion of minority and low-income populations in the planning process. This process ensures that the following three major components are addressed in the planning process:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental impacts, including social and economic effects, on minority and low-income populations.
- Ensure the participation of the traditionally under-served and under-represented segments of the population in the transportation plan development process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

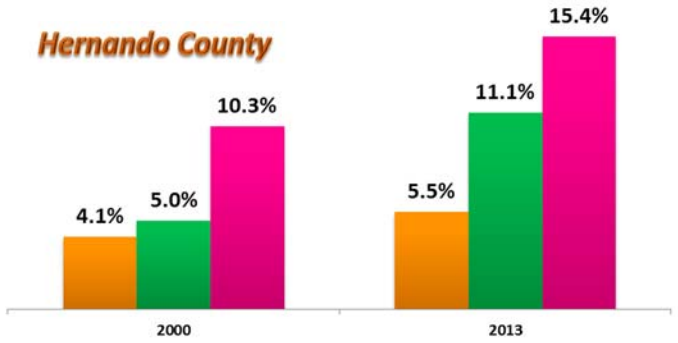
2040 LRTP Environmental Justice Assessment

The 2040 LRTP development process included various efforts in both Hernando and Citrus counties to assess each county's performance with regard to sociocultural effects and environmental justice. Through efforts that included data analysis and public outreach, potential positive and adverse impacts of proposed transportation projects were considered for transportation projects identified, including potential impact on minority, low-income, and other traditionally under-served and under-represented populations.

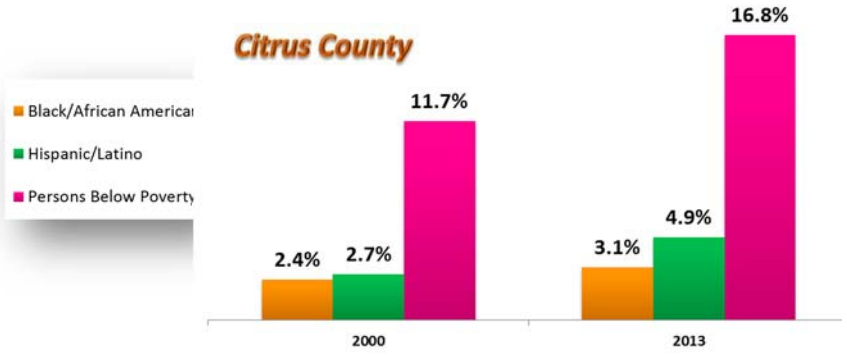
Sociocultural/Environmental Justice Data Analysis

Data related to sociocultural effects and Environmental Justice, including minority and low-income population segments in Citrus and Hernando counties, were analyzed for the 2040 LRTP. This included a review of the overall outlook and trends for these population segments in these areas as part of the LRTP objective of ensuring the LRTP is compliant with Title VI and Environmental Justice. **Figure 5-2** shows the trends in the key population segments analyzed for the Environmental Justice Impact assessment. In addition, data from the American Community Survey and the U.S. Census were used to perform a multi-layered, GIS-based analysis to identify the minority and low-income population areas in both Hernando and Citrus counties. **Maps 5-9** and **5-10** show the Environmental Justice Areas in each county, which consists of the low-income and minority areas selected based on the analysis methodology/criteria. The analysis methodology and criteria/thresholds used for selecting Environmental Justice areas is summarized together with a series of maps in the Technical Report, posted separately on the project website

Figure 5-2: Trends in Key Population Segments

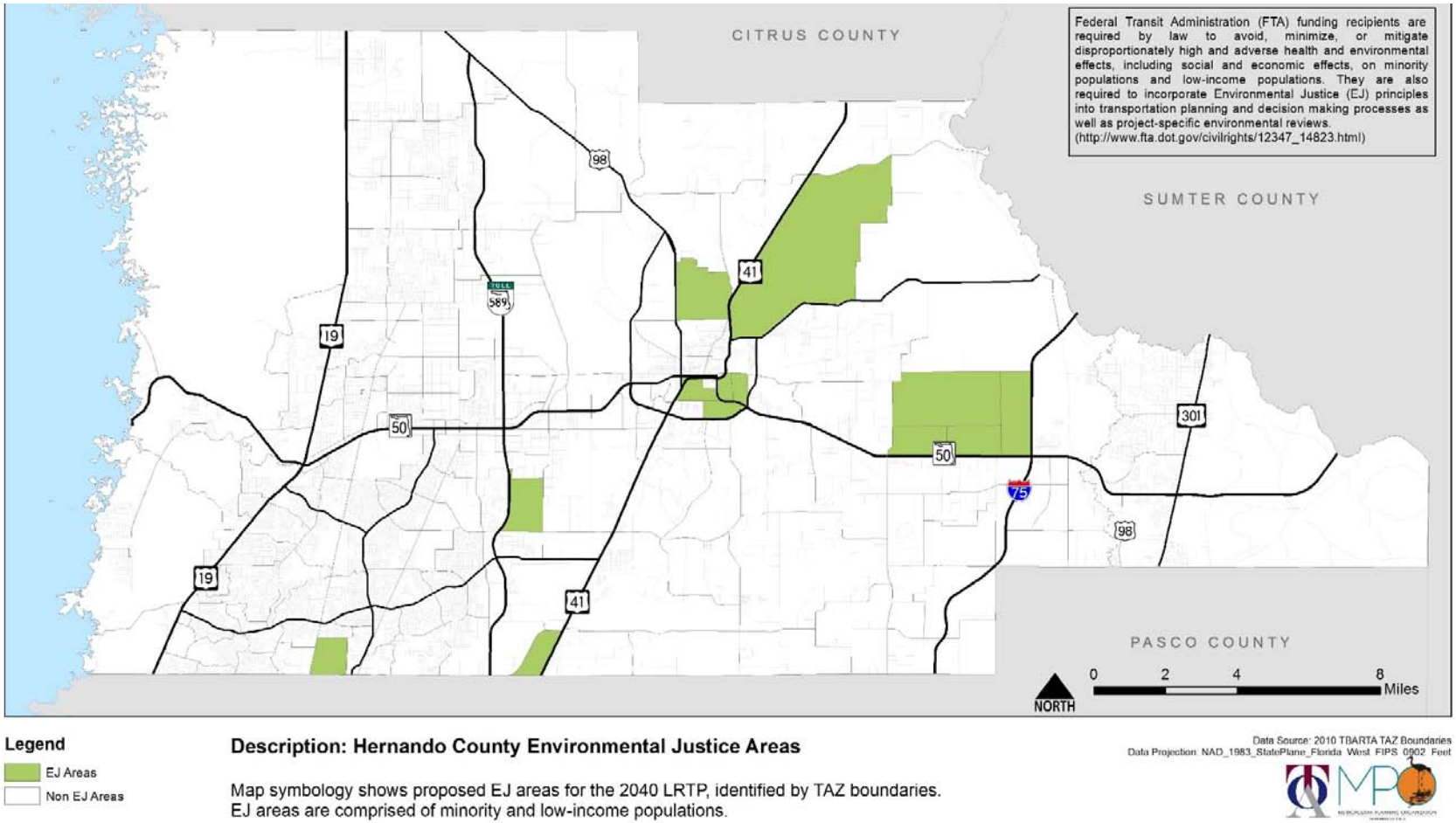


The data analysis assisted in identifying areas with socio-cultural and environmental justice impacts with regards to future transportation projects in Hernando and Citrus counties. The results of this analysis, together with information on proposed improvement projects were presented to attendees from various social service agencies through various public involvement efforts. The results of this analysis allowed these representatives of

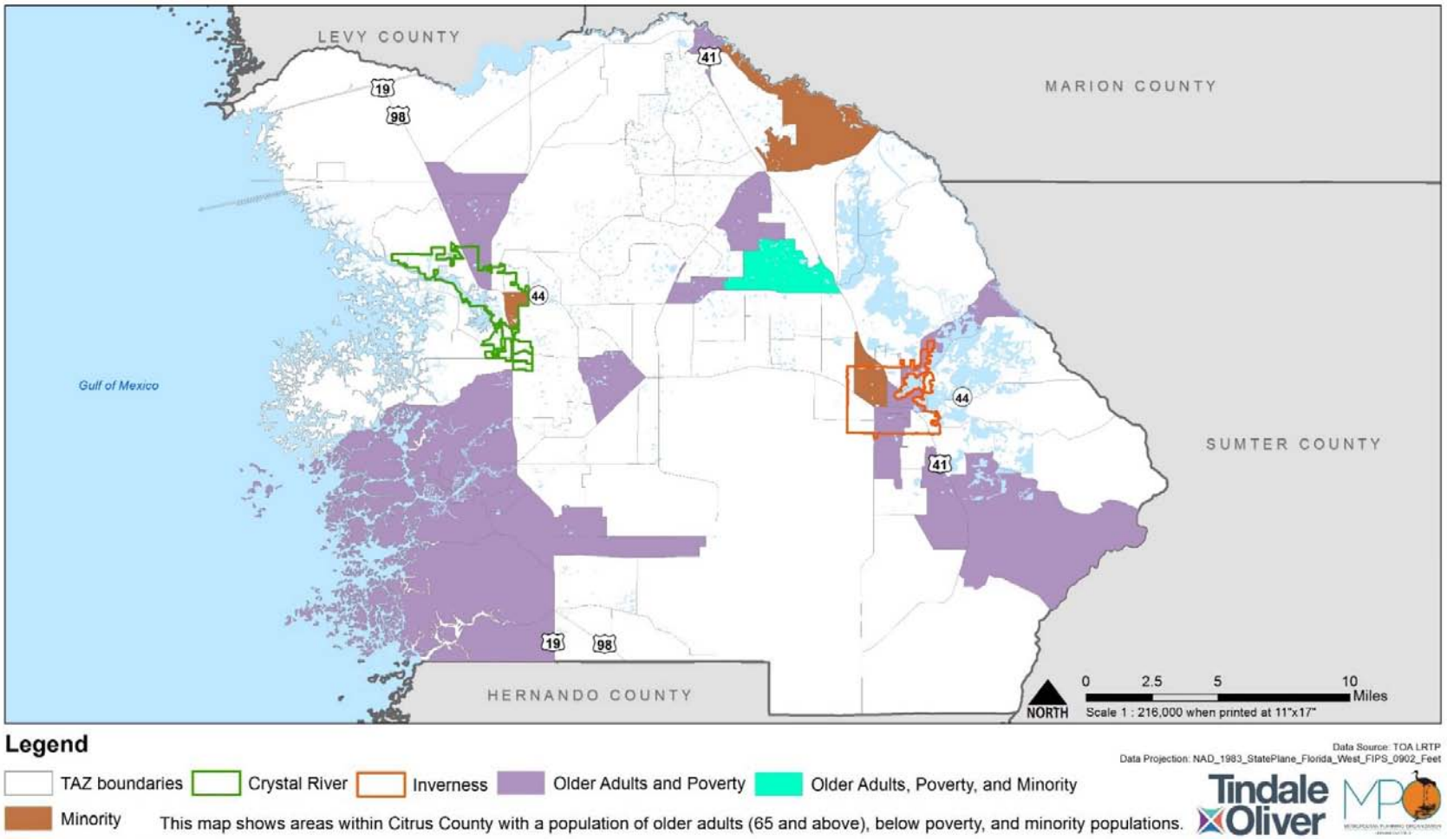


traditionally under-served and under-represented population segments to provide potential positive or negative impact of transportation projects on the identified areas.

Map 5-9: Environmental Justice Areas in Hernando County



Map 5-10: Environmental Justice Areas in Citrus County



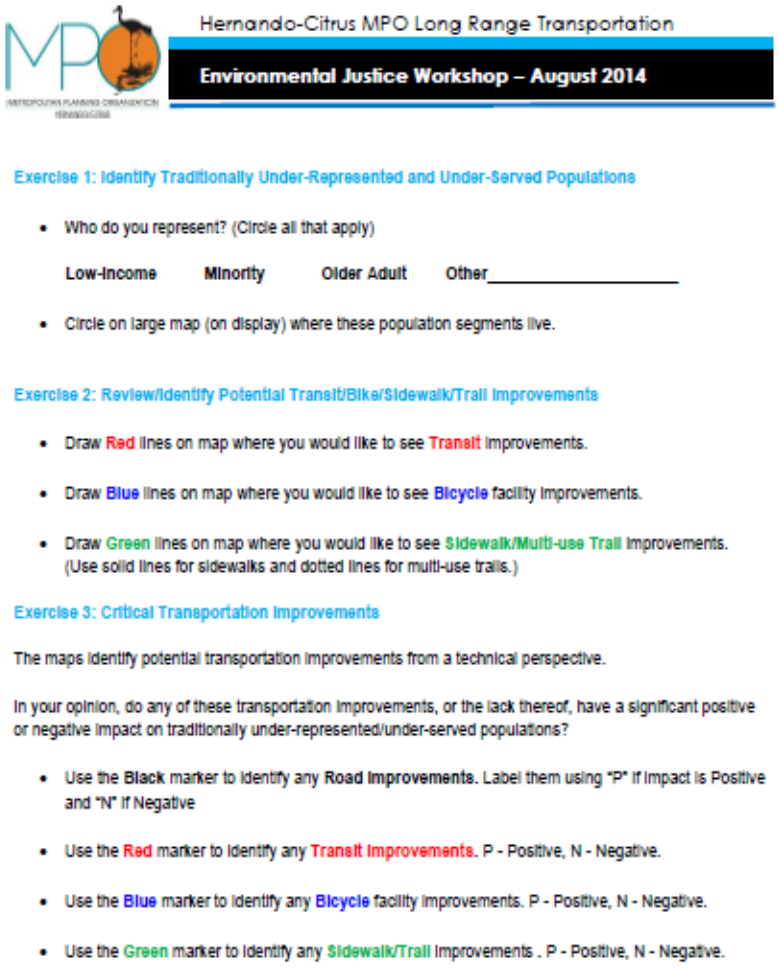
Public Outreach Efforts

The purpose of the outreach effort conducted for the 2040 LRTP was to evaluate the extent to which the benefits of each transportation alternative are evenly distributed and whether the consequences of each alternative fall disproportionately on low-income or minority populations. The feedback and opinions received were used to develop and prioritize the future transportation improvement projects so the proposed projects minimize any negative impact on low-income, minority, and/or other traditionally under-served population segments.

In Hernando County, two workshops were held, on August 20, 2014, in central Hernando (south Brooksville Community Center) and Eastern Hernando County (Ridge Manor Community Center) to enable access by participants from all areas of the county. Two workshops also were held in Citrus County on August 25, 2014, at two locations—the Old Courthouse Heritage Museum in Inverness and the Citrus County Transportation administration and operations facility in Lecanto.

For both workshops, special emphasis was placed on ensuring that social service agencies were represented. These service providers contribute valuable insight as to what geographic areas and modes of transportation can provide increased mobility. The workshops were conducted to provide a forum to generate ideas that could be used to determine priorities for transportation projects.

Figure 5-3: Environmental Justice Workshop Survey



Hernando-Citrus MPO Long Range Transportation

Environmental Justice Workshop – August 2014

Exercise 1: Identify Traditionally Under-Represented and Under-Served Populations

- Who do you represent? (Circle all that apply)

  Low-Income **Minority** **Older Adult** **Other**_____

- Circle on large map (on display) where these population segments live.

Exercise 2: Review/Identify Potential Transit/Bike/Sidewalk/Trail Improvements

- Draw **Red** lines on map where you would like to see **Transit** improvements.
- Draw **Blue** lines on map where you would like to see **Bicycle** facility improvements.
- Draw **Green** lines on map where you would like to see **Sidewalk/Multi-use Trail** improvements. (Use solid lines for sidewalks and dotted lines for multi-use trails.)

Exercise 3: Critical Transportation Improvements

The maps identify potential transportation improvements from a technical perspective.

In your opinion, do any of these transportation improvements, or the lack thereof, have a significant positive or negative impact on traditionally under-represented/under-served populations?

- Use the **Black** marker to identify any **Road Improvements**. Label them using "P" if Impact is Positive and "N" if Negative
- Use the **Red** marker to identify any **Transit Improvements**. P - Positive, N - Negative.
- Use the **Blue** marker to identify any **Bicycle** facility improvements. P - Positive, N - Negative.
- Use the **Green** marker to identify any **Sidewalk/Trail** improvements . P - Positive, N - Negative.

Each workshop provided an overview of the 2040 LRTP process and a general discussion of Environmental Justice. Also, a series of maps was presented to participants to show demographic trends and to illustrate roadway, transit, safety, and bike/sidewalk improvements proposed for the next 20 years. A survey was provided to each participant, including four exercises with the objectives to:

- Discuss Environmental Justice and make sure the concept is understood by all participants.
- Review and discuss maps illustrating high concentrations of minority, low-income, and older adult populations.
- Review and discuss maps illustrating existing and future road widening improvements, bus routes, bicycle facilities, and sidewalks.
- Identify and discuss potential positive and negative impacts of future transportation improvements on specific communities.
- Identify and discuss transportation improvements that are needed by specific communities but are not currently reflected in the maps.

The workshops for Environmental Justice were attended by a number of social service agencies/individuals representing low-income and minority populations.

Key improvements needs identified included the following.

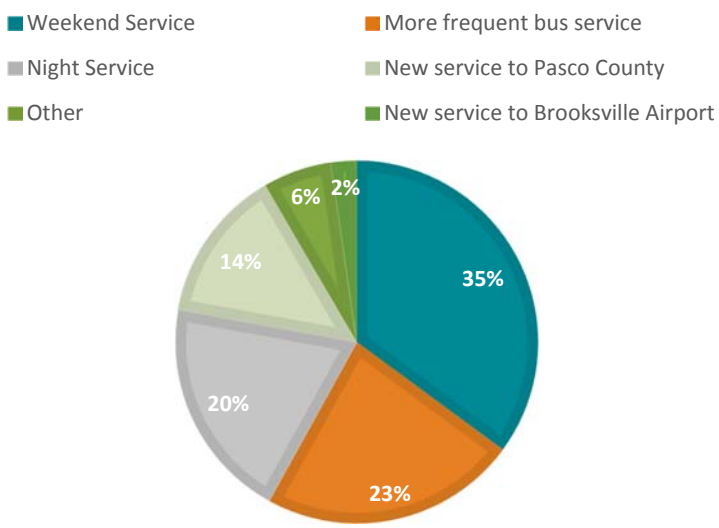
Hernando County

- Saturday service and frequency improvements in the future were the top two transit improvement needs. There is currently no Saturday transit service provided by Hernando Bus (THE Bus).
- Participants indicated there was an accessibility issue in the vicinity of the intersection of US 19 and SR 50. They preferred to fix the gap between the existing bicycle lanes so the accessibility issue can be solved.
- New sidewalk facility needs to be built along California Street at the Lighthouse for the Visually Impaired.

Citrus County

- There is a need to improve the transit service. More frequent service and expanded service area were the top two improvements needed in the future.
- Regarding expanded service area improvements, participants further indicated there was a need to have a regional service connecting to Ocala and a new service operating between Crystal River and Inverness in Citrus County.
- The future extension of the Suncoast Parkway was mentioned by participants as a definite roadway improvement need.

Figure 5-4: Hernando Survey Results Showing Desired Transit Improvements



As summarized, the input from the workshops indicated a strong emphasis on public transportation and sidewalk needs, rather than new roadway projects or potential adverse impacts from them. The consensus of the participants was that although public transportation and bicycle/pedestrian projects may make up a small percentage of the total planned improvements, the ability for low-income/minority populations to fulfill their transportation needs is predominantly dependent on the availability of reliable fixed-route bus transit services and support facilities such as accessible sidewalks.

The public transportation and bicycle/sidewalk facility needs identified at the workshops were considered in the 2040 LRTP planning process and were further evaluated against other transportation improvements.

2040 LRTP Impact on Environmental Justice Areas

Projects identified in 2040 LRTP that are in Environmental Justice areas that have high minority and low-income populations in both counties focus on access to transit, bike/sidewalk improvements, and intersection/safety improvements. Although the public outreach activities that engaged minority and low-income populations and their representatives did not result in identifying any major adverse impacts from the proposed 2040 LRTP improvements, they did highlight that transit and sidewalk access are the most important LRTP improvements for those population segments.

In addressing these needs critical to ensuring a more equitable and fair planning process, the Hernando/Citrus MPO's 2040 LRTP includes a number of projects in areas with high levels of low-income and minority populations that will benefit from transit, sidewalk/bicycle, safety, and roadway improvement projects during the next 25 years.

Environmental Mitigation and ETDM

The LRTP considers 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.

Although a detailed environmental analysis is not required during the LRTP process, the intent of SAFETEA-LU and its successor law, MAP-21, 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, extensive materials developed by agencies responsible for environmental planning and regulation within the area were gathered. 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 was accomplished primarily through the Hernando County Environmental Planning section, part of the Hernando County Planning Department and the Citrus County Planning Department. The MPO has ready access to the extensive mapping tools developed by both counties. These have proven indispensable to visually identifying potential environmental conflict areas. Where such issues have occurred, additional analysis has been conducted and discussions have taken place to initially pinpoint mitigation strategies.

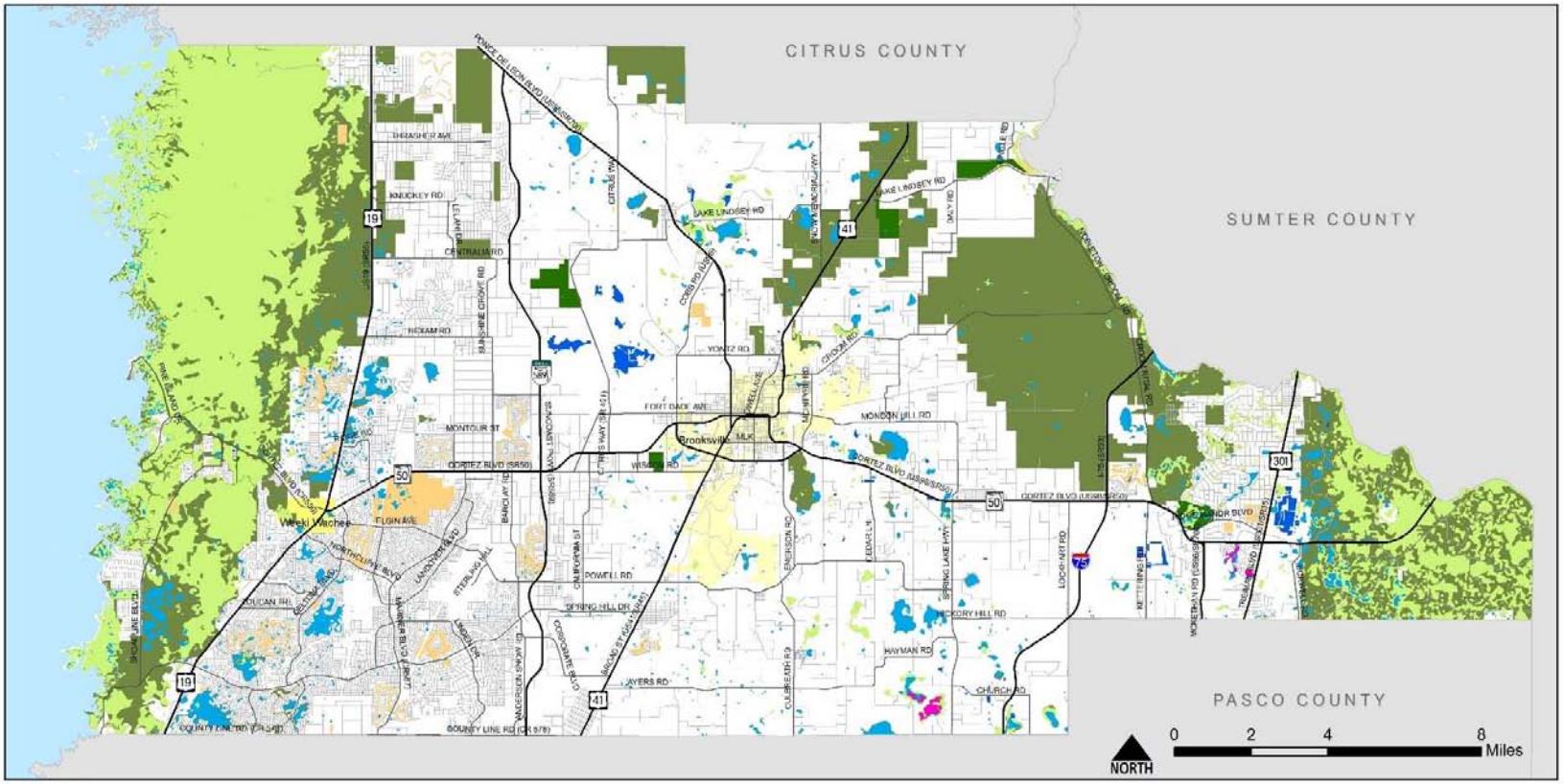
Both counties are part of the nine-county Nature Coast. Developed in the early 1990s as a marketing designation, this concept has come to emphasize the regions' identification with the environment and its significance. As a result, features that have been considered as part of the LRTP development process include:

- Identification and potential acquisition of wildlife crossings/corridors
- Need for State coordination (Federal Wildlife Service) related to additional roadway crossings
- Identification of 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).

As shown in **Map 5-11**, more than 27% of the land in Hernando County is conservation area, including the Chassahowiszka National Wildlife Refuge and the Weeki Wachee Preserve. More than 46% of Citrus County lies in federal, State and county parks and preserves, including the Crystal River National Wildlife Refuge, the Crystal River Preserve State Park, and the Homosassa Springs Wildlife State Park (**Map 5-12**). Both counties are home to the Withlacoochee State Forest and the Withlacoochee State Trail, a popular rails-to-trails multi-use recreational trail

At this level, no projects were identified that needed to go through the environmental screening process. As projects proceed through the PD&E process, however, Citrus and Hernando counties will work with various regulatory agencies that manage the process at the State level.

Map 5-11: Hernando County Environmental Lands



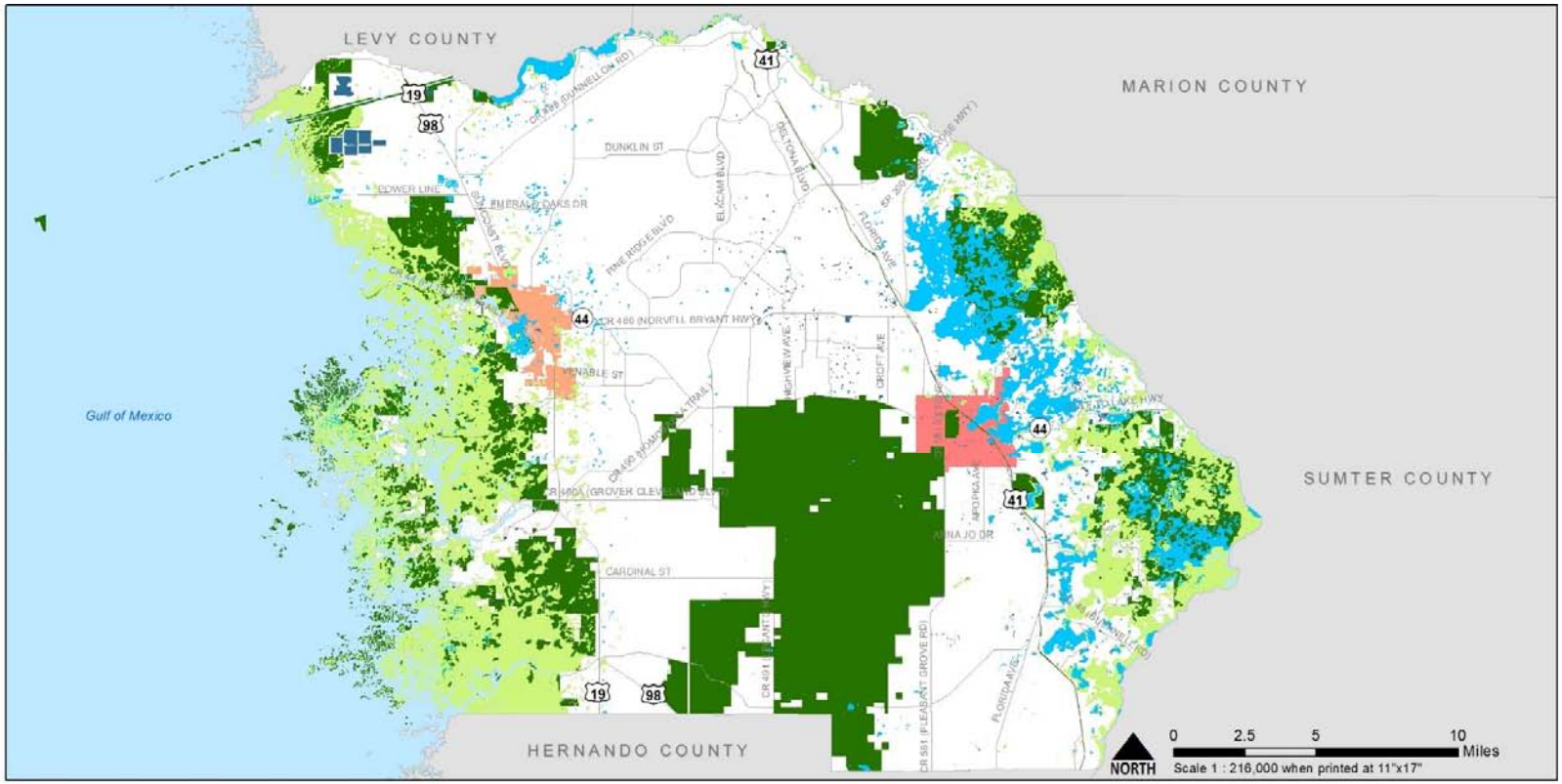
Legend

- Stressed Lakes
- Private Conservation Lands
- Land Use: Conservation
- Land Use: Recreational
- Lake / Pond
- Reservoir
- Swamp / Marsh
- Brooksville
- Weeki Wachee

Data Source: SWFWMD, The National Map, Florida Geographic Data Library, Hernando County MPO edits
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Stressed lakes: Lakes are identified as "stressed" if the lake does not meet its minimum guidance level (MGL) for 40 of the last 60 months. The MGL is a water level elevation that the lake should be at or above.

Map 5-12: Citrus County Environmental Lands



Congestion Management Process

A Congestion Management Process (CMP) is defined 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." Maintenance of a CMP is a requirement for all MPOs under Florida law and for MPOs in Transportation Management Areas (TMAs) under federal law. Consistent with federal guidance, the intent of a CMP Update is to "address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system." Although the Hernando/Citrus MPO is not in a TMA, which is defined as an urbanized area with a population over 200,000, both counties have developed and implemented congestion management efforts "to provide the information needed to make informed decisions regarding the proper allocation of transportation resources" as required by Florida law.

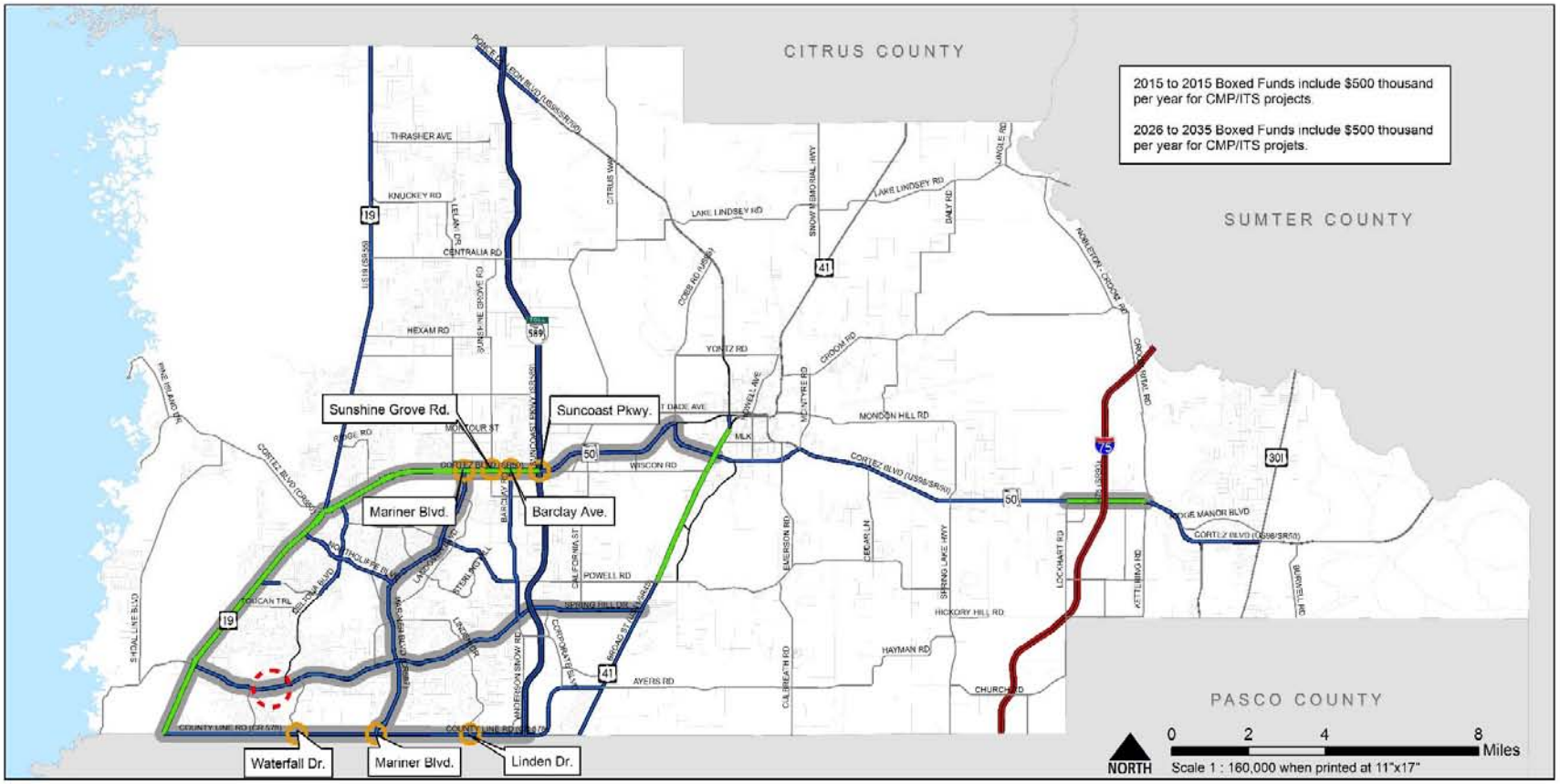
Congestion Management/ITS

A number of CMP and ITS projects and strategies to reduce congestion or mitigate the impacts of congestion are identified for the 2040 LRTP. Highlights of the proposed projects include the following:

- Implementation of Advanced Traffic Management Systems (ATMS) and Variable Message signs
- Signalized intersection improvements and congestion mitigation strategies and measures
- For Hernando County, funding for ITS/CMP occurs on an annual basis as the TIP is developed
- Citrus County proposes to commit 4% of transportation funding revenues (approximately $13 million) to fund ITS/CMP improvements that will be identified on an annual basis consistent with the CMP priorities in Citrus County
- Programs and management systems to support the development of annual Capital Improvement Element for transportation facilities in Citrus and Hernando counties
- Opportunities for congestion management and safety studies identified for Crystal River, Inverness, Floral City, and Homosassa Springs in Citrus County

The target areas/corridors for implementing these ITS/CMP projects are illustrated in **Maps 5-13** and **5-14** for Hernando and Citrus counties, respectively. In addition, **Tables 5-15** and **5-16** show the list of projects and/or target areas for the improvements in Hernando County and Citrus County, respectively.

Map 5-13: Hernando County Safety Emphasis Corridors



Legend

2 Lanes, Undivided
2 Lanes, Divided
2 Lanes, One-way
4 Lanes, Divided
4 Lanes, Turnpike
6 Lanes, Divided
8 lanes, Freeway
CMP/ITS Corridors
CMP/ITS Intersections
Complete Streets Project (Kass Circle)

Data Source: Hernando/Citrus MPO
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Map 5-14: Citrus County Safety Emphasis Corridors

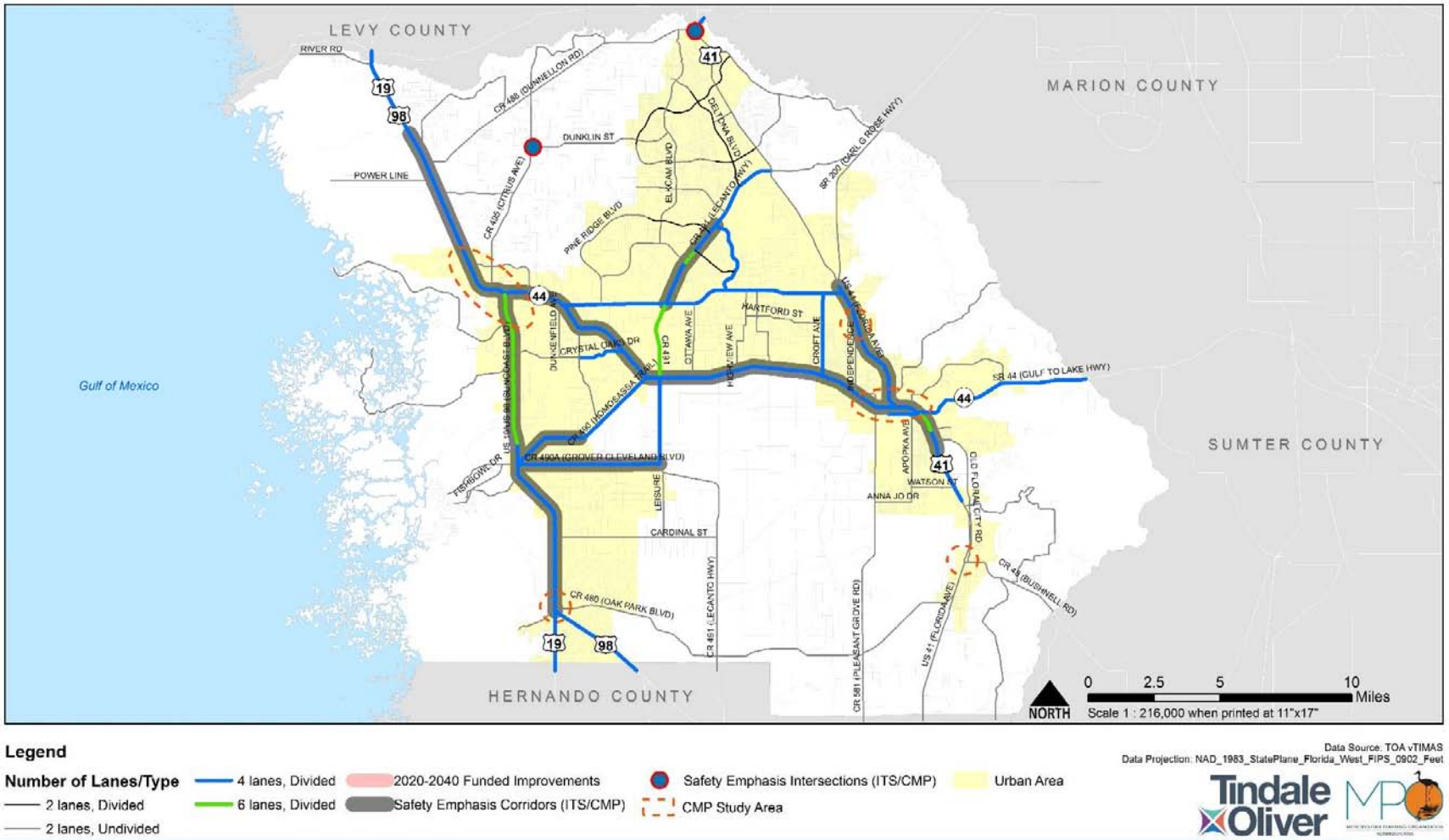


Table 5-15: ITS & Congestion Management Process (CMP) Projects for Hernando County (millions of dollars)

On Street/ Intersection	From	To	Improvement	Present Day Costs (PDC)				Year of Expenditure (YOE)			
				2020-2025	*2026-2030*	*2031-2040*	*Total (PDC)*	*2020-2025*	*2026-2030*	*2031-2040*	*Total (YOE)*
US 19	County Line Rd	SR 50	ITS/CMP corridor improvements to be determined	$3.0	$2.5	$5.0	**$10.5**	$3.9	$3.9	$9.9	**$17.6**
SR 50	US 19	US 41									
Mariner Blvd	County Line Rd	SR 50									
Spring Hill Dr	US 19	US 41									
Spring Hill Dr (Kass Cir)	Deltona Blvd	Pinehurst Dr									
County Line Rd	US 19	Suncoast Pkwy									
Spring Hill Dr @ East Rd	n/a	n/a	ITS/CMP intersection improvements to be determined								
Spring Hill Dr @ Waterfall Dr	n/a	n/a									
Spring Hill Dr @ Mariner Blvd	n/a	n/a									
Spring Hill Dr @ Linden Dr	n/a	n/a									
SR 50 @ Mariner Blvd	n/a	n/a									
SR 50 @ Sunshine Grove Rd	n/a	n/a									
SR 50 @ Barclay Ave	n/a	n/a									
SR 50 @ Suncoast Pkwy	n/a	n/a									

Table 5-16: ITS & Congestion Management Process (CMP) Projects for Citrus County (millions of dollars)

On Street/Intersection	From	To	Improvement	Present Day Costs (PDC) 2020-2025	Present Day Costs (PDC) 2026-2030	Present Day Costs (PDC) 2031-2040	Present Day Costs (PDC) Total (PDC)	Year of Expenditure (YOE) 2020-2025	Year of Expenditure (YOE) 2026-2030	Year of Expenditure (YOE) 2031-2040	Year of Expenditure (YOE) Total (YOE)
US 19/US 98	US 98	N Basswood Ave	ITS/CMP corridor improvements to be determined.	$2.9	$2.6	$4.9	**$10.4**	$3.8	$4.0	$9.6	**$17.4**
N Citrus Ave	US 19	Emerald Oaks Dr									
SR 44	US 19/US 98	US 41									
US 41	E Stage Coach Trail	SR 200									
CR 491	W Norvell Bryant Hwy	N Forest Ridge Blvd									
W Grover Cleveland Blvd	US 19/US 98	S Lacanto Hwy									
E Watson St	US 19	E Sage St									
W Homosassa Trail	US 19/US 99	W Rosedale Dr									
N Citrus Ave @ W Dunklin St	n/a	n/a	ITS/CMP intersection improvements to be determined.								
US 41 @ W Dunnellon Rd	n/a	n/a									
Inverness	n/a	n/a	Study area to be determined.								
Crystal River	n/a	n/a									
Floral City	n/a	n/a									
North Independence Highway @ US41	n/a	n/a	ITS/CMP intersection improvements to be determined.								

Table 5-17: ITS & Congestion Management Process (CMP) Project Cost Allocation Hernando County (millions of dollars) (Revised5/2015)

Hernando County Total ITS/CMP Project Costs										
County			$3.0	$2.5	$5.0	$10.5	$3.9	$3.9	$9.9	$17.6
State- OA			$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Federal			$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Revenues			**$3.0**	**$2.5**	**$5.0**	**$10.5**	**$3.9**	**$3.9**	**$9.9**	**$17.6**

Table 5-18: ITS & Congestion Management Process (CMP) Project Cost Allocation for Citrus County (millions of dollars)

Citrus County Total ITS/CMP Project Costs										
County				$2.1	$2.0	$3.9	**$8.0**	$2.7	$3.1	$7.7	**$13.5**
State - OA				$0.9	$0.6	$1.0	**$2.4**	$1.1	$0.9	$1.9	**$3.9**
Federal				$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$0.0**
Revenues				**$2.9**	**$2.6**	**$4.9**	**$10.4**	**$3.8**	**$4.0**	**$9.6**	**$17.4**

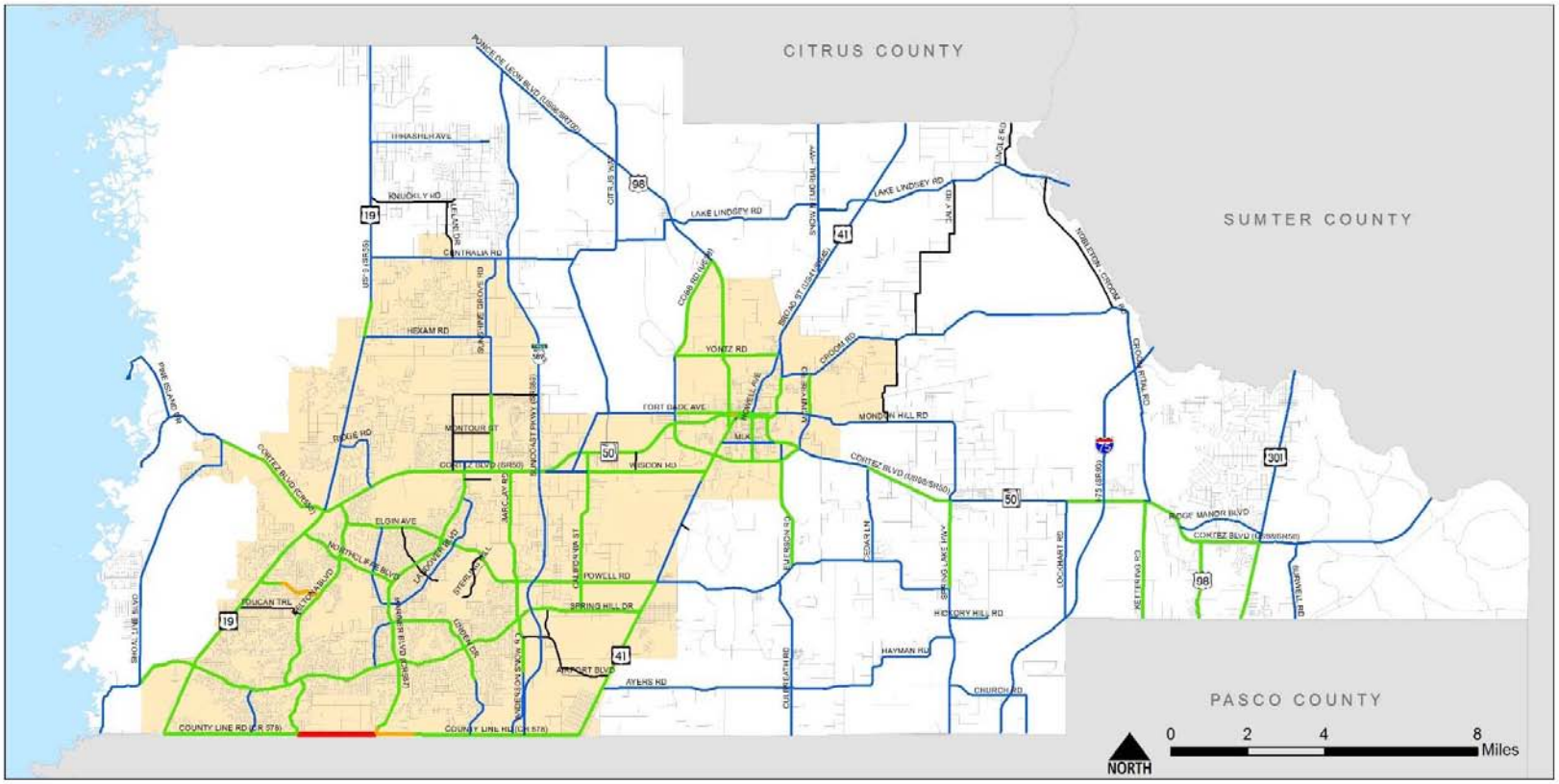
MPO Congestion Management Efforts

An objectives-driven, performance-based CMP starts with the monitoring and evaluation of current conditions to identify where congestion exists in Hernando and Citrus counties. **Maps 5-15** and **5-16** illustrate the levels of congestion, including congested roadways in each county. The congestion management efforts by both counties are effectively integrated into the metropolitan planning process for identification of projects as well as the project prioritization process for the 2040 LRTP.

As the more populated and urbanized county in the two-county MPO planning area, Hernando County has used a three-step process to effectively identify and reduce congestion, including identifying congested corridors, screening the corridors to identify potential strategies, and identifying/implementing potential projects, as summarized below:

- *Phase 1: Congested Corridor Network Identification* – Annual monitoring efforts are used to review the level of service on the roadway network to identify recurring congestion. Roadways that are congested today or forecasted to be congested in five years are considered for review through the CMP screening process in Phase 2. Crash data management systems are used to identify corridors or intersections with a high frequency of crashes that result in non-recurring congestion. Safety improvements can reduce the potential harm to persons in our communities and also can reduce congestion.
- *Phase 2: CMP and Safety Strategy Screening* – Once congested corridors are selected for review, they are screened to identify mitigation strategies appropriate to reduce congestion or improve safety to reduce crashes. Various congestion mitigation and safety enhancement strategies are used to address recurring and non-recurring congestion. The congestion mitigation strategies are typically reviewed in a workshop setting to quickly review a corridor, and the safety strategies are applied based on a review of crash data.
- *Phase 3: Project and Identification/Implementation* – Congestion/safety mitigation strategies that are identified as having the greatest potential benefit then are evaluated in greater detail based on committee/technical recommendations. Analysis of potential projects is undertaken to identify specific improvements, implementation issues, and costs. “Programs” such as demand-reducing programs or policy changes are evaluated to identify recommended action items. Recommendations are made for the projects or programs to be implemented. This may result in a near-immediate refocusing of existing resources, such as existing rideshare programs or local maintenance crews where possible, programming improvements in the local agency capital improvement programs, or using boxed funds controlled by the MPO, and finally may be identified as candidate projects for implementation in future LRTPs.

Map 5-15: Congested Roadways in Hernando County, 2014



Legend

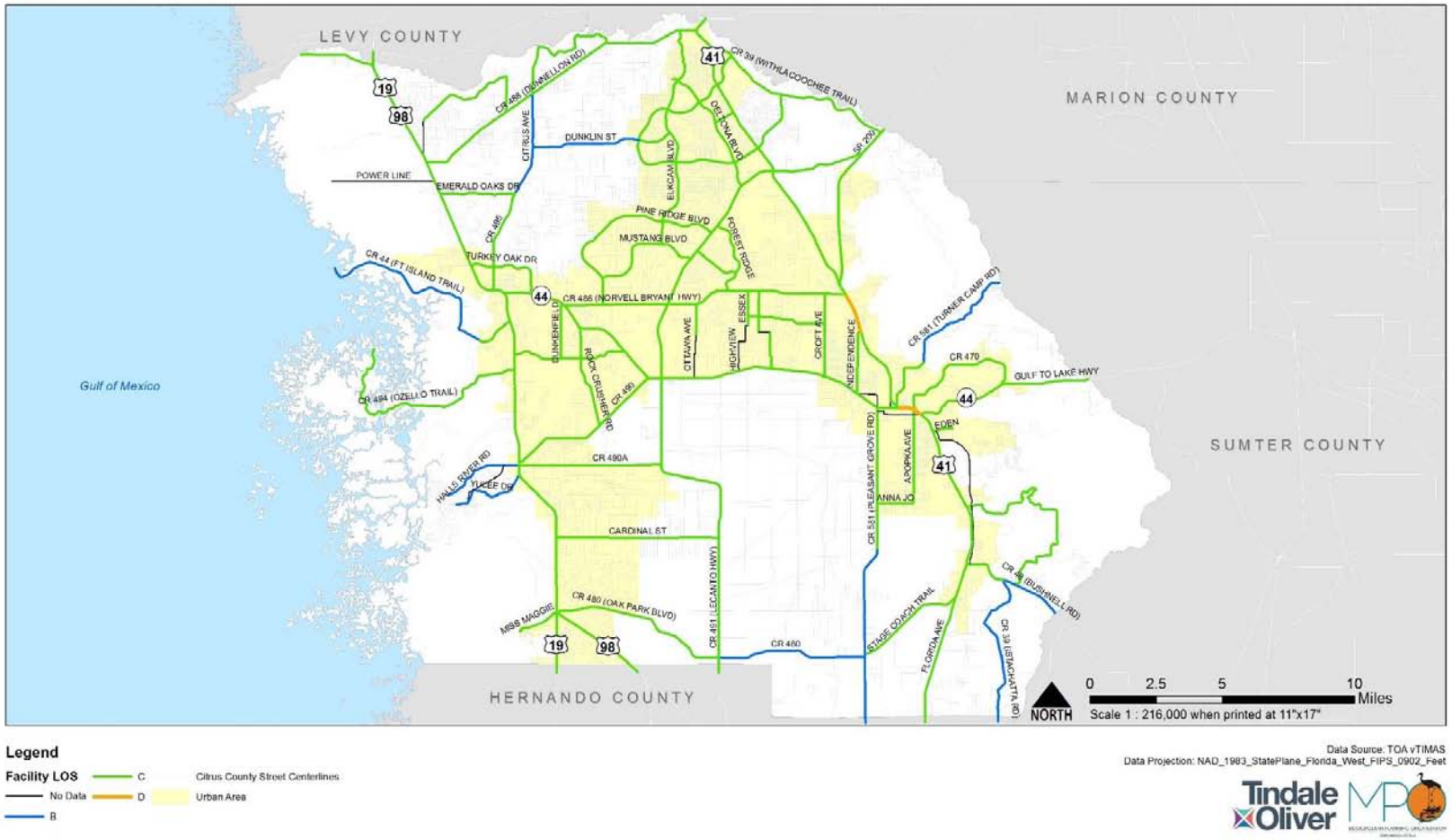
2014 Roadway LOS — B — D — Urban Area

No Data — C — F

Data Source: TOA, vTIMAS, 2014
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Tindale Oliver

Map 5-16: Congested Roadways in Citrus County, 2014



With the merger of Citrus County with the Hernando County MPOs, the Hernando/Citrus MPO is working cooperatively with Citrus County Engineering staff on using a process similar to Hernando to identify an mitigate existing and future congestion in Citrus County.

Although Citrus County had not completed a CMP prior to merging with the MPO, the Citrus County Engineering Division has continued to identify congested corridors/segments and hot spots through various monitoring efforts, including regular traffic counts/stations, corridor studies, and other monitoring efforts. The County also has implemented various demand management and operational strategies to mitigate congestion at these corridors, including operational improvements at intersections, bike/sidewalk accessibility improvements, public transit, and transportation demand management (TDM) strategies such as carpool and vanpools.

Congestion Monitoring Efforts

In addition to identifying and mitigating congestion through the process summarized previously, Hernando County regularly tracks the effectiveness of the implemented strategies using a number of evaluation measures. These measures, some of which are also used in Citrus County, include the following.

- Roadway performance – Measures include roadway level of service, traffic volume-to-capacity ratio.
- Public transportation performance – Measures include passenger trips per revenue hour, average peak service frequency, and annual ridership.
- Bicycle/pedestrian/trail facility performance – Measures include percent of congested CMP roadway centerline miles with bicycle facilities, percent of congested CMP roadway centerline miles with sidewalk facilities, and miles of multi-use trails.
- Goods movement performance – Measures include vehicle miles traveled (VMT) below the adopted standard on designated truck routes in the study area and crashes involving heavy vehicles.
- Safety performance – Measures for monitoring safety, consistent with Florida's Strategic Highway Safety Plan, include intersection crashes, vulnerable users bicycle, pedestrians and motorcycles, lane departure, aggressive driving, impaired driving, at risk older adult and teenage drivers and distracted drivers.

Congestion Management Strategy Toolbox

To manage and mitigate the congestion identified using the screening criteria/local processes summarized previously, both Hernando and Citrus counties use numerous demand reduction and operational management strategies from a toolbox of strategies compiled by the MPO, as summarized in **Figure 5-5**. This "top-down" approach, which is currently used for Hernando, will be used for both counties in the future by the newly-formed Hernando/Citrus MPO. This approach promotes the growing sentiment in today's transportation planning arena and follows FHWA's clear direction to consider all available solutions before

recommending any new lane capacity additions. In addition, the MPO's *CMP Policy and Procedures Handbook* (January 2011) summarizes the congestion mitigation and safety enhancement strategies for each tier in the strategy toolbox, which are used to address recurring and non-recurring roadway congestion in Hernando and Citrus counties.

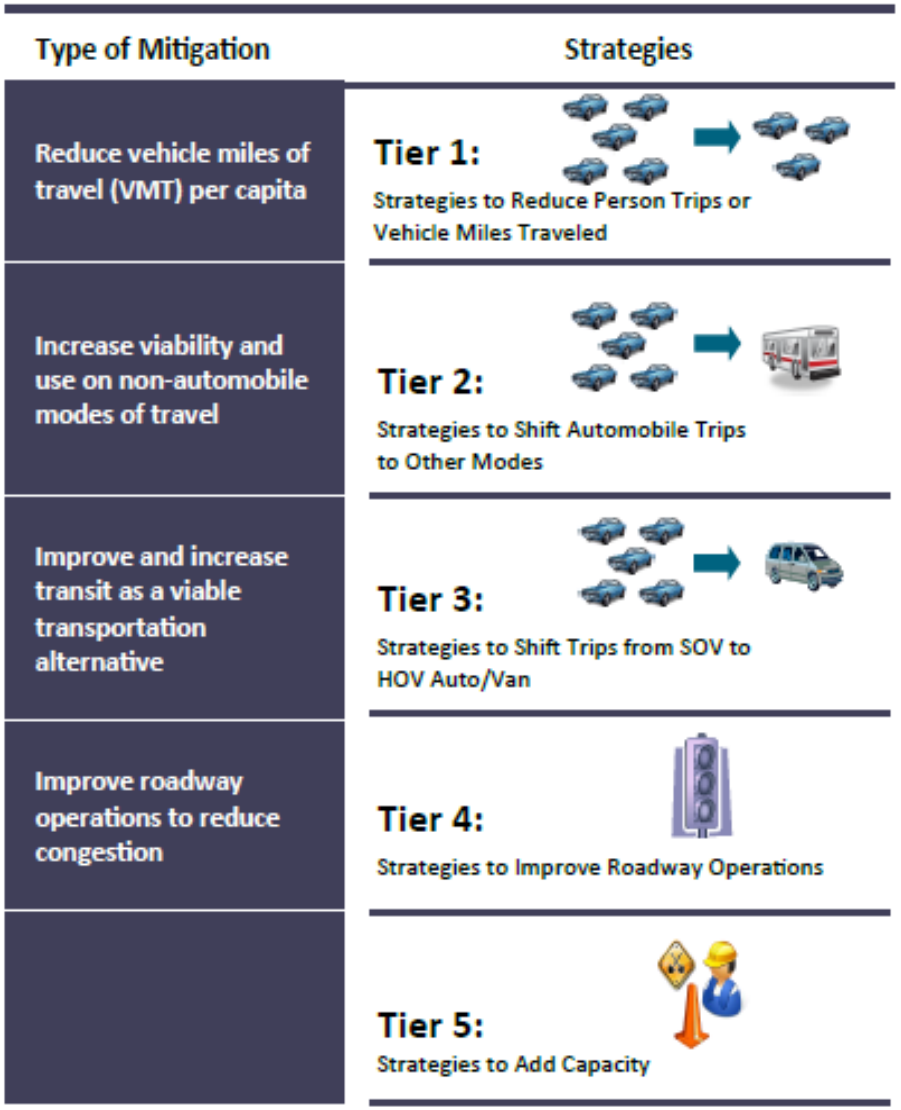
The Hernando CMP can be viewed on the MPO website at http://www.hernandocitrusmpo.us/index.php/downloads-2/programs/congestion-management-plan/archive-congestion-management-plan/60-2010-cmp-policy-procedures-final/file.

Congestion Management Strategies in 2040 LRTP

The 2040 LRTP planning process, which included a closer look at the multimodal needs and involved local and regional stakeholders, resulted in identifying a number of key congestion management project/strategies for the next 20 years. Some of the highlights include:

- ATMS on key corridors in both Citrus and Hernando counties
- Funding for dynamic/variable message signs to warn motorists of downstream queues, travel time estimates, alternate route information, and information on special events, weather, or accidents
- Signalized intersection improvements, including operational/design enhancements, lane restriping, widened shoulders, and enhanced signal coordination

Figure 5-5: Congestion Mitigation Strategy Toolbox



- Transit capacity expansions, including adding new vehicles to expand transit services.
- Increasing bus route coverage or frequencies to provide better accessibility to transit to a greater share of the population. Increasing frequencies makes transit more attractive to use as an alternative to single occupant vehicles.
- Implementing local and regional express bus services to connect to Pasco County to the south and Ocala to the north.
- Establishing park-and-ride facilities in both counties to accommodate express/regional travel.
- Numerous new sidewalk and bicycle projects, increasing sidewalk connectivity to encourage pedestrian/bike traffic for short trips
- Guaranteed Ride Home Programs in coordination with TBARTA commuter assistance programs
- Ridesharing program coordination with TBRTA, offering carpools and vanpools

In addition, increasing the capacity of congested roadways through additional general purpose travel lanes is also included. However, the MPO recognizes that adding capacity is the most costly and least desirable CMP strategy and considers them as the last resort method for reducing congestion.

Safety and Security

Safety and security of multimodal transportation networks are key parts of the federal requirements for metropolitan transportation planning process. This section reviews and summarizes the safety and security element for the 2040 LRTP.

Safety Element

MAP-21, the new federal transportation legislation introduced in 2012, creates a performance-based multimodal program, with a key focus on creating a safer multimodal transportation network. While building on and refining the highway, transit, bicycle, and pedestrian programs/policies, MAP-21 supports an aggressive safety agenda by identifying safety as a national goal and setting performance measures/targets "to achieve a significant reduction in traffic fatalities and serious injuries on all public roads."

At this time, FHWA and FTA are in the process of establishing measures/targets to achieve the MAP-21 goals on safety. Once these targets are determined, Florida and other states will be required to establish their own targets within one year, adjusting them as appropriate for Florida's MPOs and other applicable agencies.

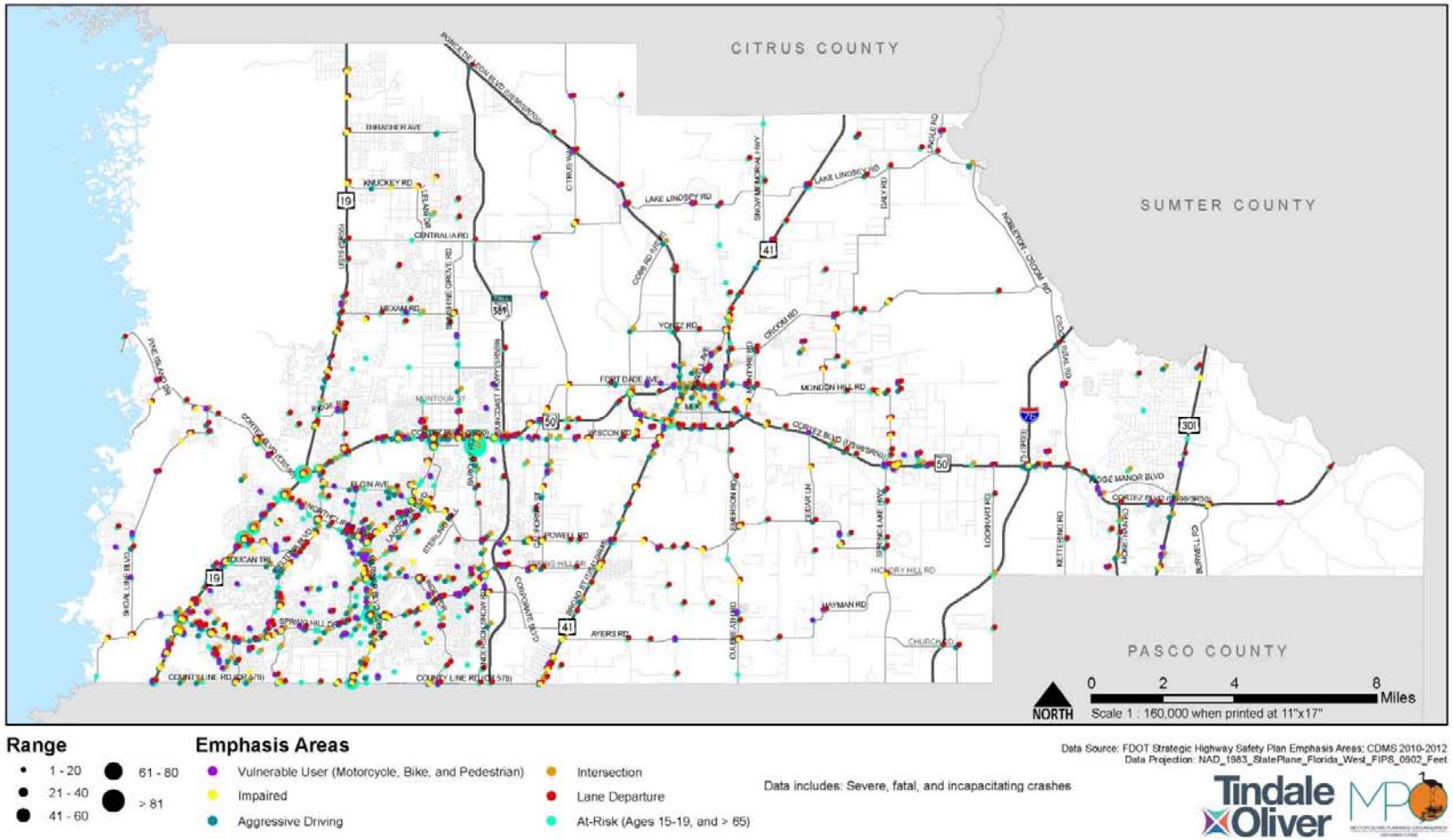
At the State level, Florida's Strategic Highway Safety Plan (SHSP) guides the safety planning to reduce fatalities and injuries on Florida's streets and highways. The interagency plan is developed by FDOT and was updated recently to address the challenges by focusing on engineering, enforcement, education, and emergency

response (3E) solutions. The 2012 SHSP lays out data-driven and research-based strategies for fatality and injury reduction. The plan has identified eight safety emphasis areas, increasing its focus from the four emphasis areas identified in the 2006 SHSP. The emphasis areas from the 2012 SHSP update include the following:

- Aggressive Driving
- Intersection Crashes
- Vulnerable Road Users, including Pedestrians, Bicyclists, and Motorcyclists
- Lane Departure Crashes
- Impaired Driving (added *in 2012 SHSP*)
- At-Risk Drivers, including Aging Road Users and Teens (added *in 2012 SHSP*)
- Distracted Driving (added *in 2012 SHSP*)
- Traffic Data (added *in 2012 SHSP*)

As part of the Hernando/Citrus LRTP, safety performance in both counties in each of these emphasis areas was analyzed. **Maps 5-17** and **5-18** illustrate the high frequency crash locations for each of the FDOT Strategic Highway Safety Plan Emphasis Areas from 2010 through 2012. **Figures 5-6** through **5-17** show the SHSP emphasis area crash distributions in Hernando and Citrus counties compared with the surrounding FDOT District 7 region, which includes Hillsborough, Pasco, Pinellas, Hernando, and Citrus. A series of maps illustrating a more comprehensive analysis of crashes and corridors is included in **Appendix E**

Map 5-17: SHSP Emphasis Area Crashes in Hernando County, 2010-2012



Map 5-18: SHSP Emphasis Area Crashes in Citrus County, 2010-2012

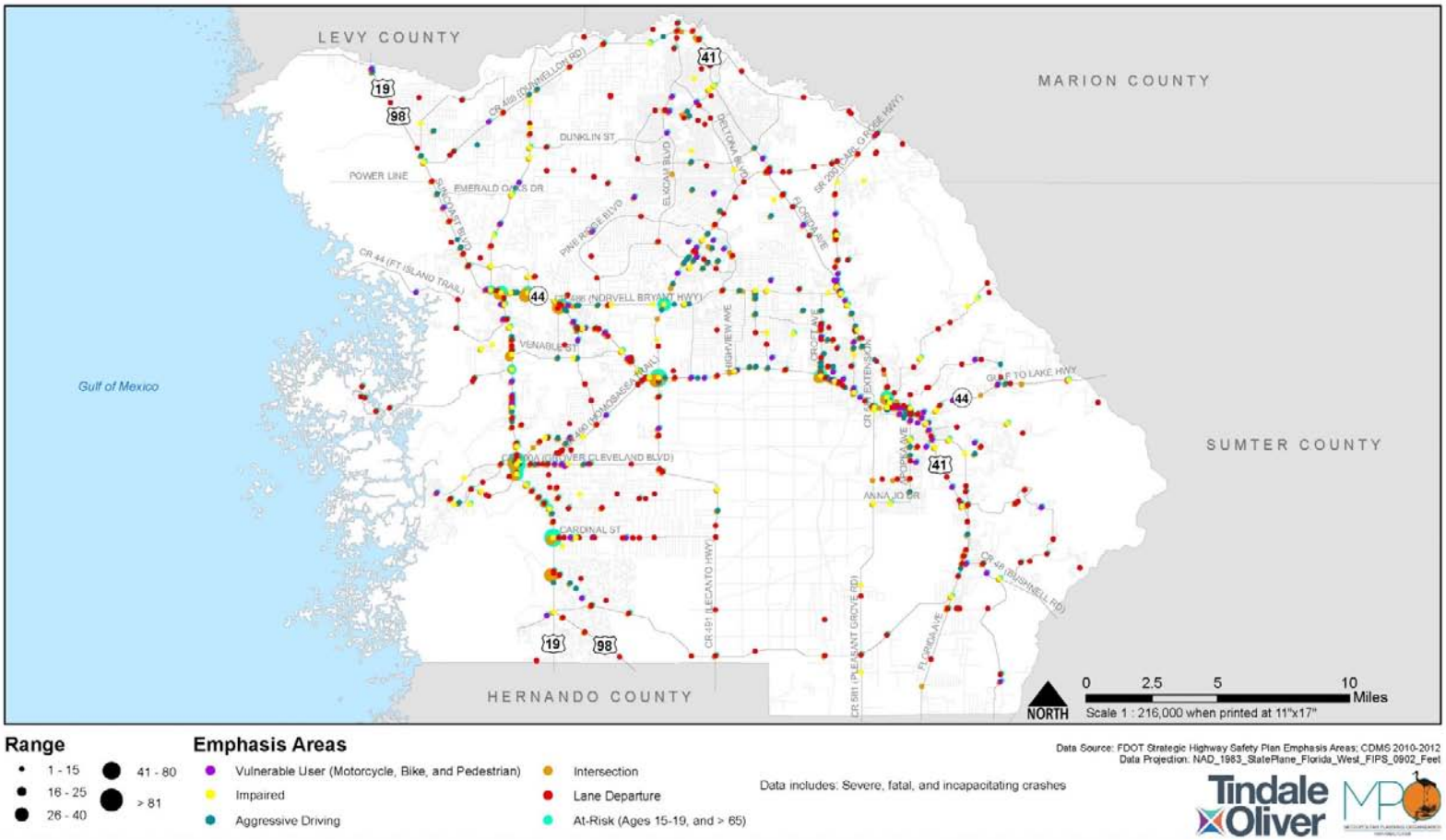


Figure 5-6: Aggressive Driving Crashes, 2010–2012, Hernando County

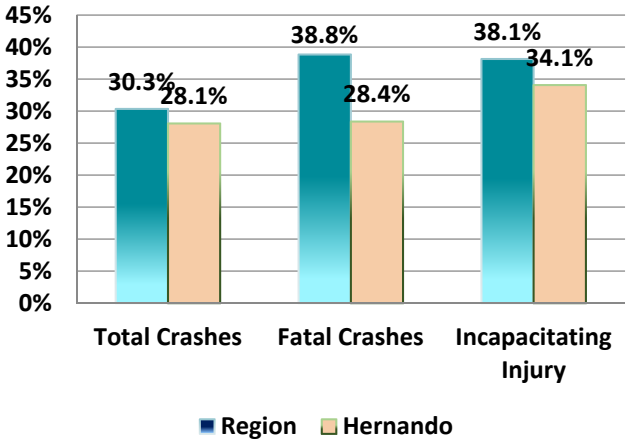


Figure 5-7: Vulnerable Road User Crashes, 2010–2012, Hernando County

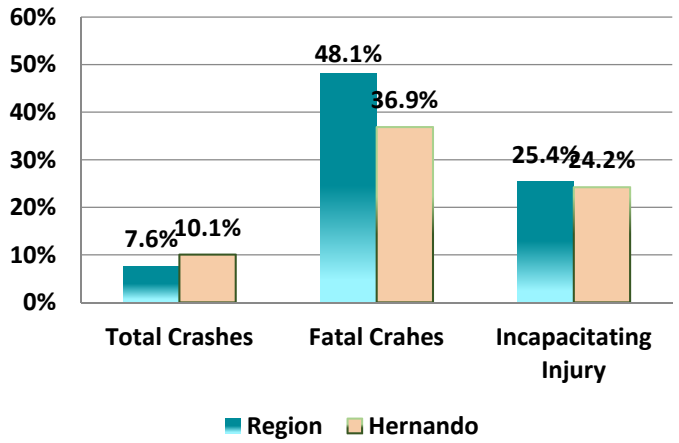


Figure 5-8: At Intersection Crashes, 2010–2012, Hernando County

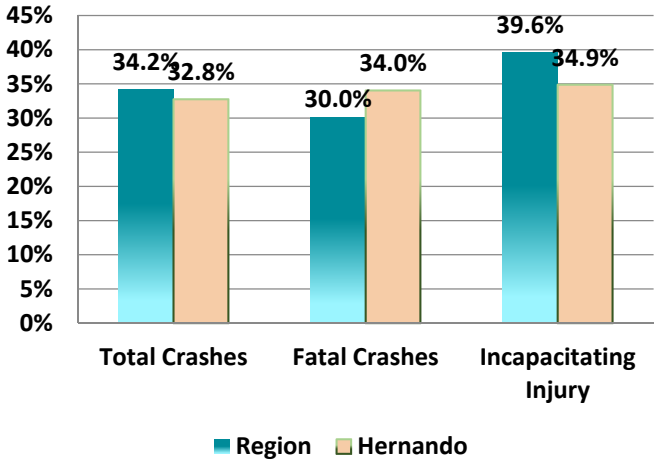


Figure 5-9: Lane Departure Crashes, 2010–2012, Hernando County

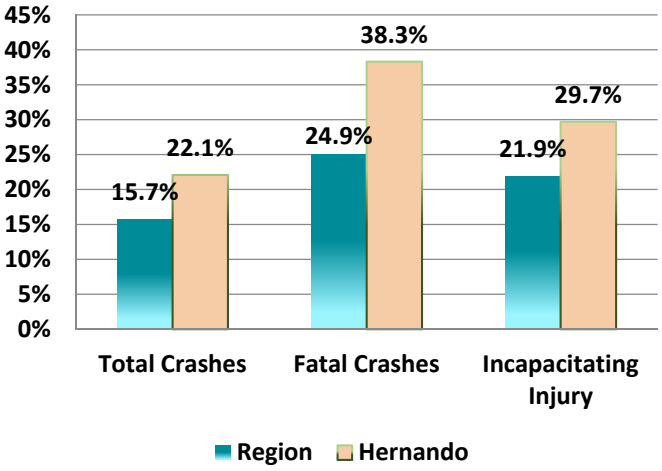


Figure 5-10: Lane Departure Crashes, 2010–2012, Hernando County

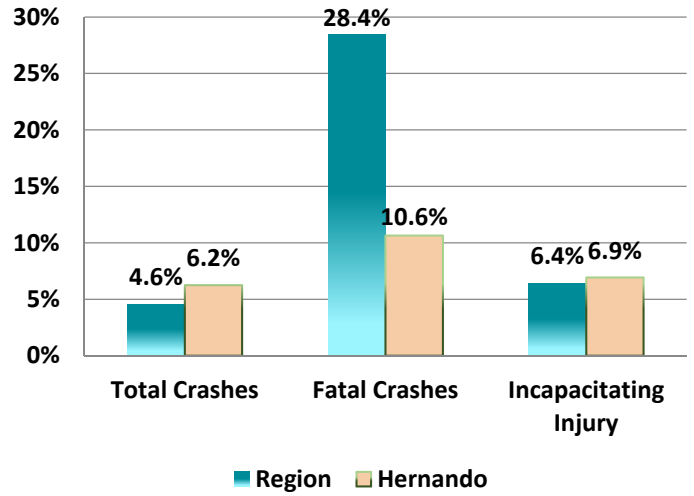


Figure 5-11: Aggressive Driving Crashes, 2010–2012, Citrus County

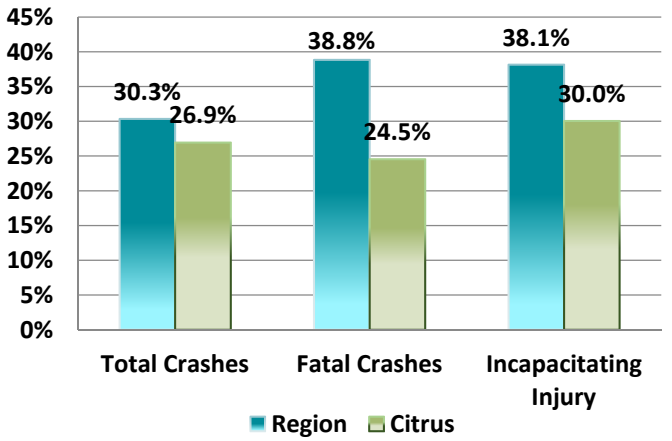


Figure 5-12: At-Risk Crashes, 2010–2012, Hernando County

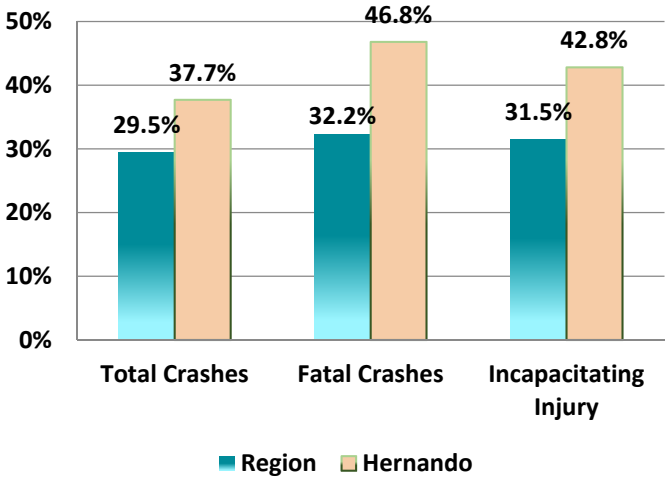


Figure 5-13: At Intersection Crashes, 2010–2012, Citrus County

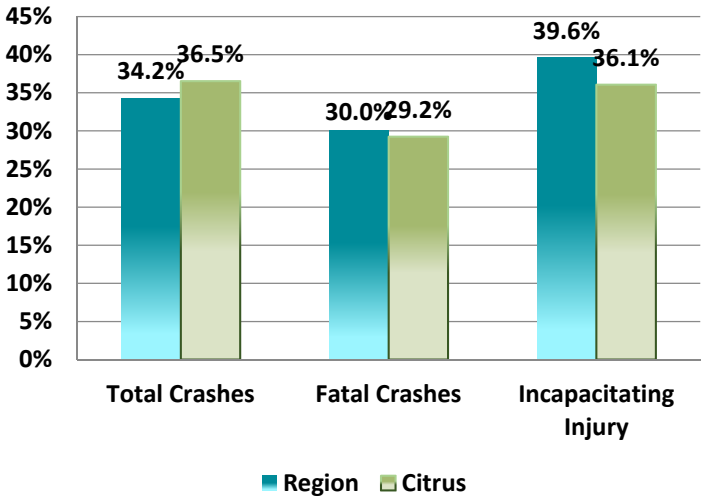


Figure 5-14: Vulnerable Road User Crashes, 2010–2012, Citrus County

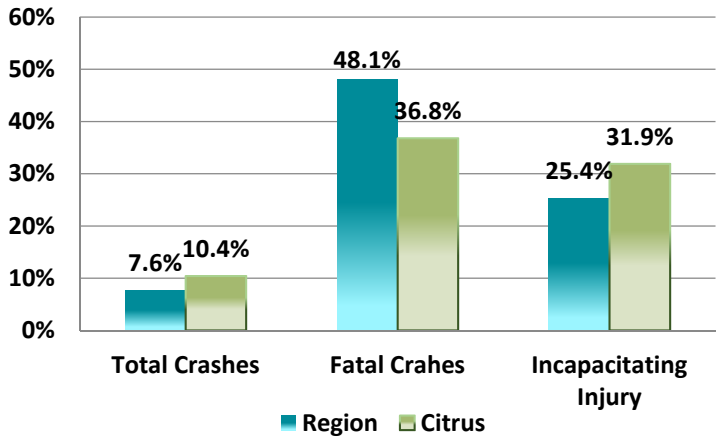


Figure 5-15: Impaired Driving Crashes, 2010–2012, Citrus County

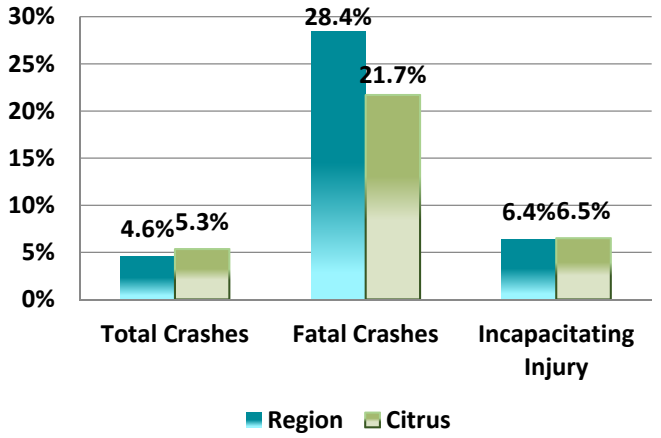


Figure 5-16: Lane Departure Crashes, 2010–2012, Citrus County

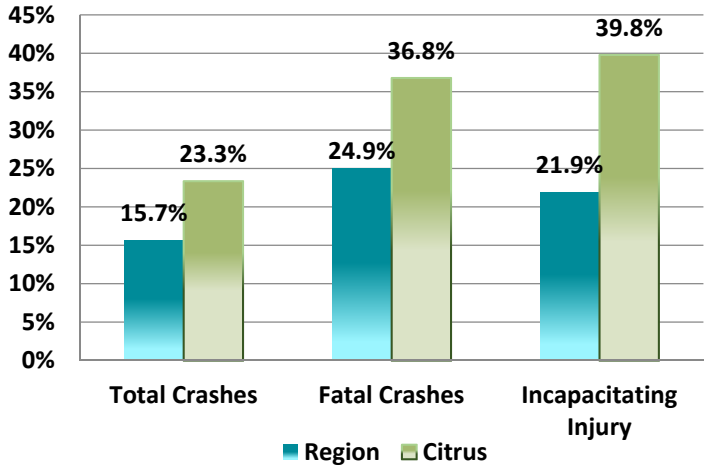
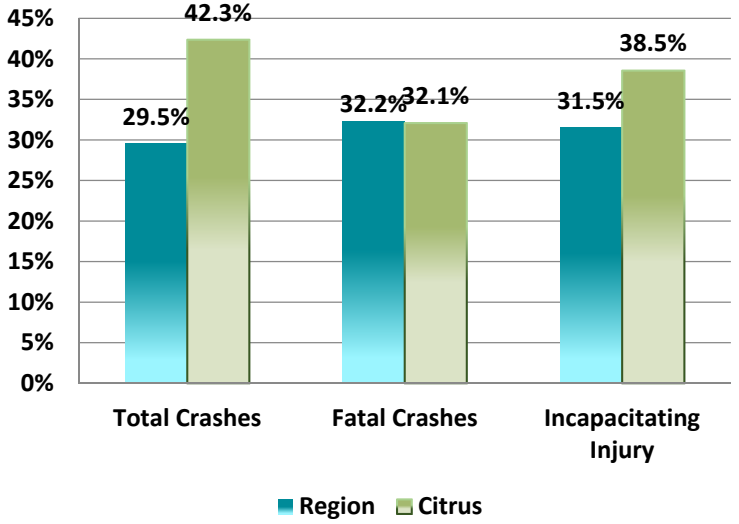


Figure 5-17: At-Risk Crashes, 2010–2012, Citrus County



In addition, crash locations on the major roadway network were geographically located for both Hernando and Citrus counties. Using the crash data management systems maintained by FDOT and/or Hernando and Citrus counties, the crashes were mapped to illustrate their locations for the SHSP safety emphasis areas. Then, using this information, roadway corridors in both counties with the highest frequency of crashes in each emphasis area were identified, as illustrated in **Map 5-19** for Hernando County.

Appendix E illustrates crash locations and corresponding corridors in each SHSP safety emphasis area. This information was then used in the prioritization of projects on the basis of safety in the2040 Cost Affordable LRTP.

Safety Strategies/Projects in 2040 LRTP

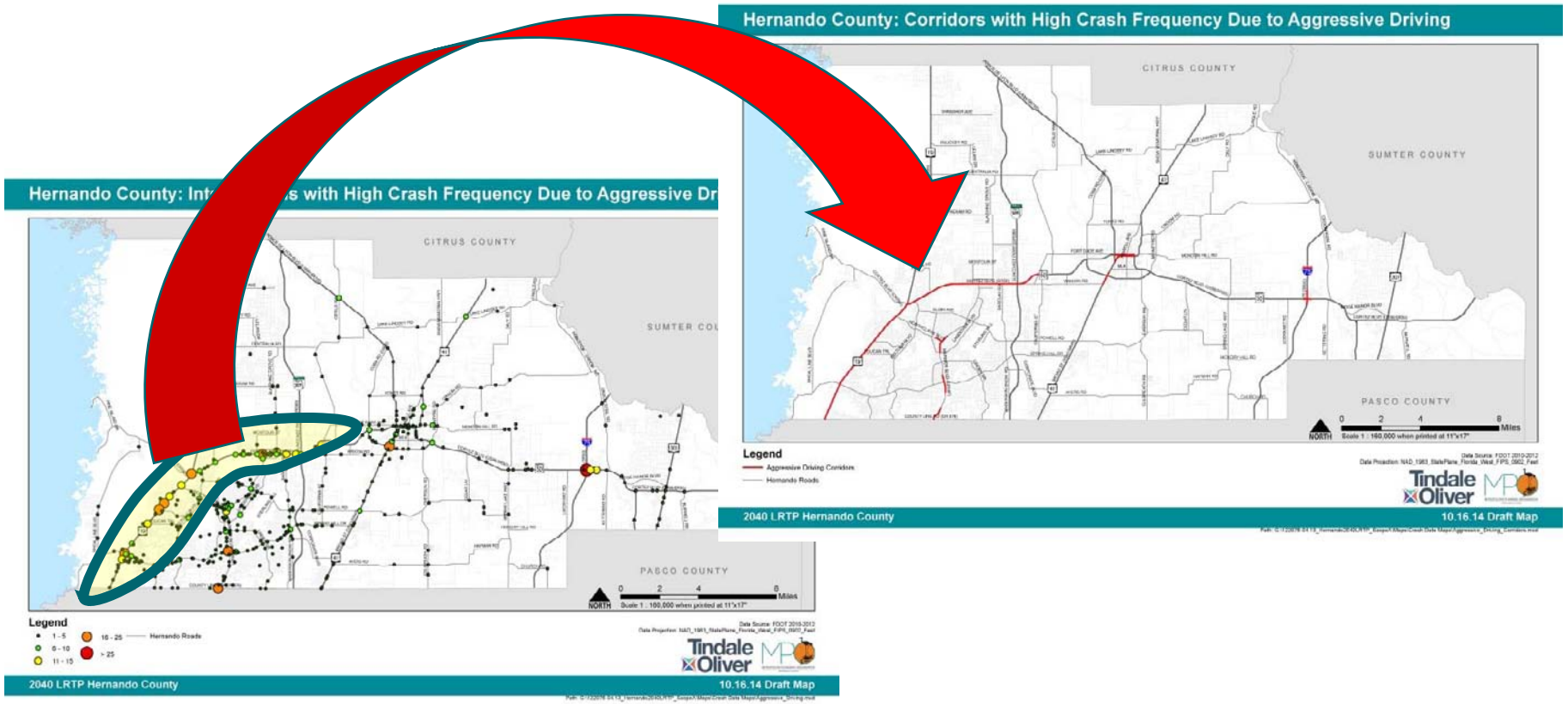
Hernando and Citrus counties include many multimodal facility improvements geared toward supporting the national safety goals as well as goals and strategies identified in the Florida SHSP. These include intersection improvements, ITS improvements, road resurface/maintenance, bridge repairs, and improvements that help improve safety in alternative modes of transportation, including transit stop and accessibility improvements, and adding sidewalks and bike lanes.

Security Element

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

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

Map 5-19: Map Illustrating Crashes Developed to Identify Corridors



Emergency Preparedness in Hernando County

To ensure local emergency preparedness for natural disasters or man-made emergencies, a Local Mitigation Strategy (LMS) plan is a federal requirement by both the Federal Emergency Management Agency (FEMA) and DHS under 44 CFR Part 201. Hernando County has prepared a LMS plan, and the 2013 update has identified three hazard mitigation goals:

- Increase public awareness regarding disaster mitigation.
- Promote a disaster resistant community.
- Partner with the Division of Forestry to Develop a Wildfire mitigation program.

To achieve those goals, the County has identified specific objectives, which are reviewed annually by the Hernando County Local Mitigation Strategy Committee, to assess the activities undertaken during the prior year to achieve the objectives.

As part of the mitigation strategy, Hernando County regularly reviews and updates its guidelines for evacuations and shelter assistance. **Maps 5-20** and **5-21** show the hurricane evacuation routes and shelters in 2014 in Hernando County and Citrus County, prepared by each County's Emergency Management Office.

Emergency Preparedness in Citrus County

Flooding is the most common natural hazard in Citrus County with the greatest potential for significant financial and human impact. In addition to floods, emergency management officials in Citrus County coordinates with other local agencies to prepare residents for other natural disasters, including hurricanes, as well as other catastrophic events such as a terrorist attack or problems at the nuclear power plant. The Citrus County Local Mitigation Strategy Working Group has prepared a Local Mitigation Strategy (LMS) plan and the 2015 update has identified following hazard mitigation goals:

- Minimize future losses from all disasters by reducing the risk to people and property
- Support a balance between government regulation/enforcement, and a personal awareness/responsibility for hazard mitigation by emphasizing education and training for property owners, families and individuals
- Prevent flood-related repetitive losses from natural disasters through regulation and education
- Reduce economic vulnerability and increase recovery capabilities of business and industry
- Emphasize pre- and post-disaster planning to decrease vulnerability of existing and new construction to loss
- Encourage public support and commitment to hazard mitigation, by communicating its benefits and justification in simple and understandable terms

Citrus County's hazard mitigation strategy includes numerous action items to achieve these goals, including but not limited to:

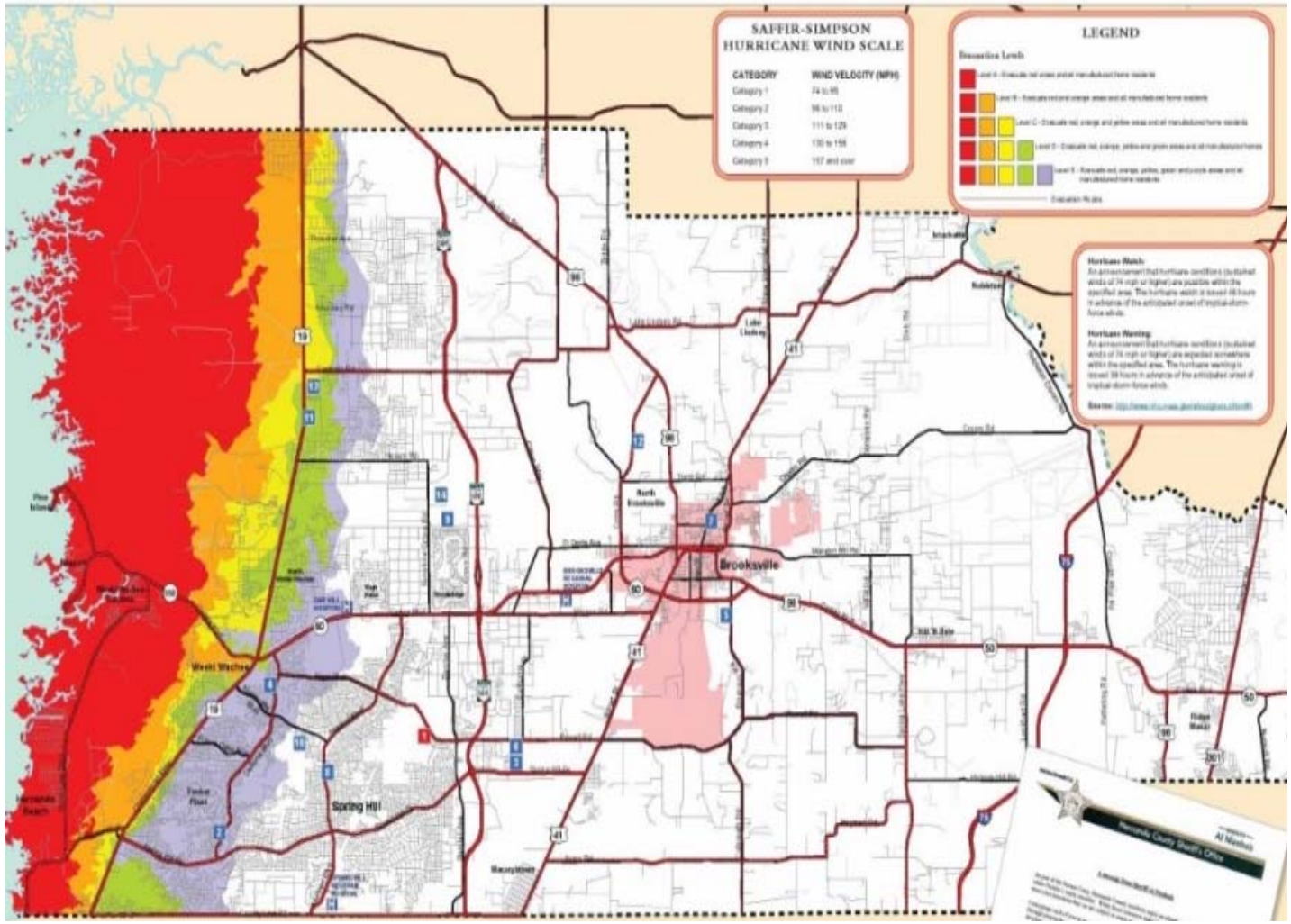
- Preventive measures (ordinances, additional planning, building codes, operation and maintenance activities, public education)

- Emergency services (hazard warning enhancements, emergency response improvements)
- Property protection (structure relocation/acquisition, elevation, flood-proofing, insurance, brush/shrub removal, and emergency response planning)

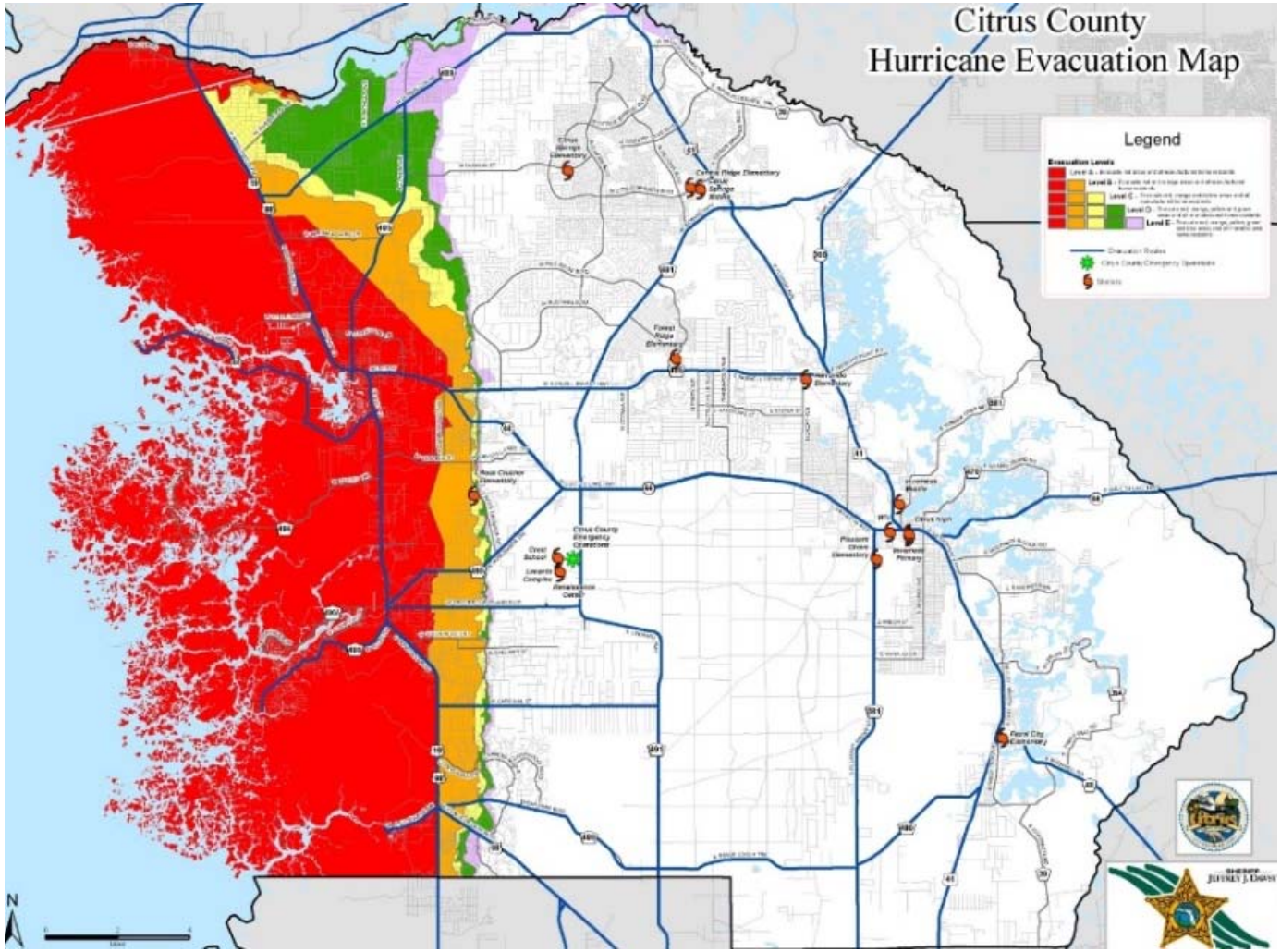
In addition, the County regularly provides public information through various outreach efforts on emergency evacuation and shelter locations.

The MPO's 2040 LRTP has identified numerous project priorities related to enhancing security in the two-county area. Examples include intersection capacity/safety/operational improvements on major evacuation routes, ITS improvements, and road widening/capacity additions on major evacuation routes in both Hernando and Citrus counties.

Map 5-20: Hurricane Evacuation Routes and Shelters in Hernando County, 2015



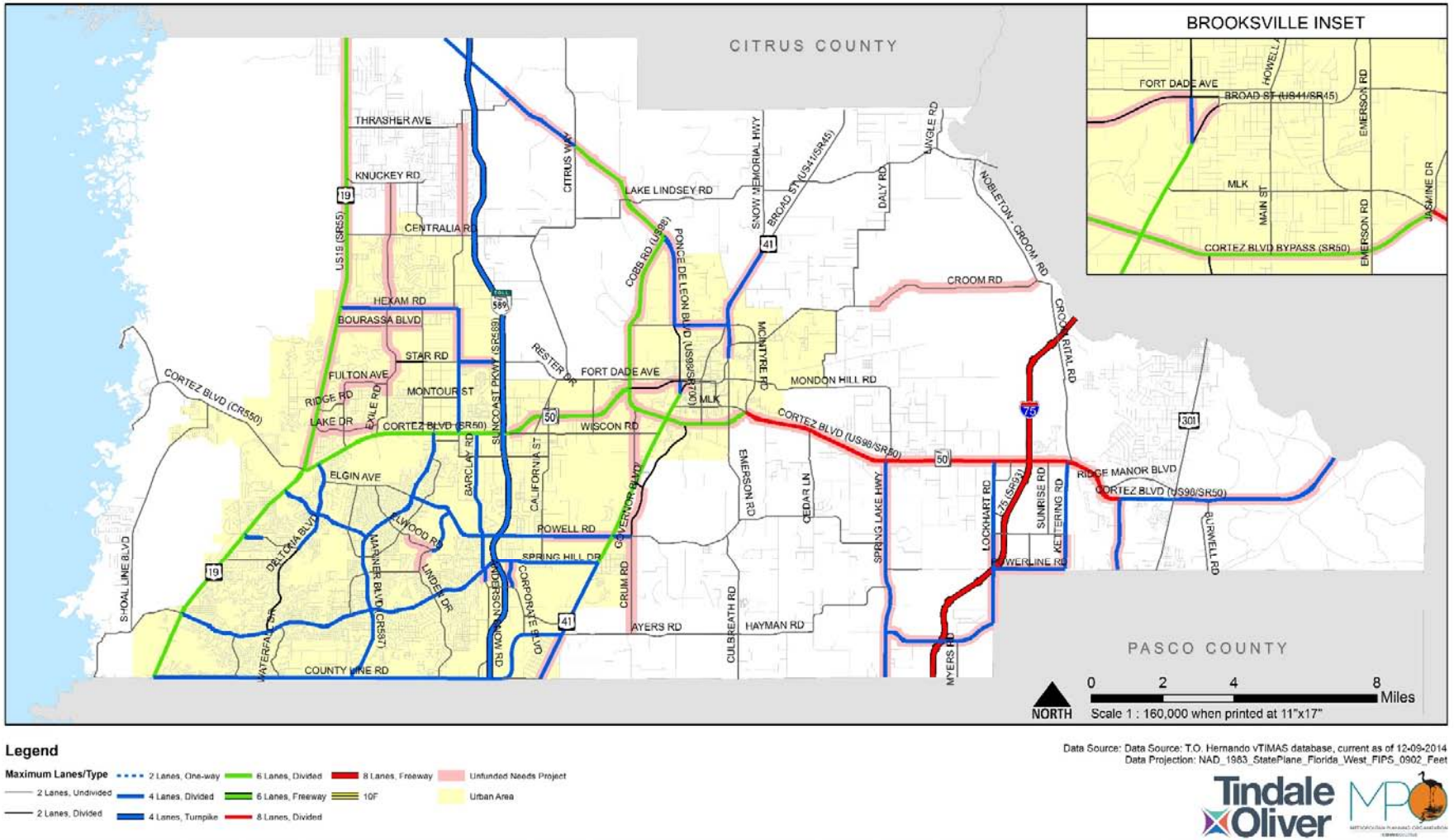
Map 5-21: Hurricane Evacuation Routes and Shelters in Citrus County, 2015



UNFUNDED TRANSPORTATION PROJECTS

After all the projects have been funded, a list of needed projects still remains that are not expected to be completed by 2040 due to funding constraints. Those projects remain part of the LRTP, but are not included as Cost Feasible. Through amendment, the MPO has the opportunity change the listing of projects that are considered to be Cost Feasible if local priorities change, new funding is identified, or if project costs are considerably different than planned for. **Map 5-22** illustrates the unfunded projects for Hernando County and **Map 5-23** illustrates the unfunded roadway needs for Citrus County. Tables listing the unfunded needs can be found in **Appendix C**.

Map 5-22: Hernando County Unfunded Roadway Needs Map



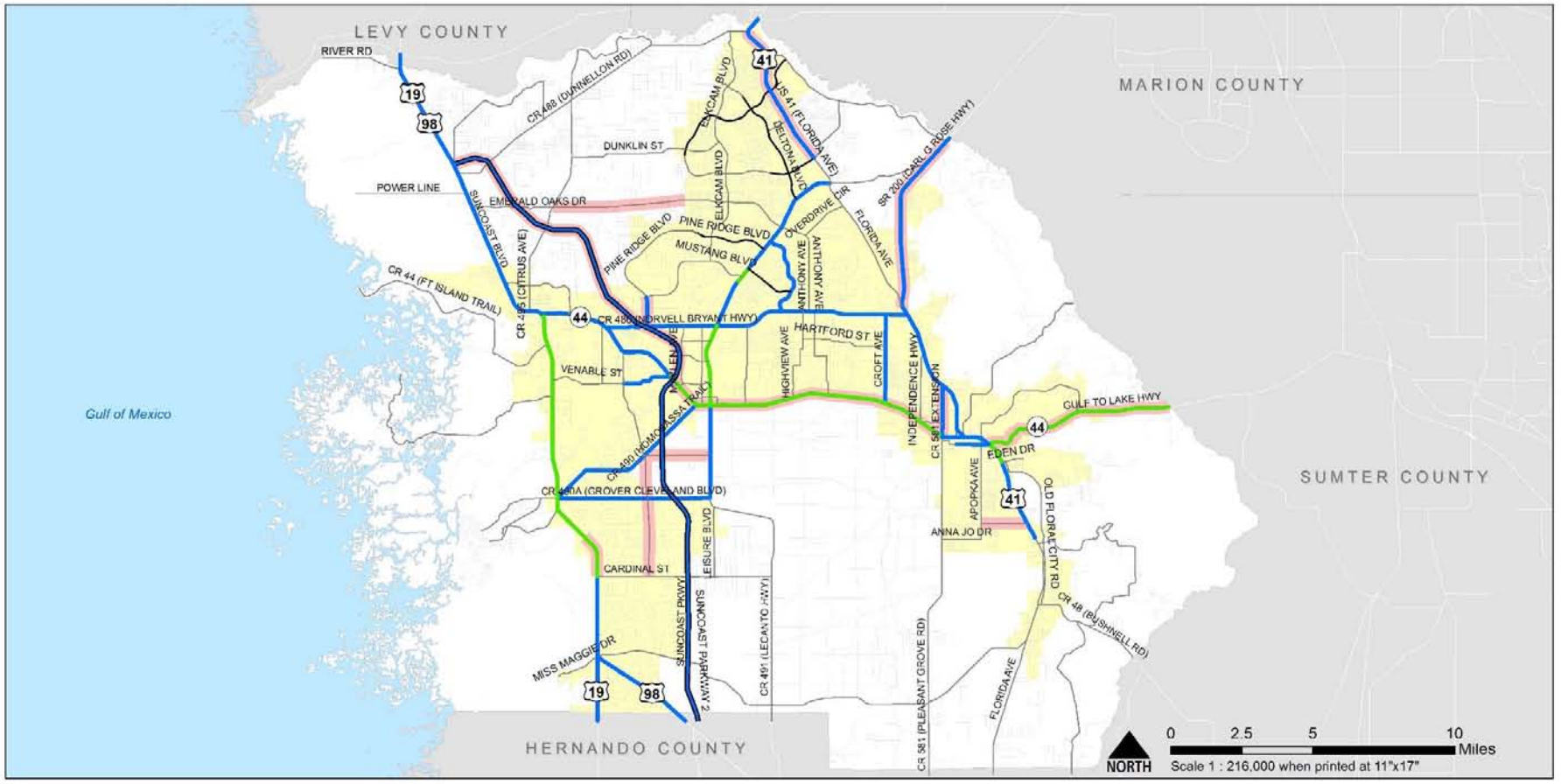
Legend

Maximum Lanes/Type

- 2 Lanes, Undivided
- 2 Lanes, Divided
- 2 Lanes, One-way
- 4 Lanes, Divided
- 4 Lanes, Turnpike
- 6 Lanes, Divided
- 6 Lanes, Freeway
- 8 Lanes, Divided
- 8 Lanes, Freeway
- 10F
- Unfunded Needs Project
- Urban Area

Data Source: Data Source: T.O. Hernando vTIMAS database, current as of 12-09-2014
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Map 5-23: Citrus County Unfunded Roadway Needs Plan



Legend

Number of Lanes/Type

- 2 lanes, Undivided
- 2 lanes, Divided
- 4 lanes, Divided
- 4 lanes, Turnpike
- 6 lanes, Divided
- Unfunded Needs Project
- Urban Area

Data Source: T.O. Citrus vTIMAS database, current as of 12-09-2014
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

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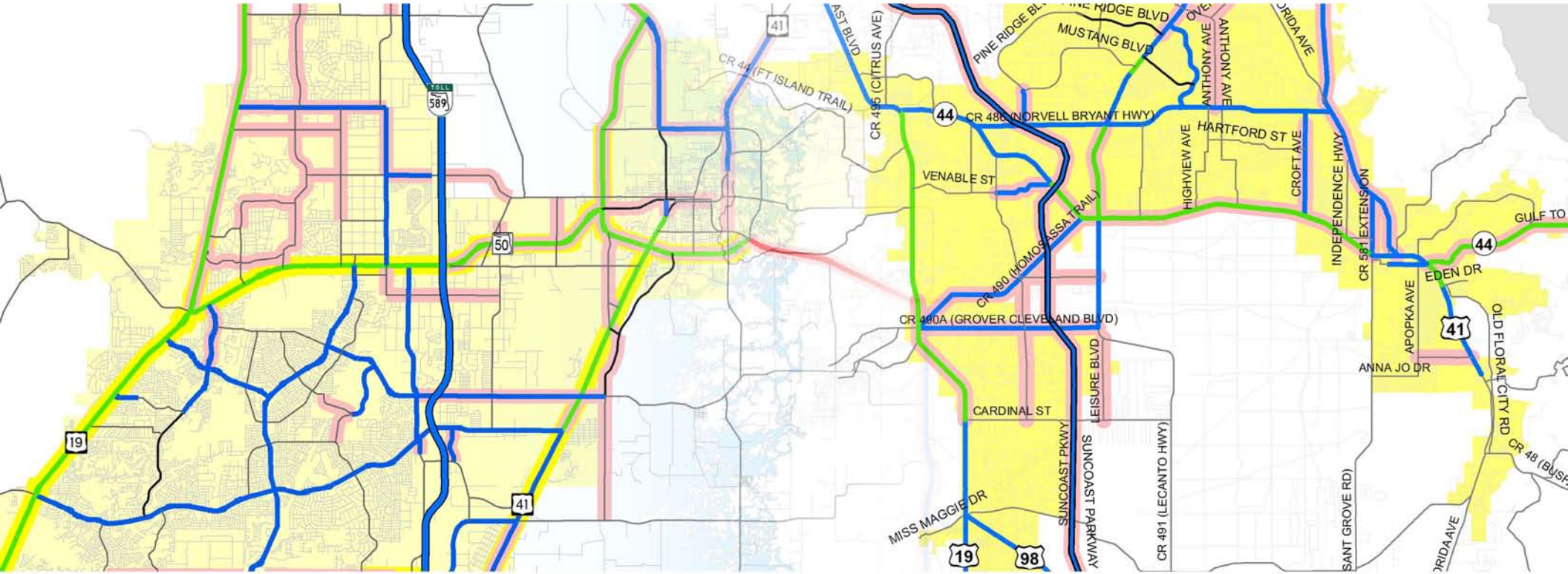
CHAPTER 6

Measures of Effectiveness



CHAPTER 6: MEASURES OF EFFECTIVENESS

INTRODUCTION

This chapter provides a summary of performance for the Hernando/Citrus 2040 Long Range Transportation Plan. Developing Measures of Effectiveness (MOEs) and analyzing performance allows the MPO to evaluate progress towards goals and determine the extent to which the goals are being achieved.

MOEs are presented and summarized to illustrate the differences in performance between existing (2014) conditions and 2040. The measures also are applied to both the Needs and the Cost Affordable networks. Plan performance is looked at in two ways: overall network performance and compared to the MPO identified goals and objectives.

NETWORK PERFORMANCE

Two roadway congestion measures were used to measure network performance for existing conditions, the 2040 Needs Plan, the 2040 Cost Affordable Plan, and the 2030 Interim Cost Affordable Plan:

- *Percent of Travel Occurring on Congested Highways* – Computes the percent of VMT that are traveling in congested conditions (volume-to-capacity ratio > 1.0).
- *Weighted Average Congestion* – An estimate of the percent of capacity consumed, with each highway being weighted according to the VMT on that highway. As a result, highways that are traveled more heavily carry a greater weight in the computation of Weighted Average Congestion.

In addition to these quantitative congestion measures, Table 6-1 also includes other quantitative measures including the number of centerline miles of various types of roadways within the network and the number of lane miles for the same networks.

Table 6-2 lists the quantitative measures for transit, bicycle, and pedestrian facilities. These measures are designed to evaluate the accessibility of the multimodal transportation system. The following observations can be drawn from the data listed in these tables.

Hernando County

- The percent of VMT traveling under congested conditions decreases from 1.06% for existing conditions to 0.74% in the Needs Plan. This signifies that the increased capacity in the Needs Plan is addressing the congestion that results from future growth. This same measure for the Cost Affordable Plan increases to nearly 2.77%. Due to the financial constraints of the Cost Affordable Plan, increases in capacity are not adequate to address growth in future travel. While this is a true statement, this increase in the level of congestion is not significant for a projection of system-wide congestion for the year 2040.

- The weighted average volume-to-capacity ratio increases from 0.43 in 2014 to 0.46 in the Needs Plan and 0.54 in the Cost Affordable Plan. This indicates that while congestion is increasing in 2040, the 0.54 volume-to-capacity ratio projected for Cost Affordable Plan is just over one-half of the available transportation system capacity.
- Centerline miles of roadway are projected to increase from 397 miles in 2014 to 452 miles in the Needs Plan and 420 miles in the Cost Affordable Plan.
- Centerline miles of roads providing direct access to Activity Centers are projected to increase from 50 miles in 2014 to 87 miles in the Needs Plan and 86 miles in the Cost Affordable Plan. This means that new roadways are being added to the transportation system based on funding identified in the LRTP.
- Route miles of transit service are projected to increase from about 47 miles in 2014 to 104 miles in the Cost Affordable Plan and 153 miles in the Needs Plan.
- Both sidewalk and bicycle lane coverage will increase in the Cost Affordable Plan. In 2014, there were approximately 126 miles of roadway with bicycle lanes and 82 miles with sidewalks. This is expected to increase to 250 miles of bicycle lanes and 154 miles of sidewalks in the Cost Affordable Plan.

Citrus County

- The percent of VMT traveling under congested conditions increases from 0% for existing conditions to 5% under the Needs Plan and nearly 12% under the Cost Affordable Plan. This means that approximately 1 out of every 8 vehicle miles of travel will be travelling on a congested roadway.
- The weighted average volume-to-capacity ratio increases from 0.51 in 2014 to 0.54 in the Needs Plan and 0.64 in the Cost Affordable Plan.
- Centerline miles of roadway are projected to increase from 381 miles in 2014 to 432 miles in the Needs Plan and 388 miles in the Cost Affordable Plan.
- Route miles of transit service are projected to increase from about 89 miles in 2014 to 121 miles in the Cost Affordable Plan and 147 miles in the Needs Plan.
- Both sidewalk and bicycle lane coverage will increase in the Cost Affordable Plan. In 2014, there were approximately 21 miles of roadway with bicycle lanes and 60 miles with sidewalks. This is expected to increase to 68 miles of bicycle lanes and 117 miles of sidewalks in the Cost Affordable Plan.

Table 6-1: System-Wide Congestion Measures

	2014 Existing Conditions		2030 Cost Affordable Plan		2040 Cost Affordable Plan		2040 Needs Plan	
Performance Measure	***Hernando***	***Citrus***	***Hernando***	***Citrus***	***Hernando***	***Citrus***	***Hernando***	***Citrus***
% OF VMT WITH VOLUME TO CAPACITY RATIO GREATER THAN 1.0								
All Major Roads	1.06%	0.00%	2.94%	6.00%	2.77%	11.71%	0.74%	4.79%
Regional Roads	1.52%	0.00%	3.67%	3.49%	2.64%	10.78%	0.41%	1.33%
Intermodal Access Roads	0.00%	0.00%	0.00%	0.00%	3.53%	5.10%	0.46%	0.00%
Activity Center Access Roads	0.00%	0.00%	1.28%	10.19%	5.05%	11.63%	0.49%	4.92%
Primary Truck Routes	1.37%	0.00%	2.55%	1.68%	1.19%	11.74%	0.56%	1.43%
Hurricane Evacuation Routes	1.22%	0.00%	3.49%	6.28%	2.67%	11.95%	0.87%	4.16%
AVERAGE WEIGHTED VOLUME-TO-CAPACITY RATIO								
All Major Roads	0.43	0.51	0.51	0.60	0.54	0.64	0.46	0.54
Regional Roads	0.43	0.56	0.54	0.64	0.57	0.69	0.47	0.54
Intermodal Access Roads	0.46	0.58	0.52	0.51	0.57	0.55	0.53	0.49
Activity Center Access Roads	0.46	0.60	0.53	0.70	0.59	0.72	0.49	0.57
Primary Truck Routes	0.46	0.55	0.55	0.62	0.58	0.68	0.50	0.52
Hurricane Evacuation Routes	0.45	0.54	0.54	0.62	0.56	0.67	0.48	0.55
CENTERLINE MILES								
All Major Roads	396.81	381.30	407.49	387.51	420.36	387.51	452.19	432.07
Regional Roads	182.03	127.30	187.06	127.30	187.06	127.30	187.06	160.26
Intermodal Access Roads	19.53	14.83	31.25	26.91	47.11	26.91	63.79	29.55
Activity Center Access Roads	50.80	71.37	83.75	73.61	85.82	73.61	87.46	91.96
Primary Truck Routes	177.56	117.12	181.32	117.12	181.32	117.12	183.11	150.07
Hurricane Evacuation Routes	256.02	210.02	260.53	210.02	260.53	210.02	260.53	236.82
LANE MILES								
All Major Roads	1,064.00	929.15	1,145.70	986.42	1,217.65	1,015.10	1,471.66	1,221.99
Activity Center Access Roads	158.44	200.89	286.81	223.58	301.30	245.02	347.79	324.77
Primary Truck Routes	605.75	384.00	657.33	412.63	699.46	418.44	841.25	600.04

Table 6-2: Multimodal System Measures

Performance Measure	2014 Existing Conditions		2030 Cost Affordable Plan		2040 Cost Affordable Plan		2040 Needs Plan	
	Hernando	*Citrus*	*Hernando*	*Citrus*	*Hernando*	*Citrus*	*Hernando*	*Citrus*
TRANSIT FACILITIES								
Miles of Transit Service	47.415	88.52	62.615	92.35	103.847	121.54	152.627	146.53
% of Corridor Miles with Transit Service	11.95%	23.21%	15.37%	23.83%	24.70%	31.36%	33.75%	33.91%
% of Corridor Miles with Transit Service that are Congested	0.0%	0.0%	2.4%	0.00%	3.4%	6.82%	1.2%	.28%
Land Area within ¼ mile of Transit Service (sq. mi.)	23.10	40.96	29.99	42.87	49.21	56.43	70.42	68.02
BICYCLE LANES								
Miles with Bicycle Lanes	126.54	21.21	152.41	42.83	250.52	68.93	285.63	111.92
% of Corridor Miles with Bicycle lanes	31.89%	5.56%	37.40%	11.05%	59.60%	17.79%	63.17%	25.90%
SIDEWALKS								
Miles with Sidewalks	82.65	60.66	107.93	80.30	154.66	117.20	201.41	133.65
% of Corridor Miles with Sidewalks	20.83%	15.91%	26.49%	20.72%	36.79%	30.24%	44.54%	30.93%

GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

Performance measures are established to track the extent to which objectives are being achieved as a result of the 2040 LRTP. Tables 6-3 through 6-7 present each goal, the objectives associated with the goal, and the corresponding performance measure for each objective.

Specific thresholds for each performance measure will be established in the future when the new federal rules are adopted. In the interim, the Hernando/Citrus MPO is participating in statewide meetings and federal webinars to better understand future expectations concerning measurable targets. The targets shown in Tables 6-3 through 6-7 are based on current trends and whether the current trend will be maintained, increased or decreased over time. Some targets require a simple yes or no answer. The measurements recorded for each objective indicate the performance that can be expected from the transportation solutions identified in the 2040 LRTP.

With this LRTP, the Hernando/Citrus MPO has made progress toward a more performance-based planning approach. The next step for the MPO is to work towards defining specific thresholds for performance measures that subsequently can be tracked to monitor the progress and performance of the transportation system in Hernando and Citrus counties.

Table 6-3: Goal 1 – Support Economic Development and Manage Growth

Objective	Measure	Target	Hernando		Citrus	
			2014	2040CA	2014	2040CA
Improved access and connections to port, rail, and airport facilities.	Lane miles of projects that improve access and connections to the port, rail, and airport facilities	Maintain/ increase	66 lane miles	187 lane miles	48 lane miles	96 lane miles
Support economic development in specific geographic areas (Brooksville CBD, Brooksville-Tampa Bay Regional Airport, I-75/SR-50 Planned Development District, CR 491 in Citrus County).	Maintain LOS on corridors providing access to these areas	Maintain/ increase	0 centerline miles > LOS D	3.7 centerline miles > LOS D	0 centerline miles > LOS D	6.1 centerline miles > LOS D
	Projects identified and funded to improve access to targeted growth areas	Maintain/ increase	158 lane miles	301 lane miles	201 lane miles	245 lane miles
Identify projects in corridors that allow high density and intensity land uses to be served by public transit.	Include map identifying potential high transit ridership areas?	Yes/no	Yes	Yes	Yes	Yes
Ensure that regional and local markets are adequately served by the transportation system.	Number of regional transit routes	Maintain/ increase	0	3	0	3
	Are regional and local markets served by the identified projects?	Yes/no	N/A	Yes	N/A	Yes
Promote the application of affordable growth strategies in future land use and transportation planning.	Does the plan consider affordable growth strategies?	Yes/no	Yes	Yes	Yes	Yes
Identify rights-of-way for preservation that will include not only sufficient space for roadway improvements, but also improvements for mass transit and bicycle and pedestrian modes, and will support an advanced right-of-way acquisition program for future planned improvements.	Does the plan consider advanced right-of-way acquisition for improvements for roadway as well as mass transit, bicycle, and pedestrian modes?	Yes/no	N/A	Yes	Yes	Yes
	Does the plan consider right-of-way acquisition as a phase that can be planned independently?	Yes/no	N/A	Yes	N/A	Yes

Table 6-3: Goal 1 – Support Economic Development and Manage Growth. continued

Objectives	Goal	Target	Hernando		Citrus	
			2014	2040CA	2014	2040CA
Identify transportation issues regarding the role of the Brooksville downtown area within the community and identify methods for preserving and enhancing the commercial and social integrity of this area.	Does the plan identify transportation issues for the downtown Brooksville area?	Yes/no	Yes	Yes	N/A	N/A
Identify transportation issues regarding Hernando and Citrus counties Activity Centers and targeted multimodal corridors within the community and identify measures for preserving and enhancing the commercial and social integrity of these areas.	Are transportation issues in Hernando/Citrus county Activity Centers and Activity Corridors identified?	Yes/no		Yes		Yes
	Are methods to preserve and enhance Activity Centers and Multimodal Corridors identified in the plan?	Yes/no		Yes		Yes
Preserve corridors for future planned improvements	Centerline miles preserved on corridor preservation map	Increase		N/A		N/A
Identify and provide for special land use needs within the Suncoast Parkway Corridor, especially at interchange areas.	Does the plan identify special land use need within the Suncoast Parkway Corridor?	Yes/no		N/A		N/A

Table 6-4: Goal 2 – Increase Safety and Security

			Hernando		Citrus	
Objective	**Measure**	**Target**	**2014**	**2040CA**	**2014**	**2040CA**
Consistency with FDOT Strategic Highway Safety Plan (SHSP).	Is the plan consistent with the Strategic Highway Safety Plan and Safety Emphasis Areas?	Yes/no	Yes	Yes	Yes	Yes
Reduce transportation-related crashes, injuries, and fatalities using current design standards, advanced technologies, and education.	Crash areas as percentage of total projects	Meet SHPP standards		Meet SHPP standards		Meet SHPP standards
	Acceptable operating conditions during the peak hour? (MAP-21)	Yes/no	Yes	Yes	Yes	Yes
	Daily vehicle hours of delay (MAP-21)	Meet	9,537	18,763	5,413	8,224
	Travel time reliability (MAP-21)	Increase	97%	N/A	97%	N/A
	Does the plan use crash data to prioritize projects in CMP and LRTP?	Yes/no	Yes	Yes	Yes	Yes
Encourage transportation investments and policies that result in a higher level of personal security for pedestrians, cyclists, motorists, and users of transit.	Are security plans and policies considered in the plan?	Yes/no		Yes		Yes
	Are security plans considered for intermodal facilities, including the port, airport, rail, etc.?	Yes/no		Yes		Yes

Source : Map21 2014 Performance Measure Report; http://www.dot.state.fl.us/planning/performance/MAP-21/MAP-21PerformanceReport.pdf; FDOT 2014 Multimodal Mobility Performance Measure Source Book; http://www.dot.state.fl.us/planning/statistics/sourcebook/2014.pdf

Table 6-5: Goal 3 – Provide for the Mobility Needs of People and Freight

Objective	Measure	Target	Hernando		Citrus	
			2014	2040CA	2014	2040CA
Provide for the transportation needs of older adults, persons with disabilities, and low-income population of Hernando and Citrus counties and ensure the facilities are designed in such a manner as to not impair their use by these populations.	% of low-income population and older adults within ¼ mile of bus stops	Maintain/increase	17%	30%	Transit Development Plan being developed	
	% service area coverage	Maintain/increase	3.78%	9.00%	5.80%	7.80%
Use other forms of transportation to reduce the demand for highway usage on congested facilities.	% of congested roads with transit	Maintain/increase	0.00%	3.40%	0.00%	6.82%
	Miles of bicycle/sidewalk facilities on congested facilities	Maintain/increase	0 of 82	8 of 155	0 of 60	3.5 of 137
Address and promote alternative forms of transportation such as mass transit, high occupancy toll (HOT), ridesharing, and other techniques when developing operational management strategies to increase the efficiency of traffic flow and increase vehicle occupancy rate.	Are alternative modes of transportation considered when developing operational management strategies?	Yes/no	Yes	Yes	Yes	Yes
Ensure that existing bicycle and pedestrian systems are enhanced and protected and provide for the safety of their users.	% of major road network with bicycle facilities	Maintain/increase	31.89%	59.6%	5.56%	17.79%
	% of major road network with sidewalk facilities	Maintain/increase	20.83%	36.79%	15.91	30.24%
Identify appropriate safe and secure user-friendly support facilities for bicycle and pedestrian modes to ensure their usage as viable transportation modes.	Is life cycle cost maintenance budgeted for bicycle and pedestrian facilities?	Yes/no		Yes		Yes
	Are support facilities included in plans for non-motorized facilities?	Yes/no		Yes		Yes
Fund provision of mobility services to transportation disadvantaged where fixed route public transportation is not available.	*% of major road network serviced by transit*	Maintain/increase	11.95%	24.7%	23.21%	31.36%

Objective	Measure	Target	Hernando		Citrus	
			2014	2040CA	2014	2040CA
Include provisions for non-motorized modes in new projects and in reconstructions.	Do roadway projects include bicycle/pedestrian facilities consistent with local policies?	Yes/no		Yes		Yes
	Are operations and maintenance costs included in the identified projects?	Yes/no		Yes		Yes
Where effective, consider transportation demand and systems management strategies to reduce the demand for or delay the need for major improvements to the transportation system.	Does the plan make use of TDM strategies?	Yes/no	Yes. Part of CMP strategies and transit plan	Yes. Part of CMP strategies and transit plan	Yes. Part of CMP strategies and transit plan	Yes. Part of CMP strategies and transit plan
Identify corridors that provide for the interconnection of urbanized areas through a well-developed network of roadways.	Does plan identify corridors that connect the urbanized areas?	Yes/no		Yes		Yes
	LOS/Centerline miles of corridors, not congested, providing access to activity centers	Maintain/increase	47.14 centerline mi. <=LOS D	68.41 centerline mi. <=LOS D	81.06 centerline mi. <=LOS D	65.34 centerline mi. <=LOS D
	% VMT on roadways connecting major activity centers	Maintain	19.10%	29.80%	31.63%	29.78%
Review and document emergency evacuation routes.	Does the plan identify evacuation routes?	Yes/no	Yes	Yes	Yes	Yes
	Does the plan consider projects that maintain or enhance evacuation routes?	Yes/no	N/A	Yes	N/A	Yes
	Total lane miles of evacuation routes	Maintain/increase	770	858	577	642
	Is an evacuation plan in place?	Yes/no	Yes		Yes	
	Does the plan prioritize improvements of existing facilities over the creation of new ones?	Yes/no		Yes		Yes

Table 6-6: Goal 4 – Support the Efficient, Safe, and Secure Integration of Intermodal Systems

Objective	Measure	Target	Hernando		Citrus	
			2014	2040CA	2014	2040CA
Accommodate the safe and efficient goods movement via highway, airport, port, and rail systems.	% of roadway miles of projects on existing corridors vs. new corridors	Maintain/increase		75.00%		91.70%
	% VMT below adopted standard on roads designated as truck routes	Maintain/Reduce	1.37%	1.19%	0.00%	11.74%
	Average weighted volume-to-capacity ratio on roads designated as truck routes	Maintain/Reduce	0.46	0.58	0.55	0.68
	Percent VMT below adopted standard on roads designated as access routes to intermodal facilities	Maintain/Reduce	0.00%	3.53%	0.0%	5.10%
	Average weighted volume-to-capacity ratio on roads designated as access routes to intermodal facilities	Maintain/Reduce	0.46	0.55	0.58	0.68
	Does the plan consider freight specific infrastructure improvements/programs?	Yes/no		Yes, freight is considered part of project prioritization process		Yes, freight is considered part of project prioritization process
	Does the plan identify and improve high crash truck route corridors?	Yes/no	Yes	Yes	Yes	Yes
	Freight travel time reliability (MAP-21)	Maintain/Increase	Not avail*	N/A	Not avail	N/A
	Combination truck delay (MAP-21)	Maintain/Decrease	Not avail*	N/A	Not avail	N/A
	Truck miles traveled	Maintain	261,117	509,511	100,468	171,805
	% truck miles severely congested (V/C > 1.2)** (MAP-21)	Decrease	0.3%	7.7%	1.4%	1.1%
Identify and provide for enhancement and maintenance of roads providing access to intermodal facilities.	Does the plan consider maintenance for roadways providing access to intermodal facilities?	Yes/no	Yes	Yes	Yes	Yes
	Are intermodal facility improvements included in the plan?	Yes/no	Yes	Yes	Yes	Yes

* not available at the county level

Table 6-7: Goal 5 – Preserve and Enhance Community Social and Environmental Values

Objective	Measure	Target	Hernando		Citrus	
			2014	2040CA	2014	2040CA
Sensitivity to preserving the quality of the environment and in responding to air quality and energy conservation consistent with required federal regulations.	Does the plan consider air quality and environmental impacts of projects?	Yes/no		Yes		N/A
	VMT below adopted standard, providing access to designated Activity Centers	Maintain/Reduce		5.05%		11.63%
	% miles severely congested*** (MAP-21)	Maintain/Reduce	0.00%	0.55%	0.00	1.87
Constrain the development of highway facilities within corridors that are scenic in nature and, when appropriate, apply "parkway" treatments that enhance the overall social and aesthetic values of the community.	Scenic highway facility miles of roadway network	Maintain	18	18	0	Yes
Minimize disruption to established communities, activity centers, redevelopment areas, and infill areas	Does the plan minimize impacts on established neighborhoods?	Yes/no	Yes	Yes	Yes	Yes
Designate routes that minimize potential exposure from hazardous materials to the community.	Miles of designated evacuation routes	Maintain/increase	256 centerline miles	261 centerline miles	210 centerline miles	210 centerline miles
	Has an analysis been done to determine if planned projects disproportionately impact low-income, minority and older-adult populations?	Yes/no		Yes		Yes

Objective	Measure	Target	Hernando		Citrus	
			2014	2040CA	2014	2040CA
	Does the plan include mitigation strategies on projects that impact the environment and the low-income, minority, and older-adult populations?	Yes/no		No adverse impact projects identified		No adverse impact projects identified
To the greatest extent possible, ensure that transportation corridors are consistent with the character of surrounding areas and, whenever possible, used as a tool for preserving that character.	Does the plan preserve the character of surrounding areas and corridors?	Yes/no		Yes		Yes

Source : Map21 2014 Performance Measure Report; http://www.dot.state.fl.us/planning/performance/MAP-21/MAP-21PerformanceReport.pdf; FDOT 2014 Multimodal Mobility Performance Measure Source Book; http://www.dot.state.fl.us/planning/statistics/sourcebook/2014.pdf

***% Truck miles severely congested refers to the percent of truck miles of travel, on links with volume to capacity ratios of 1.2 or greater during the worst daily time period.*

**** % Miles severely congested refers to the percent of vTIMAS roadway segment centerline miles operating with a peak hour, peak direction volume to capacity ratio of 1.2 or greater.*

CHAPTER 7

Achievements and Implementation Actions

CHAPTER 7: ACHIEVEMENTS AND IMPLEMENTATION ACTIONS

SUMMARY

This first 2040 Long Range Transportation Plan is a significant accomplishment for the newly-designated Hernando/Citrus MPO. The new MPO was created by the apportionment agreement that merged the Citrus County TPO with the Hernando County MPO. The first meeting of the Board of the new MPO was on July 15, 2015.

The 2040 LRTP establishes the blueprint that will guide multimodal transportation decisions for the 2040 horizon. The Plan provides continuing emphasis on roadway projects, with an expanded emphasis on transit, multiuse trails, sidewalks, and bicycle facility improvements. It is important to acknowledge major achievements and outcomes of the 2040 LRTP, as well as implementation actions that must be accomplished during the next five years.

2040 LRTP MAJOR ACHIEVEMENTS

- Ensured consistency with all applicable federal and State planning requirements, including meeting December 2014 deadline that required completion of the Citrus County component of the 2040 LRTP in less than five months.
- Developed socioeconomic data that identified targeted development areas, better integrating transportation investment decisions with land use. Additionally, developed weighting criteria that award points for projects that improve access to and through targeted development areas.
- Increased emphasis on safety and congestion management process, strategies, and improvements.
- Expanded the use of alternative modes of travel, including transit system improvements, multiuse trails, sidewalks, and bike facility improvements.
- Considered and relied heavily on public input to help identify and prioritize multimodal transportation improvements and alternative funding sources.
- Developed performance-based metrics, including general initial targets to measure the success of completed projects and study initiatives.

- Evaluated the environmental justice impacts that transportation improvements have on traditionally-underserved populations and whether such improvements created disproportionate impacts when compared to other populations.
- Developed a fiscally-constrained financial plan to meet the top priority multimodal transportation projects.

PLAN OUTCOMES

The 2040 LRTP provides several outcomes that provide benefits to the residents, visitors, and businesses of Hernando and Citrus counties. Some of the key outcomes are listed below:

- The population of the two counties is projected to grow to 446,964, an increase of 137,032 new residents by 2040. The 2040 LRTP provides the transportation infrastructure to support this level of population growth.
- Employment growth in the two counties is projected to grow to 166,203, an increase of 60,503 new employees by 2040. Both counties have identified targeted areas in which employment growth is desired. The 2040 multimodal transportation system can accommodate the projected level of employment growth.
- The 2040 LRTP used a variety of opportunities to obtain public input. Techniques included stakeholder interviews; consensus-building, environmental justice, and geographic workshops that included digital polling; email blasts; social media use; web-based public surveys; and an interactive website for public comments during the Plan's public comment period. Public comment also was heard at CAC and TAC meetings and at MPO Board meetings.
- Based on LRTP Working Group and public input, several areas in Citrus County were identified for review as part of the upcoming Citrus County Safety and Congestion Management Process Study.

- The 2040 LRTP contains several key state transportation system projects:
  - *Interstate 75 in Hernando County* – Expansion of I-75 to an 8-lane facility, including significant improvements to the interchange at SR 50.
  - *Widening of US 41 in Citrus County* – Includes widening US 41 from SR 44 to SR 200 to a 4-lane divided facility. This 5.4-mile improvement has been a priority of Inverness and Citrus County for many years.
  - *Reversion of Downtown Brooksville One-Way Pairs* – This conversion to two-way traffic is a major change to Downtown traffic flows. Discussions to fund this project are ongoing among the City, the County, and FDOT.
  - *Re-designation of Cobb Road as a State facility in Hernando County* – To facilitate the improved movement of truck traffic and in conjunction with the Brooksville one-way pair reversion, Cobb Road will be

constructed to federal and State standards and designated as US 98 from SR 50 to US 98 (Ponce de Leon Blvd).

- *Emerson Road Extension in Hernando County* – Includes the reconstruction of Emerson Road as a 2-lane facility from the SR 50 Bypass to Martin Luther King (MLK) Dr. From MLK Dr, Emerson will then become US 41.

- Similarly, the 2040 LRTP contains several key county transportation system projects.

Hernando County:

- *Deltona Boulevard Widening* – Includes widening Deltona Blvd from Northcliffe Blvd to SR 50 to a 4-lane divided facility.
- *California Street Widening* – Includes widening California St from SR 50 to Sam C Rd to a 4-lane divided facility.
- *Rester Drive (Road Extension)* –Extends Rester Dr from Fort Dade to the Suncoast Parkway to a 2-lane facility.
- *I- 75 and SR 50 Targeted Growth Area* – Area generally includes Power Line Rd on the south, Kettering Rd on the east, SR 50 on the north, and Lockhart Rd on the west. Project funding includes a combination of developer, County, and FDOT participation. Improvements include Power Line Rd, Kettering Rd, Lockhart Rd, Sunrise Rd, Spine Rd, New Road C, and Dashbach St, including a new I-75 overpass.
- *Thrasher Ave/Other Associated Road Improvements* – Improvements to Thrasher Avenue and other associated road improvements extend from US 19 to the Suncoast Parkway and include building Thrasher Ave from US 19 to the Sunshine Grove Extension as a 2-lane facility and improvements to 2-lane on Velvet Scooter Ave, Downey Woodpecker Rd, and Sunshine Grove Extension.
- *Brooksville Trail Corridor Feasibility Study* – Funded by FDOT D7, will develop a preferred alternative through Brooksville that will be part of the Coast to Coast Connector.
- *Additional Transit Service Frequency* - Increase service frequency and extend service hours

Citrus County:

- *Croft Avenue Widening* – Includes widening from SR 44 to East Hayes St to a 4-lane divided facility. Project has been discussed for several years and creates a needed north/south connection between SR 44 and CR 486.
- *Grover Cleveland Blvd Widening* – Includes widening from US 19 to Lecanto Highway to a 4-lane divided facility.
- *Lecanto Highway (CR 491) Widening Projects* – Includes widening from Pine Ridge Blvd W to US 41 N to a 4-lane

divided facility (cost for this improvement in the 2031–2040 time period total approximately $51 million) and widening from SR 44 to Horace Allen Rd to a 6-lane divided facility.

- *Watson Street Extension Study* – To address the County's interest in the economic development of the airport area, a feasibility study for the extension of Watson is proposed in the 2020–2025 timeframe.
- *Stagecoach Trail along CR480* – Alignment for a multi-use trail was identified during the public involvement process.
- *Crystal River– Inverness Limited Express Bus Service* –Transit route connecting Crystal River to Inverness.

Citrus and Hernando Counties:

- *Unfunded multimodal project needs* (illustrative projects) were identified during the plan development process. Having illustrative projects in the 2040 LRTP enables these types of projects to be administratively amended into the Cost Affordable Plan if additional funding becomes available.

IMPLEMENTATION ACTIONS

Several implementation actions are necessary to advance the 2040 LRTP. These actions offer significant challenges to the MPO and include the following:

- Given the failed Local Option Sales Surtax referendum, a 2040 LRTP amendment must be implemented to clearly demonstrate cost affordability of the 2040 LRTP through commitment to the funding sources the Plan is using to fund projects and maintenance. If a Local Option Sales Tax continues to be a funding source for the 2040 LRTP in Hernando County, it will need to supported by a Board of County Commissioners resolution that can be included in the 2040 LRTP Plan Amendment.
- Funding will continue to be a critical issue and a significant challenge given the recent sales tax funding failures and transportation impact fee deferrals in both counties. Alternative revenue sources will need to be evaluated for potential public and political support prior to the start of the 2045 LRTP update process.
- The 2045 LRTP will need to create project priorities being established as a single project list across two counties. Efforts to accomplish this should begin now.
- The 2040 LRTP should be used to guide annual updates to the Five-Year TIP and County Capital Improvements Programs, including prioritized projects for congestion management and safety and bicycle, pedestrian, and

multiuse trails. Annual updates must be consistent with projects included in the 2040 LRTP.

- It will be necessary to confirm that follow-up studies and plans identify more specific action plans and timeframes for improvements (such as subarea and corridor studies, pedestrian safety action plans, transit system operational studies, etc.) and are consistent with the 2040 LRTP.
- Citrus County should complete its Transit Development Plan by September 2015, which will facilitate the continuation of State and federal funding for transit in the county.
- The first MPO Congestion Management Plan for Citrus County should be completed by March 2016.
- Regional priorities for the movement of people and goods will need to be reviewed so that supporting land use and infrastructure needs can be better coordinated and evaluated.
- Adopted federal rules concerning metropolitan planning will be in place by 2016 that will require MPOs to meet requirements one year later. The emphasis will be on performance measures and targets that confirm that the expenditure of funds results in measurable benefits that move the MPO toward meeting established targets. Targets will need to be flexible and able to be changed as local government and MPO priorities change.

Each year, the MPO will prepare an Annual Progress Report on the status of Implementation Actions that will present the progress toward meeting the above Implementation Actions and any new priorities added during the year. The Annual Progress Report will be distributed to the MPO Board and its Committees and will be posted on the MPO website.

APPENDICES

Appendix A: Glossary

Appendix B: Prioritization Criteria

Appendix C: Unfunded Roadway Needs

Appendix D: Bicycle, Pedestrian and Multi-Use Trail Needs

Appendix E: Crash Maps

Appendix F: 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

APPENDIX A: GLOSSARY OF TERMS AND ACRONYMS

Throughout this report, various terms and acronyms of the engineering profession are used. This glossary provides a list of many of these terms and their definitions for the reader's reference. The terms are listed in alphabetical order.

A

Advanced Traffic Management Systems – An ITS process that employs a variety of detectors, cameras, and communication systems to monitor traffic, optimize signal timings on major arterials, and control the flow of traffic.

Americans with Disabilities Act – Directs that the needs of older adults and persons with disabilities be integrated into all projects involving public access and transportation enhancement projects, particularly those involving pedestrian access.

American Community Survey (ACS) – An ongoing survey that provides data every year, giving communities the current information needed to plan investments and services. Information from the survey generates data that help determine how more than $400 billion in federal and State funds are distributed each year.

Arterial – Roadway that serves primarily through-traffic at relatively high speeds and secondarily serves abutting properties.

Average Annual Daily Traffic (AADT) – The volume passing a point or segment of a highway in both directions for one year divided by the number of days in a year.

B

Backlogged Highway – An unconstrained road on the State Highway System operating at a level of service below the minimum acceptable standard for such a road and not programmed for construction in the first three years of the FDOT's adopted work program or in the five-year schedule of improvements of the capital improvements element of a local government's comprehensive plan.

Bicycle/Pedestrian Advisory Committee (BPAC) – An MPO advisory committee to the MPO Board on bicycle and pedestrian issues.

Bureau of Economic and Business Research (BEBR) – An entity at the University of Florida responsible for the publication of population projections used in the development of socio-economic data for long range transportation planning.

Bus Rapid Transit (BRT) – A flexible high performance form of rapid transit that combines features of rail systems with those of over-the-road vehicles, characterized by being able to operate in special purpose lanes or on city streets. BRT stations are used as a link between the community and the transit system. Service is frequent

enough that passengers do not need a schedule and is integrated with other regional transportation systems, enhancing mobility and promoting intermodal connectivity.

C

Capacity – The maximum rate of flow at which vehicles reasonably can be expected to traverse a point on a lane or road during a specified period of time under prevailing traffic, roadway, and signalization conditions; usually expressed in units of vehicles per hour.

Capacity Analysis – The study of a highway's ability to carry traffic, i.e., its operational characteristics under a given demand volume.

Capital Improvement Program (CIP) – The capital projects and programs funded by a local government agency for implementation over the next five years.

Citizen's Advisory Committee (CAC) – A special MPO advisory group composed of interested community members that provides a communication link between the MPO and the community to ensure that the MPO planning process meets the needs of its citizens. Members are appointed by each MPO and are responsible for assisting the MPO in formulating goals and objectives for shaping the urban environment with respect to transportation needs.

Class (Roadway or Arterial) – Categories of arterials and freeways appearing in Florida's generalized level- of-service volume tables. Arterials are grouped primarily by their signal density; freeways in urbanized areas are grouped primarily by their orientation to a central business district.

Clean Air Act Amendment (CAAA) – Federal legislation that requires states to integrate their air quality and transportation planning processes by establishing better coordination and setting a firm schedule for states to attain air quality standards.

Collector – A street providing land access and traffic circulation service to a residential, commercial, or industrial area.

Commission for the Transportation Disadvantaged (CTD) – Independent State agency with responsibility for policy development and coordination of transportation services for persons with disabilities.

Community – An incorporated place or a developed but unincorporated area outside an urban or urbanized area with a population of 500 or more identified in the appropriate local government's comprehensive plan.

Community Impact Assessment – A process to evaluate the potential social and economic impacts of transportation improvements on communities.

Complementary Paratransit Service – Service provided for persons who live within ¾ mile of fixed-route service but who cannot access it due to a disability; must be provided at a level of service comparable to fixed-route bus service.

Congestion Management Process (CMP) – A systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods.

Constrained Roadway – A road that cannot be widened by two or

more through-lanes because of physical (prohibitively-expensive right-of-way immediately adjacent to a highway) or environmental or policy constraints (ecological, historical, archaeological, aesthetic, or social impacts that prevent the highway's expansion).

Controlled Access Highway – A non-limited access highway whose access connections, median openings, and traffic signals are highly regulated.

D

Designated Bike Lane – A portion of the roadway designated for preferential use by bicyclists. Bike lanes are signed and striped for bicycle use and generally are 4 ft on urban section roadways and 5 ft on rural section roadways.

Development of Regional Impact (DRI) – Area development that, because of its character, magnitude, or location, would substantially affect the health, safety, or welfare of citizens of more than one county in Florida.

E

Emerging SIS Facilities – Facilities that do not currently meet adopted SIS criteria but are experiencing growing levels of activity.

Emissions – Harmful pollutants (i.e., carbon monoxide, nitrogen oxide, and hydrocarbons) that are released from motor vehicles; major contributors to ground level ozone, smog, climate change, and related health problems.

Environmental Justice – A process requiring the inclusion of minority and low-income populations in the transportation planning process and prohibiting discrimination based on race, color, and national origin. Designed to ensure participation by minority and low-income populations in the decision-making process, prevent the denial or receipt of benefits to minority and low-income populations, and minimize or mitigate disproportionately high or adverse impacts on minority and low-income populations.

Executive Committee – Consists of MPO Chair, Vice-Chair, and five MPO members; responsible for setting agenda for regular MPO meetings and determining need for special meetings.

F

Federal Aid Highway System (FAHS) – Roads on which improvements are eligible for federal funding. Includes roads functionally-classified as freeways, urban and rural principal and minor arterials, urban collectors, and rural major collectors.

Federal Highway Administration (FHWA) – Federal agency in charge of managing the Federal Highway System and the Federal Plan.

Florida Department of Transportation (FDOT) – State agency responsible for the Florida transportation system.

Florida Intrastate Highway System (FIHS) – A statewide network of limited-access and controlled-access highways designed with general-use and exclusive-use lanes to accommodate Florida's high-speed and high-volume highway traffic.

Florida Transportation Plan (FTP) – FDOT's component of the

State Comprehensive Plan; includes FDOT goals, objectives, and policies for developing Florida's Transportation System.

Federal Transit Administration (FTA) – Federal agency that administers federal transit planning and implementation funds.

Freeway – A multilane, divided highway with at least two lanes for exclusive use of traffic in each directions and full control on ingress and egress.

FSUTMS (Florida Standard Urban Transportation Model Structure) – developed by FDOT, used in urban transportation planning studies in Florida for statewide application and includes files that describe land use, highway, and transit networks to estimate future year travel demands.

Functional Classification – The assignment of roads into systems according to the character of service they provide in relation to the total road network.

G

Geographic Information System (GIS) – A system of hardware, software data, people, organizations, and institutional arrangements for collecting, storing, analyzing, and disseminating information about areas of the earth.

Goals, Objectives, and Measure of Effectiveness (MOE) – Goals are generalized statements that articulate a community's needs that can be addressed through the allocation of resources. Objectives are specific actions developed to obtain the stated goals. MOE's are tools to determine the extent to which the objectives have been accomplished can be measured.

H

High-Occupancy Vehicle (HOV) Lane – A freeway lane reserved for the use of vehicles with a preset minimum number of occupants, including buses, taxis, and carpools.

Ideal Conditions – Conditions assumed to determine a highway's greatest possible capacity, i.e., those that, if further improved, would not increase capacity; typically applies to roads having default values (e.g., 12-ft lane widths), which are not necessarily ideal.

I

Intelligent Transportation Systems (ITS) – Encompass a broad range of communications-based information, control, and electronics technologies. When integrated into the transportation system infrastructure and vehicles, help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, and respond to incidents, adverse weather, or other road capacity constricting events.

Intermodal Surface Transportation Efficiency Act (ISTEA) – Federal transportation legislation passed in 1991 that regulates the requirements of metropolitan transportation planning; emphasizes the need to balance demands between alternative modes to improve linkages between modes.

Interrupted Flow – A category of traffic flow that occurs on highways having traffic signals, STOP or YIELD signs, or other fixed causes of periodic delay or interruption to the traffic stream.

Intrastate Highways – Highways on the Florida Intrastate Highway System (FIHS).

L

Level of Service (LOS) – A qualitative assessment of a road's operating conditions; an average driver's perception of the quality of traffic flow; represented by the letters A (freest flow) through F (least free flow).

Local Government Comprehensive Plan (LGCP) – Any county or municipal plan that meets the requirements of subsections 163.3177 and 163.3178 of the Florida Statutes.

Long Range Transportation Plan (LRTP) – A plan with a minimum 20-year horizon that forecasts future transportation needs and estimates potential transportation revenues. Developed as a broad guideline for local transportation decision-making using a combination of complex statistical analysis and sound judgment. Updated periodically (approximately every 3–5 years) to reflect urban growth and development and ensure proper representation of community transportation needs. Input from local government staffs and citizens is critical in the development of this plan.

M

MAP-21 (Moving Ahead for Progress in the 21st Century) – Federal transportation legislation enacted in 2012 as the reauthorization of SAFETEA-LU and continues to allocate federal funds for surface transportation.

Maximum Through-Lanes Standards – The number of through-lanes to which FDOT limits facilities under its jurisdiction, with a few exceptions.

Measures of Effectiveness (MOE) – Parameters describing the quality of a highway's service to drivers (or passengers), including average travel speed, density, delay, and others.

Metropolitan Planning Organization (MPO) – A federally-mandated decision-making body for an urbanized area over 50,000 in population to serve as the transportation planning agency for the area.

Metropolitan Planning Organization Advisory Council (MPOAC) – A council composed of representatives of Florida's MPOs; makes recommendations on the Florida Transportation Plan.

Multi-Lane Highway – A highway with at least two lanes for traffic in each direction, with little or no partial control of access, and that may have occasional interruptions to flow at signalized intersections.

Multi-Use Trail – Facility separated from motor vehicle traffic by an open space or barrier, either within the road right-of-way or within an independent right-of-way. Paths are designed for a variety of users (bicyclists, pedestrians, rollerbladers). Width varies from 10–15 ft depending on projected use of path with common standard of 12 ft and minimum width of 8 ft when used primarily for one direction of traffic.

N

National Highway System (NHS) – A program, authorized by TEA 21 legislation for funding of highways and transit improvements, consisting of a system of roads that includes the Interstate System and other major highways. Florida receives designated federal aid for roads designated by the State in conjunction with the U.S. DOT as being part of the NHS.

Non-State Roadway – A roadway not in the State Highway System.

O

Other Signalized Roadway – A signalized road not in the State Highway System and considered by the local government of jurisdiction not to be a major city/county road.

Other State Roads – Roads in the State Highway System that are not part of the Florida Intrastate Highway System.

P

Paved Shoulder – For use in providing bicycle facilities; widths vary from 3–5 ft with the design standard being 5 ft on rural roadways and 4 ft on urban roadways. Width depends on purpose and adjacency to traffic lanes.

Performance Standard – The level of service adopted as the poorest level acceptable for the 100th highest hour of traffic during the year, estimated by multiplying the AADT (and a factor called K100 ; K100 developed by reviewing one full year of daily counts and determining the relationship of the 100th highest daily count for the year to the average for the year. All analyses undertaken for this LRTP are tied to the 100th highest hour operating conditions as estimated by the AADT times K100.

Physical Capacity – The maximum number of vehicles that can be accommodated on a roadway before over-saturation occurs. The level of service that would occur at this saturation level frequently, but not always, exceeds the adopted performance standard. If the physical capacity is exceeded, then serious traffic back-ups will occur because the vehicles cannot physically be moved on the roadway.

Posted Speed Limit – The maximum speed at which vehicles are legally allowed to travel over a roadway segment.

Public Involvement Process (PIP) – The procedures and processes used to actively solicit public comments and concerns during transportation plan development.

R

Regional Transportation Analysis (RTA) – Study conducted and coordinated by FDOT District 7 that included two key elements in the plan development and testing process—the Regional Plan Model and the regional review process.

Road Type (RT) – Provides a description of the road in the format "xxy," where "xx" is the number of lanes and "y" indicates whether the road is undivided (U), divided (D), one-way (O), grade-separated

(G), or freeway (F).

Roadway Characteristics – Parameters describing the geometric conditions of a roadway; include number of lanes, arterial classification, free flow speed, level terrain, percent of no-passing zones, and presence of medians, left-turn bays/lanes, or exclusive passing lanes.

S

SAFETEA-LU (**Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users**) – Federal transportation legislation enacted in 2005 that allocated funds for surface transportation.

Saturation Level – The percentage of roadway capacity (either service or physical) consumed by traffic; appropriate to clarify if refers to percentage of physical capacity consumed or percentage of service capacity consumed. Unless otherwise specified in this document, refers to degree of service capacity consumed.

Segment – A length of roadway being evaluated, usually the distance from one signalized intersection to the next on an arterial; a series of arterial segments make up an analysis section.

Service Capacity – The volume of traffic that can be accommodated on a roadway before the adopted performance standard is exceeded; usually lower than physical capacity. Adoption of an LOS standard below the physical capacity provides for a buffer of capacity before physical capacity is reached and serious traffic congestion occurs.

Sidewalk – A portion of a highway designed for preferential use by pedestrians. Sidewalk widths range from 3–8 ft, with standards at least 4–5 ft and a buffer of 2–3 ft from the edge of the road or a minimum of 6 ft when there is no buffer.

Single Occupancy Vehicle (SOV) – Motor vehicle traveling while occupied by the driver only.

State Highway System (SHS) – All roads and highways that FDOT operates and maintains; includes the Florida Intrastate Highway System and all other State-maintained roads.

Strategic Intermodal System (SIS) – Composed of transportation facilities and services of statewide and interregional significance, including facilities that play a critical role in moving people and goods to and from other states and nations, as well as between major economic regions in Florida.

Surface Transportation Program (STP) –A new federal block grant program that may be used by state and local governments for any roads (including NHS) that are not functionally classified as local or rural minor collectors.

T

Tampa Bay Area Regional Transportation Authority (TBARTA) – Entity established in July 2007 to improve mobility and transportation options for passengers and freight throughout the seven-county Tampa Bay region (Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota).

Tampa Bay Regional Planning Council (TBRPC) – Regional

planning agency for the Tampa Bay Area.

Technical Advisory Committee (TAC) – Reviews and makes recommendations concerning transportation studies, TIP, UPWP, and Transportation Plan. Members are appointed by the MPO board and consist of planners, engineers, and individuals representing other relevant disciplines.

TEA 21 (Transportation Equity Act for the 21st Century) – The reauthorization of ISTEA that provides updated metropolitan transportation requirements. See *Intermodal Surface Transportation Efficiency Act*.

Traffic Analysis Zone (TAZ) – Established to report pertinent information regarding socio-economic data for an area; i.e., land use, which will affect the travel demand by that particular area.

Traffic Characteristics – Parameters describing the distribution of vehicles in a traffic stream.

Transit Development Plan (TDP) – An intermediate-range transit plan (usually five years) that examines service, markets, and funding to make specific recommendations for transit improvements.

Transitioning Urbanized Area – An area expected to be included in an adjacent urbanized area within 20 years because of its population's growth according to the U.S. Bureau of Census's criterion for urbanization (at least 1,000 people per square mile).

Transportation Demand Management (TDM/TSM) – A transportation planning process aimed at relieving congestion on highways through actions that promote alternatives to automobile use, encourage more efficient use of alternative transport systems, and discourage automobile use.

Transportation Disadvantaged Coordinating Board (TDCB), Transportation Disadvantaged Designated Official Planning Agency (TD-DOPA) – Entities responsible for defining transportation disadvantaged-related goals and objectives, preparing a service plan, and ensuring that needs of transportation disadvantaged citizens are being met.

Transportation Management Area (TMA) – Area designated by the USDOT Secretary of Transportation that has an urbanized area population of over 200,000 or upon special request of the Governor and the MPO designated for the area.

Transportation Planning System Models – Computerized models of trip distribution and assignment in urban and urbanized areas used for urban transportation system planning.

U

Undesignated Bike Lane – A bike lane that is not designated with diamonds, bikes, or arrow pavement markers and is not signed as such. Differs from a paved shoulder by the type of striping applied to approaches to the intersections—bike lanes follow through the lanes at intersections and are to the right of turn lanes; in old designs, may end at intersections.

Unified Planning Work Program (UPWP) – A short-term planning tool used to define specific annual goals and projects of MPO planning staff; most UPWP planning activities are required by federal and State laws to support the metropolitan transportation planning process. UPWP provides an annual budget for the planning

activities contained in it. MPO's annual planning activities are funded with FHWA Section 112 planning funds, FTA Section 8 transit planning funds, and State of Florida Commission for the Transportation Disadvantaged (CTD) transportation disadvantaged planning funds. Also includes local in-kind matching and state "soft-match" funds.

Uninterrupted Flow – Category of traffic flow that occurs on highways having no fixed cause of delay; examples include freeways and unsignalized sections of rural highways.

Urban Area – A location with a population of between 5,000 and 50,000 and not in an urbanized area. Applicable boundary includes 1990 Census urban area and surrounding geographical area agreed upon by FDOT, local government, and FHWA. Boundaries commonly called FHWA Urban Area Boundaries and include areas expected to develop medium density before the next decennial census.

Urbanized Area – Based on the 1990 census, any area the U.S. Census designates as urbanized, together with any surrounding geographical area agreed upon by FDOT, the relevant MPO, and FHWA. Commonly called the FHWA Urbanized Area Boundary. The minimum population for an urbanized area is 50,000.

W

Wide Outside Lane – A lane of at least 14 ft provided where shoulder bikeways or bike lanes are warranted but cannot be built due to physical constraints. Provides room for an average-size vehicle to pass a bicycle without encroaching into a adjacent lane.

Vehicle Miles of Travel (VMT) – Measurement of total number of miles traveled on a road for a given time frame.

Volume – Number of vehicles passing a point on a road during a specific period, often one hour, expressed in vehicles; a volume may be measured or estimated, either of which could be a constrained value or a hypothetical demand value.

W

Weighted Average Volume-to-Capacity (V/C) Ratio – Indicates the level of congestion of vehicle travel throughout the county. More indicative of vehicular travel congestion than roadway network congestion levels. By weighting volumes on individual links, measured congestion level more accurately reflects overall congestion that individuals traveling throughout the network are experiencing. The computation of the measure is V/C ratio on each roadway segment multiplied by VMT on that segment; totals then summed for all roadways within the county and divided by the total countywide VMT.

Z

ZDATA – Socioeconomic and land use data files provided for each traffic analysis zone.

APPENDIX B: PRIORITIZATION CRITERIA

Evaluation Criteria	Criteria Weighting	Criteria Scoring
Project Status	20%	
Not programmed for Capital Improvement Program (CIP)/Transportation Improvement Program (TIP)		0
Project Design & Engineering and/or design/route study phase programmed in TIP		5
Right-of-Way acquisition and/or construction programmed in TIP		10
Existing Congestion Level	18%	
0-.85 Volume/Capacity (V/C)		0
0.85-1.0 V/C		3
1-1.2 V/C		6
V/C > 1.2		10
Safety	12%	
Roadway without crashes in high emphasis crash area*		0
Roadway with high crash rate in 1 emphasis area		5
Roadway with high crash rate in 2 or more emphasis areas		10

Multimodal Connectivity	10%	
No multi-modal improvement		0
Bicycle facility and/or sidewalk improvement		5
Transit improvement		10
Sociocultural effects/Environmental Justice/Environmental Impact	10%	
Potential negative impact on environment or environmental justice area		0
No impact to environment or environmental justice area		5
Potential positive impact on environmental justice area and no environmental impact		10
Emergency Evacuation Routes	5%	
Not a route		0
Collector road evacuation route		3
Arterial road evacuation route		6
Interstate evacuation route		10
Truck Route	5%	
Low truck traffic (less than 5%)		0
Medium truck traffic (between 5-10%)		5
High truck traffic (greater than 10%)		10

Access to Major Activity Centers	10%	
No direct access between activity centers		0
Direct access to activity centers in the county		5
Direct access to activity centers in and outside the county		10
Encourage development in Targeted Growth Areas	10%	
Project outside targeted growth area		0
Project provides improved accessibility to targeted growth area		5
Project within targeted growth area		10

* The FDOT 2012 Strategic Highway Safety Plan defines 8 emphasis areas: Aggressive Driving, At Risk (Teen Drivers, Aging Road Users), Distracted Driving, Impaired Driving, Intersection Crashes, Lane Departure Crashes, Traffic Data, Vulnerable Road Users (Bicyclists and Pedestrians, Motorcyclists)

APPENDIX C: UNFUNDED ROADWAY NEEDS

Hernando County Unfunded Roadway Needs

On Street	From	To	SIS / SR / CR	2019 Lanes	2040 Needs Lanes	Project Miles	Design cost	ROW cost	Construction cost	CEI cost	Total Cost
STERLING HILLS	LINDEN DR	ELWOOD RD	CR	00	2U	1.24	$546,040	$2,184,160	$5,460,400	$546,040	$8,736,640
ELWOOD RD	ELGIN AVE	STERLING HILL	CR	00	2U	2.46	$1,084,160	$4,336,640	$10,841,600	$1,084,160	$17,346,560
POWELL RD	BARCLAY AVE	CALIFORNIA ST	CR	2U	4D	1.67	$735,680	$2,942,720	$7,356,800	$735,680	$11,770,880
DELTONA BLVD	SPRING HILL DR	FOREST OAKS BLVD	CR	2U	2D	2.55	$459,720	$1,838,880	$4,597,200	$459,720	$7,355,520
AERIAL WAY	CORPORTATE BLVD	SPRING HILL DR	CR	2U	4D	0.77	$339,240	$1,356,960	$3,392,400	$339,240	$5,427,840
KEN AUSTIN PKWY	SUNSHINE GROVE RD	RESTER DR	CR	2D	4D	1.00	$441,760	$1,767,040	$4,417,600	$441,760	$7,068,160
POWELL RD	CALIFORNIA ST	URBAN BOUNDARY	CR	2U	4D	2.51	$1,102,200	$4,408,800	$11,022,000	$1,102,200	$17,635,200
RESTER DR	N SUNCOAST PKWY (SR589)	FORT DADE AVE	CR	00	2U	1.62	$714,120	$2,856,480	$7,141,200	$714,120	$11,425,920
YONTZ RD	PONCE DE LEON BLVD (US98/SR700)	BROAD ST (US41/SR45)	CR	2U	4D	1.44	$631,840	$2,527,360	$6,318,400	$631,840	$10,109,440
MCINTYRE RD	CROOM RD	BROAD ST (US 41)	CR	00	2U	1.09	$477,400	$1,909,600	$4,774,000	$477,400	$7,638,400
ANDERSON SNOW RD	INDUSTRIAL LP	SPRING HILL DR	CR	2U	4D	0.34	$149,600	$598,400	$1,496,000	$149,600	$2,393,600
WEEPING WILLOW ST	MONTOUR ST	HEXAM RD	CR	00	2U	2.51	$1,103,080	$4,412,320	$11,030,800	$1,103,080	$17,649,280
BOURASSA BLVD	US19 (SR55)	WEEPING WILLOW ST	CR	00	2U	2.42	$1,064,800	$4,259,200	$10,648,000	$1,064,800	$17,036,800
LOCKHART RD	I-75 (SR93)	CORTEZ BLVD (SR50)	CR	2U	4D	3.04	$1,095,120	$4,380,480	$10,951,200	$1,095,120	$17,521,920

On Street	From	To	SIS / SR / CR	2019 Lanes	2040 Needs Lanes	Project Miles	Design cost	ROW cost	Construction cost	CEI cost	Total Cost
SUNSHINE GROVE RD	KEN AUSTIN PKWY	HEXAM RD	CR	2U	4D	1.50	$660,000	$2,640,000	$6,600,000	$660,000	$10,560,000
HORSE LAKE RD	WISCON RD	CORTEZ BLVD BYPASS (SR50)	CR	0	2U	0.94	$414,920	$1,659,680	$4,149,200	$414,920	$6,638,720
HORSE LAKE RD	BROAD ST (US41/SR45)	WISCON RD	CR	00	2U	0.94	$414,920	$1,659,680	$4,149,200	$414,920	$6,638,720
LAKE DR	US 19	EXILE RD	CR	00	2U	1.98	$870,760	$3,483,040	$8,707,600	$870,760	$13,932,160
NEW ROAD A	BROAD ST (US 41)	HORSE LAKE RD	CR	00	2U	0.58	$253,000	$1,012,000	$2,530,000	$253,000	$4,048,000
HAYMAN RD EXT	HAYMAN RD	SPRING LAKE HWY	CR	00	2U	2.18	$783,720	$3,134,880	$7,837,200	$783,720	$12,539,520
JOHN MARTIN LN	BROAD ST (US41/SR45)	GOVERNOR BLVD	CR	2U	2D	0.90	$161,640	$646,560	$1,616,400	$161,640	$2,586,240
LOCKHART RD	MYERS RD	POWERLINE RD	CR	00	4D	1.52	$891,540	$3,567,684	$8,919,972	$891,540	$14,270,736
MYERS RD	CHURCH RD	LOCKHART RD	CR	00	4D	1.12	$653,445	$2,614,897	$6,537,801	$653,445	$10,459,588
CHURCH RD	SPRING LAKE HWY	MYERS RD	CR	2U	4D	2.03	$729,720	$2,918,880	$7,297,200	$729,720	$11,675,520
CRUM RD	AYERS RD	POWELL RD	CR	00	2U	2.75	$1,209,560	$4,838,240	$12,095,600	$1,209,560	$19,352,960
FURLEY AVE/FULTON AVE/NIGHTWALKER RD	EXILE RD	RIDGE RD	CR	00	2U	1.78	$784,080	$3,136,320	$7,840,800	$784,080	$12,545,280
LABRADOR DUCK RD	HEXAM RD	CENTRALIA RD	CR	00	2U	2.07	$909,480	$3,637,920	$9,094,800	$909,480	$14,551,680
GOVERNOR BLVD	POWELL RD	JOHN MARTIN LN	CR	00	2D	1.52	$667,040	$2,668,160	$6,670,400	$667,040	$10,672,640
SPRING LAKE HWY	CORTEZ BLVD (SR50)	PASCO COUNTY LINE	CR	2U	4D	6.09	$2,377,080	$9,508,320	$23,770,800	$2,377,080	$38,033,280
HURRICANE DR	CENTRALIA RD	KNUCKEY RD	CR	00	2U	1.47	$645,480	$2,581,920	$6,454,800	$645,480	$10,327,680
COUNTY LINE RD	MARINER BLVD	COBBLESTONE DR	CR	2U	4D	3.17	$0	$0	$8,368,800	$836,880	$9,205,680

On Street	From	To	SIS / SR / CR	2019 Lanes	2040 Needs Lanes	Project Miles	Design cost	ROW cost	Construction cost	CEI cost	Total Cost
COUNTY LINE RD	LINDEN DR	MARINER BLVD	CR	2U	4D	2.21	$0	$0	$5,829,120	$582,912	$6,412,032
CORTEZ BLVD (US98/SR50)	WINDMERE RD/ BRONSON BLVD	MCKETHAN RD (US98/SR700)	SIS	4D	8D	2.86	$7,952,392	$18,073,618	$36,147,233	$0	$62,173,243
SUNCOAST PKWY 2 (SR589)	PONCE DE LEON BLVD (US98/SR700)	CITRUS COUNTY LINE	SIS	00	4F	0.63	$0	$0	$0	$0	$0
CORTEZ BLVD (US98/SR50)	BURWELL RD	SUMTER COUNTY LINE	SIS	2U	4D	3.73	$6,766,001	$15,377,272	$30,754,543	$0	$52,897,816
BROAD ST (US41/SR45)	MONDON HILL	SNOW MEMORIAL HWY	SR	2U	4D	3.36	$7,643,840	$17,372,361	$34,744,721	$0	$59,760,922
MCKETHAN RD (US98/SR700)	PASCO COUNTY LINE	CORTEZ BLVD (SR50)	SR	2U	4D	2.01	$3,645,045	$8,284,191	$16,568,382	$0	$28,497,618
PONCE DE LEON BLVD (US98/SR700)	CITRUS WAY	LANDFILL RD	SR	2U	4D	2.58	4685968	10649925	21299850	0	36635743
PONCE DE LEON BLVD (US98/SR700)	COBB RD	CITRUS WAY	SR	2U	6D	3.57	8940520	20319364	40638724	0	69898608
PONCE DE LEON BLVD (US98/SR700)	YONTZ RD	COBB RD	SR	2U	4D	2.49	$5,656,714	$12,856,168	$25,712,333	$0	$44,225,215
JEFFERSON ST (SR50A)	COBB RD (CR485)	PONCE DE LEON BLVD (US98/SR700)	SR	2U	2D	0.209	116553.448	264894.124	529788.248	0	911235.82
US19 (SR55)	CORTEZ BLVD (SR50)	RIDGE RD	SR	4D	6D	1.73	$4,803,123	$10,916,187	$21,832,373	$0	$37,551,683
PONCE DE LEON BLVD (US98/SR700)	BROAD ST (US41/SR45)	JEFFERSON ST (SR50A)	SR	2D	4D	0.36	809401	1839548	3679096	0	6328045
CORTEZ BLVD BYPASS (SR50)	JEFFERSON ST (SR50)	JEFFERSON RD	SR	4D	6D	3.65	$10,156,604	$23,083,188	$46,166,371	$0	$79,406,163

On Street	From	To	SIS / SR / CR	2019 Lanes	2040 Needs Lanes	Project Miles	Design cost	ROW cost	Construction cost	CEI cost	Total Cost
BROAD ST (US41/SR45)	SNOW MEMORIAL HWY	LAKE LINDSEY RD	SR	2U	4D	2.27	$4,120,170	$9,364,021	$18,728,041	$0	$32,212,232
BROAD ST (US41/SR45)	LAKE LINDSEY RD	CITRUS COUNTY LINE	SR	2U	4D	2.26	$4,096,595	$9,310,441	$18,620,883	$0	$32,027,919
BROAD ST NB FRONTAGE (US 41/SR 45)	WISCON RD	COUNTY LINE RD	D	00	2U	7.80	$12,563,600	$28,553,633	$57,107,264	$0	$98,224,497
COBB RD (NB FRONTAGE)	CORTEZ BLVD (SR50)	PONCE DE LEON BLVD (US98/SR700)	D	00	2U	4.55	$2,002,000	$8,008,000	$20,020,000	$2,002,000	$32,032,000
COBB RD (SB FRONTAGE)	PONCE DE LEON BLVD (US98/SR700)	CORTEZ BLVD (SR50)	D	00	2U	4.55	$2,002,000	$8,008,000	$20,020,000	$2,002,000	$32,032,000
COUNTY LINE RD (WB FRONTAGE)	N SUNCOAST PKWY	LINDEN DR	D	00	2U	1.42	$624,800	$2,499,200	$6,248,000	$624,800	$9,996,800
COUNTY LINE RD (EB FRONTAGE)	LINDEN DR	N SUNCOAST PKWY	D	00	2U	1.42	$624,800	$2,499,200	$6,248,000	$624,800	$9,996,800
US19 (SR55) NB FRONTAGE	COUNTY LINE RD	RIDGE RD	D	00	2U	9.97	$4,388,120	$17,552,480	$43,881,200	$4,388,120	$70,209,920
US19 (SR55) SB FRONTAGE	RIDGE RD	COUNTY LINE RD	D	00	2U	9.98	$4,392,520	$17,570,080	$43,925,200	$4,392,520	$70,280,320
CORTEZ BLVD (SR50 WB FRONTAGE)	JASMINE DR	JEFFERSON ST (SR50)	D	00	2U	5.39	$2,371,600	$9,486,400	$23,716,000	$2,371,600	$37,945,600
CORTEZ BLVD (SR50 EB FRONTAGE)	JEFFERSON ST (SR50)	JASMINE DR	D	00	2U	4.07	$3,509,555	$9,948,461	$22,180,523	$1,141,800	$36,780,339
CORTEZ BLVD (SR50 WB FRONTAGE)	LOCKHART RD	US 98	D	00	2U	3.57	$3,342,238	$9,153,994	$20,111,988	$902,000	$33,510,220
CORTEZ BLVD (SR50 WB FRONTAGE)	COBB RD/JEFFERSON ST	US 19	D	00	2U	10.03	$4,413,200	$17,652,800	$44,132,000	$4,413,200	$70,611,200
CORTEZ BLVD (SR50 EB FRONTAGE)	LOCKHART RD	US 98	D	00	2U	3.53	$3,324,638	$9,083,594	$19,935,988	$884,400	$33,228,620

On Street	From	To	SIS / SR / CR	2019 Lanes	2040 Needs Lanes	Project Miles	Design cost	ROW cost	Construction cost	CEI cost	Total Cost
CORTEZ BLVD (SR50 EB FRONTAGE)	US 19	COBB RD/JEFFERSON ST	D	00	2U	10.04	$11,278,009	$28,808,631	$61,295,662	$1,839,200	$103,221,502
CORTEZ BLVD (SR50 EB FRONTAGE)	US 98	US 301	D	0	2U	1.54	$0	$0	$0	$0	$0
CORTEZ BLVD (SR50 WB FRONTAGE)	US 301	US 98	D	0	2U	1.54	$0	$0	$0	$0	$0
CORTEZ BLVD (SR50)	CALIFORNIA ST	COBB ST	D	4D	6D	1.36	$620,100	$0	$0	$620,100	$1,240,200
BROAD ST NB FRONTAGE (US 41/SR 45)	COUNTY LINE RD	WISCON RD	D	00	2U	7.70	$12,402,529	$28,187,561	$56,375,119	$0	$96,965,209

Citrus Unfunded Roadway Needs

On Street	From	To	SIS / SR / CR	2019 Lanes	2040 Needs Lanes	Project Miles	Design cost	ROW cost	Construction cost	CEI cost	Total Cost
SR 44 (GULF TO LAKE HWY)	SUNCOAST PKWY	CR 491, N	SIS	4D	6D	1.69	$6,721,036	$15,275,082	$30,550,161	$0	$52,546,279
SR 44 (GULF TO LAKE HWY)	CROFT AVE, S	CR 581, S	SIS	4D	6D	2.31	$6,481,992	$14,731,799	$29,463,596	$0	$50,677,387
SR 44 (GULF TO LAKE HWY)	CR 491, N	KENSINGTON AVE, S	SIS	4D	6D	3.60	$11,624,225	$26,418,690	$52,837,375	$0	$90,880,290
SR 44 (GULF TO LAKE HWY)	CR 470, E	SUMTER COUNTY LINE	SIS	4D	6D	1.81	$19,542,336	$44,414,398	$88,828,791	$0	$152,785,525
SR 44 (GULF TO LAKE HWY)	KENSINGTON AVE, S	CROFT AVE, S	SIS	4D	6D	4.25	$5,664,794	$12,874,531	$25,749,060	$0	$44,288,385
CR491 (LECANTO HWY)	SR 44	HORACE ALLEN	SR	4D	6D	2.31	$757,352	$0	$10,833,828	$757,352	$12,348,532
US 41 (FLORIDA AVE)	EAST KEATING PARK ST	STONERIDGE DR, S	SIS	2U	4D	3.39	$3,404,767	$7,738,108	$15,476,215	$0	$26,619,091
SR 200 (CARL G ROSE HWY)	US 41, N	MARION COUNTY LINE	SR	2U	4D	5.38	$15,570,072	$35,386,524	$70,773,042	$0	$121,729,638
CR 581 EXTENSION	SR 44	US 41	SR	00	4D	5.62	$752,395	$4,298,623	$10,747,464	$752,395	$16,550,877
US 41 (FLORIDA AVE)	CITRUS SPRINGS BLVD, W	CR 488, W	CR	2U	4D	1.62	$11,672,658	$26,528,764	$53,057,523	$0	$91,258,945
HARTFORD ST/STEVEN ST	CROFT, ST, N	CITRUS HILLS BLVD, N	CR	00	2U	2.42	$746,760	$4,267,200	$10,668,000	$746,760	$16,428,720
PINE RIDGE BLVD	MUSTANG BLVD, W	CR 486, W	CR	2U	4D	7.41	$305,172	$1,743,840	$4,359,600	$305,172	$6,713,784
CITRUS HILLS BLVD/KENSINGTON AVE/REEHILL ST	CR 486, W	SR 44, W	CR	2U	2U	4.62	$536,550	$3,066,000	$7,665,000	$536,550	$11,804,100
ANTHONY AVE	CR 486	CR 491	CR	00	2U	5.07	$1,056,930	$6,039,600	$15,099,000	$1,056,930	$23,252,460
HAMPSHIRE BLVD	N HAZELWOOD DR	CR 491	CR	2U	2U	7.24	$720,006	$4,114,320	$10,285,800	$720,006	$15,840,132

On Street	From	To	SIS / SR / CR	2019 Lanes	2040 Needs Lanes	Project Miles	Design cost	ROW cost	Construction cost	CEI cost	Total Cost
ROCK CRUSHER EXTENSION	CARDINAL ST	CR 490	CR	00	2U	2.04	$1,250,382	$7,145,040	$17,862,600	$1,250,382	$27,508,404
HOSKINS LN	CR 490 (HOMOSASSA TRAIL)	CR 491 (LECANTO HWY)	CR	00	2U	2.33	$677,670	$3,872,400	$9,681,000	$677,670	$14,908,740
EMERALD OAKS DR/HAMPSHIRE BLVD	CR 495	N HAZELWOOD DR	CR	00	2U	7.45	$1,109,556	$6,344,982	$15,860,124	$1,109,556	$24,424,218
OVERDRIVE CIR	ANTHONY AVE	US 41	CR	00	2U	4.18	$490,980	$2,805,600	$7,014,000	$490,980	$10,801,560
HORACE ALLEN ST	MAYLEN AVE, S	CR 491	CR	00	4D	1.02	$394,353	$2,254,028	$5,636,089	$394,353	$8,678,823
MAYLEN AVE, S	LEE ANN LN	CR 486	CR	00	4D	2.07	$799,155	$4,567,780	$11,421,515	$799,155	$17,587,605
SANCTION RD	CR 491	MAYLEN AVE	CR	00	4D	1.00	$415,000	$2,371,000	$5,928,000	$415,000	$9,129,000
COUNTY OAKS TER	SR 44	CR 486	CR	00	4D	2.80	$1,163,660	$6,648,284	$16,622,112	$1,163,660	$25,597,716
LEE ANN LN	SR 44	CR 491	CR	00	4D	1.14	$471,440	$2,693,456	$6,734,208	$471,440	$10,370,544
SOUTHERN ST	SR 44	S LINE RD	CR	00	4D	0.92	$380,970	$2,176,578	$5,441,904	$380,970	$8,380,422
S LINE RD	SR 44	SOUTHERN ST	CR	00	4D	0.27	$112,880	$644,912	$1,612,416	$112,880	$2,483,088

APPENDIX D: BICYCLE, PEDESTRIAN AND MULTI-USE TRAIL NEEDS

Hernando County Multi-Use Trail Projects

Project	From	To	Jurisdiction	Status
GNT (Phase III)	Weatherly Rd.	WSF	HC	CST/2015
GNT (Phase IV)	WSF	WST	HC	CST/2015
Coast to Coast Connector	Suncoast Trail	Good Neighbor Trail	HC	Proposed
Powell Rd.	California St.	Broad St. (US 41)	HC	Proposed
SR 50 Connector	SR 50/Cortez Blvd	Sumter County Line	HC	Proposed
GNT SR 50	Suncoast Parkway Trail	SR 50/Cortez Blvd	HC	Proposed
Ponce de Leon Trail	Fort Dade Ave	Suncoast Parkway Trail	HC	Proposed
County Line Trail	Anderson Snow Rd	Mariner Blvd	HC	Proposed
Planned Trail Connector	Fort Dade Ave	Sunshine Grove Rd	HC	Proposed
Planned Trail Connector	GNT Trailhead	Cobb Road/ SR 50 A intersection	HC	Proposed

HC	Hernando County	WSF	Withlacoochee State Forest
B	Brooksville	WST	Withlacoochee State Trail

Hernando County Pedestrian Projects

Project	From	To	Jurisdiction	Status
Howell Ave.	Ft. Dade Ave.	North of Irene St.	B	CST/2015
Exultant Dr.	Pacific Ave.	Lake-in-the Woods Dr.	HC	CST/2015
Quality Dr./Medical Blvd.	Mariner Blvd.	Farnsworth Blvd.	HC	CST 2018
Shoal Line Blvd. (C.R. 597)	Rogers Park	Richard Dr.	HC	CST/2015
Spring Hill Dr.	W. Kass Circle	E. Kass Circle	HC	CST/2015
Pinehurst Dr.	Spring Hill Dr.	Pioneer Park	HC	CST2015
MLK Blvd.	Main St.	U.S. 41	B	PE/2012- CST/2014
Shoal Line Blvd. (C.R. 597)	Richard Dr.	C.R. 550	HC	PE/2015- CST/2017
Powell Rd.	California St.	Spring Park Way	HC	PE/2016- CST-2018
GNT/Jefferson Ave Bike/Ped Signal Crossing	GNT/Jefferson Ave.		HC	Proposed
Meadowlark Rd. Connector Bike/pedestrian crossing	Deltona Elem. School	Waterfall Dr.	HC	Proposed
Kass Circle Ped Crossing	Spring Hill Dr.	Spring Hill Dr.	HC	Proposed
Deltona Blvd.	Deltona Elem. School	Philatelic Dr.	HC	Proposed
Spring Hill Elementary (SRTS application)	w/n 2 Mile Radius of School		HC	Proposed
Explorer K-8 (SRTS application)	w/n 2 Mile Radius of School		HC	Proposed
JD Floyd K-8(SRTS application)	w/n 2 Mile Radius of School		HC	Proposed
Deltona Elementary (SRTS application)	w/n 2 Mile Radius of School		HC	Proposed
Westside Elementary (SRTS application)	w/n 2 Mile Radius of School		HC	Proposed
Brooksville Elementary (SRTS application)	w/n 2 Mile Radius of School		B	Proposed
Linden Dr.	Coronado Dr.	Spring Hill Dr.	HC	Proposed
North Ave. - sidewalk	Howell Ave.	Whiteway Dr.	B	Proposed
Cobblestone Dr.	Pinehurst Dr.	County Line Rd.	HC	Proposed
Landover Blvd.	Elgin Ave.	Mariner Blvd.	HC	Proposed
Landover Blvd.	N. of Elgin Blvd.	Mariner Blvd.	HC	Proposed
Linden Dr.	Spring Hill Dr.	Mariner Blvd.	HC	Proposed
Linden Dr.	Spring Hill Dr.	Jessica Dr.	HC	Proposed
Linden Dr.	Oriana Dr.	County Line Rd.	HC	Proposed
Spring Hill Dr.	Spring Park Way	Broad St. (US 41)	HC	Proposed
Elgin Blvd.	Deltona Blvd.	Mariner Blvd.	HC	Proposed
California St.	Wiscon Rd.	Sandusky Rd.	HC	Proposed
SR 50/I-75 Interchange	Lockhart Rd.	Kettering Rd.	HC	Proposed
		HC	Hernando County	
		B	Brooksville	

Hernando County Bicycle Facility Projects

Project	From	To	Jurisdiction	Status
Shoal Line Blvd. (C.R. 597)	Jewfish Dr.	Osowaw Blvd.	HC	CST/2015
Osowaw Blvd.	Shoal Line Blvd.	Tarpon Blvd.	HC	CST/2015
Wiscon Rd.	S.R. 50	U.S. 41	HC	Proposed
GNT/Jefferson Ave Bike/Ped Signal Crossing	GNT/Jefferson Ave.		HC	Proposed
Meadowlark Rd. Connector Bike/Pedestrian crossing	Deltona Elem. School	Waterfall Dr.	HC	Proposed

HC Hernando County

B Brooksville

Citrus County Multi-Use Trail and Bicycle Facility Projects

Project	From	To	Jurisdiction	Status
Sugarmill Woods (trail)	Oak Village Blvd	Trailhead/Suncoast Parkway II	CC	Proposed
WST Connnector (trail)	WST Northern Terminus	Dunnellon Trailhead	CC	PD&E Complete
US 19 Trail Crossing (trail)	Crosstown Trail/US 19		CCR	Proposed
Three Sisters Springs Connector (Trail)	486 Trail	US 19/Kings Bay Trail	CC/CCR	Proposed
Sugarmill Woods- Oak Park Blvd (bike lane)	Shoppes at Sugarmill Woods	Corkwood Blvd	CC	Proposed
Sugarmill Woods- E Cypress Village Blvd (bike lane)	Shoppes at Sugarmill Woods	Cypress Circle	CC	Proposed
Sugarmill Woods- Corkwood Blvd (bike lane)	Shoppes at Sugarmill Woods	Cypress Blvd.	CC	Proposed
Filling the US 19 Multi-Use trail gaps	NE 1st Terrace North	Crystal River City Limits	CCR	Proposed
Ft Island Trail	US 19	Park	CC	Proposed
CR 480/Stagecoach Trail	US19	US41	CC	Proposed

CC Citrus County

CCR Crystal River

It is the County's Goal, as part of its transportation network to construct or require the construction of sidewalks, bike lanes, bicycle trails or multiuse paths in conjunction with all roadway improvement projects regardless of maintenance jurisdiction or on limited minor collectors with sufficient right-of-way, all collectors, all major collectors and roadways with higher functional classifications as part of the Citrus County Alternative Transportation Network.

Citrus County Pedestrian Facility Projects

Project	From	To	Jurisdiction	Status
Yulee Dr	W. Central St	US 19 (Suncoast Blvd, S)	CC	Committed
East Vine St and Gospel Island Rd	N. Apopka Ave	SR 44	CC	Proposed
Sugarmill Woods- US 19 Landscape Enhancement - Median Installation and Landscape	Shoppes at Sugarmill Woods	Corkwood Blvd	CCR	Proposed
Suncoast Blvd	US 98	Cardinal Lane	CC	Proposed
Cardinal Lane	US 19	CR 491	CC	Proposed
Forest Ridge Blvd	CR 486	CR 491	CC	Proposed
W. Miss Maggie Dr.	Chassahowitzka River	US 19	CC	Proposed
W.Halls Rd.	Riverview Circle	US 19	CC	Proposed
Rock Crusher Rd	Homosassa Trail	SR 44	CC	Proposed

CC	Citrus County
CCR	Crystal River

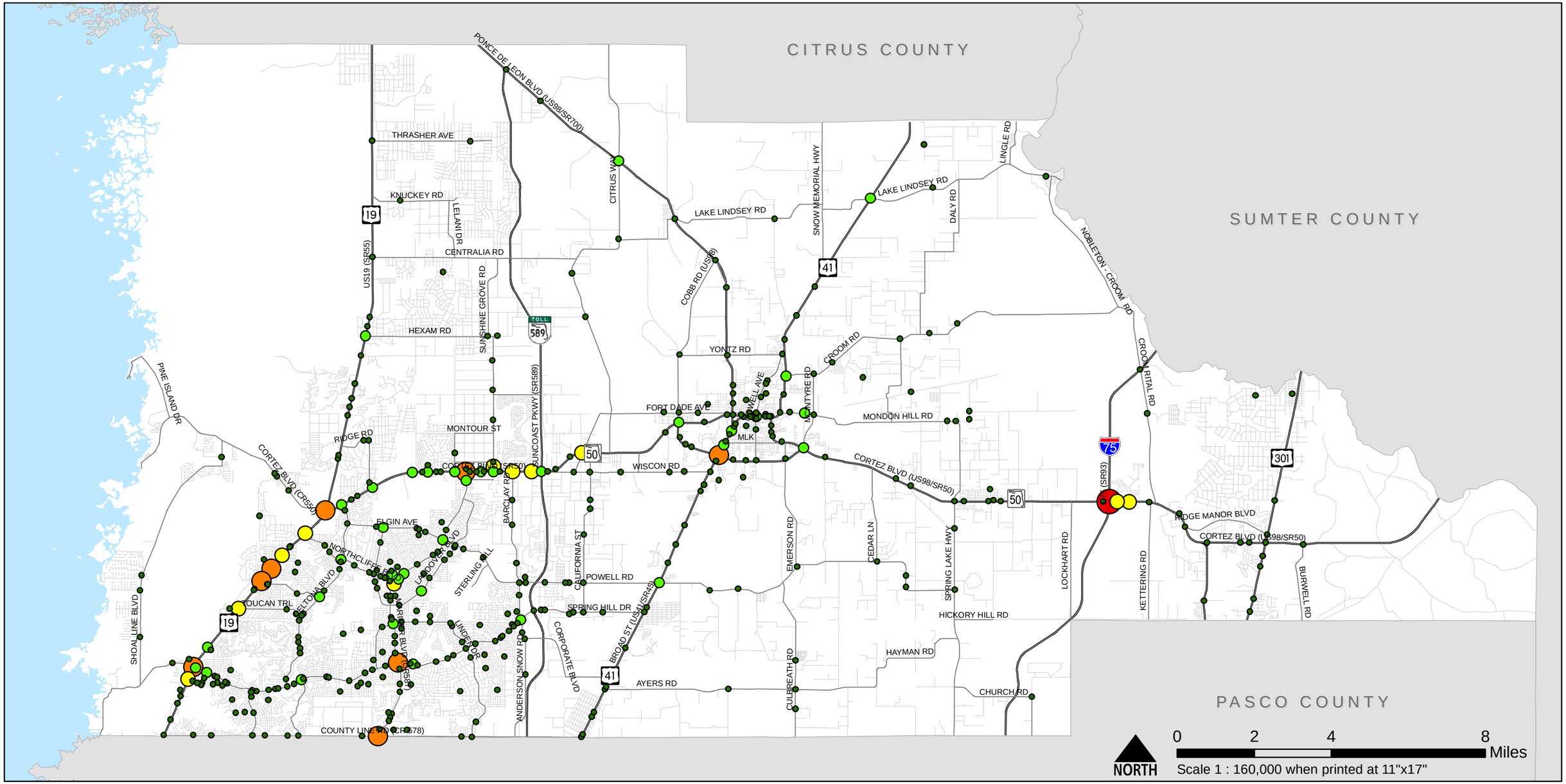
Citrus County Bicycle Facility Project

Project	From	To	Jurisdiction	Status
Sugarmill Woods- Oak Park Blvd	Shoppes at Sugarmill Woods	Corkwood Blvd	CC	Proposed
Sugarmill Woods- E Cypress Village Blvd	Shoppes at Sugarmill Woods	Corkwood Blvd	CC	Proposed
Sugarmill Woods- Corkwood Blvd	Shoppes at Sugarmill Woods	Corkwood Blvd	CC	Proposed

CC	Citrus County
CCR	Crystal River

APPENDIX E: CRASH AND CORRIDOR MAPS

Hernando County: Intersections with High Crash Frequency Due to Aggressive Driving



Legend

- 1 - 5
- 6 - 10
- 11 - 15
- 16 - 25
- > 25
- Hernando Roads

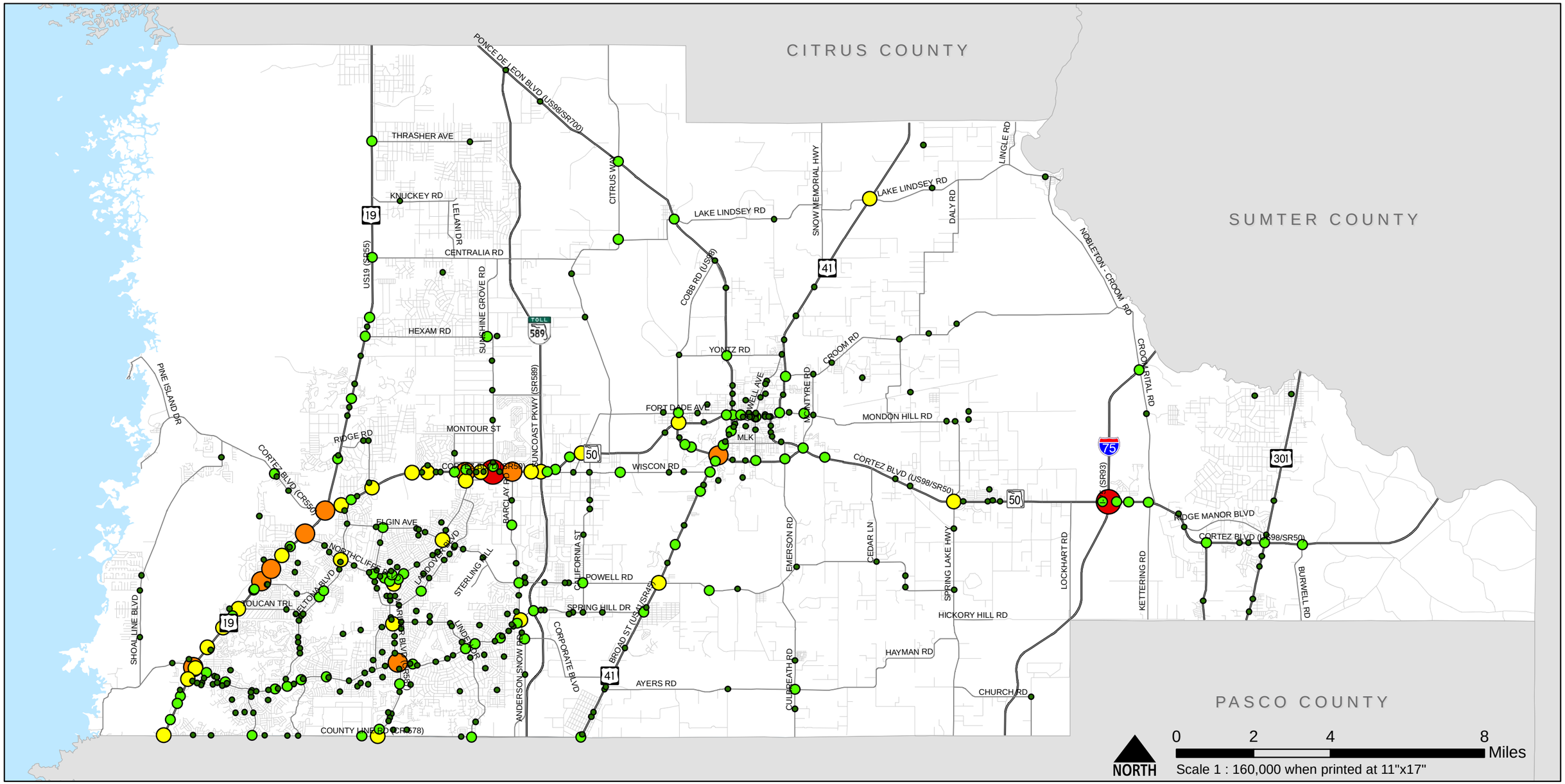
Data Source: FDOT 2010-2012
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Tindale Oliver

METROPOLITAN PLANNING ORGANIZATION HERNANDO/CITRUS

Path: G:\122076-04.13_Hernando2040LRTP_ScopeA\Maps\Crash Data Maps\Aggressive_Driving.mxd

Hernando County: Intersections with High Crash Frequency Due to At-Risk Drivers



Legend

- 1 - 5
- 6 - 20
- 21 - 45
- 47 - 80
- > 81
- Hernando Roads

*Note: At-Risk Drivers (aging adults 65 and above, as well as teens 15-19 years of age).

Data Source: FDOT 2010-2012
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

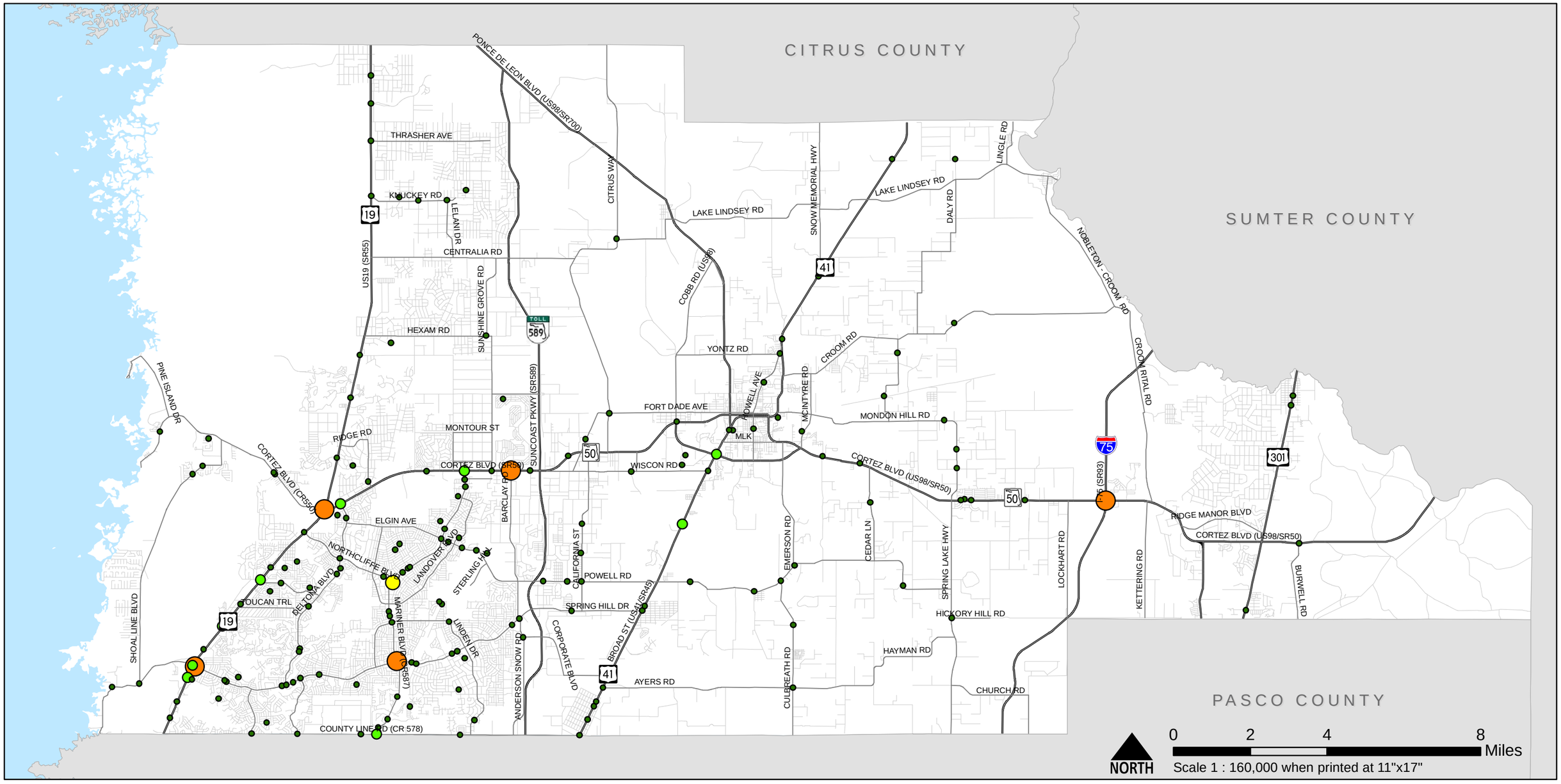
Tindale Oliver

METROPOLITAN PLANNING ORGANIZATION HERNANDO/CITRUS

2040 LRTP Hernando County — **12.16.13 Draft Map**

Path: G:\122076-04.13_Hernando2040LRTP_ScopeA\Maps\Crash Data Maps\At_Risk_Drivers.mxd

Hernando County: Intersections with High Crash Frequency Due to Impaired Driving



Legend

- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 8
- > 8
- Hernando Roads

Data Source: FDOT 2010-2012
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Tindale Oliver

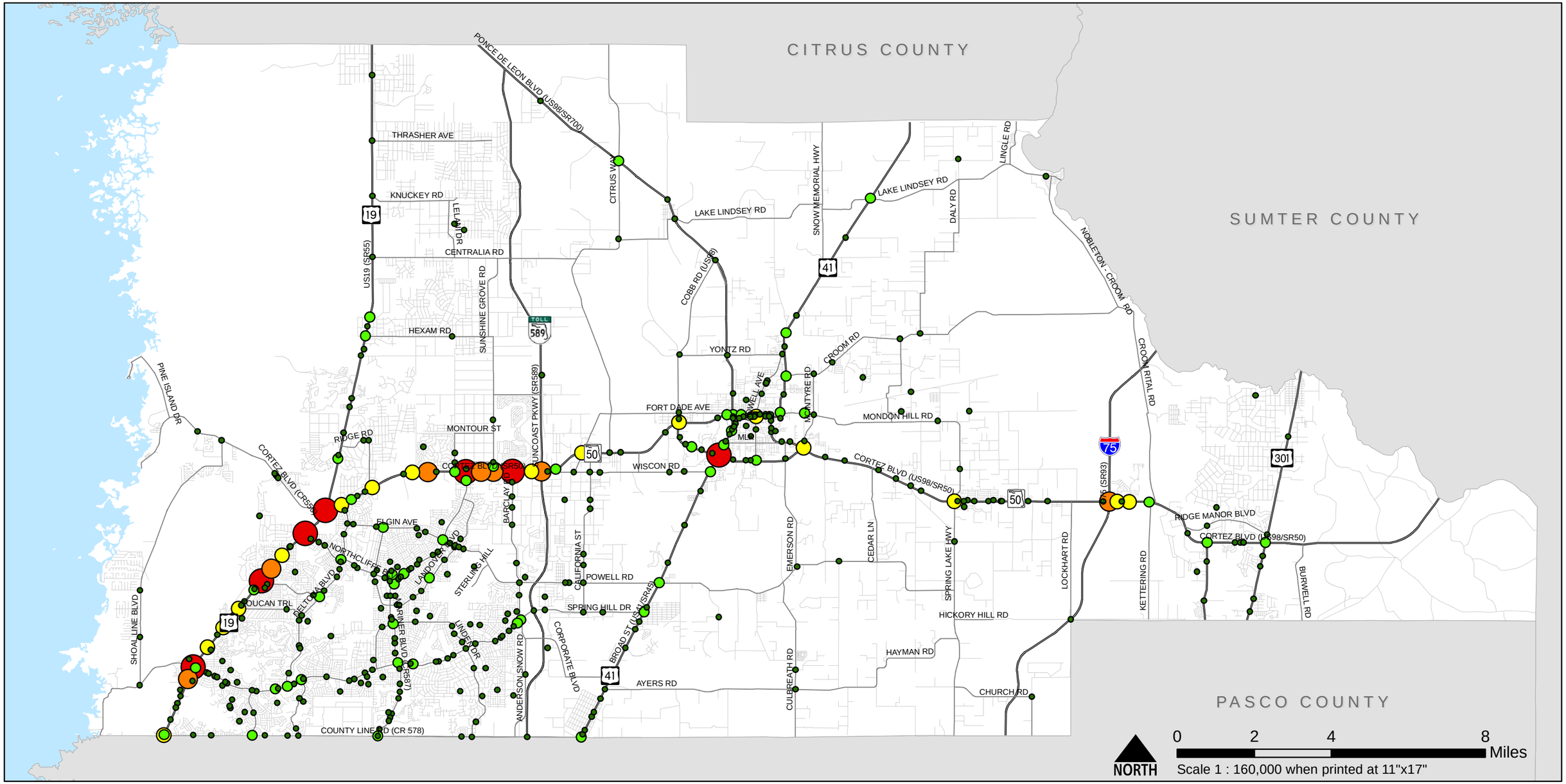
MPO Metropolitan Planning Organization Hernando/Citrus

2040 LRTP Hernando County

10.16.14 Draft Map

Path: G:\122076-04.13_Hernando2040LRTP_ScopeA\Maps\Crash Data Maps\Impaired.mxd

Hernando County: Intersections with High Crash Frequency



Legend

- 1 - 4
- 5 - 11
- 12 - 19
- 20 - 28
- > 28
- Hernando Roads

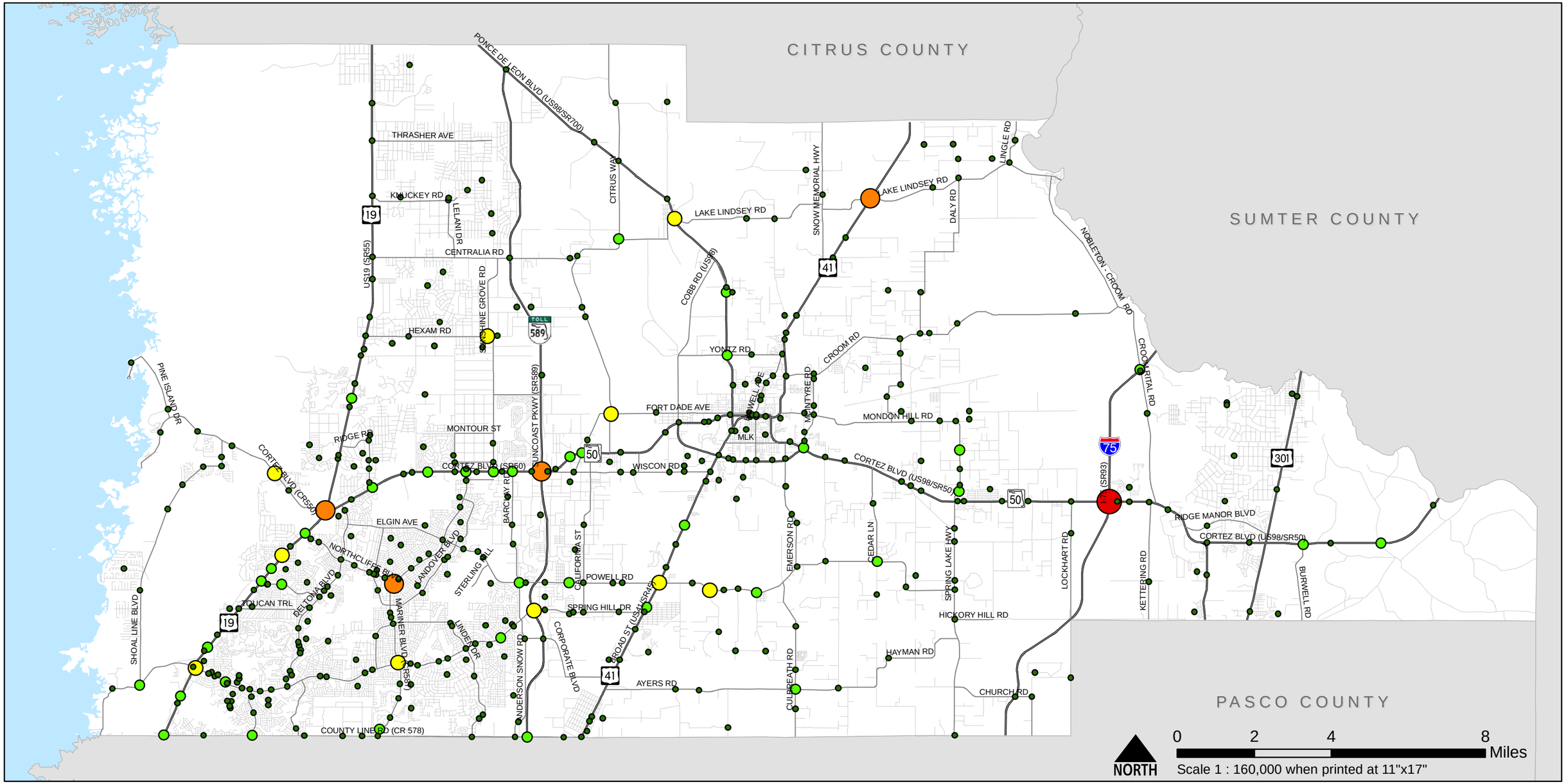
Data Source: FDOT 2010-2012
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Tindale Oliver

METROPOLITAN PLANNING ORGANIZATION HERNANDO/CITRUS

Path: G:\122076-04.13_Hernando2040LRTP_ScopeA\Maps\Crash Data Maps\Intersections.mxd

Hernando County: Intersections with High Crash Frequency Due to Lane Departures



Legend

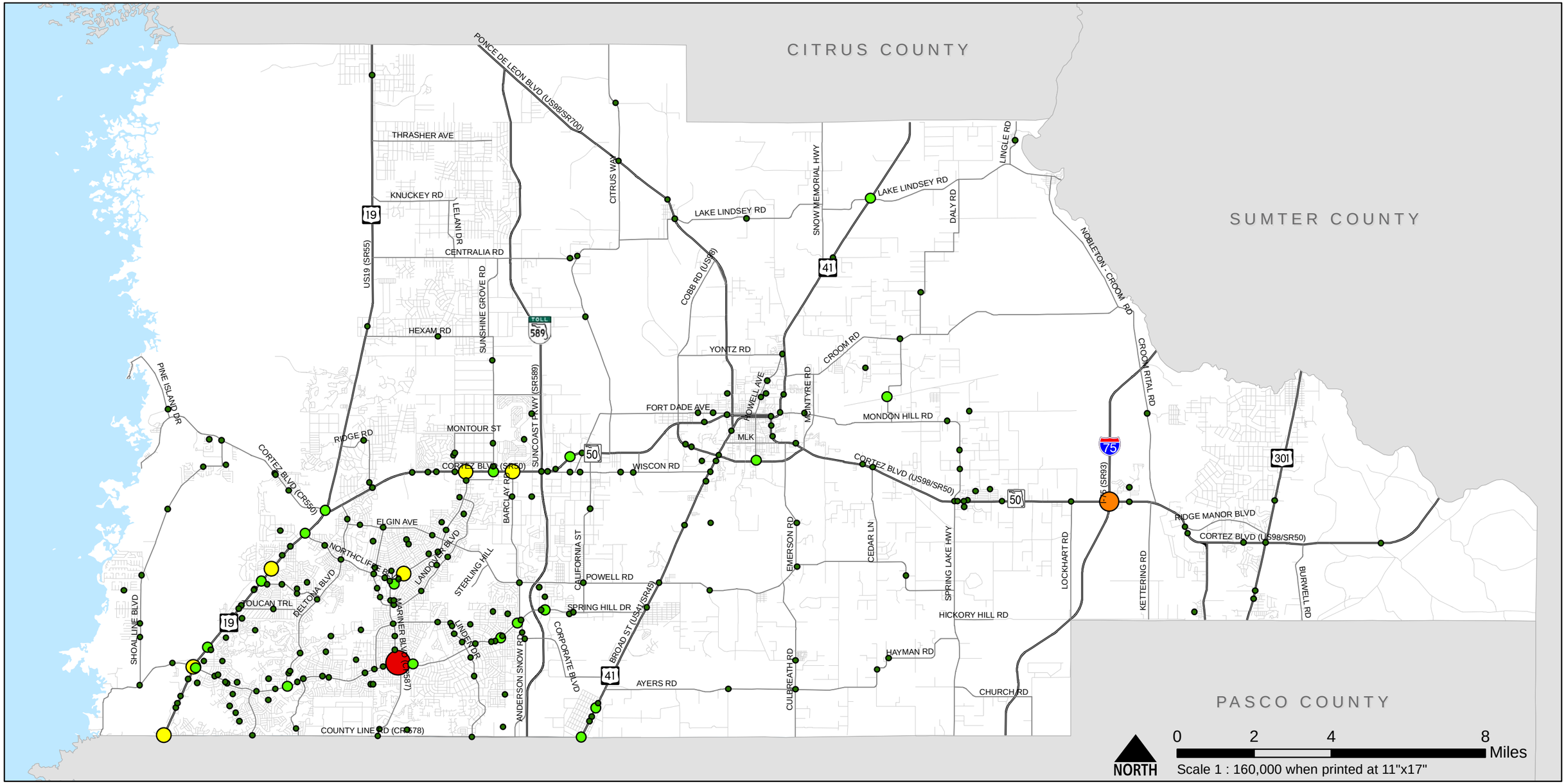
- 1 - 2
- 3 - 4
- 5 - 7
- 8 - 11
- > 11
- Hernando Roads

Data Source: FDOT 2010-2012
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Tindale Oliver

METROPOLITAN PLANNING ORGANIZATION HERNANDO/CITRUS

Hernando County: Intersections with High Crash Frequency Due to Vulnerable Users



Legend

- 1 - 2
- 3 - 4
- 5 - 8
- 9 - 10
- > 10
- Hernando Roads

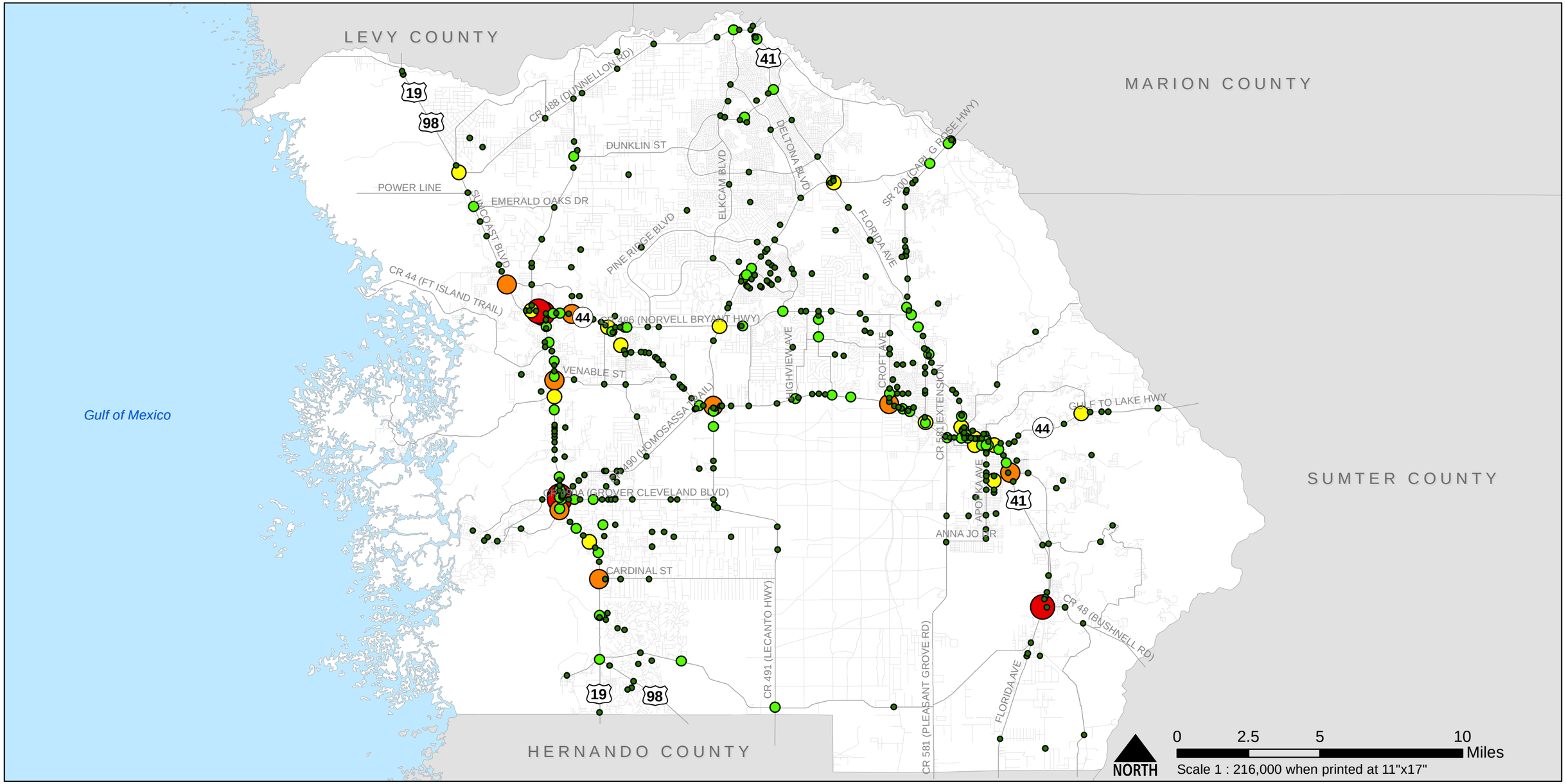
Note: Data compiled for years 2010-2012 presenting bicycle, pedestrian, and motorcycle crashes at intersections.

Data Source: FDOT 2010-2012
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Tindale Oliver

METROPOLITAN PLANNING ORGANIZATION HERNANDO/CITRUS

Citrus County: Intersections with High Crash Frequency Due to Aggressive Driving



Crashes

- 1 - 2
- 3 - 5
- 6 - 8
- 9 - 10
- 11 - 20
- Citrus Roads

Data Source: TOA LRTP
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

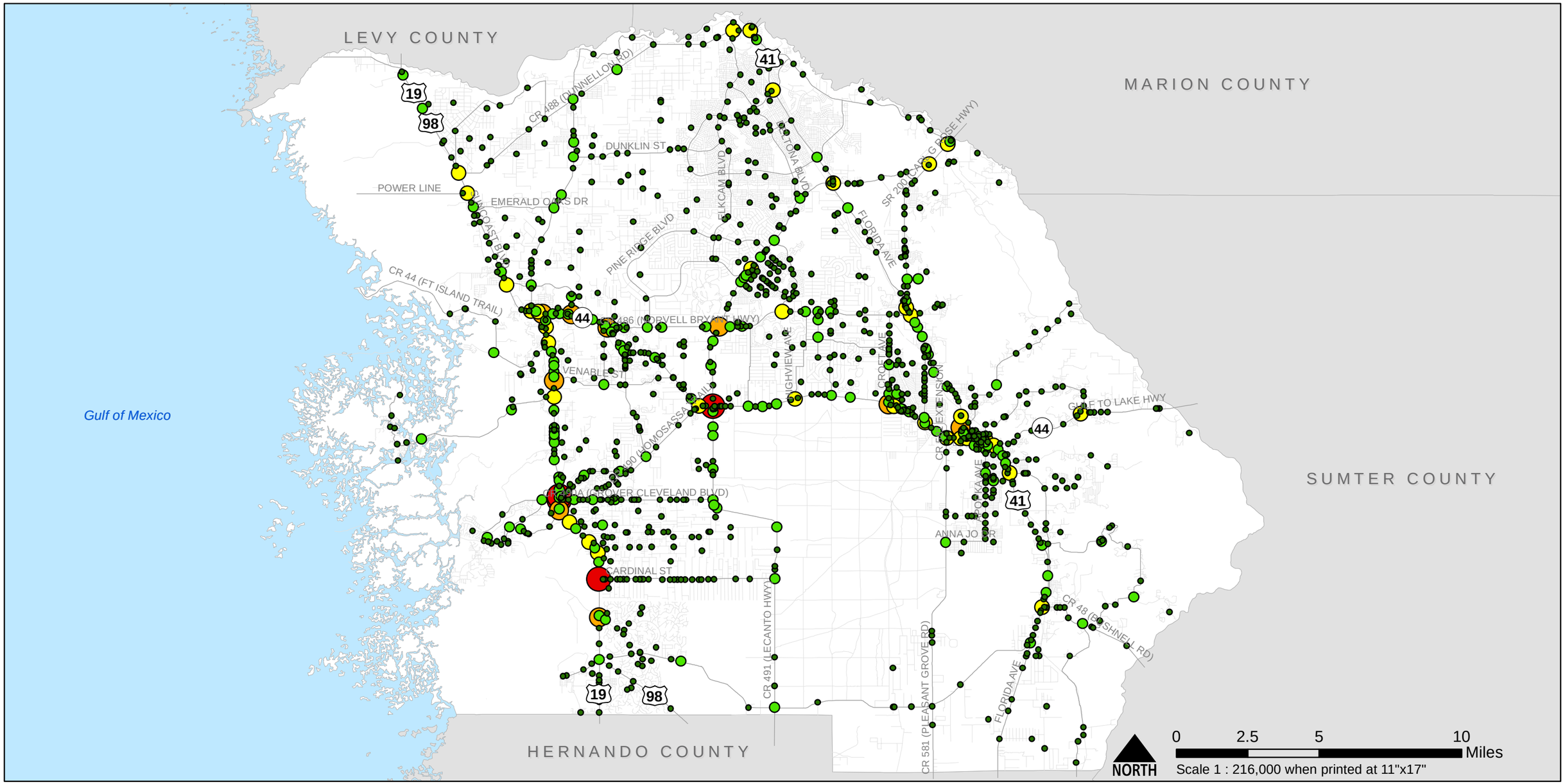
Tindale Oliver

MPO METROPOLITAN PLANNING ORGANIZATION HERNANDO/CITRUS

2040 LRTP Citrus County — **10.01.14 Draft Map**

Path: G:\122080-04.14_Hernando-Citrus 2040 LRTP_Scope C\Maps\Crash Data\Aggressive_Driving.mxd

Citrus County: Intersections with High Crash Frequency Due to At Risk Drivers



Legend

- 1 - 3
- 4 - 9
- 10 - 20
- 21 - 39
- 40 - 57
- Citrus Roads

*Note: At-Risk Drivers (aging adults 65 and up, as well as teens 15-19)

Data Source: TOA LRTP
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

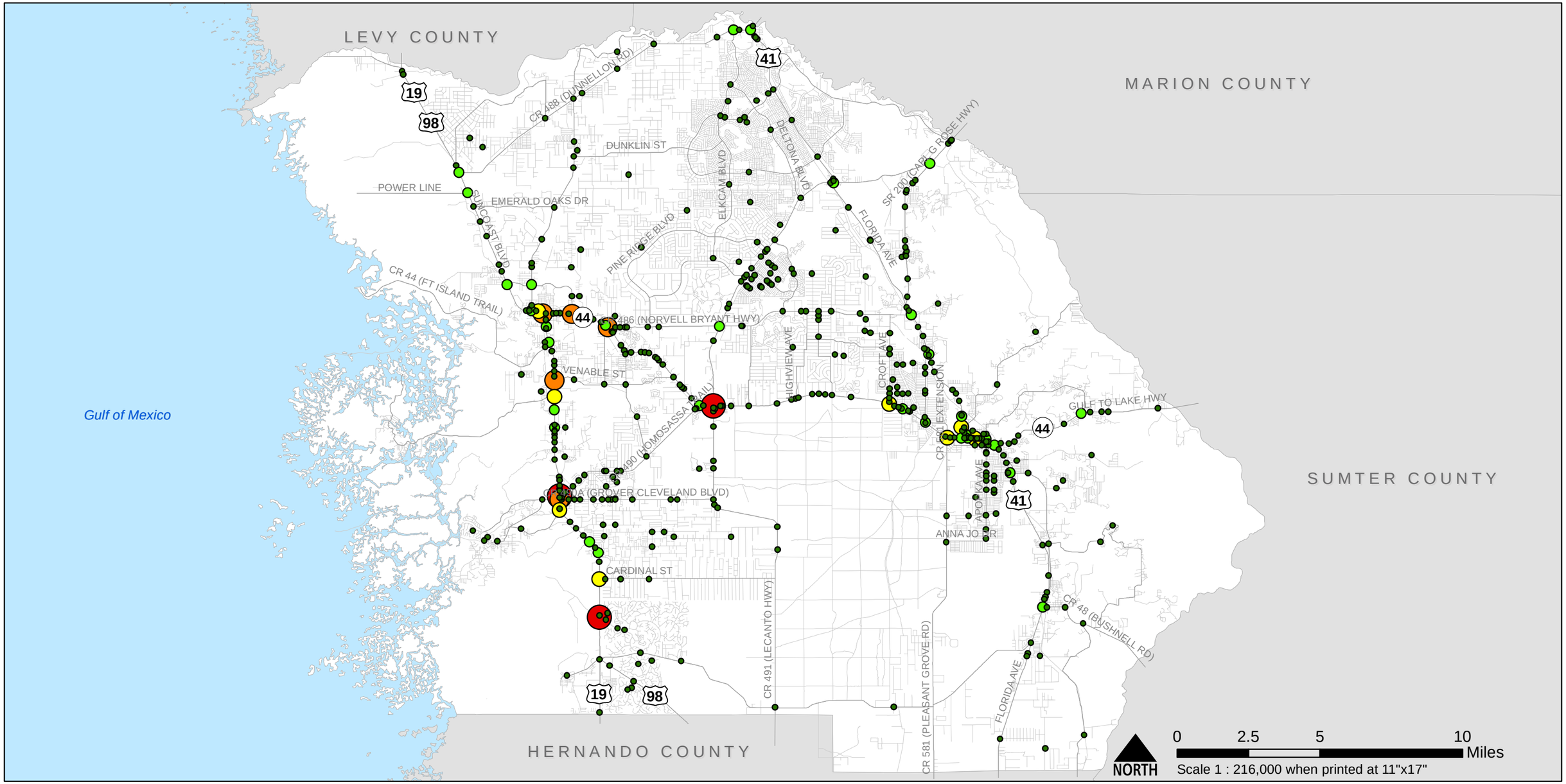
Tindale Oliver

METROPOLITAN PLANNING ORGANIZATION HERNANDO/CITRUS

2040 LRTP Citrus County — **10.01.14 Draft Map**

Path: G:\122080-04.14_Hernando-Citrus 2040 LRTP_Scope C\Maps\Crash Data\At_Risk.mxd

Citrus County: Intersections with High Crash Frequency



Crashes

- 1 - 5
- 6 - 12
- 13 - 20
- 21 - 28
- > 28
- Citrus Roads

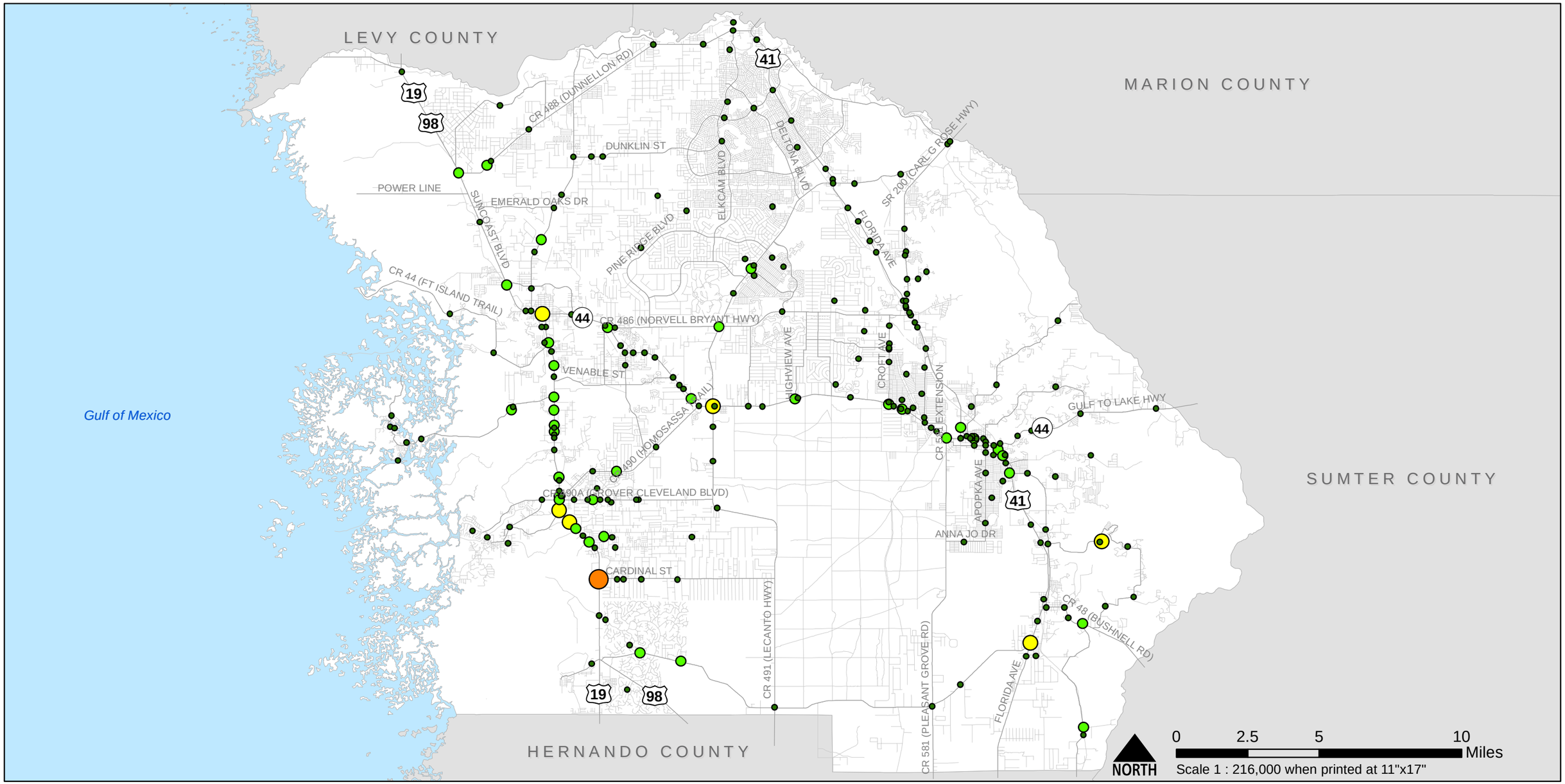
Note: Crash data compiled for years 2010-2012

Data Source: TOA LRTP
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Tindale Oliver

MPO METROPOLITAN PLANNING ORGANIZATION HERNANDO/CITRUS

Citrus County: Intersections with High Crash Frequency Due to Vulnerable Users



Crashes

- 1
- 2 - 3
- 4 - 5
- 6 - 7
- > 7
- Citrus Roads

Note: Data compiled for years 2010-2012 presenting bicycle, pedestrian, and motorcycle crashes at intersections.

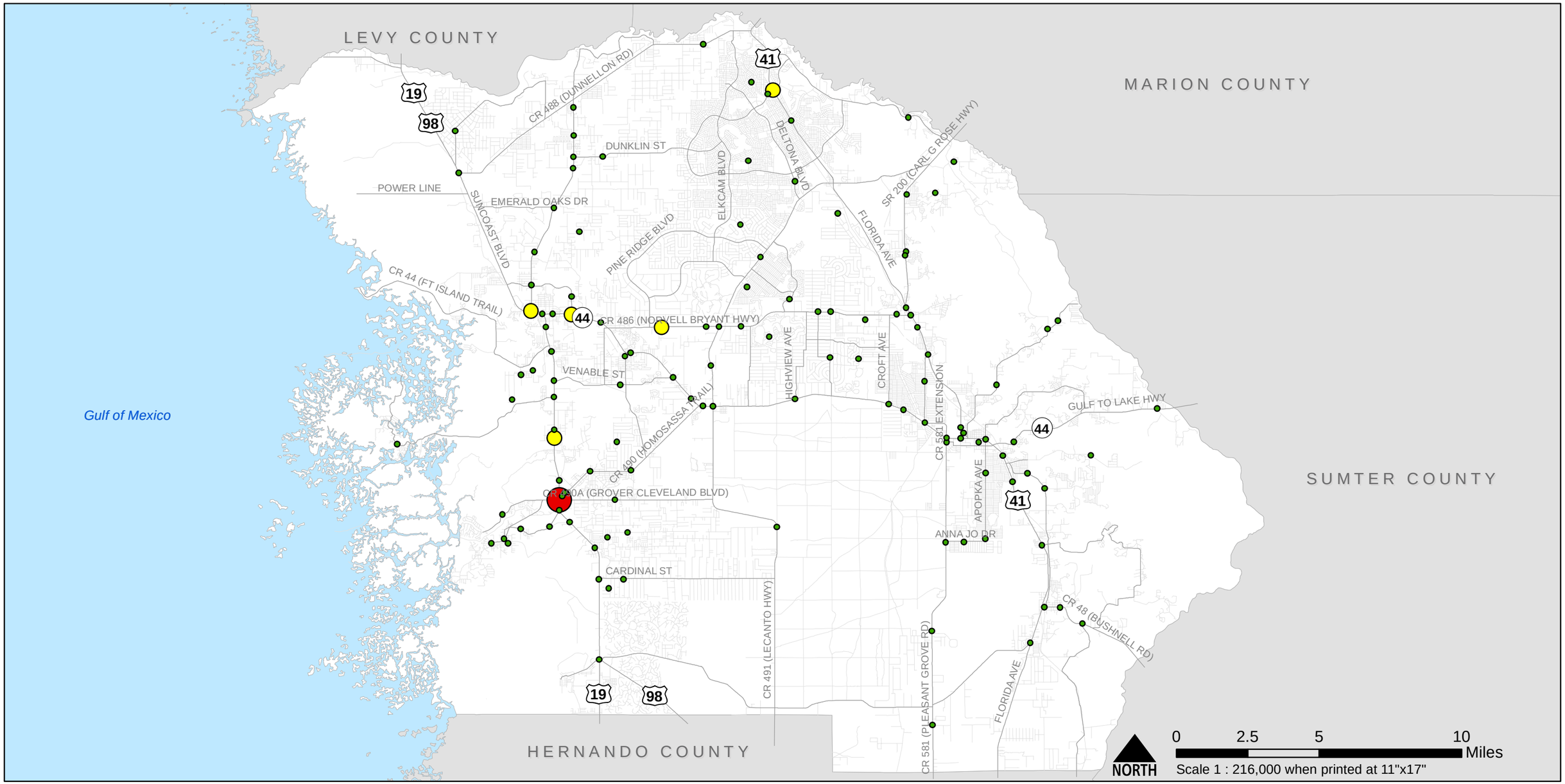
Data Source: TOA LRTP
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Tindale Oliver

MPO METROPOLITAN PLANNING ORGANIZATION HERNANDO/CITRUS

Path: G:\122080-04.14_Hernando-Citrus 2040 LRTP_Scope C\Maps\Crash Data\CrashData_VulnerableUser.mxd

Citrus County: Intersections with High Crash Frequency Due to Impaired Driving



Crashes

1 3 Citrus Roads

2

Data Source: TOA LRTP
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

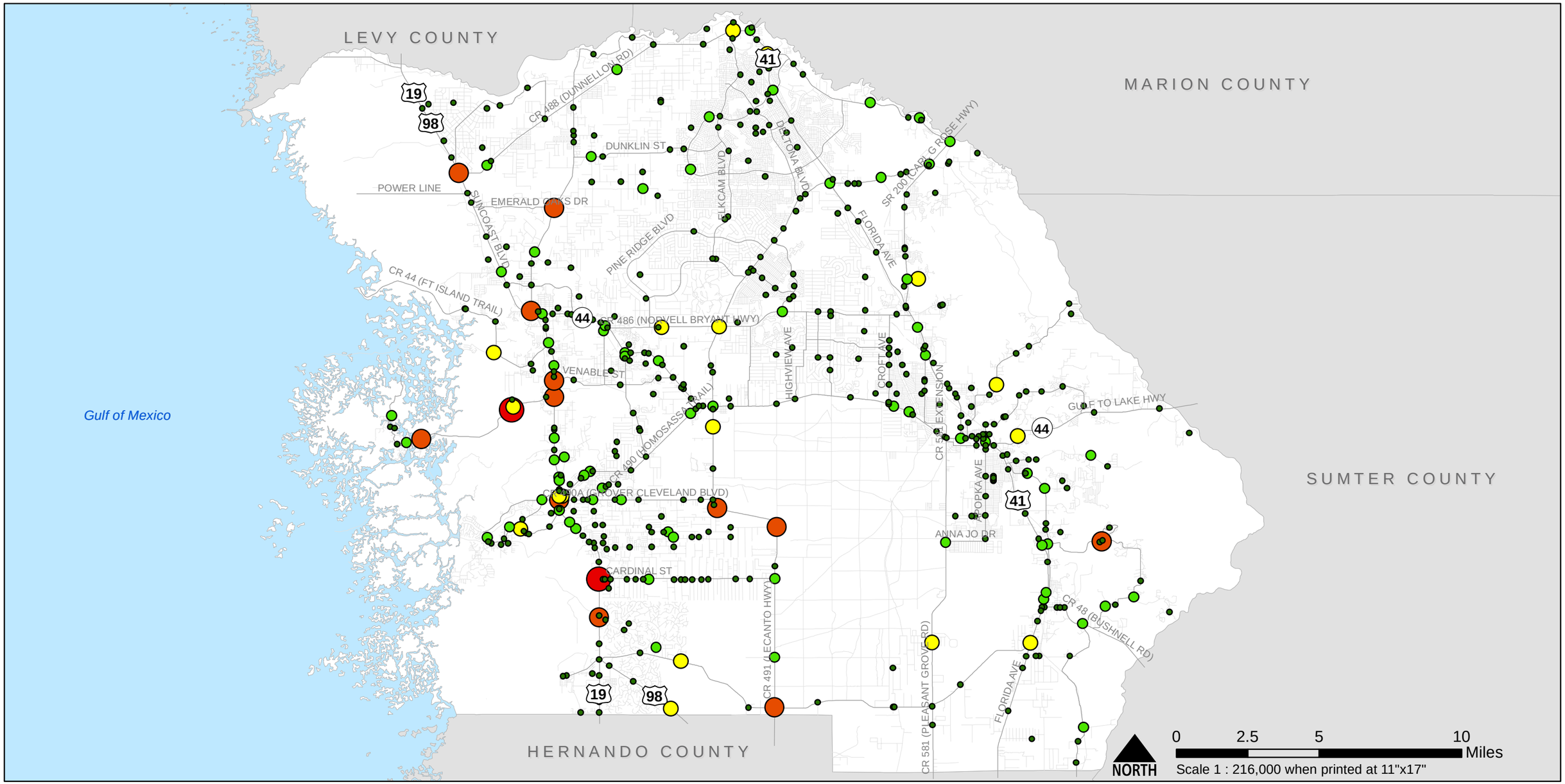
Tindale Oliver

METROPOLITAN PLANNING ORGANIZATION HERNANDO/CITRUS

10.01.14 Draft Map

Path: G:\122080-04.14_Hernando-Citrus 2040 LRTP_Scope C\Maps\Crash Data\Impaired.mxd

Citrus County: Intersections with High Crash Frequency Due to Lane Departure



Crashes

1
2
3
4
5 - 6
Citrus Roads

Data Source: TOA LRTP
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Tindale Oliver

MPO METROPOLITAN PLANNING ORGANIZATION HERNANDO/CITRUS

10.03.14 Draft Map

Path: G:\122080-04.14_Hernando-Citrus 2040 LRTP_Scope C\Maps\Crash Data\Lane_Departure.mxd

APPENDIX F: FDOT 2040 REVENUE FORECAST

APPENDIX FOR THE METROPOLITAN LONG RANGE PLAN
2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This appendix documents the Florida Department of Transportation (FDOT) revenue forecast through 2040. Estimates for major state programs for this metropolitan area and Florida are included. The forecast encompasses state and federal funds that "flow through" the FDOT work program. This information is used for updates of metropolitan long range transportation plans, the Florida Transportation Plan and the Strategic Intermodal System (SIS) Cost Feasible Plan.

Background

Evolving state and federal legislation, FDOT policies, and leadership by the Metropolitan Planning Organization Advisory Council have provided the impetus to enhance the cooperative relationship between FDOT and metropolitan planning organizations (MPOs) in planning for and providing transportation facilities and services. The Florida Transportation Plan (FTP), developed with the assistance of Florida's 26 MPOs and other transportation partners, established long range goals and program emphases for the expenditure of state and federal funds expected from current revenue sources.

The Department developed a long range revenue forecast through 2040. The forecast was based upon recent legislation (e.g., MAP-21[1]), changes in factors affecting state revenue sources (e.g., population growth rates) and current policies. This 2040 forecast incorporates (1) amounts contained in the Department's Work Program for 2014 through 2018, (2) the impact of the Department's objectives and investment policies, and (3) the current Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in year of expenditure dollars.

Purpose

This appendix provides the public and interested parties with clear documentation of the state and federal financial issues related to each MPO plan and facilitates reconciliation of statewide and metropolitan plans. This appendix does not address financial issues related to funds that do not "flow through" the state work program. Information on financial issues related to local and regional revenue sources – what those resources are and how the metropolitan areas plan to spend them – is contained in other documentation of the metropolitan plan.

This appendix describes how the statewide 2040 Revenue Forecast was developed. Also, metropolitan estimates are identified for certain major FDOT programs that expand the capacity of existing transportation systems, and are referred to as "capacity programs." "Metropolitan estimates" are the estimated share of certain state capacity programs for this metropolitan area. They can be used to fund planned improvements to major elements of the transportation system. This appendix also includes estimates of funds required for other FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2040 Revenue Forecast for these programs, referred to as "non-capacity programs" in this document, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Funding for these programs is not included in the metropolitan estimates.

[1] Moving Ahead for Progress in the 21st Century Act, Public Law 112-141, July 6, 2012.

2040 Revenue Forecast (State and Federal Funds)

The 2040 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among statewide capacity and non-capacity programs consistent with statewide priorities.
3. Estimates for certain capacity programs were developed for each of Florida's 26 metropolitan areas.

Forecast of State and Federal Revenues

The 2040 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimated revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program. The forecast did not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference in August 2012 for state fiscal years 2014 through 2021. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for the same fiscal years. Assumptions about revenue growth were as follows:

Revenue Sources	Years	Assumptions
State Fuel Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.54% increase in 2022, gradually decreasing to 0.55% in 2040
State Tourism-Driven Sources (Rental Car Surcharge, Aviation Fuel Tax)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 3.04% increase in 2022, gradually decreasing to 2.86% in 2040
State Vehicle-Related Taxes (Vehicle License, Initial Registration, and Incremental Title fees)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.28% increase in 2022, gradually decreasing to 1.71% in 2040
Documentary Stamps Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	$348.5 million annually
Federal Distributions (Total Obligating Authority)	2014-2021	FDOT Federal Aid Forecast
	2022-2040	Annual 0.0% increase through 2040
Turnpike	2014-2022	Existing and programmed projects, cap on outstanding debt, and planned toll increases on expansion projects

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 1. The *2040 Revenue Forecast Handbook* contains inflation factors that can be used to adjust project costs expressed in "present day cost" to "year of expenditure" dollars.

Table 1
Forecast of Revenues
2040 Revenue Forecast (Millions of Dollars)

Major Revenue Sources	Time Period 2014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	27-Year Total[2] 2014-2040
Federal	5,113 31%	9,542 27%	9,687 26%	9,719 24%	19,328 22%	53,389 25%
State	9,711 59%	22,243 64%	25,084 67%	27,616 69%	60,776 70%	145,430 67%
Turnpike	1,680 10%	3,044 9%	2,745 7%	2,931 7%	6,610 8%	17,011 8%
Total[2]	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Tentative Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

Long range revenue forecasts assist in determining which needed transportation improvements are financially feasible and in identifying funding priorities. As directed by FDOT policy, the Department places primary emphasis on safety and preservation by first providing adequate funding in the Revenue Forecast to meet established goals and objectives in these important areas. Remaining funding has been planned for new or expanded statewide, metropolitan/regional, and local facilities and services (i.e., capacity programs). As Florida moves toward the middle of the 21st Century, safety and preservation continue to be emphasized.

The 2040 Revenue Forecast includes the program funding levels contained in the July 1, 2013 Adopted Work Program for 2014 through 2018. The forecast of funding levels for FDOT programs for 2019-2040 was developed based on the Program and Resource Plan (PRP) for fiscal years 2013-2022. The remainder of this Appendix provides forecast information for "Capacity," "Non-Capacity," and "Other" state programs. The information is consistent with "Financial Guidelines for MPO Long Range Plans" adopted by the Metropolitan Planning Organization Advisory Council in January 2013.

Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (e.g., highways, transit). Table 2 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

TABLE 2
Major Capacity Programs Included in the 2040 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2040 Revenue Forecast Programs	PRP Program Categories
SIS Highways Construction & ROW - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS Construction SIS Traffic Operations SIS Right of Way SIS Advance Corridor Acquisition
Other Arterial Construction/ROW - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
Aviation - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
Transit - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit
Rail - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	High Speed Rail Passenger Service Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation
Intermodal Access - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
Seaport Development - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
Documentary Stamps Funds – Improving intermodal facilities and acquisition of associated rights of way.	Documentary Stamps Funds not in Adopted Work Programs by July 1, 2013.

Statewide Forecast for Capacity Programs

Table 3 identifies the statewide estimates for capacity programs in the 2040 Revenue Forecast. About $216 billion is forecast for the entire state transportation program from 2014 through 2040; about $103 billion (48%) is forecast for capacity programs.

Table 3
Statewide Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	2014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
SIS Highways Construction & ROW	4,879	7,747	7,738	8,509	17,726	46,599
Other Arterials Construction & ROW	2,264	4,371	4,264	4,076	8,766	23,740
Aviation	333	853	819	911	1,981	4,896
Transit	855	1,883	1,942	2,041	4,280	11,001
Rail	500	865	729	807	1,745	4,647
Intermodal Access	83	153	182	199	430	1,043
Seaports	383	395	496	553	1,205	3,031
Documentary Stamps Funds[3]	0	639	1,791	1,791	3,582	7,803
Total Capacity Programs	**9,297**	**16,905**	**17,961**	**18,888**	**39,715**	**102,761**
Statewide Total Forecast	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Tentative Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.
[3] Documentary Stamps funds not programmed in FDOT Work Programs as of July 1, 2013.

Metropolitan Forecast for Capacity Programs

As the first step in preparing metropolitan estimates, the Department prepared district and metropolitan estimates for the capacity programs from the statewide forecast consistent with provisions in state and federal law. Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alterntives (TALU) funds were distributed based on 2010 population. District estimates for certain Transportation Alternatives (TA) funds and the following programs were developed using the current statutory formula[2]: other arterials construction/right-of-way (net of TMA and TA funds); ; and the transit program.

Estimates for SIS Construction and ROW were based on the SIS Long Range Cost Feasible Plan, 2013 Edition. Because of the evolving nature of the SIS, estimates for the Rail, Aviation, Seaports and Intermodal Access programs will not be available until a SIS Cost Feasible Plan for all SIS modes is completed. FDOT districts developed metropolitan estimates consistent with district shares of the statewide forecast, adjusted as needed to account for issues such as metropolitan area boundaries (e.g., differences between metropolitan area boundaries and county boundaries). The estimates for this metropolitan area are included in Table 4. Table 4a contains estimates of TMA funds.

[2] The statutory formula is based on 50% population and 50% motor fuel tax collections.

Table 4
Metropolitan Area Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Capacity Programs	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
SIS Highways Construction & ROW[1,2]	730.4	1,282.0	897.3	498.6	3,408.3
Other Arterials Construction & ROW[2]	**233.5**	**521.6**	**493.1**	**1,078.9**	**2,327.1**
Citrus	10.4	23.1	21.9	47.8	103.2
Hernando	13.8	30.8	29.1	63.6	137.2
Hillsborough	104.7	233.8	221.0	483.5	1,043.0
Pasco	35.8	80.1	75.7	165.6	357.2
Pinellas	68.9	153.9	145.5	318.3	686.5
Transit[2]	**113.8**	**293.1**	**308.2**	**646.1**	**1,361.2**
Citrus	5.0	13.0	13.7	28.6	60.4
Hernando	6.7	17.3	18.2	38.1	80.3
Hillsborough	51.0	131.4	138.1	289.5	610.1
Pasco	17.5	45.0	47.3	99.2	208.9
Pinellas	33.6	86.5	90.9	190.6	401.6

* Notes:

- Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
- No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond 2018 have been developed.
- Sources for SIS Highways Construction & ROW: SIS Approved 2nd 5-Year Plan, 2040 SIS Cost Feasible Plan.

Table 4a
Transportation Management Area (TMA) Funds Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Transportation Management Area	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
TMA	65.9	164.8	164.8	329.7	725.3

[1] Estimates for 2014 through 2018 are based on Schedule A of the Adopted Work Program Instructions for the Tampa TMA (comprised of portions of Hillsborough, Pasco, and Pinellas Counties). See guidance in the *2040 Revenue Forecast Handbook* for use of these funds. Emphasis should be given to those facilities that serve important national and regional transportation functions

[2] Rows sometimes do not equal the totals due to rounding

Annually, up to $541.75 million may be appropriated from proceeds from the Documentary Stamp Tax[3] for several major state transportation programs. These funds are distributed – according to formulas defined in state law – to the SIS, the Transportation Regional Incentive Program (TRIP), the New Starts Transit Program, and the Small County Outreach Program. The 2040 Revenue Forecast contains estimates of Documentary Stamp Tax funds not included in the 2014-2018 Adopted Work Program. Because some MPOs may desire to include projects partially funded by the TRIP and/or New Starts programs in their long range plans as "illustrative projects," the Department provided separate estimates of these funds. Estimates of TRIP funds are in Table 5. Statewide estimates of New Starts Funds are in Table 6.

Table 5
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2040 Revenue Forecast (Millions of Dollars)

FDOT District	5-Year Period (Fiscal Years)				22-Year Total[2]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
District 1	0.9	6.7	6.7	13.4	27.8
District 2	0.7	5.4	5.4	10.8	22.4
District 3	0.5	3.7	3.7	7.4	15.3
District 4	1.2	9.1	9.1	18.1	37.5
District 5	1.4	10.0	10.0	20.1	41.5
District 6	0.8	6.2	6.2	12.5	25.8
District 7	1.0	7.3	7.3	14.6	30.3
Statewide Total Forecast	**6.6**	**48.5**	**48.5**	**97.0**	**200.6**

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Table 6
Statewide New Starts Program Estimates
State Funds from the 2040 Revenue Forecast (Millions of Dollars)

Statewide Program	5-Year Period (Fiscal Years)				22-Year Total[2]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
Statewide Total Forecast	**63.3**	**174.3**	**174.3**	**348.5**	**760.3**

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] Rows sometimes do not equal the totals due to rounding.

[3] Documentary Stamp Tax proceeds for transportation declined substantially with the collapse of the housing market and have since gradually increased. The 2040 Revenue Forecast assumes that proceeds for transportation programs will gradually increase and level off at approximately $350 million each year.

MAP-21 created funding for Transportation Alternatives projects and established allocations for certain 2010 Census population categories. Categories impacting MPOs include (1) funds for Transportation Management Areas (TALU funds); (2) funds for areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) funds for any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown in Table 7.

Table 7
Transportation Alternatives Funds[1] Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Transportation Alternatives	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
TALU (>200,000 Population)	6.5	16.2	16.2	32.4	71.3
TALL (5,000> and <200,000 Population)	0.8	1.9	1.9	3.8	8.3
TALT (Any Area)	7.5	18.8	18.8	37.7	82.9

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] "TALU" funds are for projects in Transportation Management Areas; "TALL" funds are for projects that are not in Transportation Management Areas.
[3] Rows sometimes do not equal the totals due to rounding.

Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 8 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

Metropolitan estimates have not been developed for these programs. Instead, the FDOT has included sufficient funding in the 2040 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each district and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2040 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. Table 9 identifies the statewide estimates for non-capacity programs. About $106 billion (49% of total revenues) is forecast for the non-capacity programs.

Table 10 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans.

TABLE 8
Major Non-Capacity Programs Included in the 2040 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2040 Revenue Forecast Programs	PRP Program Categories
Safety - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
Resurfacing - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
Bridge - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
Administration - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).	Administration Fixed Capital Outlay Office Information Systems

Table 9
Statewide Non-Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	20014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
Safety	245	631	625	626	1,252	3,378
Resurfacing	1,211	3,593	3,649	3,900	8,071	20,425
Bridge	529	1,593	1,373	1,452	3,044	7,991
Product Support	2,527	4,913	5,932	6,479	14,239	34,089
Operations and Maintenance	2,033	5,228	5,607	6,295	14,470	33,633
Administration	299	855	1,037	1,153	2,672	6,016
Total Non-Capacity Programs	**6,844**	**16,813**	**18,224**	**19,904**	**43,748**	**105,532**
Other[3]	364	1,111	1,330	1,474	3,252	7,531
Statewide Total Forecast	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Adopted Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.
[3] "Other" is primarily for debt service.

Table 10
State Highway System Operations and Maintenance Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	20014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
District 1	543	1,499	1,530	1,676	3,683	8,931
District 2	718	1,982	2,023	2,216	4,869	11,807
District 3	582	1,607	1,640	1,798	3,949	9,576
District 4	556	1,534	1,566	1,716	3,769	9,141
District 5	720	1,987	2,029	2,223	4,883	11,841
District 6	263	725	740	811	1,781	4,318
District 7	391	1,080	1,102	1,208	2,653	6,434
Statewide Total Forecast	**3,773**	**10,414**	**10,630**	**11,647**	**25,586**	**62,049**

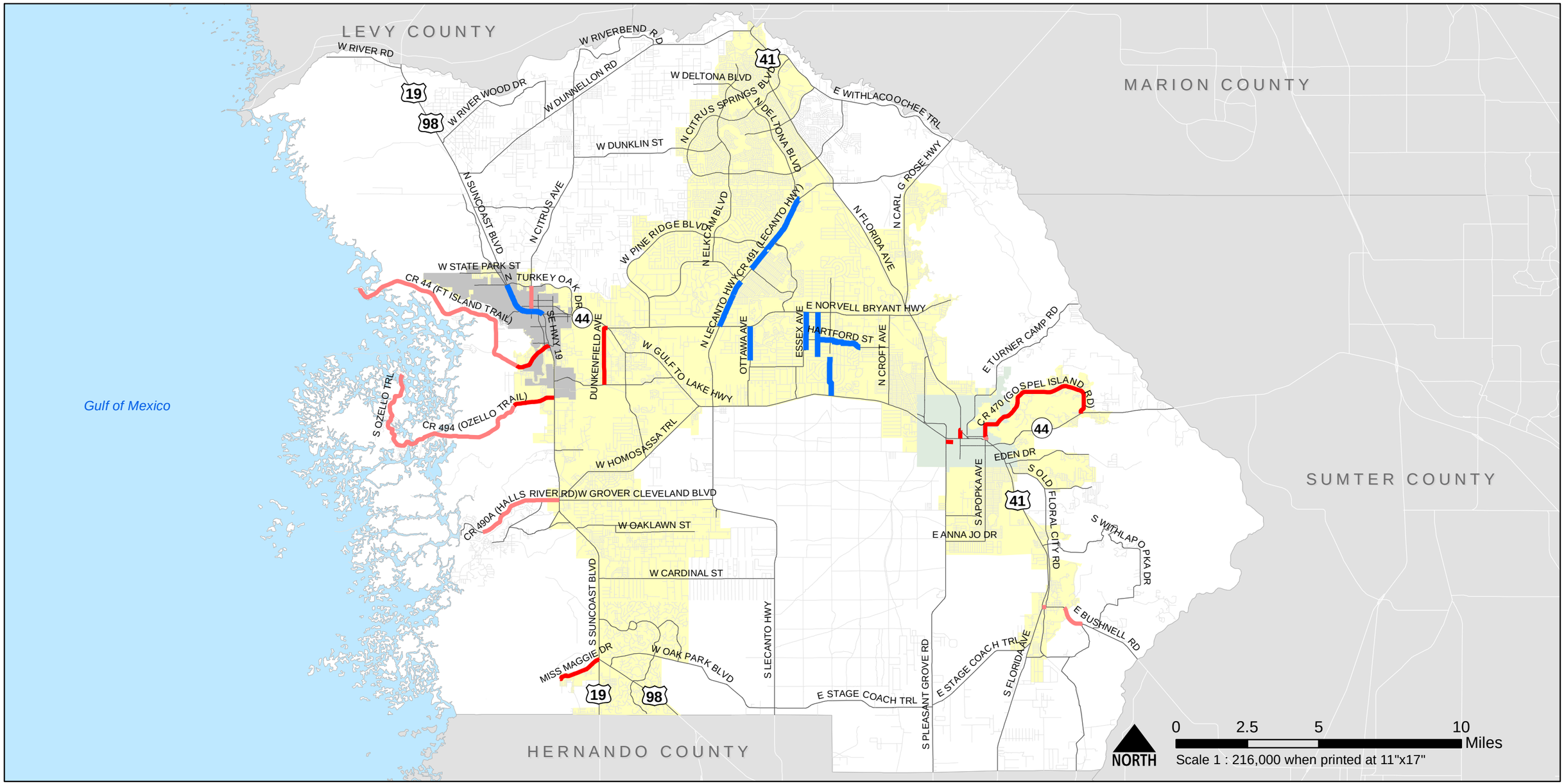
Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.

[1] Based on the FDOT Adopted Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Other

The Department is responsible for certain expenditures not included in major programs discussed above. Primarily, these expenditures are for debt service and, where appropriate, reimbursements to local governments. Approximately $7.5 billion (3.5% of total revenues) is forecast for these expenditures. These funds are not available for statewide or metropolitan system plans.

Appendix G: Citrus County Constrained Corridors



Legend

Maximum Road Type

- Two Lanes, Undivided (2U)
- Two Lanes, Divided (2D)
- Four Lanes, Divided (4D)
- Classified Roadways
- County Streets
- Crystal River
- Inverness
- Urban Area

Data Source: TOA vTIMAS
Data Projection: NAD_1983_StatePlane_Florida_West_FIPS_0902_Feet

Tindale Oliver

METROPOLITAN PLANNING ORGANIZATION HERNANDO/CITRUS

Path: G:\122080-04.14_Hernando-Citrus 2040 LRTP_Scope C\Maps\Needs\Citrus_ConstrainedRoads.mxd

Appendix G: Citrus County Constrained Corridors

Street	From	To	Current Lanes	Future Lanes
HARTFORD ST	ANNAPOLIS AVE, N	STEVENS ST, E	2U	4D
CR 44 (FT ISLAND TRAIL)	PALM SPRINGS TERR, N	US 19, S	2U	
ESSEX AVE	KELLER ST, W	CR 486, W	2U	4D
CR 44 (FT ISLAND TRAIL)	FORT ISLAND PARK	PALM SPRINGS TERR, N	2U	2D
CR 490A (HALLS RIVER RD)	FISHBOWL DR, W	US 19, S	2U	
DUNKENFIELD AVE	SR 44, W	VENABLE ST, W	2U	2D
CR 494 (OZELLO TRAIL)	URBAN BOUNDARY	SANDDOLLAR LN, W	2U	
CR 48 (ORANGE AVE)	OLD FLORAL CITY RD	US 41, S	2U	
MONTGOMERY	SR 44	US 41	2U	2D
CR 495 (CITRUS AVE)	US 19, N	TURKEY OAK DR, N	2U	
MISS MAGGIE DR	US 19, S	HALO POINT, S	2U	2D
HARTFORD ST	CITRUS HILLS BLVD, N	ANNAPOLIS AVE, N	2U	4D
CR 490A (HALLS RIVER RD)	RIVERVIEW CIR, S	FISHBOWL DR, W	2U	2U
CR 494 (OZELLO TRAIL)	US 19, S	URBAN BOUNDARY	2U	2D
CR 470 (GOSPEL ISLAND RD)	CRESCENT DR, E	SR 44, E	2U	2D
OTTAWA AVE	NORWAY LN, W	CR 486	2U	4D
KENSINGTON AVE	SR 44, W	REEHILL ST, E	2U	4D
TUTTLE ST	SOUTH BLVD	CR 581 (PLEASANT GROVE RD)	2U	2D
CR 470 (GOSPEL ISLAND RD)	US 41, E	CRESCENT DR, E	2U	2D
CR 48 (ORANGE AVE)	CR 39, S	DUVAL ISLAND RD	2U	
COURT HOUSE SQ	US 41	APOPKA AVE, N	2U	
CITRUS HILLS BLVD	REEHILL ST, W	CR 486, W	2U	4D
CR 491 (LECANTO HWY)	DELTONA BLVD, N	US 41, N	4D	
CR 491 (LECANTO HWY)	FOREST RIDGE BLVD, N	DELTONA BLVD, N	4D	
CR 491 (LECANTO HWY)	PINE RIDGE BLVD, W	FOREST RIDGE BLVD, N	4D	
CR 491 (LECANTO HWY)	BLACK DIAMOND CIR	TRUMAN BLVD	4D	
CR 491 (LECANTO HWY)	CR 486, W	BLACK DIAMOND CIR	4D	

Appendix H
Hernando/Citrus MPO 2040 LRTP
Hernando County Roads Phasing / Balancing

STATE Total Revenues YOE	2020-2025	2026-2030	2031-2040	Total
SIS	$0	$24,818,000	$223,531,000	**$248,349,000**
spent	$0	$24,818,000	$223,531,000	**$248,349,000**
remaining	$0	$0	$0	**$0**
OA	$37,700,000	$29,100,000	$63,600,000	**$130,400,000**
spent* (*Design funded with OA not subtracted from totals)	$30,969,974	$26,235,190	$73,059,388	**$130,264,552**
remaining	$6,730,026	$2,864,810	-$9,459,388	**$135,448**
TRIP	$460,825	$431,285	$862,570	**$1,754,680**
spent	$0	$0	$0	**$0**
remaining	$460,825	$431,285	$862,570	**$1,754,680**

COUNTY Total Revenues YOE	2020-2025	2026-2030	2031-2040	Total
County General Available Revenues	$48,534,977	$48,419,192	$118,263,442	**$215,217,611**
spent	$52,845,845	$55,427,778	$105,342,015	**$213,615,637**
remaining	-$4,310,868	-$7,008,586	$12,921,427	**$1,601,974**

Developer Total Revenues YOE (Includes County and Developer funding)				
Developer Revenues	$6,807,284	$47,082,223	$109,125,562	**$163,015,069**
spent	$6,807,284	$47,082,223	$109,125,562	**$163,015,069**
remaining	$0	$0	$0	**$0**

Source	Source	Timing	Inflation Factors
None	None	Committed	None
SIS	SIS/FIHS	2020-2025	1.31
OA	Other Arterial	2026-2030	1.54
TMA	Transportation Mgmt Area	2031-2040	1.97
TRIP	TRIP	Unfunded	

None

CoGen	County General	2020-2025	1.31
CoMF	County Mobility Fees	2026-2030	1.54
CoVOPH	County VOPH	2031-2040	1.97
Developer		Unfunded	
		None	

Project Nbr	On Street	From	To	Jurisdiction	2019 Lanes	2040 CF Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YOE)	ROW cost (PDC)	Source	Timing	ROW Cost (YOE)	Construction cost (PDC)	Source	Timing	CST Cost (YOE)	Total Cost (YOE)
SIS Roadways																			
	I75	Pasco/Hernando County Line	S of US98/SR50/Cortez	SIS	6	8		SIS	2031-2040	$6,545,000				$0		SIS	2031-2040	$0	$6,545,000
	I75	S of US98/SR50/Cortez	Hernando/Sumter County Line	SIS	6	8		SIS	2031-2040	$8,305,000						SIS	2031-2040	$42,845,000	$51,150,000
	I75	S of US98/SR50/Cortez	N of US98/SR50/Cortez	SIS	6	8		SIS	2031-2040	$0				$0		SIS	2031-2040	$165,836,000	$165,836,000
413	SR50	SR 589 (SUNCOAST PK	CALIFORNIA ST	SIS	4	6		SIS	2026-2030	$1,908,000							Unfunded	$0	$1,908,000
414/478	SR50	BROOKSVILLE BYPASS	I-75	SIS	4	6		SIS	2026-2030	$22,910,000							Unfunded	$0	$22,910,000
493	SR50	TREIMAN BLVD (US301/SR35)	BURWELL RD	SIS	2	4	$ 1,759,051	OA	2020-2025	$2,304,357	$ 3,997,843	OA	2020-2025	$5,237,174	$ 7,995,687	OA	Unfunded	0	$7,541,531
State Roadways																			
404	BROAD ST (US41/SR45)	MILDRED AVE	JEFFERSON ST (SR50)	SR	2O	2U		OA	Committed	$0		OA	Committed	$0		OA	Committed	$0	$0
477	JEFFERSON ST (SR50A)	MILDRED AVE	BROAD ST (US41/SR45)	SR	2O	2U		OA	Committed	$0		OA	Committed	$0		OA	Committed	$0	$0
406	BROAD ST (US41/SR45)	SPRING HILL DR	POWELL RD	SR	4D	6D	$1,417,588	OA	2026-2030	$2,183,086	$3,221,791	OA	2026-2030	$4,961,558	$6,443,582	OA	2031-2040	$12,693,857	$19,838,500
411	COBB RD (US98)	CORTEZ BLVD (SR50)	YONTZ RD	SR	2U	4D	$754,120	OA	2026-2030	$1,161,345	$3,016,480	OA	2026-2030	$4,645,379	$8,295,320	OA	2026-2030	$12,774,793	$18,581,517
489	COBB RD (US98)	YONTZ RD	PONCE DE LEON BLVD (US98/SR700)	SR	2U	4D	$1,169,960	OA	2026-2030	$1,801,738	$4,679,840	OA	2031-2040	$9,219,285	$12,869,560	OA	2031-2040	$25,353,033	$36,374,056
424	EMERSON RD	CORTEZ BLVD (SR50)	BROAD ST, S OF TWINGATE	CR	0	2U	$2,739,832	OA	2020-2025	$3,589,180	$4,225,284	OA	2020-2025	$5,535,122	$12,453,776	OA	2020-2025	$16,314,447	$25,438,749
CMP	Transfer for CMP Projects															OA	2020-2025	$3,883,231	$3,883,231
CMP	Transfer for CMP Projects															OA	2026-2030	$3,853,460	$3,853,460
CMP	Transfer for CMP Projects															OA	2031-2040	$9,891,649	$9,891,649
County Roads																			
421	DELTONA BLVD	SPRING HILL DR	FOREST OAKS BLVD	CR	2U	4D	$301,257	CoGen	Unfunded	$0	$1,539,824	CoGen	Unfunded	$0	$3,708,408	CoGen	Unfunded	$0	$0
408	CALIFORNIA ST	CORTEZ BLVD (SR50)	SAM C RD	CR	0	2U	$509,960	CoGen	2026-2030	$785,338	$2,039,840	CoGen	2026-2030	$3,141,354	$5,609,560	CoGen	2031-2040	$11,050,833	$14,977,525
439	KETTERING RD	POWERLINE RD	DASHBACH	CR	0	2U	$0	CoGen	Unfunded	$0	$0	CoGen	Unfunded	$0	$0	CoGen	Unfunded	$0	$0
459	RESTER DR	N SUNCOAST PKWY (SR589)	FORT DADE AVE	CR	0	2U	$2,856,480	CoGen	2026-2030	$4,398,979	$7,141,200	CoGen	2026-2030	$10,997,448	$11,425,920	CoGen	2031-2040	$22,509,062	$37,905,490
470	VELVET SCOOTER AVE	DOWNY WOODPECKER RD	COURLAND RD	CR	0	2U	$62,040	CoGen	2020-2025	$81,272	$620,400	CoGen	2020-2025	$812,724	$806,520	CoGen	2026-2030	$1,242,041	$2,136,037
422	DOWNY WOODPECKER RD	THRASHER AVE	VELVET SCOOTER AVE	CR	0	2U	$37,840	CoGen	2020-2025	$49,570	$151,360	CoGen	2020-2025	$198,282	$416,240	CoGen	2026-2030	$641,010	$888,862
502	SUNSHINE GROVE EXT	SUNCOAST PKWY	VELVET SCOOTER AVE	CR	0	2D	$315,920	CoGen	2020-2025	$413,855	$0	CoGen	2020-2025	$0	$3,475,120	CoGen	2020-2025	$4,552,407	$4,966,262
504	TRASHER RD	US 19	DOWNY WOODDPECKER	CR	0	2U	$1,366,640	CoGen	2020-2025	$1,790,298	$5,466,560	CoGen	2020-2025	$7,161,194	$15,033,040	CoGen	2026-2030	$23,150,882	$32,102,374
464	SUNSHINE GROVE EXT S	IRVING ST	CORTEZ BLVD (SR50)	CR	0	2U	$0	CoGen	Unfunded	$0	$0	CoGen	Unfunded	$0	$0	CoGen	Unfunded	$0	$0
425	EXILE RD	FLOCK	STAR	CR	0	2U	$708,840	CoGen	Unfunded	$0	$2,835,360	None	Unfunded	$0	$7,797,240	CoGen	Unfunded	$0	$0
486	COUNTY LINE RD	COBBLESTONE DR/ East	MARINER DR	CR	2U	4D	$0	CoGen	Unfunded	$0	$0	CoGen	Unfunded	$0	$0	CoGen	Unfunded	$0	$0
511	KETTERING RD	DASHBACH	CORTEZ BLVD (SR50)	CR	2U	4D	$1,091,160	CoGen	Unfunded	$0	$4,364,640	CoGen	Unfunded	$0	$12,002,760	CoGen	Unfunded	$0	$0
FR	Frontage Road Projects			CR	0	2U		CoGen	2020-2025	$0	$0	CoGen	2020-2025	$0	$0	CoGen	2020-2025	$500,000	$500,000
FR	Frontage Road Projects			CR	0	2U		CoGen	2026-2030	$0	$0	CoGen	2026-2030	$0	$0	CoGen	2026-2030	$500,000	$500,000
FR	Frontage Road Projects			CR	0	2U		CoGen	2031-2040	$0	$0	CoGen	2031-2040	$0	$0	CoGen	2031-2040	$1,000,000	$1,000,000
505	BARCLAY	LUCKY Rd	SAN ANTONIO	CR	2U	4D	$712,800	CoGen	2020-2025	$933,768	$2,851,200	CoGen	2020-2025	$3,735,072	$7,840,800	CoGen	2020-2025	$10,271,448	$14,940,288
506	BARCLAY	SAN ANTONIO	ELGIN-POWELL	CR	2D	4D	$453,200	CoGen	2020-2025	$593,692	$1,812,800	CoGen	2020-2025	$2,374,768	$4,985,200	CoGen	2020-2025	$6,530,612	$9,499,072
600	CORTEZ (Frontage)	SUNSHINE GROVE	HIGHPOINT	CR	0	2U	$180,000	CoGen	2020-2025	$235,800	$720,000	CoGen	2020-2025	$943,200	$1,980,000	CoGen	2020-2025	$2,593,800	$3,772,800
431	IRVING ST/HIGHFIELD RD	BARCLAY	CALIFORNIA ST	CR	0	2U	$2,820,367	CoGen	Unfunded	$0	$6,409,924	CoGen	Unfunded	$0	$12,819,849	CoGen	Unfunded	$0	$0
601	KEN AUSTIN PKWY	SUNSHINE GROVE RD	RESTER DR	CR			$208,690	CoGen	Unfunded	$0	$0	CoGen	Unfunded	$0	$782,589	CoGen	Unfunded	$0	$0

Appendix H
Hernando/Citrus MPO 2040 LRTP
Hernando County Roads Phasing / Balancing

STATE Total Revenues YOE	2020-2025	2026-2030	2031-2040	Total
SIS	$0	$24,818,000	$223,531,000	**$248,349,000**
spent	$0	$24,818,000	$223,531,000	**$248,349,000**
remaining	$0	$0	$0	**$0**
OA	$37,700,000	$29,100,000	$63,600,000	**$130,400,000**
spent* (*Design funded with OA not subtracted from totals)	$30,969,974	$26,235,190	$73,059,388	**$130,264,552**
remaining	$6,730,026	$2,864,810	-$9,459,388	**$135,448**
TRIP	$460,825	$431,285	$862,570	**$1,754,680**
spent	$0	$0	$0	**$0**
remaining	$460,825	$431,285	$862,570	**$1,754,680**

COUNTY Total Revenues YOE	2020-2025	2026-2030	2031-2040	Total
County General Available Revenues	$48,534,977	$48,419,192	$118,263,442	**$215,217,611**
spent	$52,845,845	$55,427,778	$105,342,015	**$213,615,637**
remaining	-$4,310,868	-$7,008,586	$12,921,427	**$1,601,974**

Developer Total Revenues YOE (Includes County and Developer funding)				
Developer Revenues	$6,807,284	$47,082,223	$109,125,562	**$163,015,069**
spent	$6,807,284	$47,082,223	$109,125,562	**$163,015,069**
remaining	$0	$0	$0	**$0**

Source	Source	Timing	Inflation Factors
None	None	Committed	None
SIS	SIS/FIHS	2020-2025	1.31
OA	Other Arterial	2026-2030	1.54
TMA	Transportation Mgmt Area	2031-2040	1.97
TRIP	TRIP	Unfunded	

None

CoGen	County General	2020-2025	1.31
CoMF	County Mobility Fees	2026-2030	1.54
CoVOPH	County VOPH	2031-2040	1.97
Developer		Unfunded	
		None	

Project Nbr	On Street	From	To	Jurisdiction	2019 Lanes	2040 CF Lanes	PD&E/PE (PDC)	Source	Timing	PD&E/PE (YOE)	ROW cost (PDC)	Source	Timing	ROW Cost (YOE)	Construction cost (PDC)	Source	Timing	CST Cost (YOE)	Total Cost (YOE)
602	MARINER BLVD	CORTEZ BLVD (SR50)	CORTEZ BLVD (SR50)	CR			$309,960	CoGen	2020-2025	$406,048	$1,238,580	CoGen	2020-2025	$1,622,540	$3,407,040	CoGen	2020-2025	$4,463,222	$6,491,810
603	FOREST OAK BLVD			CR			$238,920	CoGen	Unfunded	$0	$0	CoGen	Unfunded	$0	$1,672,440	CoGen	Unfunded	$0	$0
604	BARCLAY	LUCKY	CORTEZ BLVD (SR50)	CR	2U	4D	$123,200	CoGen	2020-2025	$161,392	$492,800	CoGen	2020-2025	$645,568	$1,355,200	CoGen	2020-2025	$1,775,312	$2,582,272
605	POWELL	BARCLAY	CALIFORNIA	CR			$735,680	CoGen	2026-2030	$1,132,947	$2,942,720	CoGen	2026-2030	$4,531,789	$8,092,480	CoGen	2031-2040	$15,942,186	$21,606,922
420	DELTONA BLVD	CORTEZ BLVD (SR50)	FREEPORT DR	CR	2U	4D	$315,000	CoGen	2026-2030	$485,100	$2,580,160	CoGen	Committed	$0	$1,700,000	CoGen	2026-2030	$2,618,000	$3,103,100
Developer Roads (funded with Developer and County funds)																			
449	DASHBACH	SPINE RD	KETTERING RD		00	2U													
				Developer			$333,300	Developer	2026-2030	$513,282	$1,333,200	Developer	2031-2040	$2,626,404	$8,666,300	Developer	2031-2040	$17,072,611	$20,212,297
				County			$555,940	CoGen	2026-2030	$856,148	$1,965,920	CoGen	2031-2040	$3,872,862	$11,115,340	CoGen	2031-2040	$21,897,220	$26,626,230
	DASHBACH	LOCKHART	I-75	County			$64,460	CoGen	2026-2030	$99,268	$257,840	CoGen	2031-2040	$507,945	$3,209,060	CoGen	2031-2040	$6,321,848	$6,929,061
				FDOT			$64,460	OA	2031-2040	$126,986	$0	OA	2031-2040	$0	$3,209,060	OA	2031-2040	$6,321,848	$6,448,834
	DASHBACH	I-75	SPINE RD	County			$555,940	CoGen	2031-2040	$1,095,202	$0	CoGen	2031-2040	$0	$4,232,720	CoGen	2031-2040	$8,338,458	$9,433,660
				FDOT			$555,940	OA	2031-2040	$1,095,202	$630,080	OA	2031-2040	$1,241,258	$4,232,720	OA	2031-2040	$8,338,458	$10,674,918
461	STAR ROAD	EXILE	WEEPING WILLOW		00	2U													
				Developer			$223,458	Developer	2026-2030	$344,126	$893,834	Developer	2026-2030	$1,376,504	$2,458,042	Developer	2031-2040	$4,842,344	$6,562,973
				County			$110,062	CoGen	2026-2030	$169,495	$440,246	CoGen	2026-2030	$677,979	$1,210,678	CoGen	2031-2040	$2,385,035	$3,232,509
451	SUNRISE	DASHBACH	CORTEZ BLVD (SR50)		00	4D													
				Developer			$909,040	Developer	2031-2040	$1,790,809	$3,636,160	Developer	2026-2030	$5,599,686	$9,999,440	Developer	2031-2040	$19,698,897	$27,089,392
450	NEW ROAD C	CORTEZ BLVD (SR50)	LOCKHART		00	2U													
				Developer			$440,000	Developer	2031-2040	$866,800	$1,760,000	Developer	2031-2040	$3,467,200	$4,840,000	Developer	2031-2040	$9,534,800	$13,868,800
503	SUNSHINE GROVE EXT	PONCE DE LEON BLVD	SUNCOAST PARKWAY		00	2U													
				Developer			$481,360	Developer	2020-2025	$630,582	$1,925,440	Developer	2020-2025	$2,522,326	$5,294,960	Developer	2026-2030	$8,154,238	$11,307,146
425	EXILE	CORTEZ	FLOCK		00/4D	4D													
				Developer			$557,920	Developer	2020-2025	$730,875	$2,231,680	Developer	2020-2025	$2,923,501	$6,137,120	Developer	2026-2030	$9,451,165	$13,105,541
452	SPINE RD	POWERLINE RD	DASHBACH RD		0	2U													
				Developer	0	2U	$110,209	Developer	2031-2040	$217,112	$440,836	Developer	2031-2040	$868,447	$1,212,299	Developer	2031-2040	$2,388,229	$3,473,788
				County			$330,627	CoGen	2031-2040	$651,335	$1,322,508	CoGen	2031-2040	$2,605,341	$3,636,897	CoGen	2031-2040	$7,164,687	$10,421,363
458	POWER LINE RD	LOCKHART	KETTERING RD		0	2U													
				Developer			$725,760	Developer	2031-2040	$1,429,747	$2,903,040	Developer	2031-2040	$5,718,989	$7,983,360	Developer	2031-2040	$15,727,219	$22,875,955
442	LOCKHART	DASHBACH ST	CORTEZ BLVD (SR50)		2U	4U													
				Developer			$669,240	Developer	2026-2030	$1,030,630	$2,676,960	Developer	2026-2030	$4,122,518	$7,361,640	Developer	2026-2030	$11,336,926	$16,490,074

Appendix H
Hernando/Citrus MPO 2040 LRTP
Citrus County Roads Phasing / Balancing
Revised 6/2/15

Revenues YOE	2020-2025	2026-2030	2031-2040	TOTAL
SIS	$0	$0	$0	
spent	$0	$0	$0	
remaining	$0	$0	$0	
Other Arterial (State)	$28,500,000	$21,900,000	$47,800,000	**$98,200,000**
spent	$31,345,000	$23,370,719	$2,856,000	**$57,571,719**
remaining	-$2,845,000	-$1,470,719	$44,944,000	**$40,628,281**
County Revenue	$67,549,234	$78,557,011	$191,590,491	**$337,696,736**
spent	$49,998,883	$68,888,270	$192,118,810	**$311,005,963**
remaining	$17,550,351	$9,668,741	-$528,319	**$26,690,773**
Other (Disrectionary Revenues)	$18,692,552	$33,610,304	$0	**$52,302,857**
spent	$18,692,552	$33,610,304	$0	**$52,302,857**
remaining	$0	$0	$0	**$0**

Source	Source	Timing	Inflation Factors
None	None	None	None
SIS	SIS/FIHS	2020-2025	1.31
OA	Other Arterial	2026-2030	1.54
CR	County Revenue	2031-2040	1.97

	Project Number	On Street	From	To	Jurisdiction	2019 Lanes	2040 CF Lanes	Design cost (PDC)	Source	Timing	Design Cost (YOE)	ROW cost (PDC)	Source	Timing	ROW Cost (YOE)	Construction cost (PDC)	Source	Timing	CST Cost (YOE)	CEI cost (PDC)	Source	Timing	CEI Cost (YOE)	Total Cost PDC	Total Cost (YOE)
	431	Suncoast II	Hernando County Line	SR44	Turnpike	0	4F	$ 28,892,896		**Committed**	$ -	**$ 65,665,667**		**Committed**		**$ 131,331,322**		**Committed**		$ -		**Committed**		**$ 225,889,885**	$ -
	State Roadways																								
	424	**US 41 (FLORIDA AVE)**	**SR44**	**Arlington**	**SR**	**2U**	**4D**	**$ 5,513,478**				**$ 6,769,124**			**$ -**	**$ 30,152,672**			**$ 39,500,000**					**$ 30,152,672**	**$ 39,500,000**
								$ 5,513,478	OA	Committed	$ -	$ 6,769,124	OA	Committed	$ -	$ 22,652,672	OA	2020-2025	$ 29,675,000					$ 34,935,274	$ 29,675,000
																$ 7,500,000	Other	2020-2025	$ 9,825,000					$ 7,500,000	$ 9,825,000
	600	**US 41 (FLORIDA AVE)**	**E Arlington**	**Van Ness**	**SR**	**2U**	**4D**	**$ 2,978,415**				**$ 6,769,124**			**$ 8,867,552**	**$ 17,045,455**			**$ 26,250,000**					**$ 26,792,994**	**$ 35,117,552**
								$ 2,978,415	OA	Committed	$ -	$ 6,769,124	Other	2020-2025	$ 8,867,552	$ 8,545,455	OA	2026-2030	$ 13,160,000					$ 18,292,993.50	$ 22,027,552
											$ -					$ 8,500,000	Other	2026-2030	$ 13,090,000					$ 8,500,000.00	$ 13,090,000
	700	**US 41 (FLORIDA AVE)**	**Van Ness**	**SR200**	SR	2U	4D	$ 2,535,063	OA	Committed	$ -	$ 5,761,506	OA	2026-2030	$ 8,872,719	$ 13,324,873	Other	2026-2030	$ 20,520,304					**$ 21,621,442.00**	**$ 29,393,024**
	Bike/Ped	Transfer for Bike Ped Projects															OA	2020-2025	$ 570,000						$ 570,000
	Bike/Ped	Transfer for Bike Ped Projects															OA	2026-2030	$ 438,000						$ 438,000
	Bike/Ped	Transfer for Bike Ped Projects															OA	2031-2040	$ 956,000						$ 956,000
	CMP	Transfer for CMP Projects															OA	2020-2025	$ 1,100,000						$ 1,100,000
	CMP	Transfer for CMP Projects															OA	2026-2030	$ 900,000						$ 900,000
	CMP	Transfer for CMP Projects															OA	2031-2040	$ 1,900,000						$ 1,900,000
	County Roadways																								
6	601	CR491 (LECANTO HWY)	Audobon Park Path	Horace Allen	CR	2U	4D	$ -	CR	2020-2025	$ -	$ 5,000,000	CR	2020-2025	$ 6,550,000	$ 24,700,000	CR	2020-2025	$ 32,357,000		CR	2020-2025	$ -	$ 29,700,000	$ 38,907,000
1	407	CROFT AVE	SR 44, E	E HAYES ST	CR	2U	4D	$ 800,268	CR	2020-2025	$ 1,048,351	$ 4,572,960	CR	2020-2025	$ 5,990,578	$ 11,432,400	CR	2026-2030	$ 17,605,896	$ 800,268	CR	2026-2030	$ 1,232,413	$ 17,605,896	$ 25,877,237
3	405	CR 491 (LECANTO HWY)	PINE RIDGE BLVD, W	US 41, N	CR	2U	4D	$ 1,006,656	CR	2026-2030	$ 1,550,250	$ 5,752,320	CR	2026-2030	$ 8,858,573	$ 14,380,800	CR	2031-2040	$ 28,330,176	$ 1,006,656	CR	2031-2040	$ 1,983,112	$ 22,146,432	$ 40,722,111
7	413	LEISURE BLVD	CARDINAL ST	CR 491, S	CR	00	2U	$ 720,006	CR	2031-2040	$ 1,418,412	$ 4,114,320	CR	2031-2040	$ 8,105,210	$ 10,285,800	CR	2031-2040	$ 20,263,026	$ 720,006	CR	2031-2040	$ 1,418,412	$ 15,840,132	$ 31,205,060
2	403	CR 490A (GROVER CLEVELAND BLV	US 19, S	CR 491, S	CR	2U	4D	$ 1,582,602	CR	2026-2030	$ 2,437,207	$ 9,043,440	CR	2026-2030	$ 13,926,898	$ 22,608,600	CR	2031-2040	$ 44,538,942	$ 1,582,602	CR	2026-2030	$ 2,437,207	$ 34,817,244	$ 63,340,254
4	402	CR 490 (HOMOSASSA TRAIL)	US 19, S	SR 44, W	CR	2U	4D	$ 1,744,596	CR	2031-2040	$ 3,436,854	$ 9,969,120	CR	2031-2040	$ 19,639,166	$ 24,922,800	CR	2031-2040	$ 49,097,916	$ 1,744,596	CR	2031-2040	$ 3,436,854	$ 38,381,112	$ 75,610,791
5	426	WATSON ST	APOPKA AVE	US 41	CR	00	2U	$ 475,986	CR	2026-2030	$ 733,018	$ 2,719,920	CR	2026-2030	$ 4,188,677	$ 6,799,800	CR	2026-2030	$ 10,471,692	$ 475,986	CR	2026-2030	$ 733,018	$ 10,471,692	$ 16,126,406
	Bike/Ped	Transfer for Bike Ped Projects															CR	2020-2025	$ 1,337,475						$ 1,337,475
	Bike/Ped	Transfer for Bike Ped Projects															CR	2026-2030	$ 1,555,429						$ 1,555,429
	Bike/Ped	Transfer for Bike Ped Projects															CR	2031-2040	$ 2,748,792						$ 2,748,792
	CMP	Transfer for CMP Projects															CR	2020-2025	$ 2,715,479						$ 2,715,479
	CMP	Transfer for CMP Projects															CR	2026-2030	$ 3,157,992						$ 3,157,992
	CMP	Transfer for CMP Projects															CR	2031-2040	$ 7,701,938						$ 7,701,938