



The Role of the Metropolitan Planning Organization (MPO) and its Relationship with the Communities it Serves

Hernando-Citrus MPO

February 2026

The Hernando-Citrus MPO helps to shape the future of transportation in Hernando and Citrus counties and the cities of Brooksville, Inverness, and Crystal River, serving over 350,000 people.

Each year local, state, and federal transportation funding is invested strategically to enhance safety, preserve the existing transportation network, reduce congestion, improve mobility, and drive economic growth on a local and regional basis.

The MPO Board sets the vision and makes transportation investment decisions that lead the planning processes using data-driven analysis, modeling, and forecasting to develop long-term transportation strategies.

Hernando-Citrus MPO

Role of MPOs

- MPOs were introduced by the Federal-Aid Highway Act of 1962, which required the formation of an MPO for any urbanized area (UZA) with a population greater than 50,000.
- Statewide and metropolitan transportation planning processes are governed by state and federal law.
 - *23 USC 134 contains most of the federal authority and responsibility of MPOs*
 - *Florida Statutes Chapter 339.175*
 - *Infrastructure Investment and Jobs Act (IIJA)/Bilateral Infrastructure Law (BIL)*
 - *Additional references to MPOs appear throughout Florida Statutes*
- A Metropolitan Planning Organization (MPO) is federally mandated. It is funded with federal, state, and local monies.
- The MPO works collaboratively with the Florida Department of Transportation (FDOT) and partner agencies to coordinate the planning and prioritization of federal, state, and local funds for transportation projects in the transportation planning area.

Congress created MPOs to ensure expenditures of governmental funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive (“3 Cs”) planning process.

3 C’s Planning Process



Continuing: Planning is an ongoing process that addresses both short- and long-term needs.

Cooperative: The process must involve a variety of interested parties through public participation.

Comprehensive: The process must cover all transportation modes and be consistent with regional and local land-use and economic development plans.

Transportation Planning



MPOs identify transportation needs and prioritize funds to advance state and federal goals.



Each of the required planning documents work to plan, prioritize and fund the transportation system.

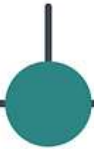


MPOs ensure all systems work together cohesively through purposeful planning, communication, and coordination.

Planning Considerations

- Safety
- Economy
- Mobility
- Intermodal
- Livability
- Preservation
- Implementation

SEPTEMBER 1992



The City of Brooksville and Hernando County executed an interlocal agreement establishing the Spring Hill/Hernando County Metropolitan Planning Organization).

JUNE 1999



The MPO name was changed to the Hernando County Metropolitan Planning Organization (HCMPO).

2014



Citrus County merged with the Hernando County MPO; became the Hernando-Citrus MPO.



Major MPO Responsibilities

Foundational Programs

Performance Measures

Congestion Management Process (CMP)

Unified Planning Work Program (UPWP)

Public Participation Plan (PPP)

Core Planning Products

Long-Range Transportation Plan (LRTP)

List of Priority Projects (LOPP)

for Capacity & Transportation
Alternative (TA) Projects

Implementation

Transportation Improvement Program (TIP)

Regional Collaboration

- ✓ Encouraged by the Florida Department of Transportation (FDOT)
- ✓ MPOAC, SCTPA, Ocala Marion TPO, Lake Sumter MPO, and Pasco County MPO
- ✓ Have a unified voice
- ✓ Provides other stakeholders an opportunity to present their message
- ✓ Exchange of information and best practices
- ✓ MPOs ensure transportation decisions reflect local needs while delivering regional benefits, balancing priorities across rural, suburban, and urban areas to support strong communities.
- ✓ MPOs unite local, regional, and state leaders to address transportation challenges that cross jurisdictions, solving issues like traffic congestion and safety.

How are MPOs and Projects Funded: Metropolitan Planning (PL/5303)

Formula funds support MPO planning activities and are allocated to all MPOs based on population and other factors. They fund transportation studies, staff, and long-range planning efforts.

MPOs are also eligible for various federal competitive grant programs, such as USDOT's Safe Streets and Roads for All (SS4A) and Infrastructure Investment and Jobs Act (IIJA).

The Hernando-Citrus MPO is 100% grant funded.

Transportation Disadvantaged Program



Program Sponsorship: The Transportation Disadvantaged (TD) Program is funded by the State of Florida's Transportation Disadvantaged Trust Fund. The program is administered by the Commission for the Transportation Disadvantaged, a state agency. Its mission is to ensure that individuals who are transportation disadvantaged have access to efficient, cost-effective, and high-quality transportation services.



Role of the Local Coordinating Board: The Local Coordinating Board (LCB) provides essential support through advisement, monitoring, and evaluation of the Community Transportation Coordinator (CTC). These responsibilities are carried out in alignment with the approved Transportation Disadvantaged Service Plan (TDSP).



Purpose of the Local Coordinating Board: The LCB's primary function is to identify local service needs and offer guidance to the CTC. By providing information, advice, and direction, the Board helps ensure that services meet the needs of the transportation disadvantaged population.

Transportation Disadvantaged Program



Guidance Through Transportation Disadvantaged Service Plan (TDSP) Review: By participating in the review and approval of the TDSP, the LCB strengthens coordination efforts and supports the implementation of service standards that reflect both community needs and available resources.



Responsibility for TDSP Development: The Community Transportation Coordinator (CTC) is responsible and annually updating the TDSP. This is done through coordinating with the MPO staff and approval by the Transportation Disadvantaged Local Coordinating Board (TDLCB).



Questions or Suggestions?

