



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

**REGULAR MEETING
Thursday, August 29, 2024, at 10:30 a.m.**

MEETING LOCATION: Lecanto Government Building, 3600 W Sovereign Path, Room 166, Lecanto, Florida

AGENDA

10:30 A. JOINT MEETING CALL TO ORDER BY STEVE HOHMAN, PRESIDING CHAIR (CAC)

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

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

10:35 C. REVIEW/APPROVAL OF THE JOINT MEETING OF THE CITIZENS ADVISORY COMMITTEE (CAC) AND BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MINUTES – JULY 25, 2024

10:40 D. PRESENTATION

Presentation of Survey Results by the Center for Urban Transportation Research (CUTR) on the Hernando County FY2025-FY2034 Transit Development Plan (TDP)

10:55 E. ACTION ITEMS

1. Review and Recommendation of Resolution 2024-7 to Request an I-75 Truck Route Study in Citrus County, Florida
2. Review of the Draft 2050 Long-Range Transportation Plan (LRTP) Adoption Package

11:20 F. CITIZEN COMMENTS

G. COMMITTEE MEMBER COMMENTS

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

H. MPO STAFF UPDATES

11:30 I. ADJOURNMENT AND NEXT MEETING – The next joint meeting of the Citizens Advisory Committee and Bicycle/Pedestrian Advisory Committee is scheduled for Thursday, September 26, 2024, beginning at 10:30 a.m., in the Hernando County Building Training Facility, 1661 Blaise Drive, Brooksville, Florida.

REVIEW/APPROVAL OF THE JOINT MEETING OF THE CITIZENS ADVISORY COMMITTEE (CAC) AND BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MINUTES – JULY 25, 2024

Review and approve the July 25, 2024, joint meeting Minutes of the Citizens Advisory Committee (CAC) and Bicycle/Pedestrian Advisory Committee (BPAC).

Staff Recommendation: It is recommended the CAC and BPAC review and approve, separately by committee, the July 25, 2024, Minutes.

Attachment: 7-25-24 Joint Mtg CAC_BPAC Minutes



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

Thursday, July 25, 2024

MINUTES

The Citizens Advisory Committee (CAC) and Bicycle/Pedestrian Advisory Committee (BPAC) held a joint meeting on Thursday, July 25, 2024, at 10:30 a.m., at the Hernando County Building Training Facility, 1661 Blaise Drive, Brooksville, Florida. The meeting was publicly noticed on the Hernando County, Citrus County, and Hernando/Citrus MPO websites.

BPAC MEMBERS PRESENT

Michael Dolan, Chair, Hernando County Citizen-at-Large
Sherry Bechtel, Vice Chair, City of Inverness
David Peters, City of Brooksville
Manuel Coimbre, Citrus County Parks and Recreation
Bailey Forbes, Hernando County Parks and Recreation
Dennis Reiland, Citrus County Citizen-at-Large
Dennis Henize, Hernando County Citizen-at-Large

BPAC MEMBERS ABSENT

Jim McLean, Citrus County Citizen-at-Large
Jenette Collins, City of Crystal River
James Lipsey, Hernando County School District
Chuck Dixon, Citrus County School District
Deputy Fischer, Non-Voting Citrus County Sheriff's Office
Sergeant Matt Lillibridge, Non-Voting Hernando County Sheriff's Office

CAC MEMBERS PRESENT

Stephen Hohman, Chair, Hernando County – Unincorporated
Karen Esty, Vice Chair, City of Inverness
Ron Lawson, City of Brooksville
Scarlett Sharpe, Hernando County - Unincorporated
Shannon Sokolowski, Low Income and/or Minority Representative
Beverly Howard, Citrus County – Unincorporated

OTHERS PRESENT

Bob Esposito, MPO Executive Director
Mary Elwin, MPO Coordinator
Joy Turner, MPO Administrative Assistant III
Suzanne Ziegler, Non-Voting Advisor, Florida Department of Transportation, District 7
Marc Ispass, Deputy Project Manager, MPO General Planning Consultant, Kimley-Horn & Associates

MEETING CALLED TO ORDER

- Presiding Chair Dolan (BPAC) called the meeting to order at 10:30 a.m. and led the Moment of Silence.
- The Pledge of Allegiance and the introductions of the Committee members and staff followed the Moment of Silence.
- A quorum was declared, and Ms. Turner noted for the record that the public notice for the meeting was posted in accordance with the adopted policies.

APPROVAL/MODIFICATION OF AGENDA

CAC Motion: A motion was made by Ms. Sharpe to approve the agenda. The motion was seconded by Mr. Hohman, and the motion passed 5-0.

BPAC Motion: A motion was made by Mr. Henize to approve the agenda. The motion was seconded by Mr. Reiland, and the motion passed 7-0.

REVIEW AND APPROVAL OF THE JOINT MEETING OF THE CITIZENS ADVISORY COMMITTEE (CAC) AND BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MINUTES – MAY 23, 2024

The minutes of the May 23, 2024, joint meeting of the CAC and BPAC were provided for review and approval.

CAC Motion: A motion was made by Mr. Hohman to approve the Minutes of the May 23, 2024, meeting of the CAC. The motion was seconded by Vice Chair Esty and the motion passed 5-0.

BPAC Motion: A motion was made by BPAC Vice Chair Bechtel to approve the Minutes of the May 23, 2024, meeting of the BPAC. The motion was seconded by Mr. Henize and the motion passed 7-0.

PRESENTATION

Presentation by the MPO's General Planning Consultant, Kimley-Horn & Associates, of the Needs Assessment for the 2050 Long-Range Transportation Plan (LRTP) and Review of the 2050 LRTP Draft Cost Feasible Plan

Mr. Esposito introduced Marc Ispass, Deputy Project Manager, MPO General Planning Consultant with Kimley-Horn & Associates. Mr. Ispass made a presentation on the Needs Assessment for the 2050 Long-Range Transportation Plan (LRTP) and provided priority ranking sheets to the committee members for projects in Hernando County and Citrus County. Mr. Ispass invited the committee members to rank their top three projects and return the sheets to him. Comments from the committees included:

- Ms. Esty requested adding a connector to the West Trail from Whispering Pines City Park to US 41 to the Citrus County Major Bike/Ped/Trail Needs map.
- Mr. Hohman questioned the completion and safety of the paved shoulder bike lane on Spring Lake Highway in Hernando County. Ms. Elwin noted she would confirm that the paved shoulder bike lane is complete on the southern portion of Spring Lake Highway.
- The committee asked for clarification on the priority to add two lanes to Hospital Road from SR 50/Cortez Boulevard to Fort Dade Avenue. Mr. Ispass affirmed this project would be reviewed.
- Mr. Esposito emphasized that the state's priority is to build-out state roads. County roads are not the state's responsibility; however, the state is more likely to partner with counties that can partially fund projects.

ACTION ITEM

Review and Recommendation on the 2025 Meeting Schedule

Mr. Esposito reviewed the schedule noting that Ms. Turner had suggested that the rotation of meetings be reflected as to how they are likely to occur given a review of the past two years of meetings. The proposed schedule was more equitable to all the members for traveling purposes between the counties. CAC Vice Chair Esty suggested meetings alternate between Hernando and Citrus County on an annual basis. Members felt the rotating of the meetings between the counties as reflected in the schedule was more equitable.

CAC Motion: A motion was made by Mr. Hohman to recommend the MPO Board approve the 2025 Meeting Schedule as presented. The motion was seconded by Mr. Lawson and the motion passed 5-0.

BPAC Motion: A motion was made by Mr. Henize to recommend the MPO Board approve the 2025 Meeting Schedule as presented. The motion was seconded by Mr. Peters and the motion passed 7-0.

CITIZEN COMMENTS

There were no citizen comments.

COMMITTEE MEMBER COMMENTS

Citizens Advisory Committee (CAC)

Ms. Sokolowski stated that the Hernando County Facebook page is using a 2023 versus 2024 graphic image when posting CAC vacancies. Ms. Elwin affirmed the MPO will notify the Hernando County Public Information Office to have updated.

Bicycle/Pedestrian Advisory Committee (BPAC)

Mr. Reiland shared that the Friends of the Withlacoochee State Trail annual bike ride fund raising event will be held on Sunday, October 6, 2024.

MPO STAFF UPDATES

Mr. Esposito shared the following updates:

- 2050 Long-Range Transportation Plan (LRTP) Public Workshops on August 5, 2024, at 2:00 p.m. in Brooksville and at 5:00 p.m. in Inverness. The workshops can be attended in person or virtually.
- The Florida Department of Transportation Mobility week is October 25 through November 4, 2024. Please contact the MPO office if there is interest in hosting an event.

ADJOURNMENT AND NEXT MEETING

Presiding BPAC Chair Dolan adjourned the meeting at 11:16 a.m. The next joint meeting of the Citizens Advisory Committee (CAC) and Bicycle/Pedestrian Advisory Committee (BPAC) is tentatively scheduled for Thursday, August 29, 2024, at 10:30 a.m., in the Lecanto Government Building, 3600 W Sovereign Path, Room 166, Lecanto, Florida.

PRESENTATION OF SURVEY RESULTS BY THE CENTER FOR URBAN TRANSPORTATION RESEARCH (CUTR) ON THE HERNANDO COUNTY FY2025-FY2034 TRANSIT DEVELOPMENT PLAN (TDP)

In 1990, the Florida Legislature enacted Section 341.052, F.S., which established a State Public Transit Block Grant Program to be administered by the Florida Department of Transportation (FDOT). The Program provides Hernando County operating funding assistance on an annual basis for fixed-route bus service (TheBus). In recent years, the State Transit Block Grant Program has provided over \$415,000 annually in operating assistance for TheBus system in Hernando County.

Each transit agency in Florida that receives Block Grant funding is required by FDOT to prepare a Transit Development Plan (TDP) every five years. This requirement is intended to ensure that the provision of public transportation services is consistent with the travel needs and mobility goals of the local communities that are served by the transit system.

The TDP is a short-range (10-year horizon) transit plan that addresses operational and capital improvements for TheBus system and is updated annually. The last 10-year TDP (FY2020 -FY2029) was adopted by the Board of County Commissioners on August 13, 2019, and the MPO Board on August 20, 2019. In 2024, Hernando County contracted with the Center for Urban Transportation Research (CUTR) to assist in managing and developing the FY2025 - FY2034 TDP which is due to the FDOT September 1, 2024, per Florida Administrative Code Rule 14-73.001.

The FY 2025 - FY 2034 TDP for TheBus system serves as the strategic guide for public transportation in Hernando County over the next 10 years. Development of this TDP will include several activities including:

- Documentation and analysis of the demographic conditions in the current service area;
- Evaluation of existing transit services;
- Market research and extensive public outreach, including on-board and online surveys, in-person public meetings, and workshops;
- Analysis of immediate and longer-term transit service and capital project needs; and,
- A 10-year funding and implementation plan that focuses on prioritizing and strategizing the implementation of funded and unfunded service, and the capital needs of TheBus system.

Overall, this TDP effort will focus on improving the TheBus system to better meet the needs of the community, reflect the vision for future services as confirmed by extensive public and stakeholder involvement, and provide a strategic plan that will position Hernando County in a competitive position for additional state and federal public transportation grant funding.

Staff Recommendation: It is recommended the CAC and BPAC review the presentation and provide comments or input to the MPO Board as desired.

Attachment: Draft Hernando County FY 2025-FY 2034 Transit Development Plan (TDP) presentation



Hernando County FY 2025-34 Transit Development Plan (TDP) Hernando/Citrus MPO TAC & CAC Meetings August 29, 2024



ROUTES TO THE FUTURE | HOP ON

Hernando County FY 2025-2035 TDP Project Update Agenda

1. Results of TheBus On-Board Surveys
2. Results of the Phase 1 Public Meetings, Stakeholder Interviews, & Online/Social Media survey of Hernando County Residents
3. Summary of top public transportation needs in Hernando County
4. Next Steps



What is a Transit Development Plan (TDP)?

- Ten-year plan that supports the development of an effective multimodal public transportation system.
- Required every five years by the Florida Department of Transportation (FDOT), guaranteeing the County access to annual State Public Transit Block Grant operating funds for fixed route and ADA services.
- Basis for defining current and future public transportation needs in Hernando County.
- Transit provider's planning, development, and operational guidance document: a "strategic blueprint."
- Marketing tool for providing continual community outreach and awareness of public transportation.
- Detailed financial plan outlining paths to implementing new service and capital projects.
- **The TDP is "yours"**
 - It will reflect the interests of your community and add to the continued success of TheBus system



Required Components of a Major TDP

1. Public Involvement Process
2. Relationship Review to Other Plans
3. Metropolitan Transportation Planning Process Coordination Program
4. Demand Estimation
5. Land Use and Corridor Development Assessment
6. Ten-Year Operating & Capital Program

Revised TDP Rule Effective July 9, 2024

As of July 9, 2024, the revised [Rule 14-73.001 F.A.C., pertaining to Transit Development Plans \(TDPs\)](#) for public transit agencies is now in effect. This update impacts the submission timelines and requirements for TDP Major Updates and Annual Progress Reports.



Key Changes:

- **Streamlined TDP Process:** Simplified procedures to make the preparation and submission of TDPs more efficient.
- **Increased Coordination with Metropolitan Planning Organizations (MPOs):** Enhanced collaboration to ensure comprehensive regional transit planning.
- **Focused Prioritized Projects:** Emphasis on identifying and prioritizing key projects that align with strategic goals and funding opportunities
- **New Submission Deadline for TDP Major Updates and Annual Updates:** March 1st (previously September 1st)



Recent Public Outreach Activities

1. Phase 1 Public Outreach:

- On-Board Surveys – **COMPLETED (APRIL-MAY 2024)**
- Online/Social Media Survey – **COMPLETED (JUNE-JULY 2024)**
- Stakeholder/Community interviews – **COMPLETED (JUNE-AUG. 2024)**
- Presentations: Board of County Commissioners, MPO Board/TAC/CAC/TDLCB, Hernando County Chamber of Commerce Advocacy Committee – **COMPLETED (MAY-AUG. 2024)**

2. Community Stakeholders Interviewed:

- Hernando County Chamber of Commerce
- Pasco-Hernando Workforce Development Board
- United Way of Hernando County
- You Thrive Florida (formerly Mid-Florida Community Svcs.)
- Hernando/Citrus MPO
- GOPASCO (neighboring transit agency)
- Citrus County Connection (neighboring transit agency)
- Hernando County Health & Human Service Dept.
- Adventure Coast Visitors Bureau
- Florida Dept. of Transportation - District Seven
- Jericho Road Ministries
- City of Brooksville



Onboard Survey Effort: April-May 2024

1. Bus riders were surveyed in the months of April-May of 2024.
2. All four TheBus routes were surveyed on Weekdays & Saturdays.
3. The survey team collected 120 passenger surveys (25 total were collected in 2019).
4. Riders were asked to fill out the survey while they rode the bus.
5. Surveys were available in English (95% of total returns) and Spanish (5% of total returns).



TheBus
HERNANDO COUNTY TRANSIT (TheBus) SURVEY v2

DEAR VALUED CUSTOMER: We would like your input to help improve transit service in Hernando County. Your participation in the attached survey is completely voluntary. This survey is anonymous – please **DO NOT** put your name or other identifying marks on the survey. Even if you are unable to complete the entire survey, please return it to a surveyor or leave it in your seat as you exit the bus. If you do not wish to participate, please return the blank form to the surveyor. Thank you for helping TheBus to serve you better!

1. Where did you come FROM before you got on this bus for this trip?

| | |
|--------------------|--------------------------------|
| 1 Home | 5 School/After School Activity |
| 2 Work | 6 College/Job Training |
| 3 Doctor/Medical | 7 Visiting/Recreation |
| 4 Shopping/Errands | 8 Other _____ (please specify) |

2. How did you get to the bus for this trip?

| | |
|--------------------------------------|--------------------------------|
| 1 Walked 3 blocks or less | 5 Taxi/Uber/Lyft ride |
| 2 Walked more than 3 blocks | 6 Transfer from GoPasco bus |
| 3 Bicycle/Scooter/E-scooter | 7 Ride from someone |
| 4 Drove _____ miles (please specify) | 8 Other _____ (please specify) |

3. Where are you going ON THIS trip? (Please select only your FINAL destination)

| | |
|--------------------|--------------------------------|
| 1 Home | 5 School/After School Activity |
| 2 Work | 6 College/Job Training |
| 3 Doctor/Medical | 7 Visiting/Recreation |
| 4 Shopping/Errands | 8 Other _____ (please specify) |

4. What fare did you pay?

| | |
|--------------------------------|---------------------------------|
| 1 Regular fare (\$1.25) | 6 Reduced 7-day pass (\$5.00) |
| 2 Reduced fare (\$0.60) | 7 Regular 31-day pass (\$30.00) |
| 3 Regular 1-day pass \$3.00 | 8 Reduced 3-day pass (\$15.00) |
| 4 Reduced 1-day pass (\$1.50) | 9 Free |
| 5 Regular 7-day pass (\$10.00) | |

5. If you paid a FREE or REDUCED fare, please indicate your eligibility:

| | |
|-----------|------------|
| 1 Senior | 3 ADA |
| 2 Student | 4 Medicaid |

6. After you finish your bus travel, how will you get to your final destination? (Please select only ONE)

| | |
|--------------------------------------|--------------------------------|
| 1 Walk 3 blocks or less | 5 Taxi/Uber/Lyft ride |
| 2 Walk more than 3 blocks | 6 Transfer to GoPasco bus |
| 3 Bicycle/Scooter/E-scooter | 7 Ride from someone |
| 4 Drive _____ miles (please specify) | 8 Other _____ (please specify) |

7. How often do you ride TheBus? (Please select only ONE)

| | |
|------------------------|---------------------------|
| 1 About 1 day per week | 3 4 or more days per week |
| 2 2 or 3 days per week | 4 Once or twice a month |

8. What is the most important reason you ride TheBus? (Select only ONE)

| | |
|--------------------------|--|
| 1 I don't drive | 5 Parking is difficult/expensive |
| 2 Car is not available | 6 Bus is more convenient |
| 3 Bus is more economical | 7 I don't have a valid drivers license |
| 4 Traffic is too bad | 8 Other: _____ (please specify) |

9. How would you make this trip if TheBus were not available?

| | |
|-----------------------------|--------------------------------|
| 1 Drive | 5 Taxi/Uber/Lyft Ride |
| 2 Ride from someone | 6 Would not make the trip |
| 3 Bicycle/Scooter/E-scooter | 7 Other _____ (please specify) |
| 4 Walk/Wheelchair | |

10. How long have you been using TheBus services?

| | |
|------------------------|--------------------------------|
| 1 This is my first day | 4 2 years to 5 years |
| 2 Less than 6 months | 5 More than 5 years |
| 3 6 months to 2 years | 6 Other _____ (please specify) |

11. Which three TheBus improvements would be most important to you?

| | |
|---------------------------------|---------------------------------|
| 1 More frequent service | 7 More connecting sidewalks |
| 2 Earlier/later weekday service | 8 Need for transfer center |
| 3 Expanded Saturday service | 9 Express service to: _____ |
| 4 Sunday service | 10 Other _____ (please specify) |
| 5 Expand service to: _____ | |
| 6 More bus shelters/benches | |

12. Do you use a wheelchair or other mobility aid?

1 Yes 2 No

13. Your gender is...

1 Male 2 Female 3 Other _____ (please specify)

14. Your age is...

| | |
|---------------|---------------|
| 1 19 or under | 5 50 to 59 |
| 2 20 to 29 | 6 60 to 64 |
| 3 30 to 39 | 7 65 or older |
| 4 40 to 49 | |

15. Your heritage is...(check all that apply)

| | |
|--------------------------|---------------------------------|
| 1 White/Caucasian | 5 American Indian/Alaska Native |
| 2 Black/African American | 6 Two or more races |
| 3 Hispanic/Latino | 7 Other _____ (please specify) |
| 4 Asian/Pacific Islander | |

16. What is the range of your total annual household income?

| | |
|------------------------|------------------------|
| 1 Less than \$10,000 | 5 \$40,000 to \$49,999 |
| 2 \$10,000 to \$19,999 | 6 \$50,000 to \$59,999 |
| 3 \$20,000 to \$29,999 | 7 \$60,000 to \$69,999 |
| 4 \$30,000 to \$39,999 | 8 \$70,000 or over |

17. Do you have a valid driver's license?

1 Yes 2 No

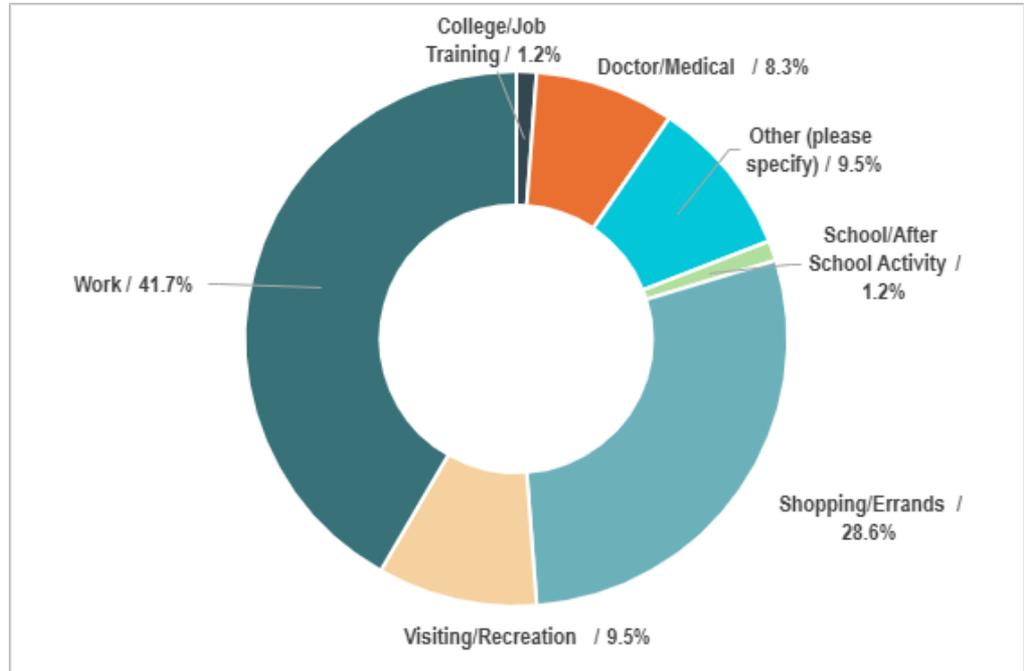
SURVEY CONTINUED ON BACK →

TheBus Riders - Trip Purpose

1. Riders reported the following reason for their trip on TheBus:

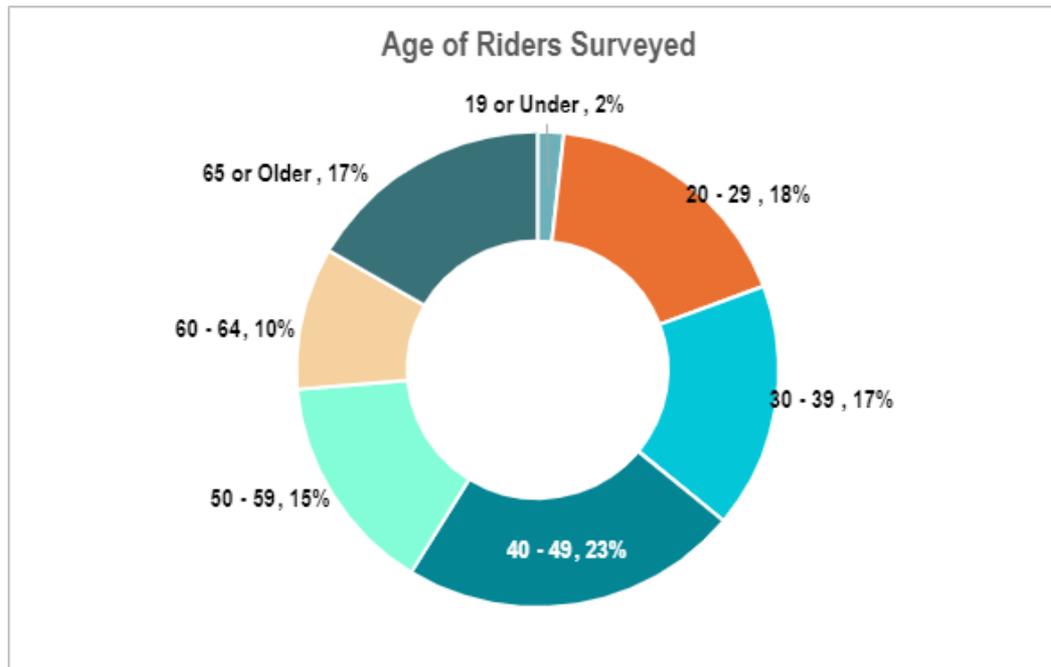
- **Work (41.7%)**
- **Shopping/Errands (28.6%)**
- **Visiting/Recreation (9.5%)**
- **Other (9.5%)**
- **Doctor/Medical (8.3%)**
- **College/Job Training (1.2%)**
- **School/After School Activity (1.2%)**

2. Observation: Higher-than average percentage of work trips observed.



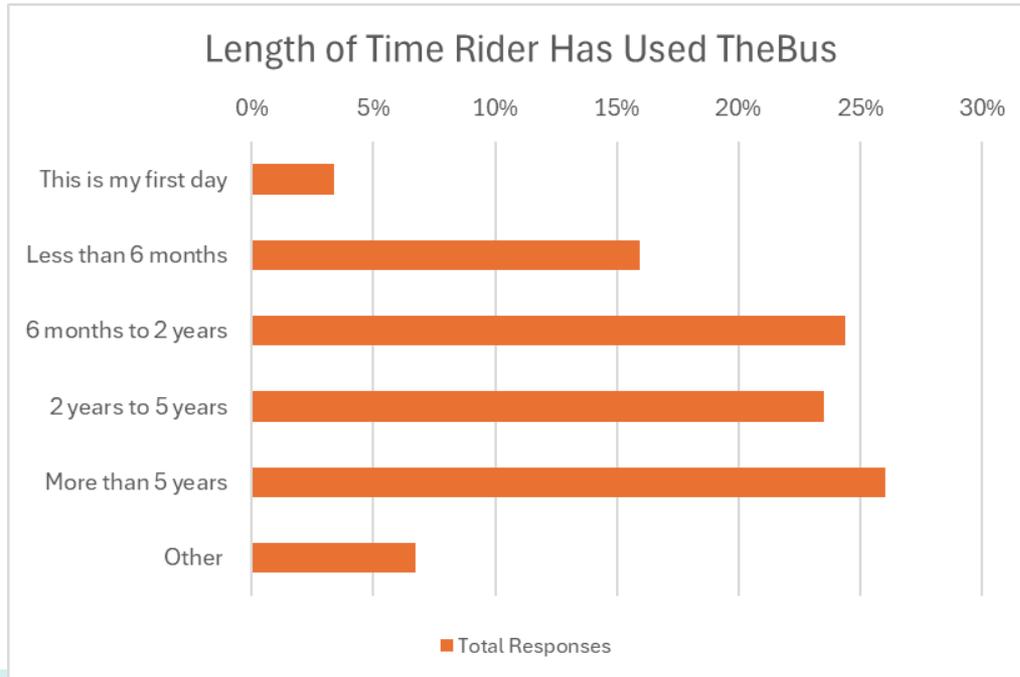
Age of TheBus Riders

1. The age of the riders surveyed indicates that most users are over the age of 19.
2. Observation: TheBus has healthy range/balance of ridership from most age cohorts.



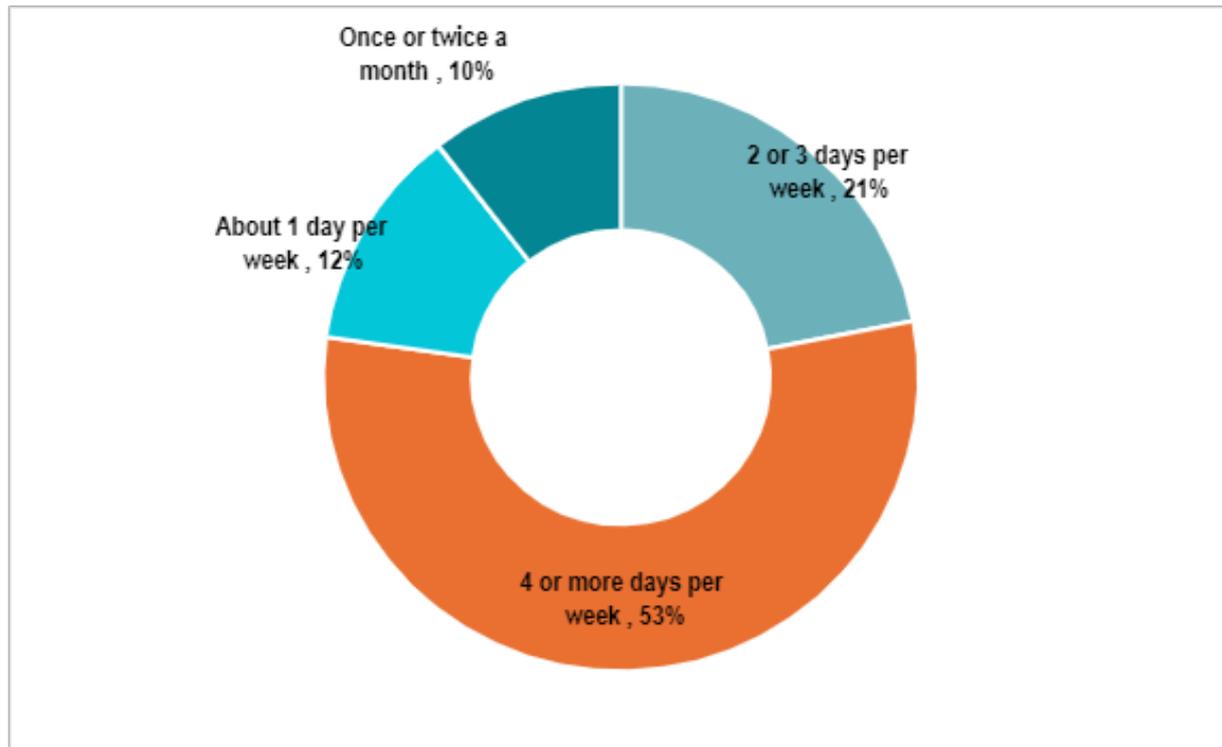
Length of Time Using TheBus

1. 26% of riders surveyed have used the service for more than 5 years.
2. 24% of those surveyed have used the bus at least 2-5 years.
3. Observation: most users seem to have used TheBus system for some time, very few surveyed were new to the system.



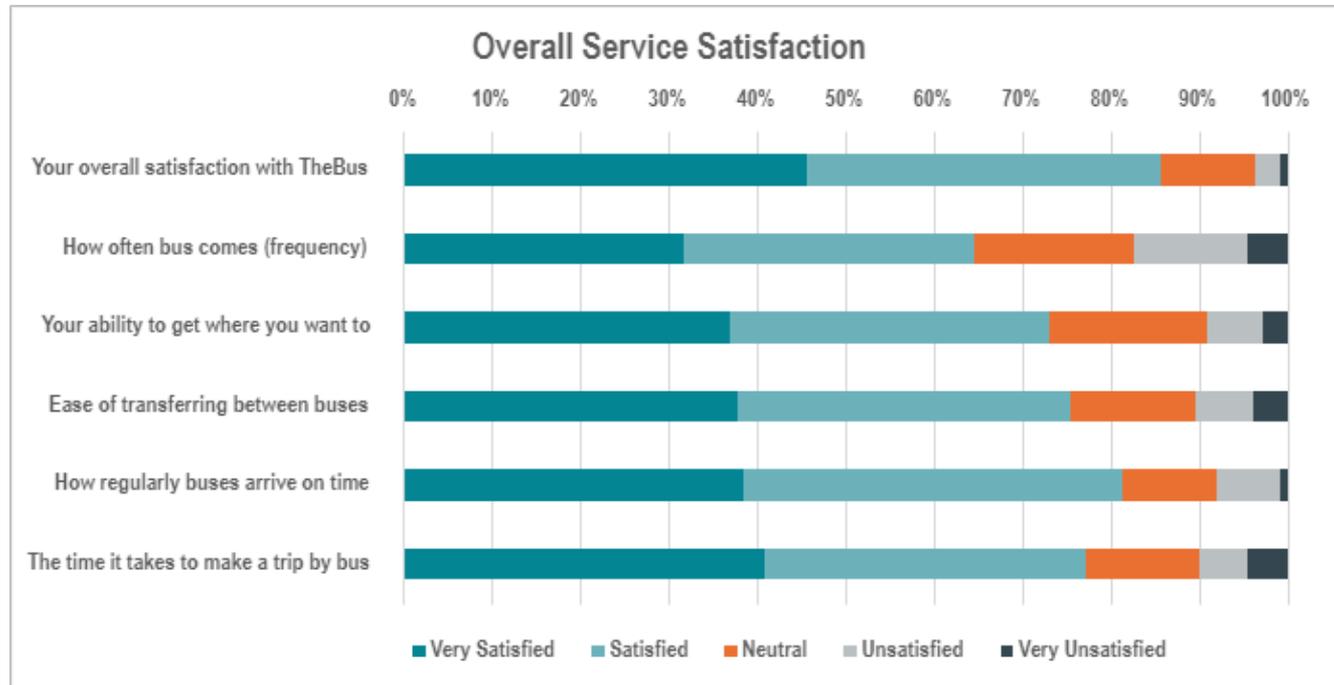
Frequency of Use

1. Over 50% use TheBus 4 or more days per week.
2. An additional 21% use TheBus 2-3 days per week.
3. Observation: typical rider may utilize the system on multiple days of the week.



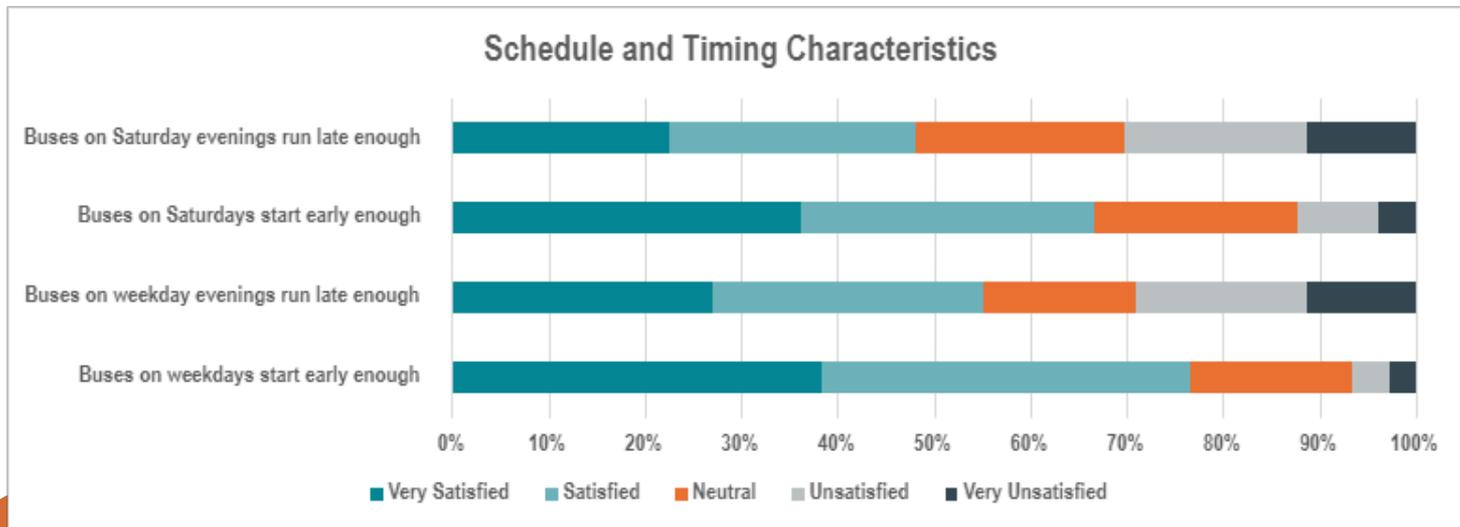
Overall Satisfaction with The Bus

1. Over 80% are Very Satisfied or Satisfied with TheBus service.
2. There is less satisfaction with bus frequencies, where the bus goes to, and ease of transferring to another route.



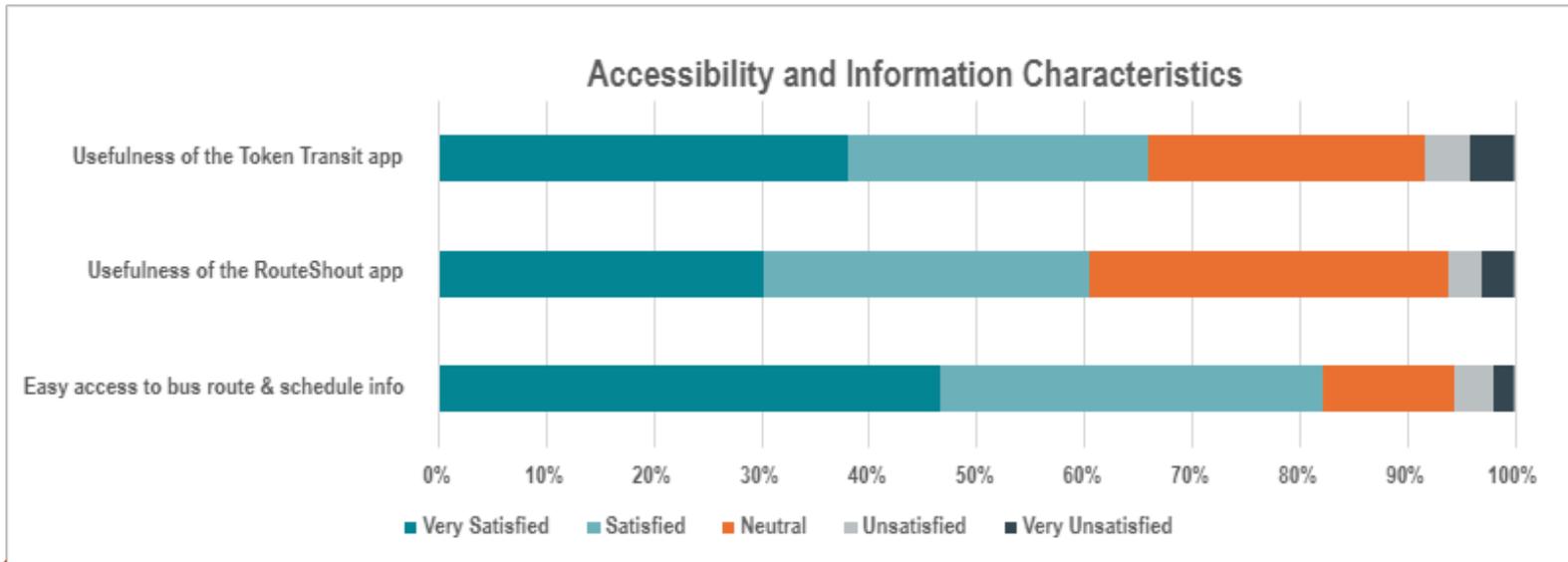
Overall Satisfaction with TheBus Span of Service

1. Service satisfaction varied by day of service:
 - Less satisfaction with how late Weekday service currently runs
 - Less satisfaction with how late Saturday service currently runs.
2. Observation: riders less satisfied with the current evening hours of service on Weekdays and Saturdays, earlier service less of a concern.



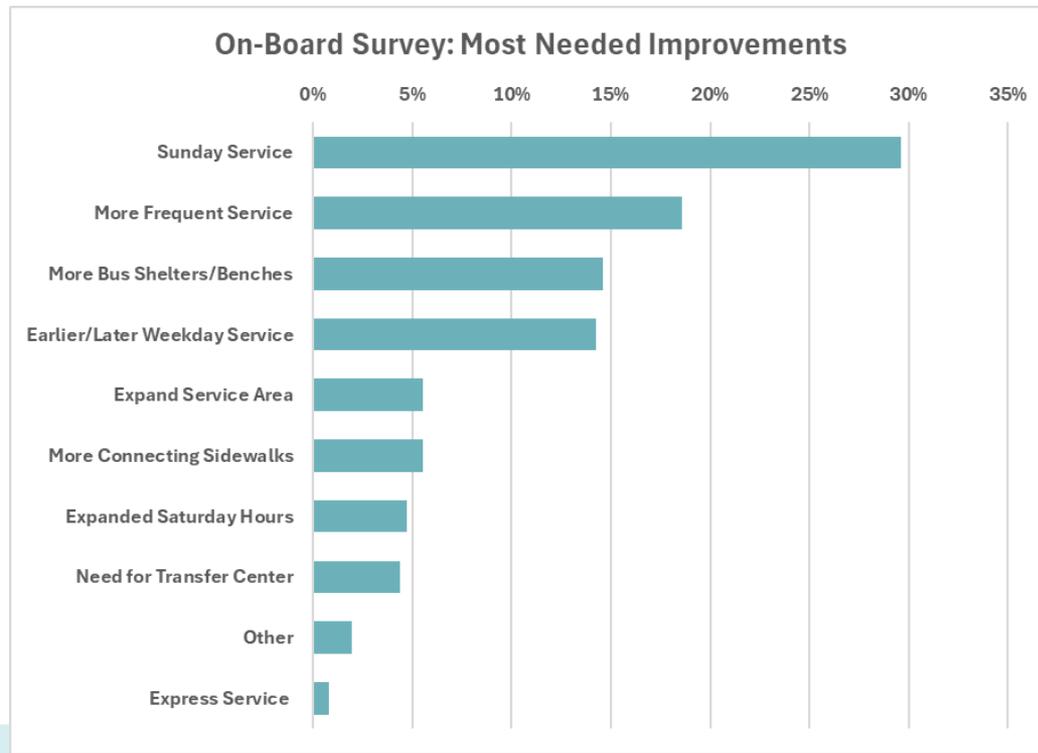
Accessibility and Ease of Use

1. Over 65% of riders find the mobile ticketing app (Token Transit) useful.
2. Over 60% of riders find the real-time bus tracker app (RouteShout) useful.
3. Over 80% of riders are satisfied with the availability of bus route and schedule information.



Top Needs Identified by Riders

1. Highest-ranked needs: addition of Sunday Service, More Frequency, Bus Shelters/Benches, and Earlier/Later Weekday Service.
2. Observation: current users would like to see more service in time periods currently not served and more bus shelters/benches.



Phase 1 Online/Social Media Survey

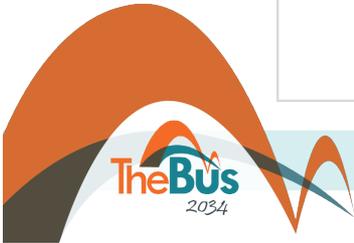
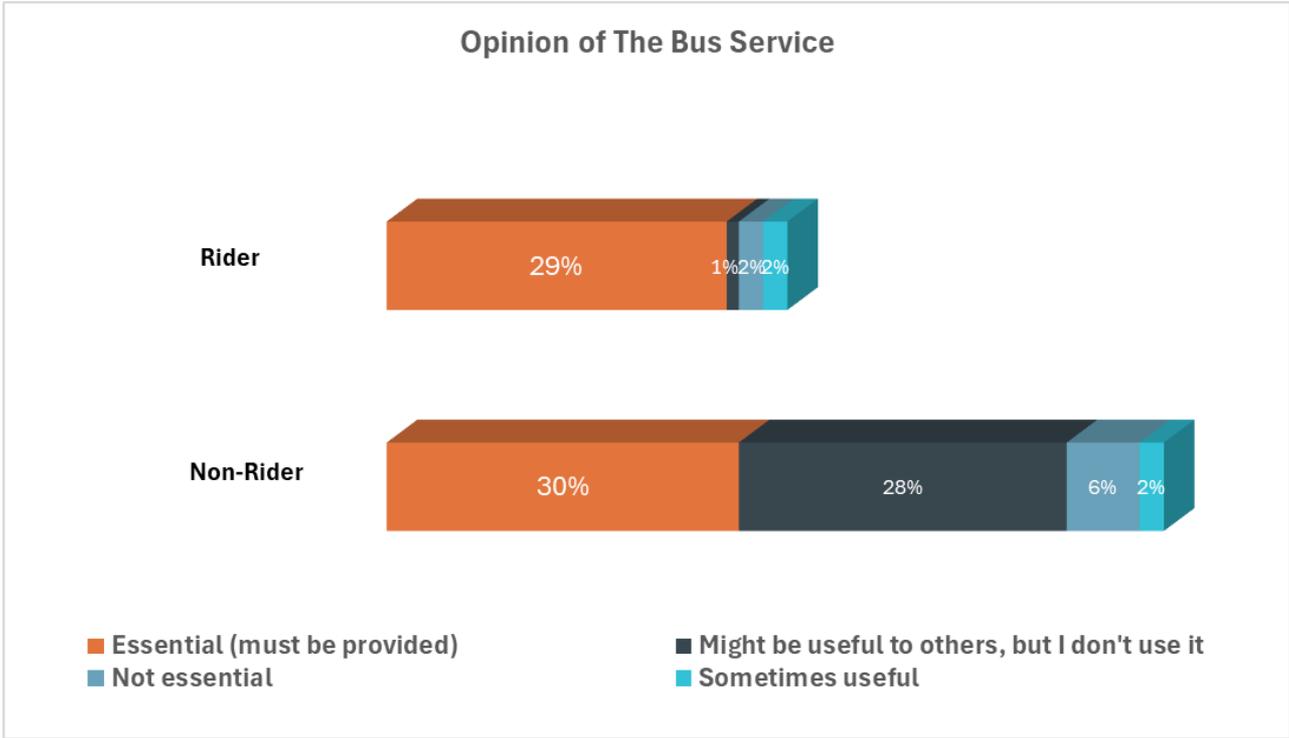


1. Phase 1 online surveys were posted online, advertised on Facebook and placed on Hernando County’s social media links from June-July of 2024.
2. The online survey effort “reached” over 25,000 accounts, with over 2,300 clicks to the survey page.
3. In total, 190 surveys were completed.
4. A social media/online survey was not conducted in the 2019 TDP effort, so this gives the community a fresh perspective, including from those who do not currently use TheBus services.



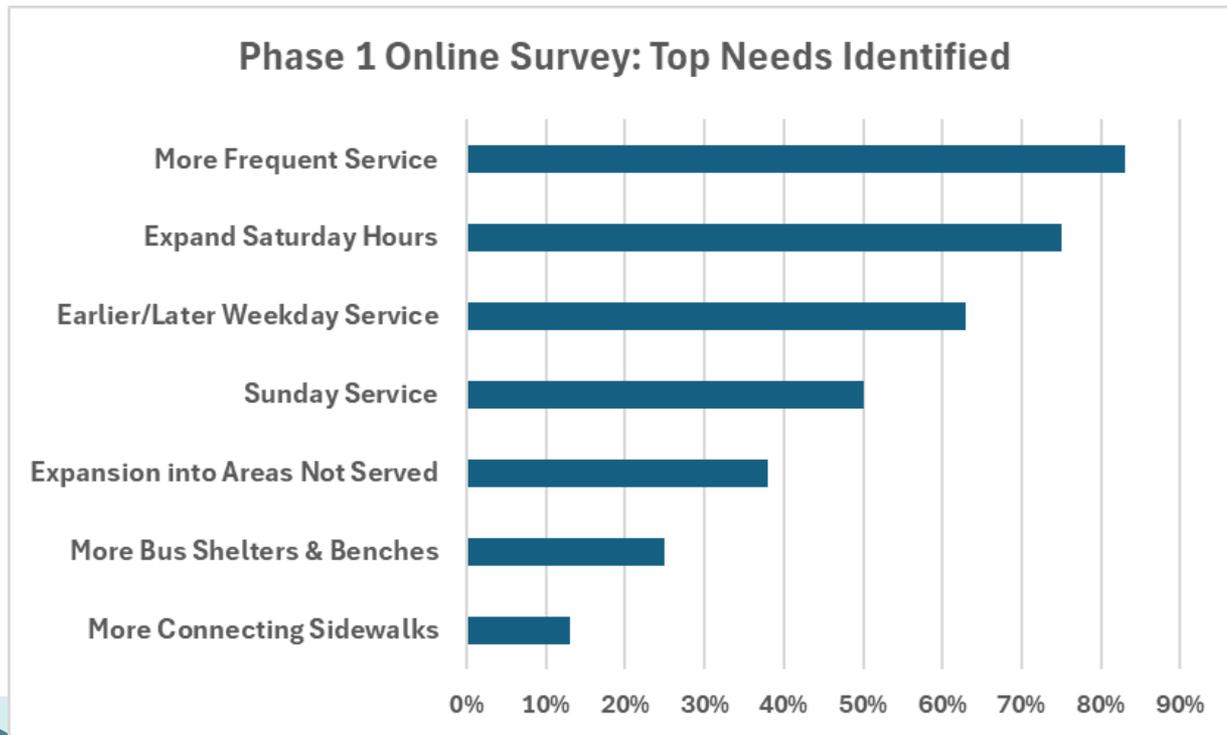
Phase 1 Online/Social Media Survey Highlights

- 1. Observation: there were favorable opinions regarding TheBus services:
 - Nearly 60% of Non-Riders responded that the service is Essential or Useful to Others.



Phase 1 Online/Social Media Survey: Top-Ranked Improvement/Needs Identified by Riders

1. More Frequent Service, Expanded Saturday Svc. Hrs., & Earlier/Later Weekday Svc Hrs. were the top picks.
2. Observation: similar to the on-board survey: more service would be helpful, particularly in times of the day/week that do not have service.



Phase 1 – Comments Received from Public Meetings/Interviews



Key Takeaways from Recent Surveys, Public Outreach, and Interviews

- **More Service Hours/Frequencies:** Requests for more fixed route service (Weekday/Sat. Evenings, Frequency, & Sunday Svc.) were evident across public outreach types.
- **Accessible/Enhanced Bus Stops:** There is a clear preference for more bus shelters, improved bus stop access and safety, and the addition of connecting sidewalks.
- **Addition of Service to Areas Currently Not Served:** There is interest in transit service being added to those areas of the county that currently do not have a bus route and/or connect to neighboring counties (such as Rt. 50/East County, Rt. 19 to Citrus Co., Barclay/Deltona/Airport Business Park areas/corridors, downtown circulator).
- **Enhancement of Marketing/Community Outreach-Partnerships:** There were many comments that noted that TheBus needs an enhanced and more robust marketing and community partnership program.



Identifying & Prioritizing TheBus System Needs

1. **Earlier/Later Weekday Service (extend from 4:20 a.m. to 9:10 p.m.)**
2. **Earlier/Later Saturday Service (extend from 4:20 a.m. to 8:10 p.m.)**
3. **Addition of Routes in Areas Currently not Served**
 - Rt. 50/East County (connecting to job areas and GOPASCO transit system)
 - Rt. 19 (connecting to Citrus County Connection transit service)
 - Barclay Ave.
 - Deltona Blvd.
 - Airport Business Park area
 - US 41
 - Express Bus Service
4. **Capital/Facility Improvements (to support existing & expanded service)**
 - New Transfer Facility
 - New Maintenance & Admin. Facility
5. **More Frequent Service**
6. **Addition of Sunday Service**
7. **Safer and More Accessible Bus Stops**
 - More bus shelters
 - More sidewalks and accessibility enhancements
 - Addition of bike racks at busiest stops/transfer points



Next Steps: Phase 2 Public Outreach and Online/Social Media Survey



1. Phase 2 surveys (starting in mid-Sept.) and public outreach will allow the public and stakeholders to weigh in on prioritizing the improvements identified in Phase 1.
2. This prioritization process will provide Hernando County's decision makers with some clarity on what improvements are needed in the short term (1-5 yrs.) and which are longer-term needs (yrs. 6-10).
3. As part of this effort, the CUTR Team will be able to provide decision makers with additional analysis that outline the costs, feasibility, and ridership potential of each service need.



Next Steps

1. Phase 2 Public Outreach and Online Survey (August-Sept. 2024):

- Rank the public's TheBus improvement priorities from Phase 2 surveys and outreach.
- Develop final service and project alternatives, including capital and operating costs and implementation schedule.

2. Finalize 2025-34 Transit Development Plan (TDP) Components (Oct. 2024):

- Goals & Objectives
- Transit Demand Assessment
- Needs Development, Evaluation, and Prioritization
- Final Ten-Year Transit Development Plan (TDP) & Financial Plan

3. Present Final 2025-34 TDP for Review and Adoption by the BOCC and Endorsement of the MPO (Oct.-Nov. 2024)

4. Submit Final MPO-Adopted TDP to Florida Department of Transportation (FDOT) for Review and Approval (after BOCC adoption in Nov. 2024)



Project Schedule

| Tasks | 2024 | | | | | | | | | | | | 2025 | |
|---|--------------|----------------------|-----------------|----------------------|------------------------|--|--------------|-------------|--------------|---------------|--|-------------------------------------|------|--|
| | Feb. | Mar. | Apr. | May | June | Jul. | Aug. | Sep. | Oct. | Nov. | Dec. | Jan | Feb. | |
| 1 Project Management | Kickoff Mtg. | WRG Mtg. #1 | WRG Mtg. #2 | WRG Mtg. #3 | | WRG Mtg. #4 | WRG Mtg. #5 | WRG Mtg. #6 | | | | | | |
| 2 Public Involvement Program | | ★ Submit PIP to FDOT | On-Board Survey | Stakeholder Meetings | Operator Mtgs./Surveys | Direct & Social Media Outreach to the General Public | | | | | | | | |
| 3 Assessment of Existing Conditions | | | | | | | | | | | | | | |
| 4 Performance Evaluation | | | | | | Tech Memo #2 | | | | | | | | |
| 5 Situation Appraisal | | | | | | | | | | | | | | |
| 6 Update of Policy Framework and Goals & Objectives | | | | | | | Tech Memo #3 | | | | | | | |
| 7 Definition & Evaluation of Alternatives | | | | | | | | | | | | | | |
| 8 Ten-Year Action Plan | | | | | | | | | Tech Memo #4 | | | | | |
| 9 Review & Adoption by BOCC, Submittal to FDOT | | | | | | | | | | BOCC Approval | ★ Submit to FDOT for Review & Approval | Complete Final Edits & TDP Document | | |

➤ Planned BOCC TDP Approval Date: 11/19/24





Hernando County 2025-34 Transit Development Plan Contacts



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dlollie@hernandocounty.us

Jonathan Roberson, AICP

Research Associate
Transit Management & Innovation Group
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Thank You!



REVIEW AND RECOMMENDATION OF RESOLUTION 2024-7 TO REQUEST AN I-75 TRUCK ROUTE STUDY IN CITRUS COUNTY, FLORIDA

Citrus County has presented an issue to the Florida Department of Transportation (FDOT) concerning large heavy trucks utilizing Interstate-75 (I-75). The trucks have been entering and exiting I-75 in Citrus County utilizing County roadways as their means of access to the state roadway system. The large trucks driving through are disruptive to the community (a Historic Overlay District) and the residents are experiencing issues with frequent large tractor-trailer type vehicles coming from and going to I-75 via CR48 (Orange Avenue), a narrow Tree Canopy Protected 2-lane rural roadway in Floral City.

The Florida Department of Transportation (Districts 5 and 7) have discussed and confirmed the concerns of Citrus County (District 7) and those of Sumter County (District 5) and indicated a willingness to assist with a traffic study that would be funded by FDOT. The FDOT is proposing to prepare a traffic study to include possible countermeasures to ameliorate the traffic concerns and has requesting support resolutions by both the Citrus County Board of County Commissioners and the Hernando/Citrus Metropolitan Planning Organization to initiate the study.

On August 6, 2024, the Citrus County Board of County Commissioners adopted Resolution 2024-076 (copy attached) supporting the I-75 Truck Route Study funded by the FDOT to evaluate the issues and provide possible strategies to ameliorate the issues.

Attached is MPO Board Resolution 2024-7 in support of Citrus County's request of the FDOT to conduct and fund an I-75 truck route study to evaluate the traffic coming from and going to I-75, traversing through the downtown area of Floral City on CR48 (Orange Avenue), and providing possible solutions and implementation countermeasures to ameliorate the conditions.

Staff Recommendation: It is recommended the CAC and BPAC review and recommend, separately by committee, approval of Resolution 2024-7 to the MPO Board supporting the I-75 Truck Route Study being conducted and funded by the Florida Department of Transportation for Citrus County, Florida.

Attachment: MPO Board Resolution 2024-7, Citrus County Agenda Memorandum, Citrus County Resolution 2024-076, and CR 48 (Orange Ave) – Truck Route Study email request

RESOLUTION 2024-7

**A RESOLUTION OF THE
HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION (MPO)
SUPPORTING THE REQUEST OF THE CITRUS COUNTY BOARD
OF COUNTY COMMISSIONERS TO THE FLORIDA DEPARTMENT OF
TRANSPORTATION (FDOT) TO CONDUCT AN I-75 TRUCK ROUTE STUDY IN
CITRUS COUNTY, FLORIDA; AND FOR FDOT TO DEVELOP AND IMPLEMENT
POSSIBLE COUNTERMEASURES TO ADDRESS AND
REDIRECT TRUCK TRAFFIC FROM USING CR48 (ORANGE AVENUE)
IN FLORAL CITY, A NARROW, TREE CANOPY PROTECTED
ROADWAY AND HISTORIC OVERLAY AREA**

WHEREAS, large heavy trucks are utilizing Interstate-75 (I-75) as part of their delivery route and have been entering and exiting I-75 in Citrus County utilizing County roadways as their means of access to the state roadway system; and,

WHEREAS, the large trucks driving through are disruptive to the community (a Historic Overlay District) and the residents are experiencing issues with frequent large tractor-trailer type vehicles coming from and going to I-75 via CR48 (Orange Avenue), a narrow Tree Canopy Protected 2-lane rural roadway in Floral City; and,

WHEREAS, the Florida Department of Transportation (Districts 5 and 7) have discussed and confirmed the concerns of Citrus County (District 7) and those of Sumter County (District 5) and indicated a willingness to assist with a traffic study that would be funded by FDOT; and,

WHEREAS, the Florida Department of Transportation is willing to fund and prepare a traffic study to include possible countermeasures to ameliorate the traffic concerns; and,

WHEREAS, the Florida Department of Transportation (FDOT) has requested a resolution by both the Citrus County Board of County Commissioners and the Hernando/Citrus Metropolitan Planning Organization to initiate a study; and,

WHEREAS, on August 6, 2024, the Citrus County Board of County Commissioners adopted Resolution 2024-076 (copy attached) supporting the I-75 Truck Route Study funded by the Florida Department of Transportation to evaluate the issues and provide possible strategies to ameliorate the issues.

NOW, THEREFORE, BE IT RESOLVED, that the Hernando/Citrus Metropolitan Planning Organization (MPO) Board duly assembled in regular session this 5th day of September 2024, hereby adopts this resolution in support of Citrus County's request of the Florida Department of Transportation to conduct an I-75 truck route study to evaluate the traffic coming from and going to I-75, traversing through the downtown area of Floral City on CR48 (Orange Avenue), and providing possible solutions and implementation countermeasures to ameliorate the conditions.

ADOPTED in regular session this 5th day of September 2024.

**HERNANDO/CITRUS
METROPOLITAN PLANNING ORGANIZATION**

Attest:

Jerry Campbell, MPO Chair

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

BY *Victoria Anderson*
MPO Attorney

RESOLUTION NO. 2024 - 076

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF CITRUS COUNTY, FLORIDA, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA, AUTHORIZING THE CHAIRMAN TO REQUEST FDOT ASSISTANCE WITH AN I-75 TRUCK ROUTE STUDY AND; DEVELOP AND IMPLEMENT POSSIBLE COUNTER MEASURES TO ADDRESS AND RE-DIRECT THROUGH TRUCK TRAFFIC FROM USING CR48 (ORANGE AVE) IN FLORAL CITY A CANOPY PROTECTED ROADWAY AND HISTORIC OVERLAY AREA.

WHEREAS, the Board of County Commissioners of Citrus County, Florida, a political subdivision of the State of Florida, has concerns about the continuous heavy trucks traversing through the downtown area of Floral City on CR48 (Orange Ave). The large trucks driving through are disruptive to the community (a Historic Overlay District) and the residents are experiencing issues with frequent large tractor trailer type vehicles coming from/going to I-75 via CR48 (Orange Ave), a narrow Tree Canopy Protected 2-lane rural roadway; and

WHEREAS, if there is a solution to address and re-direct truck traffic, we would need to involve the state FDOT Districts 7 and 5. As such, the Board is requesting the state to conduct a truck route study to evaluate the issue and provide/implement possible countermeasures to ameliorate the issue.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Citrus County, Florida, a political subdivision of the State of Florida, in regular session this 16th day of August 2024, as follows:

The Chair of the Board is hereby authorized to sign this Resolution requesting the state to conduct a truck route study to evaluate the heavy trucks coming from/going to I-75; and traversing through the downtown area of Floral City on CR48 (Orange Ave) and provide/implement possible countermeasures to ameliorate the issues.

1. The Clerk of the Board is hereby directed to forward a certified copy of this Resolution to the Department of Public Works, Division of Technical Services to be forwarded to the Florida Department of Transportation.

ATTEST:


for ANGELA VICK, CLERK



BOARD OF COUNTY COMMISSIONERS
OF CITRUS COUNTY, FLORIDA

BY: 
HOLLY L. DAVIS, CHAIRMAN
BOARD OF COUNTY COMMISSIONERS

APPROVED AS TO FORM FOR THE
RELIANCE OF CITRUS COUNTY ONLY.


DENISE A. DYMOND LYN,
COUNTY ATTORNEY

APPROVED

AUG 6 2024

BOARD OF COUNTY
COMMISSIONERS

Joy Turner

From: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>
Sent: Friday, June 21, 2024 5:31 PM
To: Brown, Michael R.; Hunter, Brian; Ziegler, Suzanne
Cc: Marcello J. Tavernari; Rachel M. Harrolle; Van Gundy, Sarah; Gao, Ming; Boyle, George
Subject: CR 48 (Orange Ave) - Truck Route Study

Good evening Mike – Thank you for the email and recommendations. I have met with our GIS Dir and she will work with the mapping companies to request they modify their routing.

In addition, as noted below, we are submitting a Resolution to the BOCC for approval on 8/6/24, with a request for a companion Resolution from the MPO requesting FDOT assistance.

I'll be in touch as the Resolutions are approved.

Thanks again and have a great weekend.

Walt—
6/21/24

From: Brown, Michael R. <Michael.Brown@dot.state.fl.us>
Sent: Wednesday, June 12, 2024 11:00 AM
To: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>; Hunter, Brian <Brian.Hunter@dot.state.fl.us>; Ziegler, Suzanne <Suzanne.Ziegler@dot.state.fl.us>
Cc: Marcello J. Tavernari <Marcello.Tavernari@citrusbocc.com>; Rachel M. Harrolle <Rachel.Harrolle@citrusbocc.com>; Van Gundy, Sarah <Sarah.VanGundy@dot.state.fl.us>; Gao, Ming <Ming.Gao@dot.state.fl.us>; Boyle, George <George.Boyle@dot.state.fl.us>
Subject: [EXTERNAL]RE: CR 48 (Orange Ave) - Truck Route Study

WARNING: This email originated from an external Domain **DO NOT CLICK** unless you recognize the sender and know the content is safe.

Thank you for your recent communication regarding the truck route study on CR48. We understand the concerns of Floral City residents about large trucks passing through low tree canopies on this rural road. Although this is a County road impacting an adjacent county outside our District, we are willing to help. We do request resolutions from both the MPO boards and County commissions to initiate the study.

I have discussed this issue with my District 5 counterpart, Sarah Van Gundy. They have faced similar truck routing issues in residential areas. One successful approach has been working with mapping agencies like Google Maps to adjust GPS routing and avoid residential neighborhoods. You could contact these services to submit a problem report, but please note it may take weeks or months for map providers to verify and update their software. This approach may be worth pursuing.

To reach the most GPS users, its recommended that the same problem be report at each of these websites.

- [How to Report Residential Truck Traffic Due to Improper Route Suggestions](#)
- [HERE Map Creator](#)
- [MapQuest](#)
- [Google Maps](#)
- [Waze](#)
- [Uber](#)
- [TomTom](#)
- [Garmin](#)
- [Apple Maps](#)
- [OpenStreetMap Project](#)

I am available to help. Please contact me with any questions, comments or concerns.

Thanks,

Mike



Mike Brown, MBA,CPM, FCCM
 District 7 – District Freight Coordinator
Phone: 813-975-6643
Email: Michael.Brown@dot.state.fl.us
 11201 N McKinley Drive
 Tampa, Florida 33612

www.tampabayfreight.com

www.freightmovesflorida.com

From: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>
Sent: Wednesday, June 5, 2024 4:40 PM
To: Hunter, Brian <Brian.Hunter@dot.state.fl.us>; Ziegler, Suzanne <Suzanne.Ziegler@dot.state.fl.us>; Brown, Michael R. <Michael.Brown@dot.state.fl.us>
Cc: Marcello J. Tavernari <Marcello.Tavernari@citrusbocc.com>; Rachel M. Harrolle <Rachel.Harrolle@citrusbocc.com>
Subject: CR 48 (Orange Ave) - Truck Route Study

Good afternoon Brian – Hope you are well.

I'm just following up on our previous discussion regarding the County's request to DOT for assistance with a Truck Route study. As you may recall, we are experiencing issues with frequent large tractor trailer type vehicles coming from/going to I-75 via CR48 (Orange Ave) a narrow Tree Canopy Protected 2-lane rural roadway thru Floral City, an Historic Overlay District in Citrus (see photos below).

We can certainly have our Board address an Ordinance; however, as this issue starts/ends with I-75; this may also affect Sumter County and either County would need data, a study and recommendations to support an Ordinance along with possible roadway/traffic changes.

Please advise.

Thank you,
 Walt—
 Citrus County

Technical Services
Ph: 352-527-5456
6/5/24





From: Rachel M. Harrolle <Rachel.Harrolle@citrusbocc.com>
Sent: Wednesday, May 22, 2024 12:35 PM
To: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>
Cc: Marcello J. Tavernari <Marcello.Tavernari@citrusbocc.com>
Subject: RE: [EXTERNAL]Re: CR 48

Hi Walt,

I spoke with Marcello about this meeting earlier and he said to set it up in another couple weeks. Marcello is looking into the FDOT District 7 contact Commissioner Bays recommended.

Let's see about a time further down the road once we have that contact confirmed.

If you would bring this up in your one on one meeting with Marcello that would be great.

Thanks,

Rachel Harrolle
Admin Asst III to Dept Dir/County Engineer
Dept of Public Works Administration
3600 W Sovereign Path; Ste 212
Lecanto, FL 34461
352/527.5478

From: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>
Sent: Wednesday, May 22, 2024 12:03 PM
To: Hunter, Brian <Brian.Hunter@dot.state.fl.us>; Brown, Michael R. <Michael.Brown@dot.state.fl.us>; Rachel M. Harrolle <Rachel.Harrolle@citrusbocc.com>; Marcello J. Tavernari <Marcello.Tavernari@citrusbocc.com>
Cc: Denea A. Jenkins <Denea.Jenkins@citrusbocc.com>
Subject: RE: [EXTERNAL]Re: CR 48

Good afternoon Rachel – can you please work on setting up a Teams meeting with Brian, Michael, Marcello and me to discuss truck routing.

Thank you,
Walt—

From: Hunter, Brian <Brian.Hunter@dot.state.fl.us>
Sent: Tuesday, May 21, 2024 4:44 PM
To: Brown, Michael R. <Michael.Brown@dot.state.fl.us>; Walt Eastmond <WALT.EASTMOND@citrusbocc.com>; Rachel M. Harrolle <Rachel.Harrolle@citrusbocc.com>; Marcello J. Tavernari <Marcello.Tavernari@citrusbocc.com>
Cc: Denea A. Jenkins <Denea.Jenkins@citrusbocc.com>
Subject: [EXTERNAL]Re: CR 48

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Walt, I can do tomorrow afternoon as well. I am on vacation starting Friday. If tomorrow doesn't work I don't need to be there though.

Brian Hunter

Florida Department of Transportation District 7
Transportation Planning Manager
Planning and Environmental Management Office
11201 North McKinley Drive
Tampa, FL. 33612
(813) 975-6436
brian.hunter@dot.state.fl.us

From: Brown, Michael R. <Michael.Brown@dot.state.fl.us>
Sent: Tuesday, May 21, 2024 4:27 PM
To: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>; Hunter, Brian <Brian.Hunter@dot.state.fl.us>; Rachel M. Harrolle <Rachel.Harrolle@citrusbocc.com>; Marcello J. Tavernari <Marcello.Tavernari@citrusbocc.com>
Cc: Denea A. Jenkins <Denea.Jenkins@citrusbocc.com>
Subject: RE: CR 48

Walt:

I am available tomorrow between 1-3, and open Friday. Next week I am out on vacation.

Thanks,

Mike

Mike Brown, MBA, CPM, FCCM
District Freight & Logistics Coordinator
Florida Department of Transportation District 7
(813) 975-6643 – (813) 240-5047 Cell
Michael.Brown@dot.state.fl.us



www.tampabayfreight.com
www.freightmovesflorida.com

From: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>
Sent: Tuesday, May 21, 2024 4:24 PM
To: Hunter, Brian <Brian.Hunter@dot.state.fl.us>; Rachel M. Harrolle <Rachel.Harrolle@citrusbocc.com>;
Marcello J. Tavernari <Marcello.Tavernari@citrusbocc.com>
Cc: Brown, Michael R. <Michael.Brown@dot.state.fl.us>; Denea A. Jenkins <Denea.Jenkins@citrusbocc.com>
Subject: CR 48

EXTERNAL SENDER: Use caution with links and attachments.

Good afternoon Brian – thank you very much for your assistance and immediate response. After discussing with Marcello, Cty Pub Works Director, he would like to have a Teams meeting to discuss further.

Can you please send us several dates/times when you are available and we will schedule the meeting.

Thank you,
Walt—
5/21/24

From: Hunter, Brian <Brian.Hunter@dot.state.fl.us>
Sent: Monday, May 20, 2024 3:43 PM
To: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>
Cc: Brown, Michael R. <Michael.Brown@dot.state.fl.us>
Subject: [EXTERNAL]CR 48

WARNING: This email originated from an external Domain **DO NOT CLICK** unless you recognize the sender and know the content is safe.

Walt,

I spoke with Mike Brown (D7 Freight Coordinator, copied) and he agreed that the best route would be to look at the truck route ordinance for Citrus County and Sumter County. If you were to prohibit trucks from using CR 48 FDOT would be able to post no thru truck signage on US 41 and I-75 to alert drivers of the prohibition.

Brian Hunter

Florida Department of Transportation District 7
Transportation Planning Manager
Planning & Environmental Management Office
11201 North McKinley Drive, M.S. 7-501
Tampa, Florida 33612-6456
Brian.Hunter@dot.state.fl.us
Phone: (813) 975-6436
Fax: (813) 975-6443

REVIEW OF THE DRAFT 2050 LONG-RANGE TRANSPORTATION PLAN (LRTP) ADOPTION PACKAGE

The 2050 LRTP serves as the primary guidance for developing the future of the transportation systems throughout Citrus and Hernando Counties.

The proposed draft of the 2050 Long-Range Transportation Plan (LRTP) is the culmination of many public meetings, workshops, discussions, and activities both on a local level as well as on a regional basis. Pursuant to the MPO's adopted Public Participation Plan, adoption of the LRTP can occur after two public hearings are conducted by the MPO Board, a 30-day public comment period occurs, and the MPO Board's committees have reviewed the document. The September 5, 2024, MPO Board meeting will be the first of the two required hearings by the MPO Board. The final adoption hearing is scheduled for October 5, 2024. The public comment period will begin on September 1, 2024.

The 2050 LRTP serves to reflect the growth that is occurring by addressing six goals vitally important to the transportation process including:

- **Economy** (activities that proactively support economic development and tourism),
- **Safety** (addressing priorities that seek to increase safety in the transportation system for all modes and users),
- **Mobility** (addressing mobility needs of the communities),
- **Intermodal** (roadways, transit systems, and bicycle/pedestrian systems),
- **Livability** (the need to enhance and preserve where possible the physical, and natural environments unique to Citrus and Hernando counties)
- **Preservation** (accountability to maintain and preserve a resilient transportation infrastructure in a cost-effective manner).

Staff Recommendation: It is recommended the CAC and BPAC review the draft 2050 Long-Range Transportation Plan (LRTP) Adoption Package and provide comments or input to the MPO Board for their consideration at the first public hearing scheduled on September 5, 2024.

Attachment: Draft 2050 Long-Range Transportation Plan (LRTP) Adoption Package



2050



Hernando/Citrus MPO LONG-RANGE TRANSPORTATION PLAN **DRAFT** ADOPTION REPORT - OCTOBER 3, 2024



DRAFT AUGUST 26, 2024



Hernando/Citrus MPO 2050 Long Range Transportation Plan Adoption

The Hernando/Citrus Metropolitan Planning Organization (MPO) presented this Long Range Transportation Plan Adoption Report at the regularly scheduled MPO Board meeting on September 5, 2024. A public comment period was initiated on September 1, 2024, with the publication of the draft plan to obtain comments on the Hernando/Citrus MPO 2050 Long Range Transportation Plan prior to the Board's adoption of the Plan. Pursuant to the MPO's adopted Public Participation Plan (PPP), two public hearings in addition to the thirty-day public comment period are required. The first public hearing is scheduled for September 5, 2024. The final public hearing is scheduled for the October 3, 2024 MPO Board meeting, at which the Plan is anticipated to be adopted.

Above photo locations (L to R): Downtown Inverness / Downtown Brooksville / Cooter Pond Park

Cover photo locations: (L to R, Bottom) Downtown Brooksville / SR 50 near Spring Hill / Withlacoochee Trail Inverness Trailhead / SR 44 E of SR 41

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Introduction and Background

The 2050 Hernando/Citrus Long Range Transportation Plan (LRTP) was produced as a plan that addresses the multimodal transportation needs for the next twenty years. It serves as the primary guidance for developing the future of the transportation system throughout Hernando County and Citrus County.

In the past, transportation plans have largely focused on implementing performance measures that evaluate only aspects of the roadway network that serve automobiles. Efforts and funding were traditionally spent towards identifying roadway capacity needs that concentrated improvements towards those that benefit auto travel with little regard for other travel modes.

The evolution of long range transportation planning has led to the 2050 Hernando/Citrus LRTP to broaden the scope of focus and develop a plan that, in addition to traditional large capacity improvement projects for automobiles, also includes improvements and enhancements for other modes (bicycle, pedestrian, and transit) and for smaller scale projects or programs.

This plan states how the transportation network and systems of Hernando and Citrus Counties will be maintained, enhanced, and grown. Elements of the plan may be incorporated into a future Transportation Improvement Plan (TIP), which is a five-year financially feasible program of improvements projects updated annually.

In compliance with federal and state regulations, the Hernando/Citrus MPO established a set of goals, objectives, and performance measures to provide a basis for performance-based planning that will best serve the community and environment currently and for the future.

The components of the 2050 LRTP were driven by seven Goals, which influence the assessments and significant steps established in the plan, Objectives for each Goal, and Performance Measures for quantifiable evaluation. The Hernando/Citrus MPO Goals, Objectives, and Performance Measures were developed based on federal, state, and local guidance.

SR 50 E of Withlacoochee Trail

Goals, Objectives, & Performance Targets

Signed into law on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA/BIL builds upon and expands programs included in the Fixing America's Surface Transportation (FAST) Act. The FAST Act is the first federal law in several decades to provide long-term funding to infrastructure planning and investment for surface transportation since the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) became law in 2005.

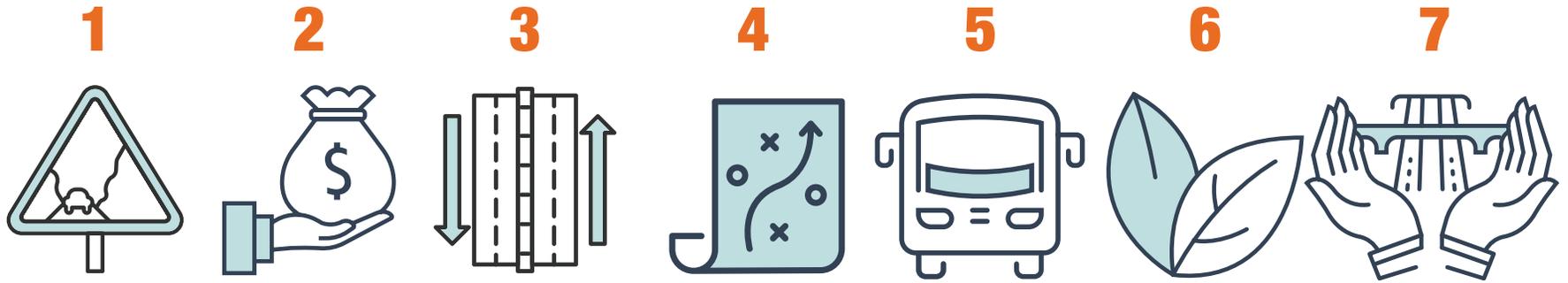
The IIJA continues to support a streamlined, performance-based surface transportation program that builds on many of the multimodal transportation policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. It emphasizes addressing climate change, improving equity, and enhancing safety across all modes of transportation. Additionally, establishing a performance and outcome-based program requires investment of financial resources in projects that will collectively make progress toward achieving national multimodal transportation goals. The 2050 LRTP has been developed to ensure compliance with the requirements of the IIJA and includes a performance-based approach to the transportation decision-making process.

Figure 1 shows an overview of the Hernando/Citrus MPO 2050 LRTP Goals.



Goals

Figure 1. Hernando/Citrus MPO 2050 LRTP Goals



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

Improving safety for all users, including drivers, pedestrians, and bicyclists was a priority of the plan.

The plan includes projects that proactively support economic development and tourism throughout Hernando and Citrus Counties.

The plan establishes a blueprint to provide for mobility needs of the entire community and visitors alike.

Ensure effective execution of improvements and maintenance.

Maintaining the existing transportation system, including roadway, transit, and active transportation modes (biking, walking, etc.) is a priority, seeking to enhance the existing network rather than add or replace facilities.

The environments throughout the MPO area are sensitive, and steps were taken to preserve, and where possible, enhance social, cultural, physical and natural environmental values.

There is a responsibility to preserve and maintain a resilient transportation infrastructure and transit assets for the future in a cost-effective manner.

Goals, Objectives, & Performance Targets

Performance Measures

The Florida Department of Transportation (FDOT) is required to establish statewide targets for the required performance measures and MPOs have the option to support the statewide targets or adopt their own. While the Hernando/Citrus MPO supports the FDOT's Vision Zero initiative with an aspiration of zero fatalities, it was determined in past years that a 5% reduction on the average was appropriate and measurable for the MPO's Planning Area. On February 1, 2024, the MPO adopted Resolution 2024-01 to reestablish Safety Performance Measures supporting the FDOT Performance Targets as follows:

Safety Performance Targets 1 (PM1)

The MPO supports a 5% reduction based on a five-year rolling average for the safety performance measures listed as the following safety targets:

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

The PM 1 targets are listed in **Table 1**.

Table 1. Hernando/Citrus MPO Safety Performance Measures and Targets

| Performance Measure | Hernando/Citrus MPO Baseline Performance | Annual Target | 4-year |
|--|--|--|--|
| | Five-Year Rolling Average (2018-2022) | Hernando/Citrus MPO Target (Jan 1, 2024 to Dec 31, 2024) | Hernando/Citrus MPO Target (Jan 1, 2024 to Dec 31, 2027) |
| Number of Fatalities | 68 | 59.9 | 51.4 |
| Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT) | 1.79 | 1.6 | 1.4 |
| Number of Serious Injuries | 528 | 497.4 | 426.5 |
| Rate of Serious Injuries per 100 MVMT | 13.92 | 13.4 | 11.5 |
| Nonmotorized Fatalities and Serious Injuries Per Year | 49 | 44.5 | 38.2 |

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

The Hernando/Citrus MPO agreed to support FDOT’s pavement and bridge condition performance targets. Due to the adoption of the latest federal performance measures, data on system performance for each measure has only recently been established. Accordingly, the first Hernando/Citrus MPO LRTP System Performance Report highlights performance for the 2022 baseline period. The baseline performance for each PM2 measure for the State and MPO planning area, and FDOT established two-year and four-year targets as presented in **Table 2**.

Table 2. Hernando/Citrus MPO Bridge and Pavement Condition Performance Measures and Targets)

| Performance Measure | Statewide Baseline Performance | Statewide 2-year Target | Statewide 4-year Target | Hernando/Citrus MPO 2-year Target |
|---|--------------------------------|-------------------------|-------------------------|-----------------------------------|
| | (2022) | (2023) | (2025) | (2023) |
| Percent of Interstate pavements in good condition | 73.4% | Not required | ≥ 60% | Not required |
| Percent of Interstate pavements in poor condition | 0.2% | Not required | ≤ 5% | Not required |
| Percent of non-Interstate NHS pavements in good condition | 48.8% | 40% | ≥ 40% | ≥ 40% |
| Percent of non-Interstate NHS pavements in poor condition | 0.6% | 5% | ≤ 5% | ≤ 5% |
| Percent of NHS bridges by deck area in good condition | 58.2% | 50% | ≥ 50% | ≥ 50% |
| Percent of NHS bridges by deck area in poor condition | 0.6% | 10% | ≤ 5% | ≤ 5% |

System Performance Target (Travel Time Reliability) (PM3)

Federal rules require MPOs to establish four-year performance targets for the Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability (TTTR) performance measures. LOTTR is the percent of person-miles on the Interstate system that are reliable. It is defined as the ratio of longer travel times (80th percentile) to normal travel times (50th percentile) over all applicable roads, between the hours of 6 a.m. and 8 p.m. each day. The Hernando/Citrus MPO agreed to support FDOT’s PM3 targets. The measurement of these performance measures is summarized in **Table 3**, defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends.

Goals, Objectives, & Performance Targets

Table 3. Hernando/Citrus MPO System Performance Measures and Targets (PM3)

| Performance Measure | Statewide Performance | Statewide 2-year Target | Statewide 4-year Target | Hernando/Citrus MPO 4-year Target | Hernando/Citrus MPO Performance |
|--|-----------------------|-------------------------|-------------------------|-----------------------------------|---------------------------------|
| | (2022 Baseline) | (2023) | (2025) | (2025) | (2022 Baseline) |
| Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR) | 85.7% | ≥ 75% | ≥ 70% | ≥ 70% | 100% |
| Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR) | 92.1% | ≥ 50% | ≥ 50% | ≥ 50% | 97% |
| Truck travel time reliability (TTTR) | 1.46 | ≥ 1.75 | ≥ 2.00 | ≥ 2.00 | 1.06 |

Transit Asset Management Targets

The transit asset management performance targets and measures for all of the Hernando/Citrus MPO are listed in **Tables 4-6**.

Table 4. Performance Targets & Measures (All Hernando/Citrus MPO Transit)

| Asset Category | Performance Measure |
|------------------|---|
| Revenue Vehicles | Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) |
| Equipment | Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB) |
| Facilities | Condition - % of facilities with a condition rating below 3.0 on the FTA Transit |

Local Transit Agencies must also adopt performance targets in their Transit Asset Management Plan (TAMP) and the MPO must consider including the TAM targets in the LRTP and Transportation Improvement Plan (TIP) updates.

Table 5. Transit Asset Management Targets for Citrus County

| Citrus County Asset Category – Performance Measure | Asset Class | FY 2024 Asset Condition | FY 2025 Target |
|---|----------------|----------------------------|----------------|
| Rolling Stock | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB | Cutaway Bus | Fair | 20% |
| Equipment | | | |
| Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB | Generator | Good | 0% |
| Facilities | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Administration | Good | 0% |

Table 6. Transit Asset Management Targets for Hernando County

| Hernando County Asset Category – Performance Measure | Asset Class | FY 2024 Asset Condition | FY 2025 Target |
|---|-------------|----------------------------|----------------|
| Rolling Stock | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB | Bus | Fair | 15% |
| | Cutaway Bus | Fair | 20% |
| | Minivan | Fair | 0% |
| Equipment | | | |
| Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB | Generator | Good | 0% |
| Facilities | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Maintenance | Good | 0% |



Public Involvement

Public input was collected throughout the development of the plan. Key themes included addressing existing congestion and other problems, improving the network of evacuation routes, preserving existing infrastructure, and providing the community with a variety of transportation options, including more robust local and regional transit and multi-use trails.

The MPO offered a variety of public involvement opportunities for members of the community, local and agency representatives, and other stakeholders to provide perspective, input, and feedback.

Table 7 shows a timeline of these activities.

Table 7. Public Involvement Activities

| Date | Activity | Location |
|--------------------|---------------------------------|--|
| May 23, 2024 | Needs Assessment Workshop | Brooksville (Hernando) |
| May 23, 2024 | Needs Assessment Workshop | Crystal River (Citrus) |
| June 6, 2024 | Environmental Justice Workshop | Brooksville (Hernando) |
| June 12, 2024 | Environmental Justice Workshop | Inverness (Citrus) |
| June 12, 2024 | Consensus Building Workshop | Inverness (Citrus) |
| August 22, 2024 | Cost Feasible Plan Workshop | Brooksville (Hernando) Virtual (GoTo Webinar) |
| August 22, 2024 | Cost Feasible Plan Workshop | Inverness (Citrus) Virtual (GoTo Webinar) |
| Ongoing throughout | TAC/CAC/BPAC Committee Meetings | |
| Ongoing throughout | MPO Board Meetings | |





Population and Employment Growth by Planning Area

Significant growth is expected in both Hernando and Citrus counties between the baseline forecast year of 2019 and future year of 2050. This is based on analyzing national and local trends, population data, and employment data. Future transportation needs of an area are largely based on the type and amount of growth that is anticipated. Hernando County and Citrus County have areas with similar socioeconomic makeups, including areas with significant seasonal populations and visiting tourists.

The Hernando/Citrus MPO developed the 2050 population and employment forecast to support and direct the efforts in shaping the LRTP. The Comprehensive Plans from local governments were used to guide the areas in which land may be developed and what uses it would support. This information was used in conjunction with geographic data and statewide forecasts.

Demographic Growth

The population of both Hernando and Citrus includes a higher-than-average percent of adults age 65 and older. The American Community Survey (ACS) 2023 estimated that 26.2% of Hernando County residents were age 65 and over, and 36.5% of Citrus County residents were age 65 and older. Statewide, the survey estimates 21.7% of the total population is age 65 and older.

Further, both counties are estimated to have a lower percentage of the overall population comprised of children under 18 years than that observed statewide. US Census Quick Facts estimates that 14.7% of Citrus County households and 18.5% of Hernando County households have children, whereas statewide, 19.4% of households have children. These two measures are significant as they impact the employment of an area.

Growth Projection

Table 8 and **Table 9** summarize the counties' population and employment growth by Planning Area. **Figure 2** and **Figure 3** illustrate where these areas are geographically located. **Figures 4 – 7** show where the population and employment growth are occurring by Transportation Analysis Zone (TAZ), which are commonly used geography units used for transportation planning processes.



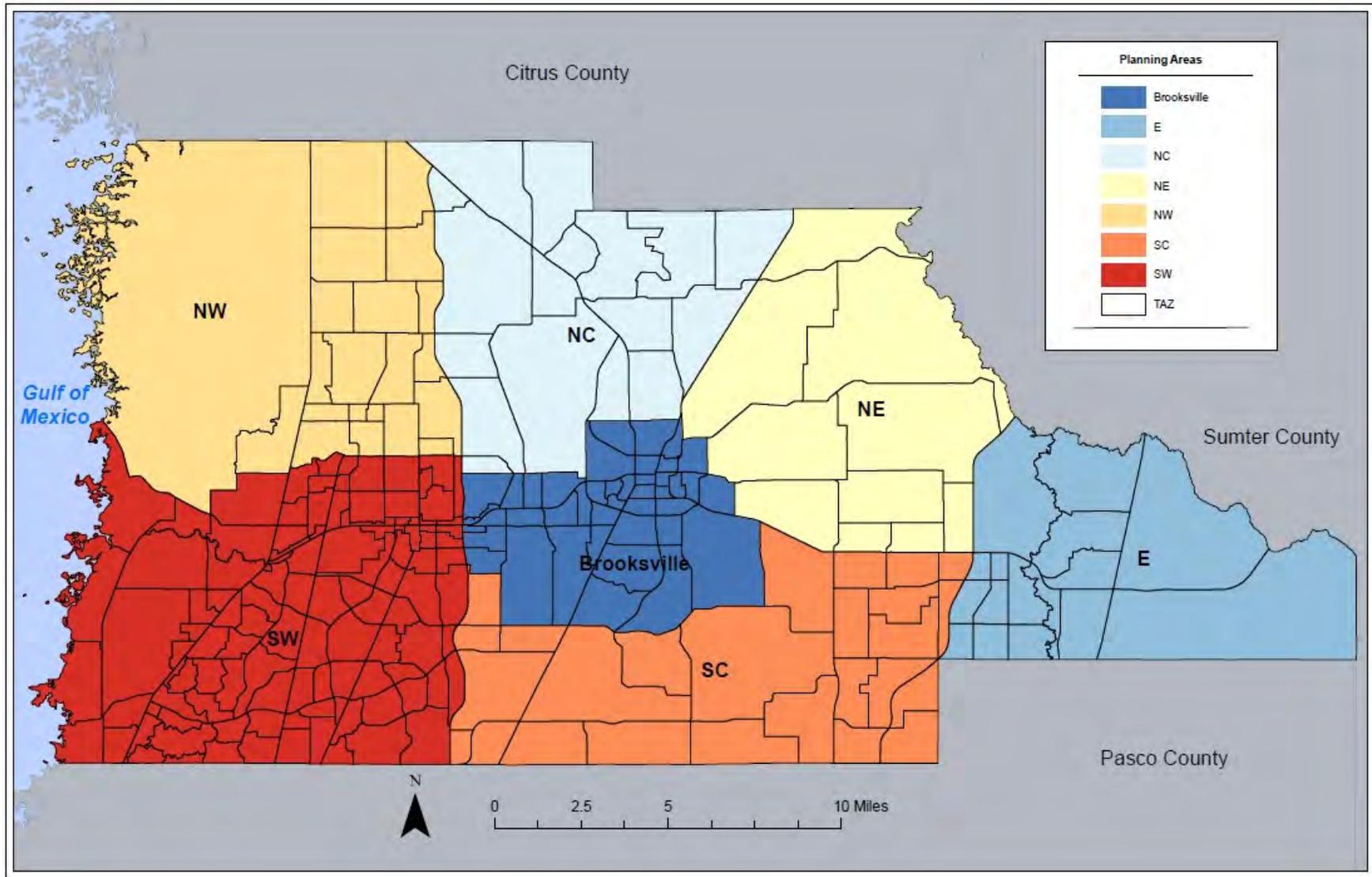
Brooksville City Hall

Population and Employment Growth by Planning Area

Table 8. 2050 Socioeconomic Data Forecast - Hernando County

| County | Plan Area | Household Population | | | | Employment | | | |
|--------------|-----------|----------------------|----------------|---------------|------------|---------------|---------------|---------------|------------|
| | | 2019 | 2050 | 2019 - 2050 | % Change | 2019 | 2050 | 2019 - 2050 | % Change |
| Hernando | SW | 128,529 | 146,937 | 18,408 | 14% | 37,189 | 44,578 | 7,389 | 20% |
| | NW | 12,412 | 22,343 | 9,931 | 80% | 2,327 | 3,683 | 1,356 | 58% |
| | SC | 14,078 | 28,203 | 14,125 | 100% | 6,831 | 12,514 | 5,683 | 83% |
| | B | 16,640 | 29,661 | 13,021 | 78% | 12,414 | 15,663 | 3,249 | 26% |
| | NC | 4,060 | 8,620 | 4,560 | 112% | 2,025 | 5,229 | 3,204 | 158% |
| | NE | 8,553 | 11,329 | 2,776 | 32% | 1,498 | 2,032 | 534 | 36% |
| | E | 8,126 | 23,134 | 15,008 | 185% | 3,116 | 8,167 | 5,051 | 162% |
| Total | | 192,398 | 270,227 | 77,829 | 40% | 65,400 | 91,866 | 26,466 | 40% |

Figure 2. Hernando County Planning Area Map

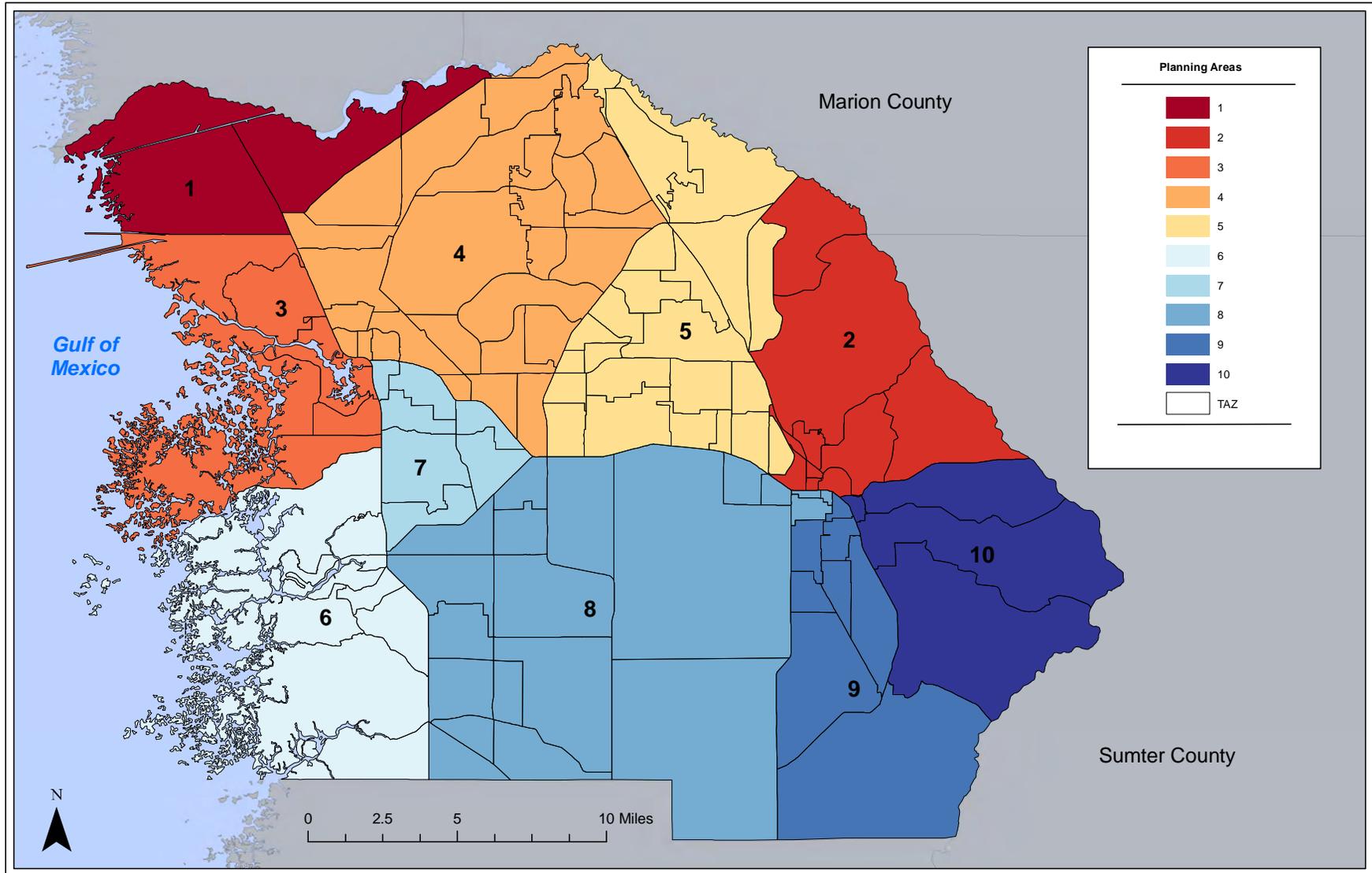


Population and Employment Growth by Planning Area

Table 9. 2050 Socioeconomic Data Forecast - Citrus County

| County | Plan Area | Household Population | | | | Employment | | | |
|--------------|-----------|----------------------|----------------|---------------|------------|---------------|---------------|---------------|------------|
| | | 2019 | 2050 | 2019 - 2050 | % Change | 2019 | 2050 | 2019 - 2050 | % Change |
| Citrus | 1 | 3,295 | 3,750 | 455 | 14% | 969 | 1,793 | 824 | 85% |
| | 2 | 10,358 | 11,586 | 1,228 | 12% | 4,540 | 5,332 | 792 | 17% |
| | 3 | 4,265 | 5,585 | 1,320 | 31% | 3,711 | 4,274 | 563 | 15% |
| | 4 | 30,664 | 48,087 | 17,423 | 57% | 9,480 | 14,603 | 5,123 | 54% |
| | 5 | 38,240 | 52,891 | 14,651 | 38% | 9,512 | 14,348 | 4,836 | 51% |
| | 6 | 4,463 | 5,979 | 1,516 | 34% | 2,602 | 3,201 | 599 | 23% |
| | 7 | 9,951 | 13,941 | 3,990 | 40% | 4,053 | 5,108 | 1,055 | 26% |
| | 8 | 27,320 | 36,842 | 9,522 | 35% | 9,979 | 12,755 | 2,776 | 28% |
| | 9 | 13,608 | 15,852 | 2,244 | 16% | 2,773 | 3,488 | 715 | 26% |
| | 10 | 8,843 | 11,469 | 2,626 | 30% | 1,381 | 1,950 | 569 | 41% |
| Total | | 151,007 | 205,982 | 54,975 | 36% | 49,000 | 66,852 | 17,852 | 36% |

Figure 3. Citrus County Planning Area Map



Population and Employment Growth by Planning Area

Figure 4. Hernando County Population Growth Maps

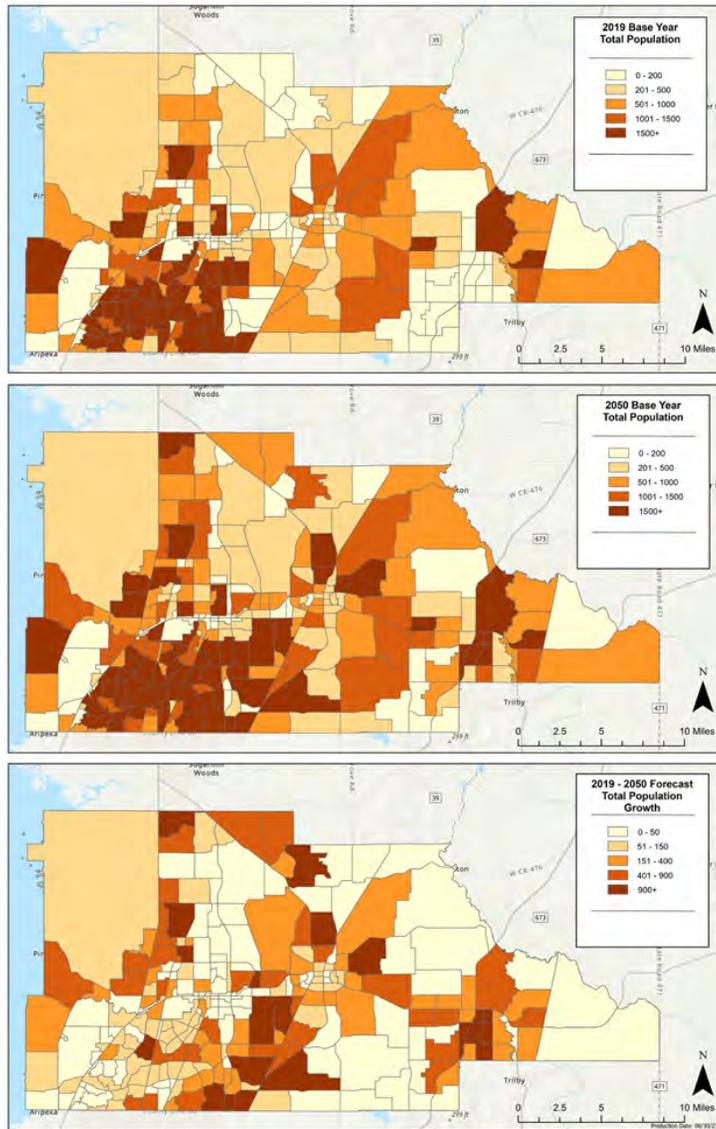


Figure 5. Hernando County Employment Growth Maps

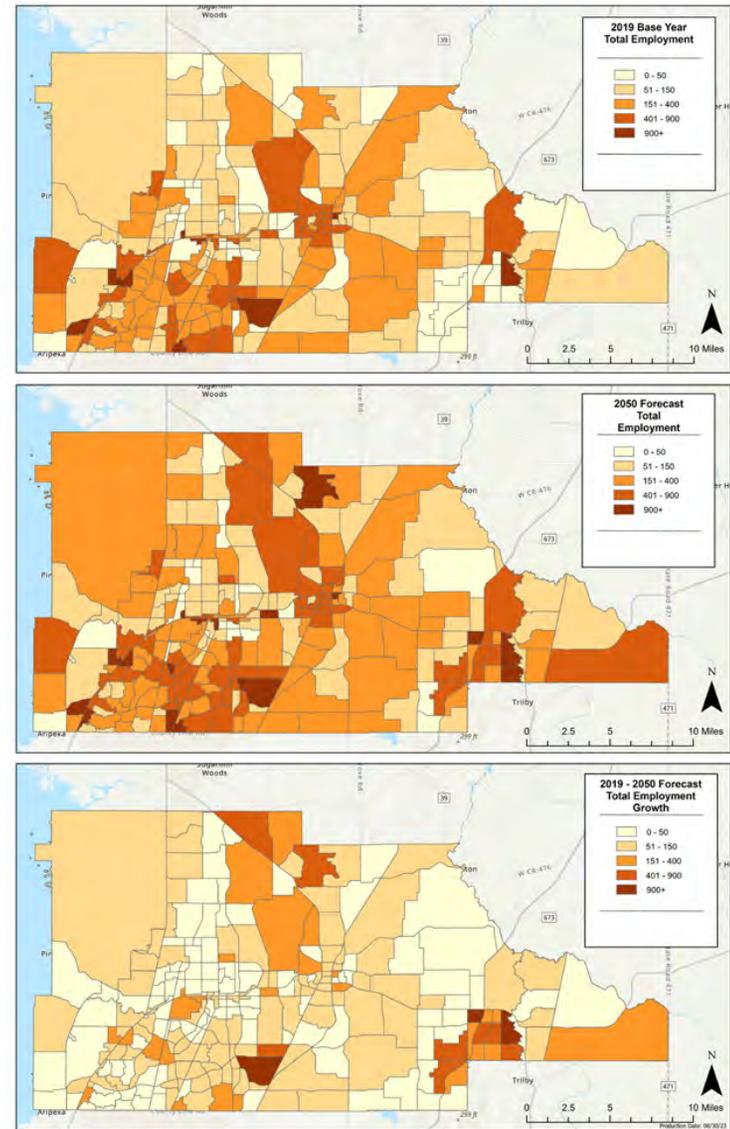


Figure 6. Citrus County Population Growth Maps

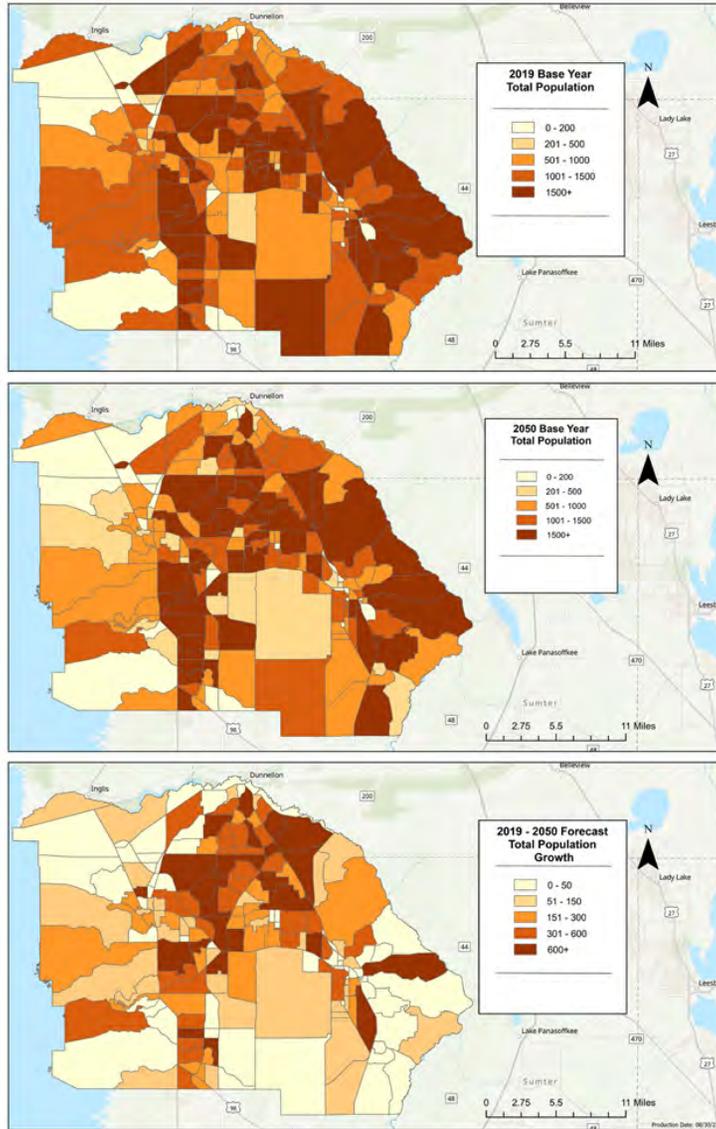
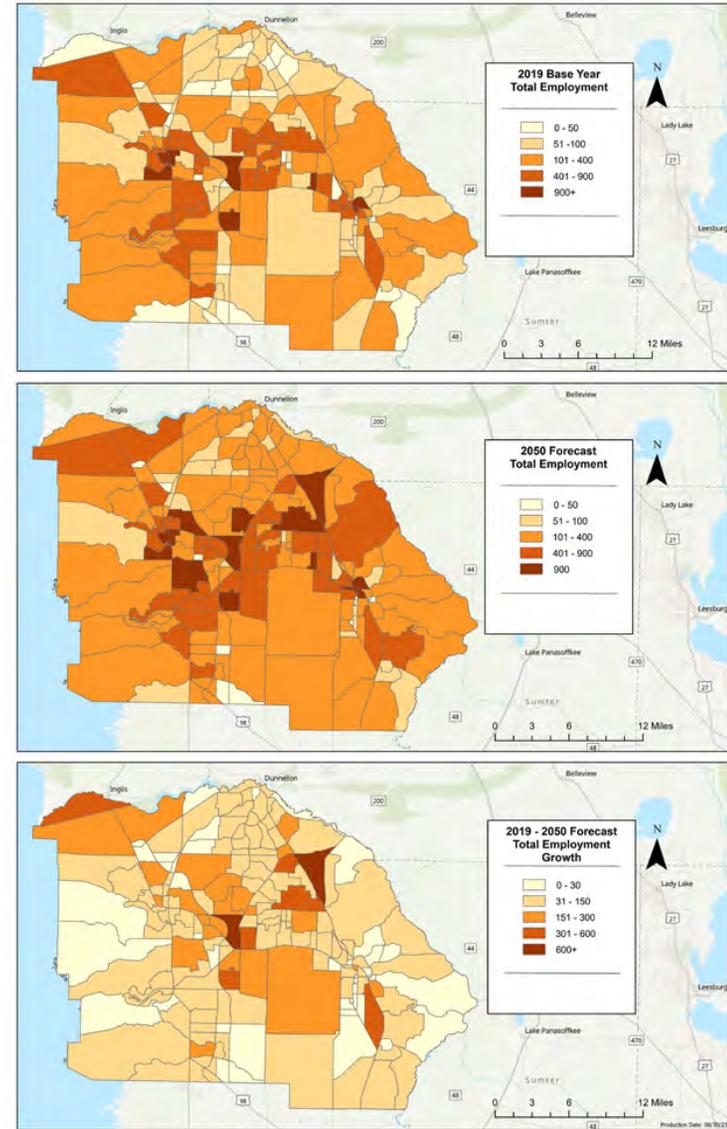


Figure 7. Citrus County Employment Growth Maps





Cost Feasible Plan Funding

Table 10 and **Table 11** provide a summary of the roadway revenue totals by revenue source available for capital projects by timeframe. The costs and revenues are provided in Year of Expenditure (YOE) dollars and Present-Day Value (PDV). YOE is the estimated cost at the time of spending in the future, which considers inflation. PDV is the value in today's dollars.

State Funding

Improvements on I-75 in Hernando County and SR 589 (Suncoast Parkway) in Citrus County are funded in the Florida Statewide Strategic Intermodal System (SIS) Cost Feasible Plan. This represents over \$622 million of funding in the plan for 2026-2030. These projects are prioritized and funded at the statewide level and the funds applied to these projects cannot be reallocated to other projects by the MPO.

Other capacity funding includes revenue from the Surface Transportation Block Grant (STBG), funding for regional projects (Transportation Regional Incentive Program (TRIP)), and a portion designated for improvements on Non-SIS, Non-SHS roadways. The TRIP funds through 2050 are projected to total \$17.1 million. Non-SIS funds designated for State Highway System projects total approximately \$128.4 million, and Non-SIS, Non-SHS funds total approximately \$48.3 million. Other STBG sources generate an apportionment of approximately \$299.7 million through the year 2050.

Other State Funding

Transportation Alternative Funds: Florida Department of Transportation (FDOT) has provided estimates of funds for Transportation Alternatives to assist Metropolitan Planning Organizations (MPO) and Transportation Planning Organizations (TPO) in developing their plans. They can be utilized to fund pedestrian and bicycle improvements. The transportation alternatives funding is forecasted for use by the Hernando/Citrus MPO totals approximately \$71 million over the duration of the 2050 LRTP. The portion available to the Hernando/Citrus MPO is estimated based on the percentage of total FDOT District 7 population.

There is additional state funding that is projected to be available for projects in the 2050 Hernando/Citrus totaling \$516.4 million.

Local Funding

Local County funds for capital transportation projects are comprised primarily of impact fees and a portion of collected gas taxes.

The funds projected to be available from Hernando County total nearly \$228 million, and those projected to be available from Citrus County sources total about \$261.1 million.



Historic Hernando County Courthouse

Cost Feasible Plan Funding

Table 10. Total Revenue Year of Expenditure (YOE) for Roadway Capital Projects (2025-2050)

| | Revenue | Year of Expenditure (YOE) Costs | | | | | Total |
|--------------------------------|-------------------------------|---------------------------------|---------------|--------------|--------------|---------------|---------------|
| | | 2025 | 2026 - 2030 | 2031 - 2035 | 2036 - 2040 | 2041 - 2050 | |
| Hernando County | SIS | \$127,000 | \$43,457,000 | \$- | \$- | \$- | \$43,584,000 |
| | Non-SIS/Non-TMA | \$- | \$17,549,176 | \$13,115,818 | \$13,545,753 | \$27,482,356 | \$71,693,102 |
| | TRIP | \$237,860 | \$1,759,943 | \$1,808,520 | \$1,890,598 | \$3,856,575 | \$9,553,497 |
| | SA | \$4,066,518 | \$10,220,734 | \$9,110,719 | \$9,110,719 | \$18,221,438 | \$50,730,128 |
| | SL | \$6,293,000 | \$18,032,000 | \$18,165,000 | \$18,165,000 | \$36,330,000 | \$96,985,000 |
| | Other Arterial & Construction | \$6,147,516 | \$5,170,390 | \$3,768,913 | \$3,925,253 | \$7,990,096 | \$27,002,168 |
| | Road Impact Fees | \$- | \$32,200,000 | \$38,670,000 | \$39,440,000 | \$97,050,000 | \$207,360,000 |
| | Fuel Taxes | \$- | \$22,605,960 | \$16,478,427 | \$17,161,976 | \$- | \$56,246,363 |
| Citrus County | SIS | \$- | \$578,740,000 | \$- | \$- | \$- | \$578,740,000 |
| | Non-SIS/Non-TMA | \$- | \$13,880,824 | \$10,374,182 | \$10,714,247 | \$21,737,644 | \$56,706,898 |
| | TRIP | \$188,140 | \$1,392,057 | \$1,430,480 | \$1,495,402 | \$3,050,425 | \$7,556,503 |
| | SA | \$3,216,482 | \$8,084,266 | \$7,206,281 | \$7,206,281 | \$14,412,562 | \$40,125,872 |
| | SN | \$6,930,000 | \$20,000,000 | \$20,140,000 | \$20,140,000 | \$40,270,000 | \$107,480,000 |
| | SM | \$550,000 | \$770,000 | \$770,000 | \$770,000 | \$1,550,000 | \$4,410,000 |
| | Other Arterial & Construction | \$4,862,484 | \$4,089,610 | \$2,981,087 | \$3,104,747 | \$6,319,904 | \$21,357,832 |
| | Road Impact Fees | \$- | \$19,980,000 | \$22,840,000 | \$23,240,000 | \$49,980,000 | \$116,040,000 |
| | Fuel Tax | \$- | \$12,973,000 | \$9,456,560 | \$9,848,833 | \$- | \$32,278,393 |
| Total Federal and State | | \$32,619,000 | \$144,406,000 | \$93,471,000 | \$98,268,000 | \$240,230,000 | \$608,994,000 |
| Total County | | \$- | \$87,758,960 | \$87,444,987 | \$89,690,809 | \$147,030,000 | \$411,924,756 |

Table 11. Total Revenue Present Day Value (PDV 2024\$) for Roadway Capital Projects (2025-2050)

| | Revenue | Year of Expenditure (YOE) Costs | | | | | Total |
|--------------------------------|-------------------------------|---------------------------------|---------------|--------------|--------------|---------------|---------------|
| | | 2025 | 2026 - 2030 | 2031 - 2035 | 2036 - 2040 | 2041 - 2050 | |
| Hernando County | SIS | \$127,000 | \$39,506,364 | \$ | \$ | \$ | \$39,633,364 |
| | Non-SIS/Non-TMA | \$- | \$15,953,796 | \$10,167,300 | \$8,683,175 | \$14,166,163 | \$48,970,434 |
| | TRIP | \$237,860 | \$1,599,948 | \$1,401,953 | \$1,211,922 | \$1,987,925 | \$6,439,609 |
| | SA | \$4,066,518 | \$9,291,576 | \$7,062,573 | \$5,840,205 | \$9,392,494 | \$35,653,366 |
| | SL | \$6,293,000 | \$16,392,727 | \$14,081,395 | \$11,644,231 | \$18,726,804 | \$67,138,158 |
| | Other Arterial & Construction | \$6,147,516 | \$4,700,355 | \$2,921,638 | \$2,516,188 | \$4,118,606 | \$20,404,303 |
| | Road Impact Fees | | \$32,200,000 | \$38,670,000 | \$39,440,000 | \$97,050,000 | \$207,360,000 |
| | Fuel Taxes | | \$20,550,873 | \$12,773,974 | \$11,001,267 | \$- | \$44,326,114 |
| Citrus County | SIS | \$- | \$482,283,333 | \$- | \$- | \$- | \$578,740,000 |
| | Non-SIS/Non-TMA | \$- | \$12,618,931 | \$8,042,002 | \$6,868,107 | \$11,204,971 | \$38,734,011 |
| | TRIP | \$188,140 | \$1,265,507 | \$1,108,899 | \$958,591 | \$1,572,384 | \$5,093,520 |
| | SA | \$3,216,482 | \$7,349,333 | \$5,586,264 | \$4,619,411 | \$7,429,155 | \$28,200,646 |
| | SN | \$6,930,000 | \$18,181,818 | \$15,612,403 | \$12,910,256 | \$20,757,732 | \$74,392,210 |
| | SM | \$550,000 | \$700,000 | \$596,899 | \$493,590 | \$798,969 | \$3,139,458 |
| | Other Arterial & Construction | \$4,862,484 | \$3,717,827 | \$2,310,920 | \$1,990,222 | \$3,257,683 | \$16,139,136 |
| | Road Impact Fees | | \$18,163,636 | \$17,705,426 | \$14,897,436 | \$25,762,887 | \$76,529,385 |
| | Fuel Tax | | \$11,793,636 | \$7,330,667 | \$6,313,354 | \$- | \$25,437,658 |
| Total Federal and State | | \$32,619,000 | \$131,278,182 | \$72,458,140 | \$62,992,308 | \$123,829,897 | \$423,177,526 |
| Total County | | \$- | \$82,708,145 | \$76,480,067 | \$71,652,057 | \$122,812,887 | \$353,653,156 |



Roadway Plan

Project Phasing

At the beginning of the development of the LRTP, an initial Needs Assessment was performed. From here, the needs were divided up based on funding status. Roadway and Highway projects in the plan are grouped into five tiers. Each tier is based on the relative level of priority and funding status as indicated in **Table 12**.

- Tier 1 includes projects that are committed improvements to be built in the next 5 years. (See Appendix D for more information on committed roadway capacity improvements.)
- Tier 2 includes projects that are part of the 2050 LRTP Cost Feasible Plan and are projected to begin between the years 2031-2040. These are considered Interim Cost Feasible projects.
- Tier 3 includes projects that are part of the 2050 LRTP Cost Feasible Plan and are projected to begin between the years 2041-2050.
- Tier 4 includes projects that are partially funded, high priority projects, or Illustrative Projects that are not currently cost feasible, but could be added to the plan if additional funding becomes available.
- Tier 5 includes projects that are considered unfunded needs.



Prioritization Considerations

Table 12. Funding Status and Priority by Tier

| | Tier 1 | Tier 2 | Tier 3 | Tier 4 | Tier 4 |
|------------------|---|---|---|--|-----------------------------|
| | Existing and Committed (E+C) (Before 2030) | Cost Feasible Interim Projects (2031-2040) | Cost Feasible Projects (2041-2050) | Partially-Funded/ Other Priority Projects | Other Unfunded Needs |
| Needs Assessment | Yes | Yes | Yes | Yes | Yes |
| High Priority | Yes | Yes | Yes | Yes | N/A |
| Cost Feasible | Yes | Yes | Yes | Should funds become available | N/A |

The projects that are identified as Cost Feasible are consistent with prioritization factors as illustrated on the following **Figure 8**.

Figure 8. Prioritization Factors

Prioritization Factors

| Fatal Flaw | Pipeline Project | Future Congestion | Regional Freight | Connectivity | Economic Development | Public Support | High Crashes |
|---|--|---|------------------------------|---|--|---|---|
| Omission of a project anticipated to contribute significant adverse impacts to the environment or their community | Priority given to projects that have been partially funded | Projects on corridors anticipated to relieve current or future congestion | Designated freight corridors | Improvements in connectivity between major roadways or activity centers | Projects that enhance and promote economic development in the area | Projects that are identified as high-priority by public support | Projects on corridors that experience higher than average crash rates |

Cost Feasible Details

Detailed tables of the Cost Feasible projects are included in **Appendix A** and **Appendix B** of this document. **Appendix A** includes the projects in terms of Present Day Value (PDV), while **Appendix B** includes the projects with the Year of Expenditure (YOE) costs.

All 2050 LRTP-identified projects totals nearly \$4.8 billion (YOE) of roadway costs. Unfunded Needs account for over half of that total, valuing about \$2.85 billion (YOE). The tables included in **Appendices A** and **B** ensure that the proposed projects included in the Cost Feasible Plan are identified sufficiently per 23 C.F.R. 450.322(f)(6).

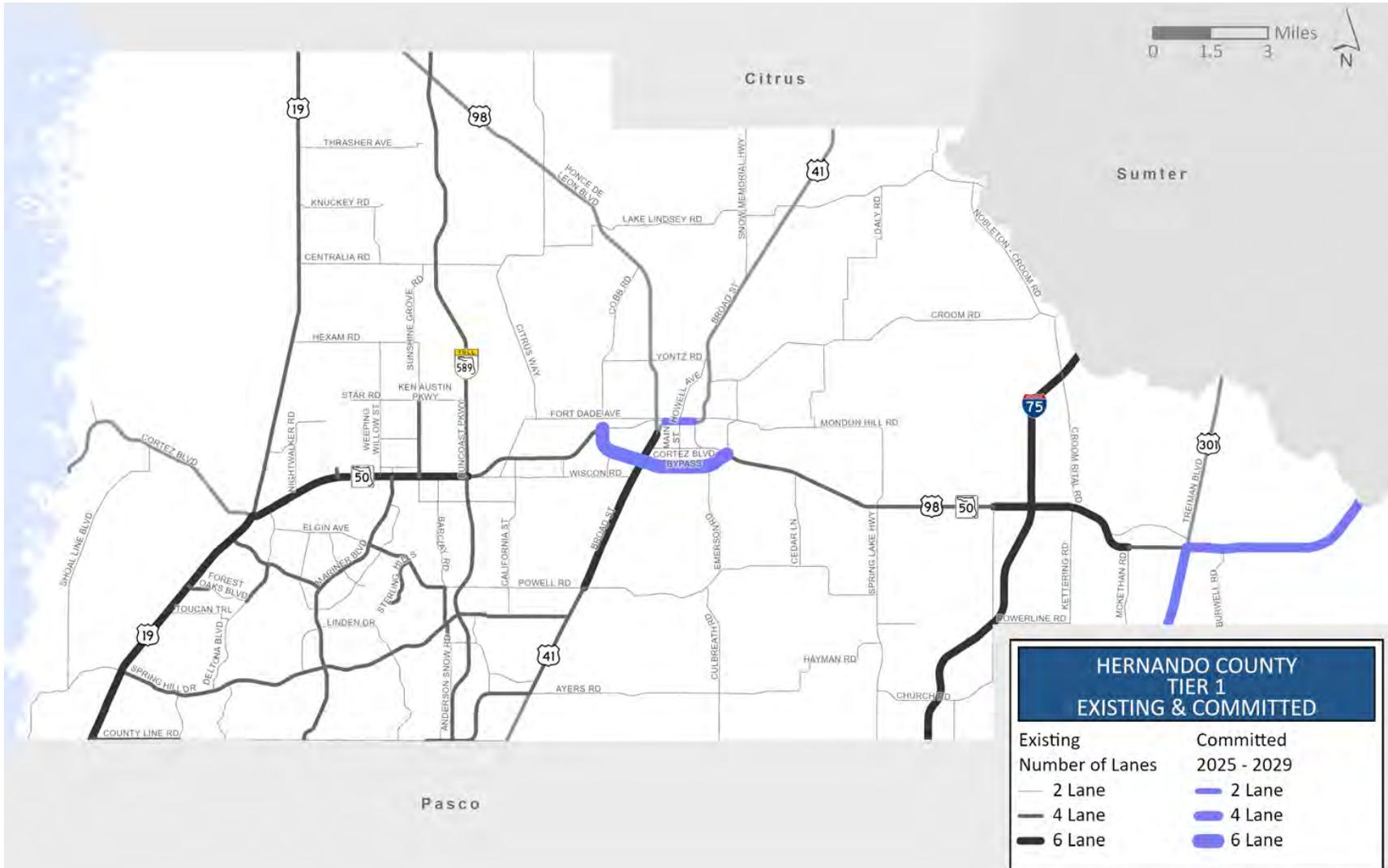
The maps in **Figures 9** through **16** illustrate the projects included in the plan as part of the needs assessment. The maps identify the Existing and Committed (E+C) roadway network in **Figures 9** and **10**, the Cost Feasible Interim Projects in **Figures 11** and **12**, other Cost Feasible Projects in **Figures 13** and **14**, and Unfunded Needs in **Figures 15** and **16**.



Brooksville City Hall

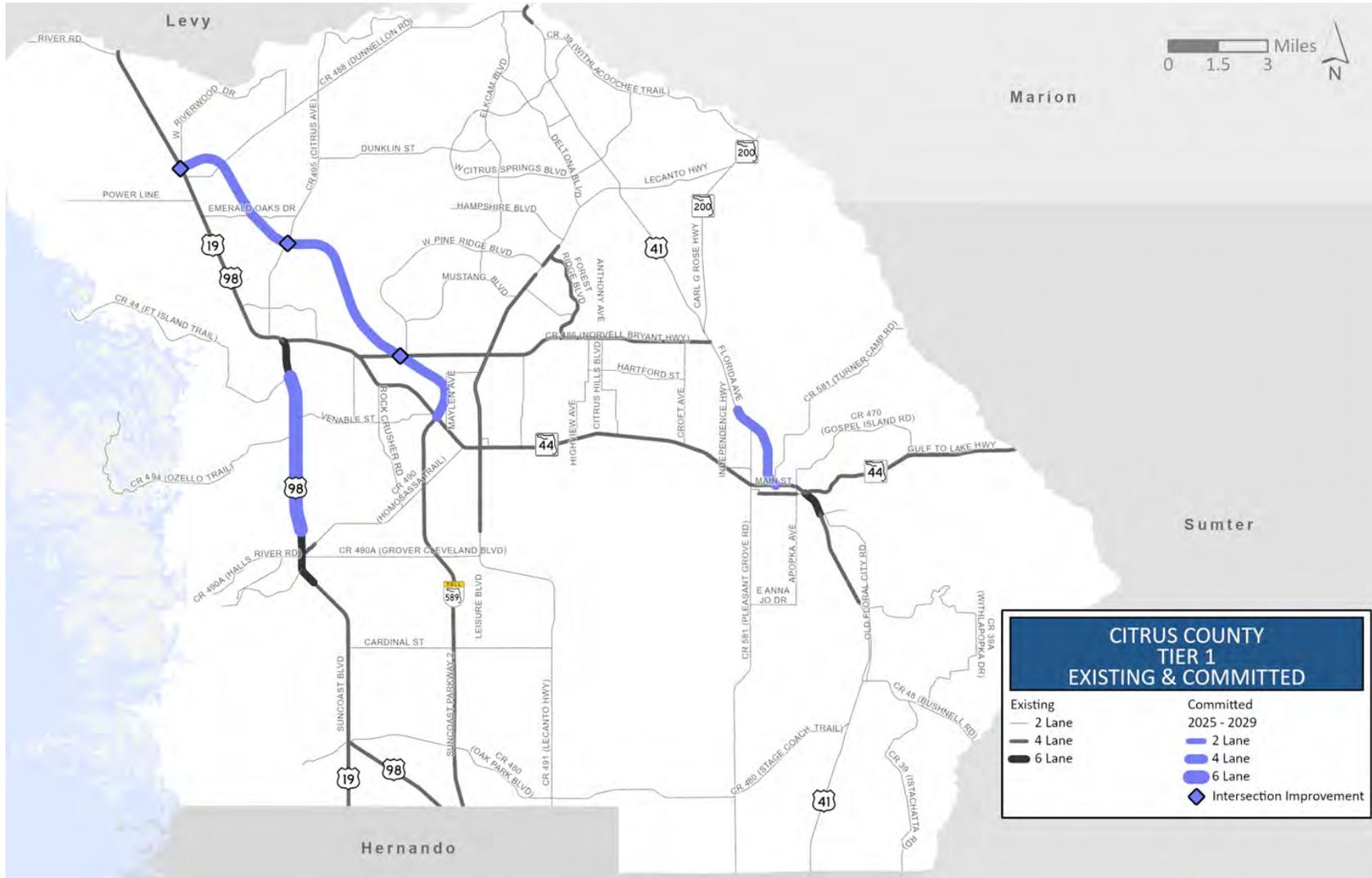
Roadway Plan

Figure 9. Hernando County Roadway Network Existing + Committed – Tier 1



Note: Includes projects funded for construction by 2030

Figure 10. Citrus County Roadway Network Existing + Committed – Tier 1



Note: Includes projects funded for construction by 2030

Roadway Plan

Figure 11. Hernando County Cost Feasible Network – Tiers 2 & 3

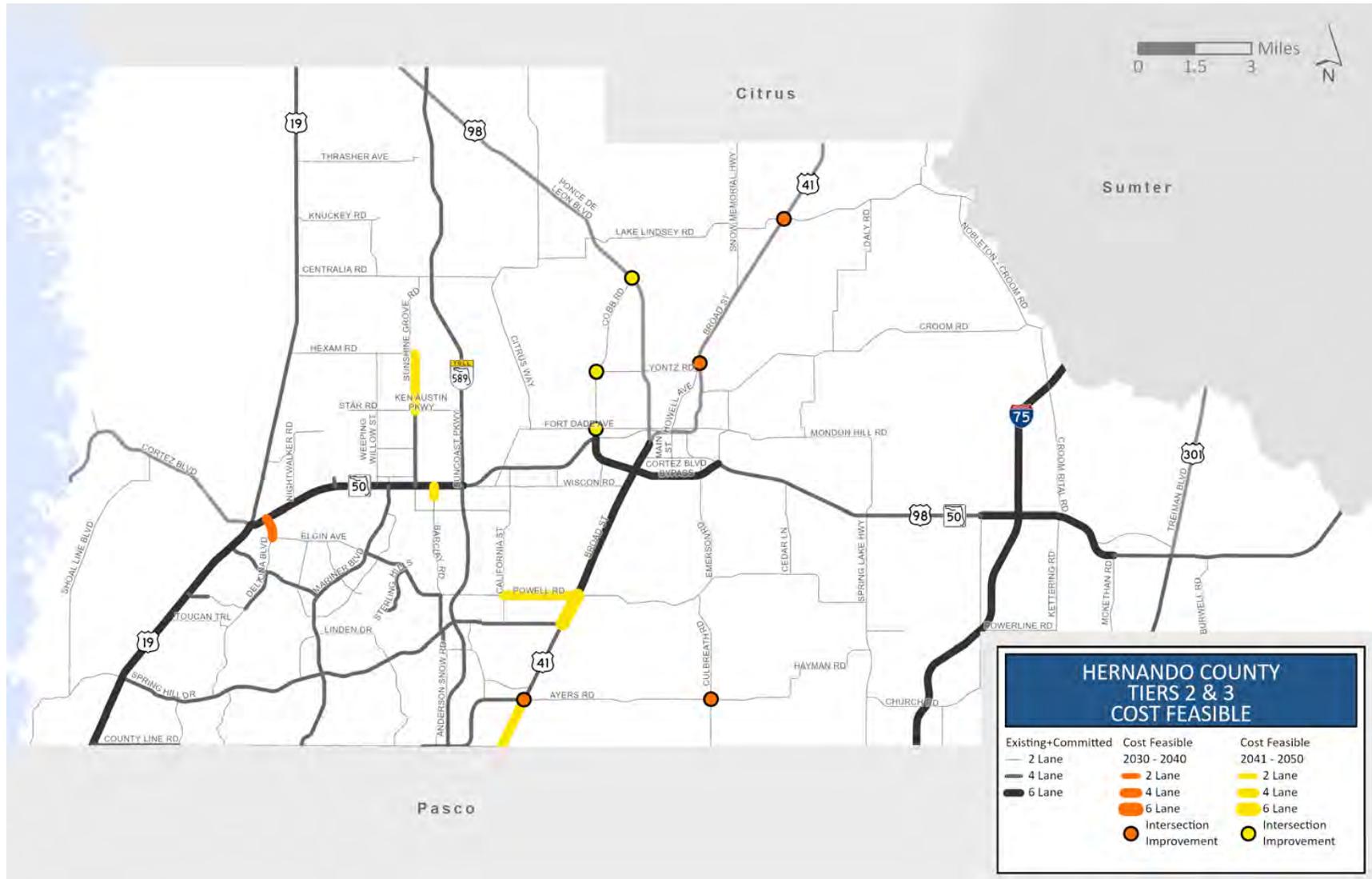
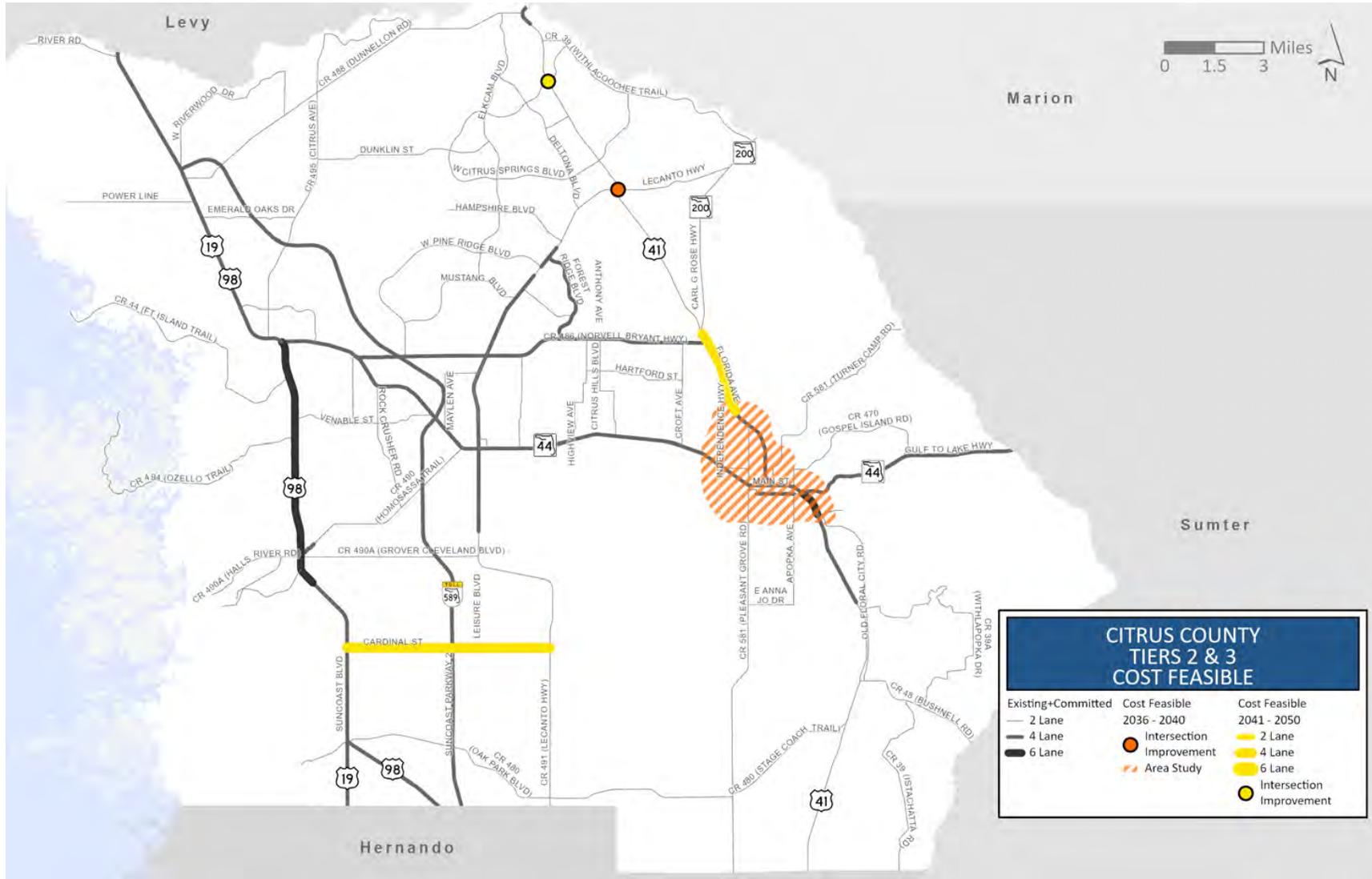


Figure 12. Citrus County Cost Feasible Network – Tiers 2 & 3



Roadway Plan

Figure 13. Hernando County Partially Funded and Illustrative Projects – Tier 4

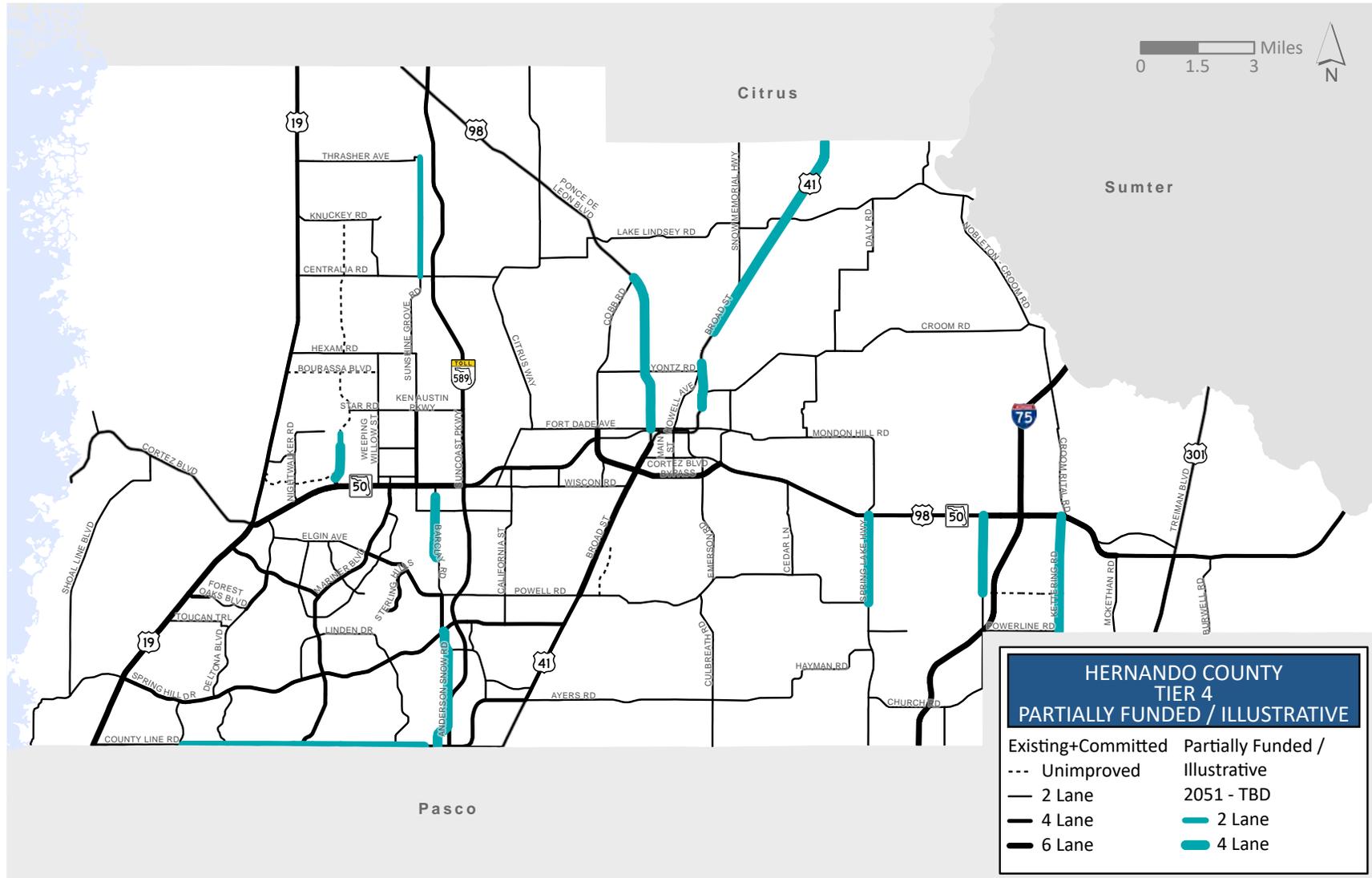
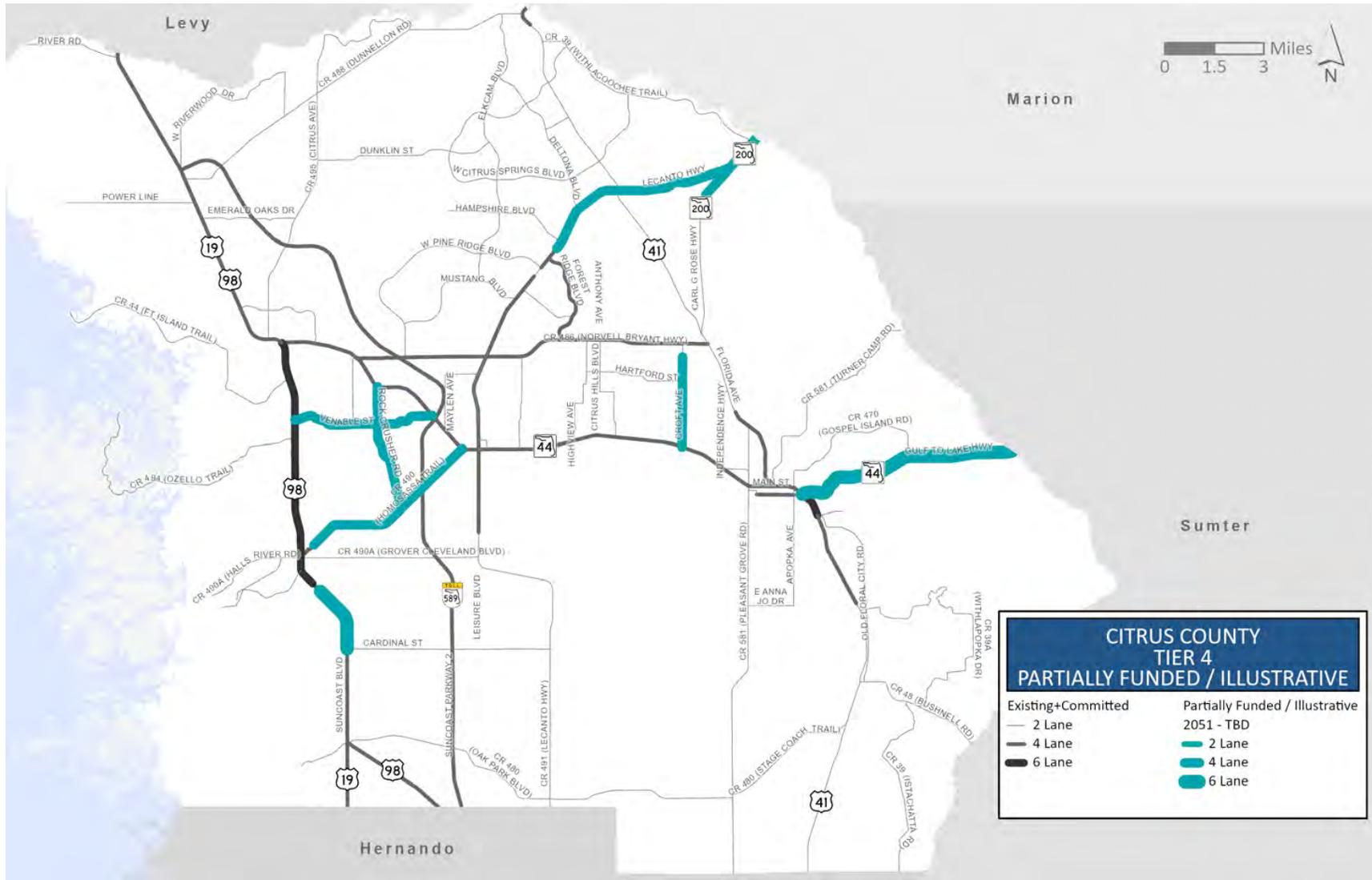


Figure 14. Citrus County Partially Funded and Illustrative Projects – Tier 4



Roadway Plan

Figure 15. Hernando County Unfunded Needs – Tier 5

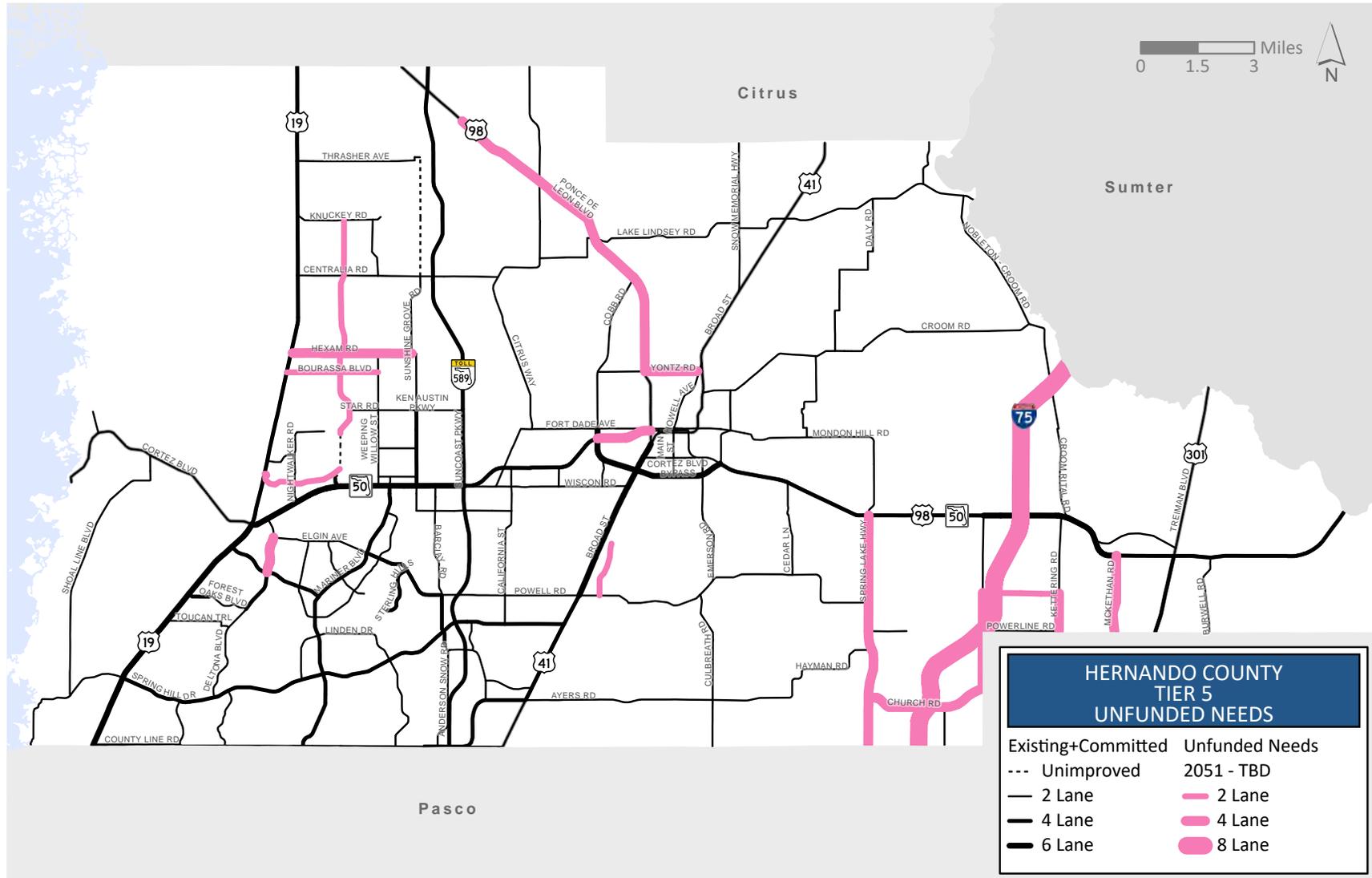
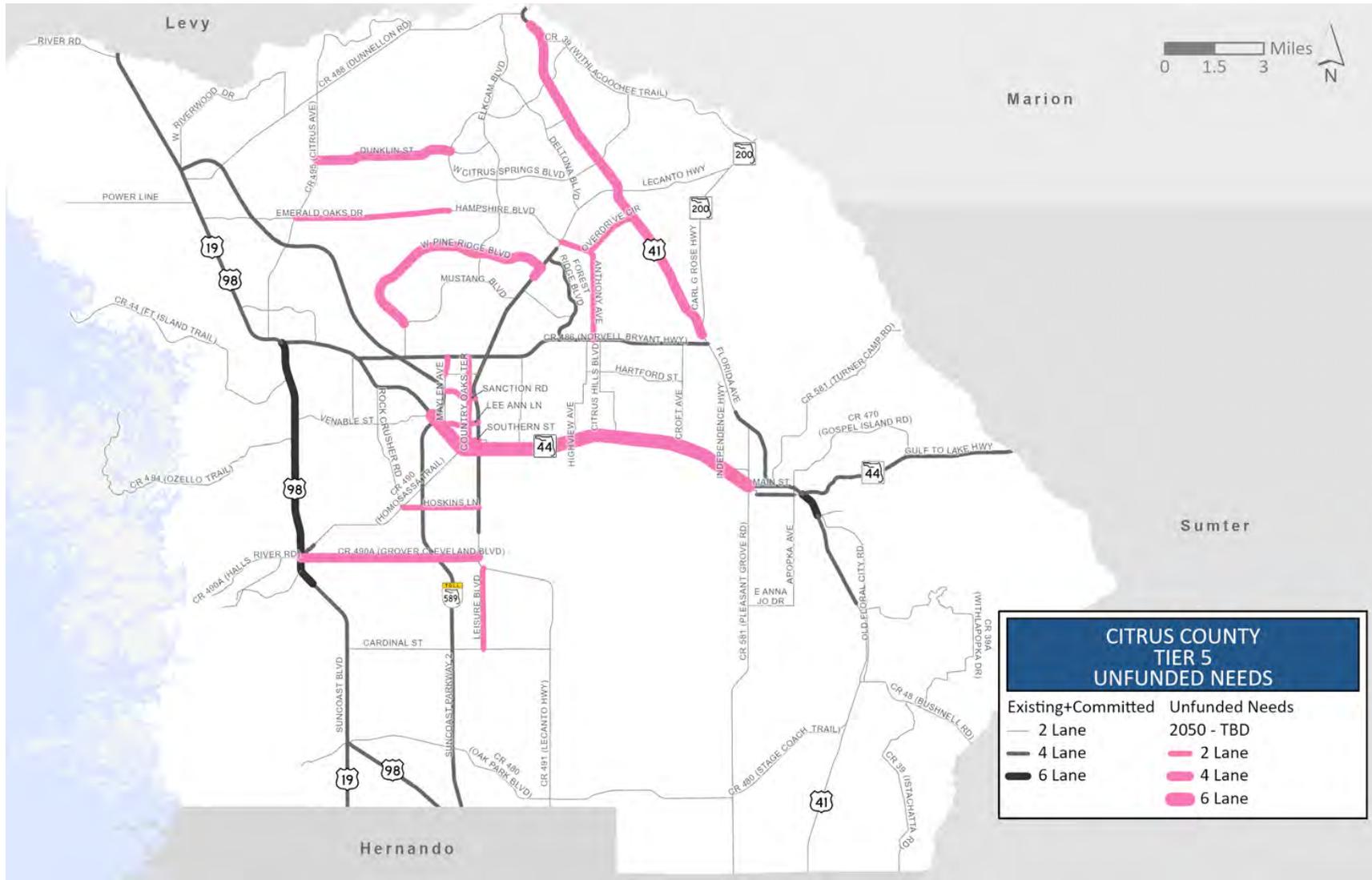


Figure 16. Citrus County Unfunded Needs – Tier 5



Roadway Plan

Cost Feasible Plan (Tiers 2-3)

The Cost Feasible roadway projects (Tier 2 and Tier 3) are listed by phase in **Table 13** and **Table 14**.

Table 13. Hernando County Cost Feasible Roadway Projects

| On Street | From Street | To Street | Improvement Type | CST Timeframe |
|----------------------|------------------------------------|----------------------|---------------------------|---------------|
| US 41 | AT LAKE LINDSEY RD | | Intersection Improvements | 2036-2040 |
| US 41 | AT CR 579 (AYERS RD) | | Intersection Improvements | 2036-2040 |
| AYERS RD | AT CULBREATH | | Intersection Improvements | 2036-2040 |
| US41/SR45 (BROAD ST) | AT HOWELL AVE | | Intersection Improvements | 2036-2040 |
| DELTONA BLVD | ELGIN BLVD | CORTEZ BLVD (SR50) | 2U-4D | 2036-2040 |
| US 41 (SR 45) | COUNTY LINE RD | AYERS RD | 2U-4D | 2041-2050 |
| US 41 (SR 45) | SPRING HILL DR | POWELL RD | 4D-6D | 2041-2050 |
| COBB RD | AT FORT DADE AVE | | Intersection Improvements | 2041-2050 |
| COBB RD | AT YONTZ RD | | Intersection Improvements | 2041-2050 |
| COBB RD | AT PONCE DE LEON BLVD (US98/SR700) | | Intersection Improvements | 2041-2050 |
| SUNSHINE GROVE RD | KEN AUSTIN PKWY | HEXAM RD | 2U-4D | 2041-2050 |
| BARCLAY RD | LUCKY LN | CORTEZ BLVD (SR50) | 2U-4D | 2041-2050 |
| POWELL RD | CALIFORNIA ST | BROAD ST (US41/SR45) | 2U-4D | 2041-2050 |

Table 14. Citrus County Cost Feasible Roadway Projects

| On Street | From Street | To Street | Improvement Type | CST Timeframe |
|--------------------------------------|------------------------------|---------------------------------|---------------------------|---------------|
| US 41 (FLORIDA AVE) | AT CR 491 (N LECANTO HWY) | | Intersection Improvements | 2031-2040 |
| DOWNTOWN INVERNESS OPERATIONAL STUDY | | | Operational Improvements | 2031-2040 |
| US 41 (FLORIDA AVE) | ARLINGTON ST, E | E LOUISIANA LN | 2U-4D | 2041-2050 |
| US 41 (FLORIDA AVE) | E LOUISIANA LN | CR 486 | 2U-4D | 2041-2050 |
| US 41 (FLORIDA AVE) | CR 486, W | SR 200, N | 2U-4D | 2041-2050 |
| CARDINAL ST | US 19, S | GROSS AVE, S | 2U-4D | 2041-2050 |
| CARDINAL ST | GROSS AVE, S | SUNCOAST PKWY/ HILLTOP RD, S | 2U-4D | 2041-2050 |
| CARDINAL ST | SUNCOAST PKWY/HILLTOP RD, S | CR 491, S | 2U-4D | 2041-2050 |
| US 41 (FLORIDA AVE) | AT NORTH CITRUS SPRINGS BLVD | | Intersection Improvements | 2041-2050 |

Roadway Plan

Partially-Funded and Illustrative Projects (Tier 4)

Partially Funded and Illustrative Project roadway projects (Tier 4) are listed by phase in **Table 15** and **Table 16**.

Table 15. Hernando County Partially Funded and Illustrative Roadway Projects - Tier 4

| On Street | From Street | To Street | Improvement Type | Phases Funded |
|-----------------------|--------------------|---------------------------------|------------------|---------------|
| JEFFERSON ST (SR50A) | COBB RD (CR485) | PONCE DE LEON BLVD (US98/SR700) | 2U-4D | PE/DES/ROW |
| LOCKHART RD | DASHBACH RD | CORTEZ BLVD (SR50) | 2U-4D | PE/DES/ROW |
| COUNTY LINE RD | E OF EAST RD | SPRINGTIME ST | 2U-4D | PE/DES |
| COUNTY LINE RD | E OF MARINER BLVD | W OF SUNCOAST PKWY | 2U-4D | PE/DES |
| BARCLAY RD | LUCKY LN | CORTEZ BLVD (SR50) | 2U-4D | PE/DES/ROW |
| SUNSHINE GROVE RD EXT | HEXAM RD | CENTRALIA RD | NEW 2U | PE |
| SUNSHINE GROVE RD EXT | CENTRALIA RD | QUIGLEY AVE | NEW 2U | PE |
| SUNSHINE GROVE RD EXT | QUIGLEY AVE | VELVET SCOOTER AVE | NEW 2U | PE/DES/ROW |
| CORTEZ OAKS BLVD | CORTEZ BLVD (SR50) | FLOCK AVE | NEW 2U | PE/DES/ROW |
| CORTEZ OAKS BLVD | FLOCK AVE | FURLEY AVE | NEW 2U | PE/DES/ROW |
| ANDERSON SNOW RD | COUNTY LINE RD | AMERO LN | 2U-4D | PE/DES/ROW |

(Table 15 Continued) Hernando County Partially Funded and Illustrative Roadway Projects - Tier 4

| On Street | From Street | To Street | Improvement Type | Phases Funded |
|----------------------|-------------------------|---------------------------------|------------------|---------------|
| ANDERSON SNOW RD | AMERO LN | INDUSTRIAL LP | 2U-4D | PE/DES/ROW |
| ANDERSON SNOW RD | INDUSTRIAL LP | SPRING HILL DR | 2U-4D | PE/DES/ROW |
| LOCKHART RD | DASHBACH RD | CORTEZ BLVD (SR50) | 2U-4D | PE/DES/ROW |
| KETTERING RD | POWERLINE RD | CORTEZ BLVD (SR 50) | 2U-4D | PE/DES/ROW |
| JEFFERSON ST (SR50A) | COBB RD (CR485) | PONCE DE LEON BLVD (US98/SR700) | 2U-4D | PE/DES/ROW |
| RESTER DR | N SUNCOAST PKWY (SR589) | FORT DADE AVE | NEW 2U | PE/DES/ROW |
| BROAD ST (US41/SR45) | N OF OAK ST | HOWELL AVE | 2U-4D | PE/DES/ROW |
| US41/SR45 | URBAN BOUNDARY | CITRUS COUNTY LINE | 2U-4D | PE/DES |
| EMERSON RD | JEFFERSON ST (SR50) | MONDON HILL RD | NEW 2U | PE/DES |
| EMERSON RD | MONDON HILL RD | BROAD ST | NEW 2U | PE/DES |

Table 16. Citrus County Partially Funded and Illustrative Roadway Projects - Tier 4

| On Street | From Street | To Street | Improvement Type | Phases Funded |
|--------------------------------|----------------------|----------------------|------------------|---------------|
| SR 200 (CARL G ROSE HWY) | US 41, N | PALMER WAY | 2U-4D | PE/DES |
| SR 200 (CARL G ROSE HWY) | PALMER WAY | CR 491, N | 2U-4D | PE/DES |
| SR 200 (CARL G ROSE HWY) | CR 491, N | MARION COUNTY LINE | 2U-4D | PE/DES |
| CR 491 (LECANTO HWY) | PINE RIDGE BLVD, W | FOREST RIDGE BLVD, N | 2U-4D | PE/DES |
| CR 491 (LECANTO HWY) | FOREST RIDGE BLVD, N | DELTONA BLVD, N | 2U-4D | PE/DES |
| CR 491 (LECANTO HWY) | DELTONA BLVD, N | US 41, N | 2U-4D | PE/DES |
| CR 491 (LECANTO HWY) | US 41, N | TRAM RD, N | 2U-4D | PE/DES |
| CR 491 (LECANTO HWY) | TRAM RD, N | SR 200, N | 2U-4D | PE/DES |
| US 19/US 98 (SUNCOAST BLVD) | CARDINAL ST, W | GREEN ACRES ST, W | 4D-6D | PE/DES/ROW |
| CR 490 (HOMOSASSA TRAIL) | US 19, S | ROCK CRUSHER RD, S | 2U-4D | PE/DES/ROW |
| CR 490 (HOMOSASSA TRAIL) | ROCK CRUSHER RD, S | URBAN BOUNDARY | 2U-4D | PE/DES/ROW |

(Table 16 Continued) Citrus County Partially Funded and Illustrative Roadway Projects - Tier 4

| On Street | From Street | To Street | Improvement Type | Phases Funded |
|--------------------------|--------------------|--------------------|------------------|---------------|
| CR 490 (HOMOSASSA TRAIL) | URBAN BOUNDARY | SR 44, W | 2U-4D | PE/DES/ROW |
| CROFT AVE | SR 44, E | HAYES RD | 2U-4D | PE/DES/ROW |
| CROFT AVE | STEVENS ST, E | HAYES RD | 2U-4D | PE/DES/ROW |
| VENABLE ST | US 19, S | ROCK CRUSHER RD, S | 2U-4D | PE/DES/ROW |
| ROCK CRUSHER RD | CR 490, W | SR 44, W | 2U-4D | PE/DES/ROW |
| CRYSTAL OAKS DR | ROCK CRUSHER RD, S | URBAN BOUNDARY | 2U-4D | PE |
| CRYSTAL OAKS DR | URBAN BOUNDARY | SR 44, W | 2U-4D | PE |
| SR 44 (GULF TO LAKE HWY) | US 41 | SUMTER COUNTY LINE | 4D-6D | PE/DES |

Roadway Plan

Unfunded Needs (Tier 5)

The Unfunded Needs roadway projects (Tier 5) are listed by phase in **Table 17** and **Table 18**.

Table 17. Hernando County Unfunded Needs Roadway Projects - Tier 5

| On Street | From Street | To Street | Improvement Type |
|---------------------------------|---------------------------------|-----------------------|------------------|
| BOURASSA BLVD | US19 (SR55) | WEeping WILLOW ST | 00-2U |
| CHURCH RD | SPRING LAKE HWY | MYERS RD | 2U-4D |
| EXILE RD EXT | FURLEY AVE | HEXAM RD | 00-2U |
| FURLEY AVE | FULTON AVE | EXILE RD | 00-2U |
| GOVERNOR BLVD | POWELL RD | JOHN MARTIN LN | 00-2D |
| HEXAM RD | US 19 (SR 55) | SUNSHINE GROVE RD (N) | 2U-4D |
| HURRICANE DR | CENTRALIA RD | KNUCKEY RD | 00-2U |
| LABRADOR DUCK RD | HEXAM RD | CENTRALIA RD | 00-2U |
| LAKE DR | US 19 | EXILE RD | 00-2U |
| LOCKHART RD | MYERS RD | POWERLINE RD | 2U-4D |
| LOCKHART RD | I-75 (SR93) | DASHBACH RD | 2U-4D |
| MYERS RD | CHURCH RD | LOCKHART RD | 2U-4D |
| SPRING LAKE HWY | PASCO COUNTY LINE | CORTEZ BLVD (SR50) | 2U-4D |
| YONTZ RD | PONCE DE LEON BLVD (US98/SR700) | HOWELL AV | 2U-4D |
| MCKETHAN RD (US98/SR700) | PASCO COUNTY LINE | CORTEZ BLVD (SR50) | 2U-4D |
| PONCE DE LEON BLVD (US98/SR700) | YONTZ RD | COBB RD | 2U-4D |
| PONCE DE LEON BLVD (US98/SR700) | COBB RD | LAKE LINDSEY RD | 2U-4D |
| PONCE DE LEON BLVD (US98/SR700) | LAKE LINDSEY RD | LANDFILL RD | 2U-4D |

Table 18. Citrus County Unfunded Needs Roadway Projects - Tier 5

| On Street | From Street | To Street | Improvement Type |
|--------------------------|--------------------------|------------------------|------------------|
| ANTHONY AVE | CR 486 | OVERDRIVE CIR | 00-2U |
| ANTHONY AVE | OVERDRIVE CIR | CR 491 | 00-2U |
| COUNTRY OAKS TER | S.R. 44 | C.R. 486 | 00-2U |
| CR 581 EXTENSION | SR 44 | FOREST DR | 2U-4D |
| CR 581 EXTENSION | FOREST DR | US 41 | 00-4D |
| DUNKLIN ST | CR 495, N | HUSKY AV,E, N | 2U-4D |
| DUNKLIN ST | HUSKY AV,E, N | CITRUS SPRINGS BLVD | 2U-4D |
| EMERALD OAKS DR | CR 495 | HAZELWOOD DR | 00-2U |
| HOSKINS LN | CR 490 (HOMOSASSA TRAIL) | CR 491 (LECANTO HWY) | 00-2U |
| LEE ANN LN | S.R. 44 | C.R. 491 | 00-2U |
| MAYLEN AVE | LEE ANN LN | C.R. 486 | 00-2U |
| OVERDRIVE CIR | ANTHONY AVE | US 41 | 00-2U |
| PINE RIDGE BLVD | MUSTANG BLVD, W | CR 486, W | 2U-4D |
| SANCTION RD | C.R. 491 | MAYLEN AVE | 00-2U |
| SOUTHERN ST | S.R. 44 | S LINE RD | 00-2U |
| SR 44 (GULF TO LAKE HWY) | CRYSTAL OAKS | SUNCOAST PKWY | 4D-6D |
| SR 44 (GULF TO LAKE HWY) | SUNCOAST PKWY | CR 491, N | 4D-6D |
| SR 44 (GULF TO LAKE HWY) | CR 491, N | COUNTY LANDFILL | 4D-6D |
| SR 44 (GULF TO LAKE HWY) | COUNTY LANDFILL | CR 581, S | 4D-6D |
| US 41 (FLORIDA AVE) | SR 200, N | CR 491, N | 2U-4D |
| US 41 (FLORIDA AVE) | CR 491, N | CITRUS SPRINGS BLVD, W | 2U-4D |
| US 41 (FLORIDA AVE) | CITRUS SPRINGS BLVD, W | CR 488, W | 2U-4D |

Congestion Management

In 2022, the Hernando/Citrus MPO adopted and updated their Congestion Management Process (CMP). Maintenance of a CMP is a requirement for all Metropolitan Planning Organizations (MPO) under Florida law. 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.”

An effective and robust CMP serves an important part in addressing the region’s transportation needs for a variety of reasons as listed below:

- Many roadway corridors cannot be widened based on maximum number of lanes or environmental constraints.
- Limited funding does not allow many new large-scale projects to be constructed or even planned.
- Congestion management is considered in enhancing overall transportation safety for all road users of all modes.

The CMP has evolved from what was previously known as the Congestion Management System (CMS). Key highlights of the Hernando/Citrus CMP include the following:

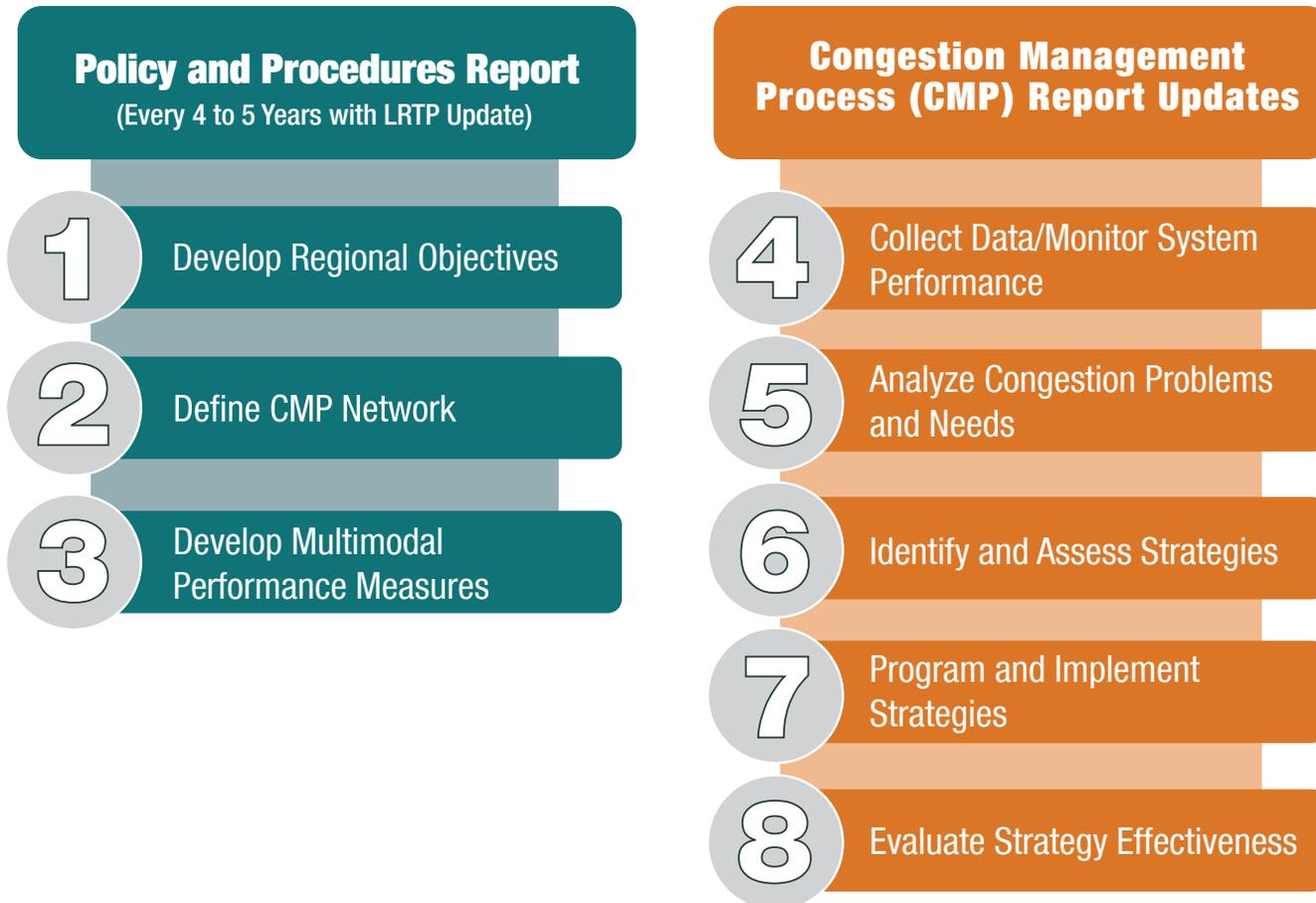
- Routine completion of a technical process undertaken (typically each year) to identify projects that are needed to reduce congestion and that are prioritized for funding in the County’s Capital Improvement Program (CIP).
- Public meetings by the MPO’s Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle and Pedestrian Advisory Committee (BPAC)

Figure 17 shows the Congestion Management process that Hernando/Citrus MPO uses to address the federal and state requirements and meet the unique needs and opportunities of the communities.



SR 50 E of I-75

Figure 17. Hernando/Citrus MPO's Approach to the Federal Eight-Step Process





SR 50 Near Spring Hill

Transit

Existing System

Hernando County and Citrus County currently operate separate transit agencies within each county. The following describes the existing system in each county.

Hernando County

Hernando County Transit, branded as TheBus, operates fixed-route service, and complementary Americans with Disabilities Act (ADA) paratransit service to eligible riders. TheBus operates four fixed-route services Monday through Friday on 60-minute headways. ADA-compliant paratransit service is provided to eligible riders with origins and/or destinations within $\frac{3}{4}$ -mile of a fixed-route, with the ADA service transferring the rider to/from the fixed-route service. TheBus currently connects south to Pasco County Public Transportation (PCPT) and does not connect with Citrus County. Additionally, Mid Florida Community Services, Inc. operates Trans-Hernando, which provides demand response paratransit services for transportation disadvantaged citizens of Hernando County.

The Purple and Green routes have the highest ridership with 50,280 and 34,894 rides per year, respectively. The Purple Route serves as a connection from the City of Brooksville into Pasco County. The Green Route connects Pasco-Hernando State College (PHSC) to the City of Brooksville.

Citrus County

Citrus County Transit (CCT) operates deviated fixed-route and paratransit services in Citrus County. The Citrus County Orange Line Bus includes four routes: Beverly Hills Route, Crystal River Route, Homosassa Line Route, and Inverness Route. CCT also provides demand response paratransit services for transportation disadvantaged citizens of Citrus County.

Transit Needs Assessment

The list of potential transit projects for the 2050 Cost Feasible Transit Plan (**Appendix C**) was generated by reviewing the findings and recommendations from current and previous plans, including the Fiscal Year 2024/2025 Transportation Improvement Program (TIP), Hernando/Citrus 2045 LRTP, Hernando County 2020-2029 Transit Development Plan (TDP), and the Citrus County TDP 2023 annual report. A review of transit markets was also completed to confirm or refine the list of potential transit projects in the two-county area.



*Withlacoochee State Trail
Inverness Trailhead*

2050 Cost Feasible Transit Plan

The 2050 Cost Feasible Transit Plan maintains existing service and fleets for both counties. The plan was developed using the transit needs assessment, year-of-expenditure transit project costs and revenues, and input from the public, MPO Committees, and the MPO Board.

Timeframe 1 (TIP, 2024/2025-2028/2029)

- Hernando County will include replacement of fixed-route and paratransit vehicles, provide bus stop ADA improvements, constructing a transfer facility, shelters and amenities, an additional vehicle for the Ridge Manor Connector, and potential service expansion.
- Citrus County will invest in replacing 18 buses for both Paratransit and Deviated Fixed Route services and purchasing three wheelchair accessible passenger buses.

Timeframe 2 (2030-2035)

- Hernando County plans to invest in the replacement of fixed-route buses and ADA vehicles, along with investment in administrative and preventative maintenance costs.
- Citrus County plan to provide additional route services, replace / purchase new vehicles, implement a bus infrastructure and accessibility program, and a real time bus locator app. Additional investment will include the maintenance of fixed-route and paratransit services.



Timeframe 3 (2036-2040)

- Hernando County maintains services, fleets, and facilities established or maintained in Timeframe 1.
- Citrus County maintains its existing transit service and fleets in this timeframe.

Timeframe 4 (2041-2050)

- Hernando County maintains services, fleets, and facilities established or maintained in Timeframe 1.
- Citrus County maintains its existing transit service and fleets in this timeframe.

Figure 18 shows the Transit Needs for Hernando County, and **Figure 19** shows the Transit Needs for Citrus County.



Figure 18. Hernando County 2050 Transit Needs

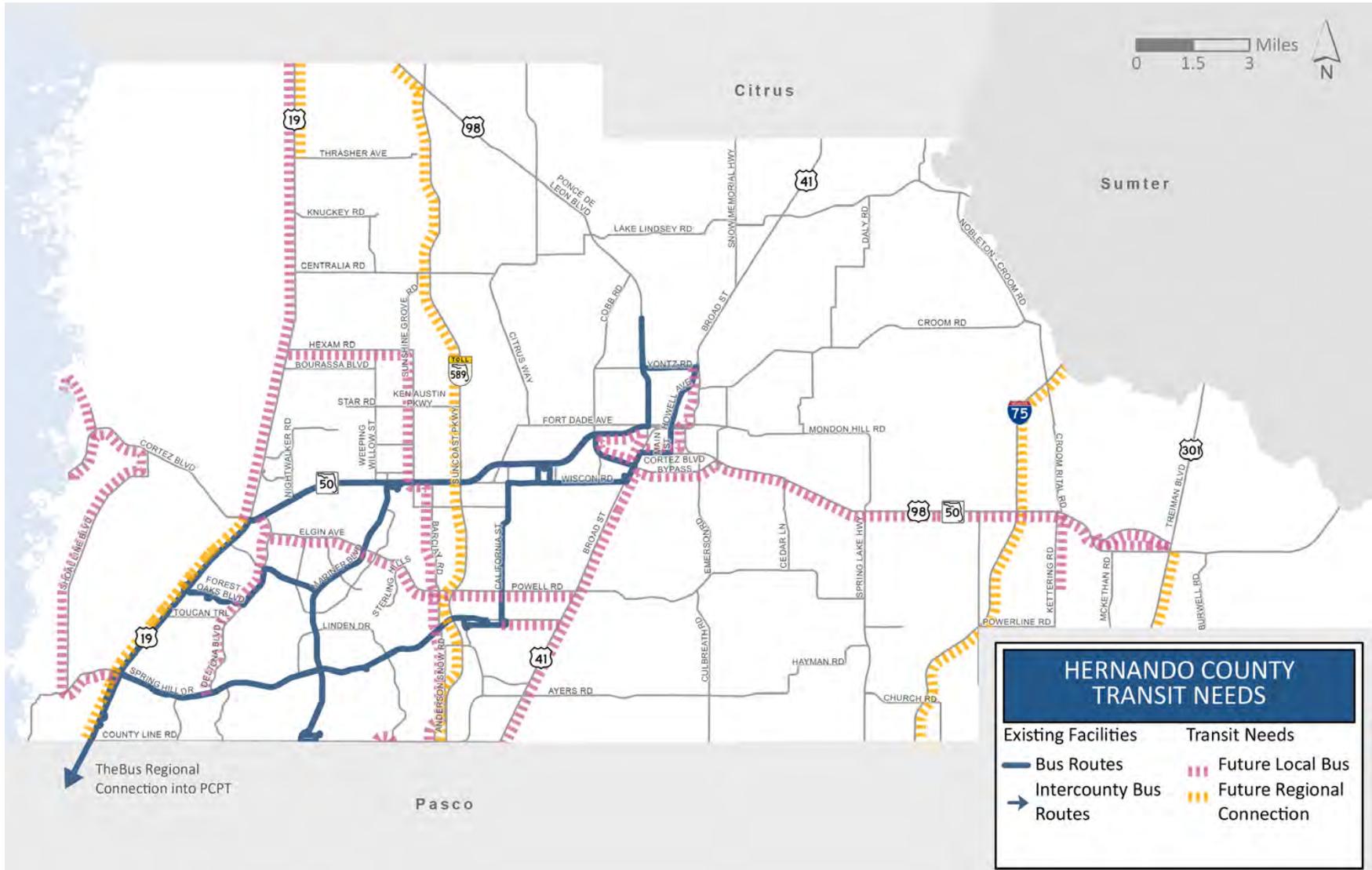
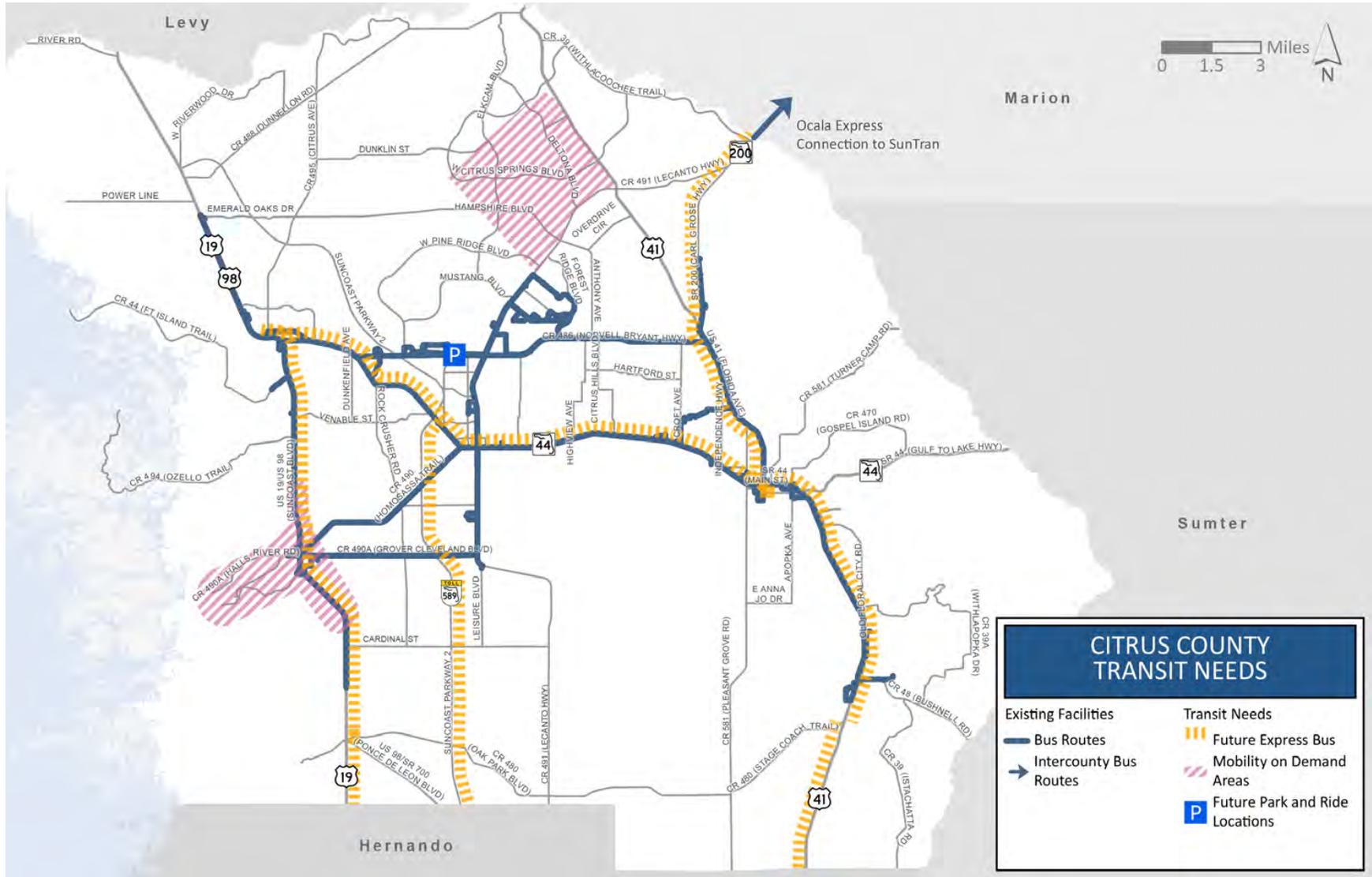


Figure 19. Citrus County 2050 Transit Needs





Bicycle and Pedestrian Plan Overview

Hernando/Citrus MPO Bikeways and Trails Master Plan

The Hernando/Citrus MPO Bikeways and Trails Master Plan (BTMP) was adopted in June 2018 and offers a comprehensive evaluation and future assessment of the bicycle and pedestrian needs for Hernando/Citrus MPO. The goals of the BTMP fit within those of the LRTP as described below:

- **Safety** – Increase safety for people who walk and bicycle in Hernando and Citrus counties.
- **Connectivity** – Create a network of efficient, convenient bicycle and pedestrian facilities in Hernando and Citrus counties.
- **Equity/Livability** – Increase transportation choice and community livability through the development of an integrated multimodal system.
- **Health** – Encourage health and fitness by providing a safe, convenient network of facilities for walking and biking.
- **Economic Development** – Promote tourism and economic opportunities by developing a safe, connected network of biking and walking facilities.

The outcome of the BTMP identifies short-term projects in addition to a long-term vision that includes larger scale bicycle and pedestrian considerations, including those on future roadways.

Figures 20 and 21 represent the existing and committed Bikeways and Trails facilities in Hernando and Citrus Counties as well as long-term vision for future major facilities.

In short, the Hernando/Citrus MPO Bikeways and Trails Master Plan

... is meant to be a blueprint that provides guidance about facility improvements and policy recommendations aimed at accommodating bicycle and pedestrian modes of transportation, improving safety conditions, and ensuring coordination among jurisdictions, departments, and agencies. The plan acknowledges the work done by individual communities and seeks to enhance it.

The Hernando/Citrus MPO Bicycle and Pedestrian List of Priority Projects (LOPP) contains projects that are considered of highest priority for improvement by the MPO and its advisory committees.

Table 19 shows the bicycle and pedestrian List of Priority Projects (LOPP) for the Hernando/Citrus MPO.

Bicycle and Pedestrian Plan Overview

Figure 20. Hernando County 2050 Major Bike/Ped/Trail Needs

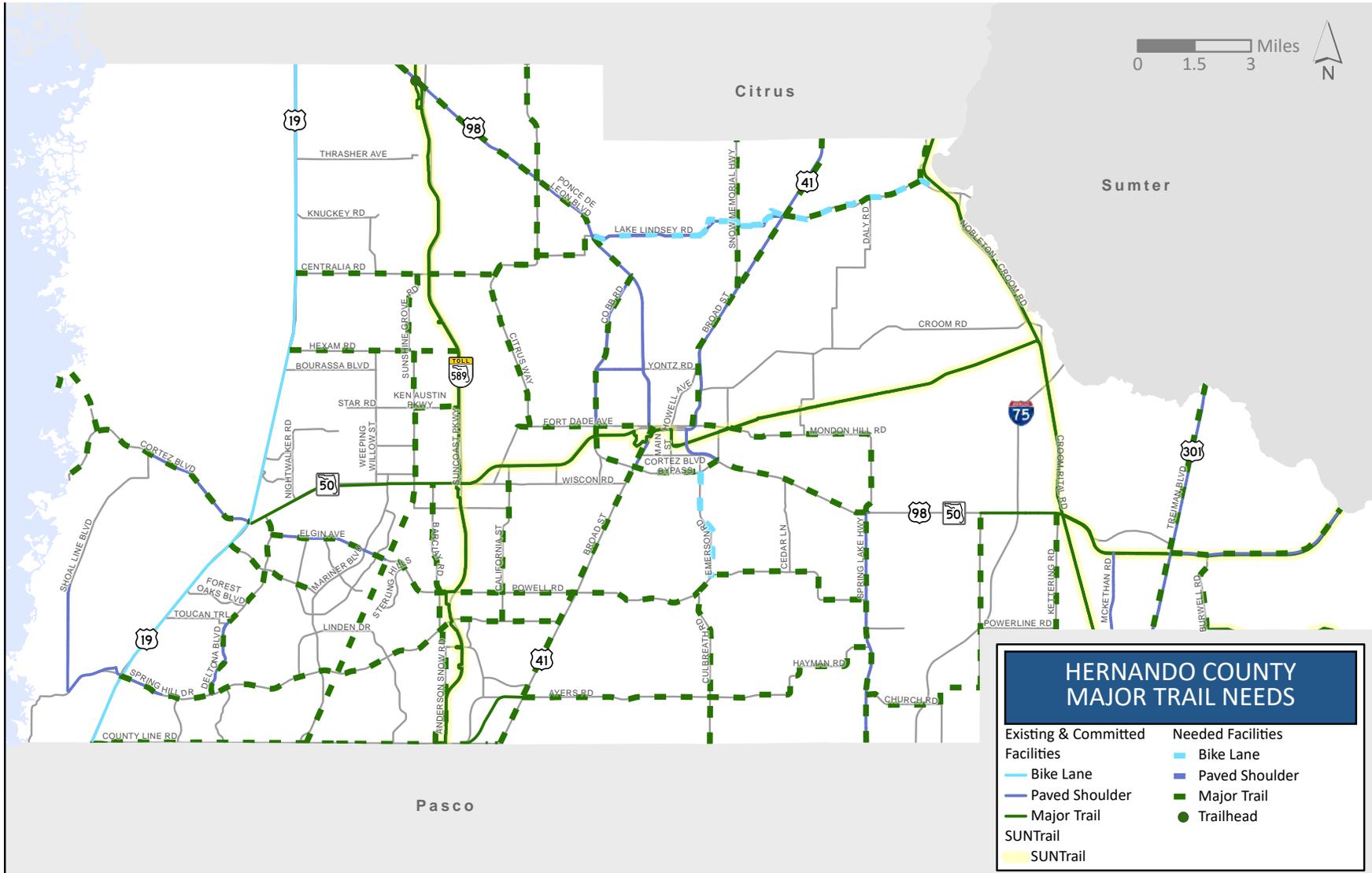
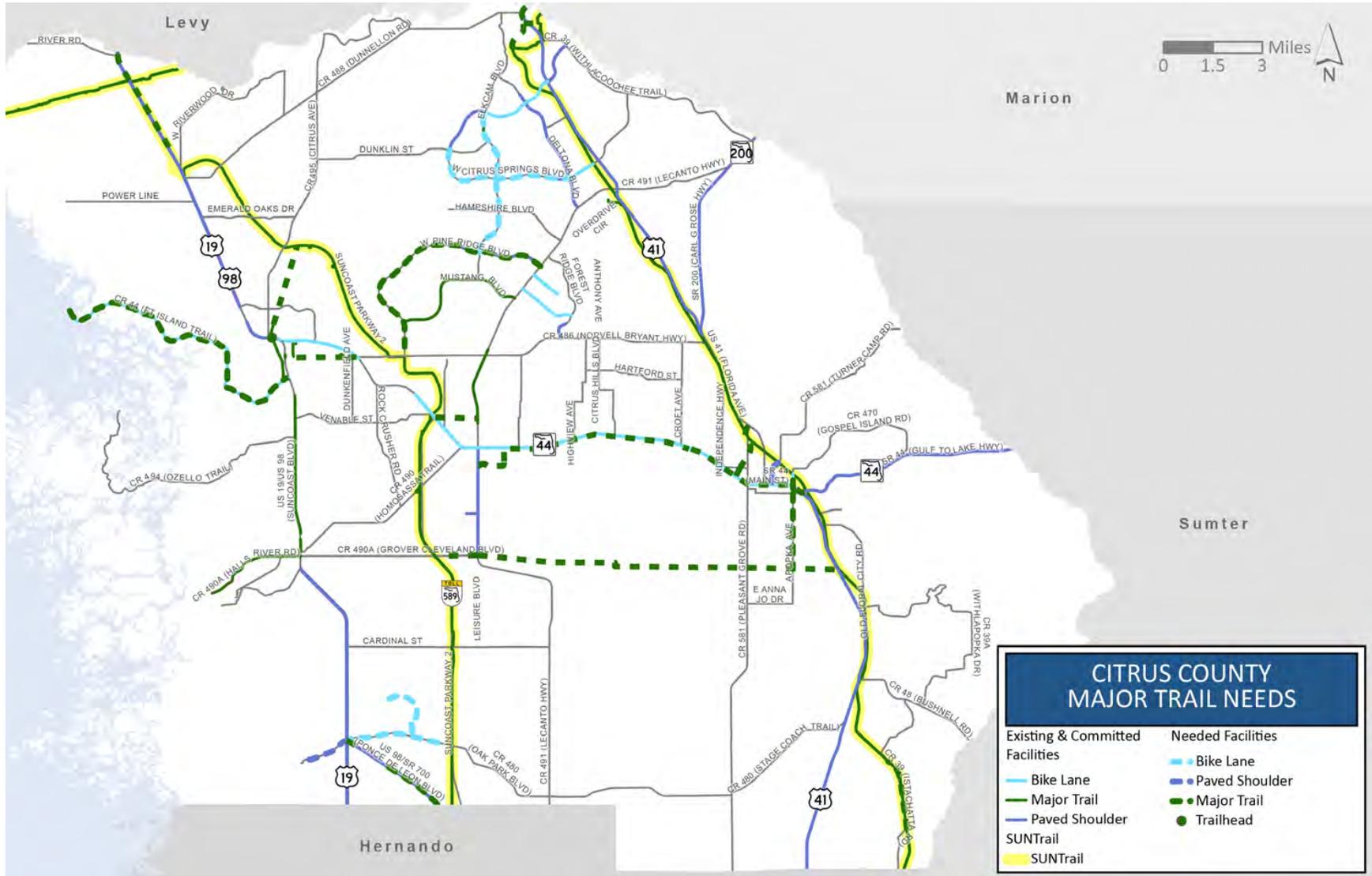


Figure 21. Citrus County 2050 Major Bike/Ped/Trail Needs



Bicycle and Pedestrian Plan Overview

Table 19. Bicycle and Pedestrian List of Priority Projects for the Hernando/Citrus MPO

| Project Rank | Project/Corridor | From | To | Area | Project Type | Project Phase/Year |
|--------------|---|----------------------------------|-----------------------------|--------------------|--------------|-----------------------|
| 1 | WITHLACOOCHEE STATE TRAIL (WST) - REHABILITATION | HERNANDO/CITRUS COUNTY LINE | CITRUS/MARION COUNTY BORDER | CC | PAVE/XING | RRR 2021 |
| | SECTION D (6.38 MILES) | CITRUS/HERNANDO COUNTY LINE | FLORAL CITY | CC | PAVE/XING | RRR 2021 |
| | SECTION E (6.97 MILES) | FLORAL CITY | NORTH APOPKA AVE. | CC | PAVE/XING | RRR 2021 |
| | SECTION F (5.07 MILES) | NORTH APOPKA AVE. | NORVELL BRYANT HWY. | CC (INVERNESS) | PAVE/XING | RRR 2021 |
| | SECTION G (5.05 MILES) | NORVELL BRYANT HWY. | CR 491 | CC | PAVE/XING | RRR 2021 |
| | SECTION H (5.34 MILES) | CR 491 | CITRUS/MARION COUNTY BORDER | CC | PAVE/XING | RRR 2021 |
| 2 | N INDEPENDENCE HWY-PS/SIDEWALK | E GULF TO LAKE HWY (SR 44) | N FLORIDA AVE (US 41) | CC | TA | NO APPLICATION |
| 3 | SUNSHINE GROVE RD. - SIDEWALK | KEN AUSTIN PKWY. | HEXAM RD. | HC | TA | APPLICATION SUBMITTED |
| 4 | THREE SISTERS SPRINGS CONNECTOR - MULTI-USE TRAIL | US 19 / KINGS BAY DRIVE | 486 TRAIL | CC (CRYSTAL RIVER) | TBD | APPLICATION SUBMITTED |
| 5 | CALIFORNIA ST. / POWELL RD. - SIDEWALK | SPRING HILL DR. / CALIFORNIA ST. | POWELL RD./ROWAN RD. | HC | TA | APPLICATION SUBMITTED |
| 6 | COBBLESTONE DR. - SIDEWALK | PINEHURST DR. | COUNTY LINE RD. | HC | TA | APPLICATION SUBMITTED |
| 7 | GOOD NEIGHBOR TRAIL (GNT) - REHABILITATION | JEFFERSON ST. | JASMINE ST. | HC | TA | APPLICATION SUBMITTED |
| 8 | W. LINDEN DR. - SIDEWALK | SPRING HILL DR. | MARINER BLVD. | HC | TA | APPLICATION SUBMITTED |
| 9 | ROCK CRUSHER SIDEWALK | W. HOMOSASSA TRAIL (CR490) | W. GULF TO BAY HWY (SR44) | CC | TA | NO APPLICATION |
| 10 | AMERO LN. - SIDEWALK | CORONADO DR. | ANDERSON SNOW RD. | HC | TA | APPLICATION SUBMITTED |
| 11 | E. VINE ST.& E. GOSPEL IS. RD.- SIDEWALK | N. APOPKA AVE. | W. GULF TO LAKE HWY (SR 44) | CC | TA | NO APPLICATION |

(Table 19 Continued) Bicycle and Pedestrian List of Priority Projects for the Hernando/Citrus MPO

| Project Rank | Project/Corridor | From | To | Area | Project Type | Project Phase/Year |
|--------------|--|---|--|--------------------|--------------|-----------------------|
| 12 | NIGHTWALKER RD. - SIDEWALK | CORTEZ BLVD. (SR 50) | MADRID RD. | HC | TA | APPLICATION SUBMITTED |
| 13 | W. CARDINAL ST. - SIDEWALK | US 19 (S. SUNCOAST BLVD.) | S. LECANTO HWY (CR 491) | CC | TA | NO APPLICATION |
| 14 | SUGARMILL WOODS - MULTI-USE TRAIL ALONG US 98 | OAK VILLAGE BLVD. | TRAILHEAD / PARKING LOT NEAR THE SUNCOAST PARKWAY II | CC | TA | NO APPLICATION |
| 15 | US 19 TRAILHEAD & CROSSING | CROSSTOWN TRAIL AT US 19 - (IN CITY OF CRYSTAL RIVER) | | CC (CRYSTAL RIVER) | TA | NO APPLICATION |
| 16 | WITHLACOOCHEE STATE TRAIL (WST) – RECONSTRUCTION | PASCO/HERNANDO COUNTY LINE | CITRUS/HERNANDO COUNTY LINE | HC | TBD | NO APPLICATION |
| 16A | SECTION A (3.15 MILES) | PASCO/HERNANDO BORDER | SR 50 | HC | TBD | NO APPLICATION |
| 16B | SECTION B (5.15 MILES) | SR 50 | CROOM RD. | HC | TBD | NO APPLICATION |
| 16C | SECTION C (5.90 MILES) | CROOM RD. | HERNANDO/CITRUS BORDER | HC | TBD | NO APPLICATION |
| 17 | SOUTH APOPKA CONNECTOR - PHASE I | DAMPIER ST. | HIGHLAND BLVD. | CC (INVERNESS) | TA | NO APPLICATION |
| 18 | SUNCOAST TRAIL/U.S. 98 - TRAILHEAD/RESTROOM | SUNCOAST TRAIL/US 98 | | HC | TA | NO APPLICATION |
| 19 | W. HALLS RIVER RD. (CR 490A) - SIDEWALK | S. RIVERVIEW CIRCLE | US 19 (S. SUNCOAST BLVD.) | CC | TA | NO APPLICATION |
| 20 | SPRING HILL DR. - SIDEWALK | US 19 | KEN LAKE AVE. | HC | TA | NO APPLICATION |
| 21 | EDEN DR. CONNECTOR/SIDEWALK | WST | MARTINIS DR. | CC (INVERNESS) | TA | NO APPLICATION |
| 22 | SPRING HILL DR. - SIDEWALK | SPRING PARK WAY | US 41 | HC | TA | APPLICATION SUBMITTED |
| 23 | FOREST DR. SIDEWALK | W. MAIN ST. (SR44) | INDEPENDENCE HWY. | CC | TA | NO APPLICATION |
| 24 | TURNER CAMP RD./ELLA AVE. - PS/SIDEWALK | US 41 | INVERNESS MS | CC | TA | NO APPLICATION |

Bicycle and Pedestrian Plan Overview

(Table 19 Continued) Bicycle and Pedestrian List of Priority Projects for the Hernando/Citrus MPO

| Project Rank | Project/Corridor | From | To | Area | Project Type | Project Phase/Year |
|--------------|---|---------------------------------|---------------------------|------------------|--------------|-----------------------|
| 25 | CITRUS SPRINGS BLVD. - BICYCLE LANE/PS | DUNKLIN BLVD. | W. DELTONA BLVD. | CC | TA | NO APPLICATION |
| 26 | SUNCOAST TRAIL (SCT) – REHABILITATION | COUNTY LINE ROAD | US 98 | HC | TA | APPLICATION SUBMITTED |
| 26A | SECTION A | COUNTY LINE ROAD | SPRING HILL DRIVE | HC | TBD | APPLICATION SUBMITTED |
| 26B | SECTION B | SPRING HILL DRIVE | SR 50 | HC | TBD | APPLICATION SUBMITTED |
| 26C | SECTION C | SR 50 | US 98 | HC | TBD | APPLICATION SUBMITTED |
| 26D | SECTION D | CENTRALIA RD. | US 98 | HC | TBD | APPLICATION SUBMITTED |
| 27 | ELKCAM BLVD. - BICYCLE LANE/PS | PINE RIDGE BLVD | N CITRUS SPRINGS BLVD. | CC | TA | NO APPLICATION |
| 28 | PINE RIDGE BLVD. - MULTIUSE TRAIL | CR 486 | CR 491 | CC | TA | NO APPLICATION |
| 29 | SOUTH APOPKA CONNECTOR - PHASE II | HIGHLAND BLVD. | E ANNA JO DR. | CC | TA | NO APPLICATION |
| 30 | MOSSY OAK SIDEWALK | US 41 AND EDEN DR. | WST | CC | TA | NO APPLICATION |
| 31 | SUGARMILL WOODS BICYCLE LANE ALONG: | | | CC | TA | NO APPLICATION |
| 31A | SECTION A. W. OAK PARK BLVD. | SHOPPES AT SUGARMILL WOODS | CORKWOOD BLVD. | CC | TA | NO APPLICATION |
| 31B | SECTION B. CYPRESS BLVD. E | W. OAK PARK BLVD. | CYPRESS CIRCLE E | CC | TA | NO APPLICATION |
| 32 | W. MISS MAGGIE DR. (CR 480) - SIDEWALK/PS | CHASSAHOWITZKA RIVER CAMPGROUND | US 19 (S. SUNCOAST BLVD.) | CC | TA | ROW ISSUES |
| 33 | NORTH AVE. - SIDEWALK | HOWELL AVE. | ZOLLER ST. | HC (BROOKSVILLE) | TA | ROW ISSUES |
| 34 | KASS CIRCLE IMPROVEMENTS | KASS CIRCLE | | HC | TA | UNDER REVIEW |

(Table 19 Continued) Bicycle and Pedestrian List of Priority Projects for the Hernando/Citrus MPO

| Project Rank | Project/Corridor | From | To | Area | Project Type | Project Phase/Year |
|--------------|------------------------------------|------------------------------|---------------------|------|--------------|----------------------------------|
| 35A | SHELTER/RESTROOM AMENITIES | CARDINAL BOULEVARD TRAILHEAD | | CC | TA | TBD |
| 35B | SHELTER/RESTROOM AMENITIES | SR 44 @ SUNCOAST PARKWAY | | CC | TA | |
| 36 | FT. ISLAND TRAIL - MULTI-USE TRAIL | GULF OF MEXICO | THREE SISTERS TRAIL | CC | TBD | CONSULTANT STUDY COMPLETE / ETDM |

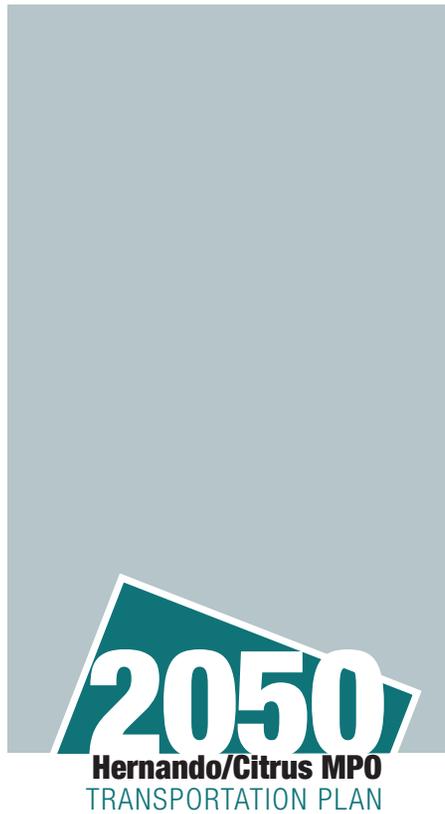


Transportation Trends

The level of growth expected in Hernando and Citrus counties is likely to have a significant impact on travel demand and overall mobility in the area. However, certain transportation trends may modify the effects that traditional growth would cause. Shifts in behavior that may have such an influence include younger individuals delaying or forgoing acquisition of driving permits or older individuals remaining active and mobile later in life. These demographic trends are occurring alongside changes in transportation technology, such as the rise in popularity of transportation network companies (TNCs) like Uber and Lyft, automated, connected, electric, and shared vehicles (ACES), and increases in the prevalence of telecommuting.

It is also to be noted that COVID-19 had a significant impact on travel behavior, and the impacts of the pandemic are just starting to normalize across Hernando and Citrus Counties.

This plan seeks to create a transportation network that is well balanced so that it may accommodate these trends and other shifts in travel behavior. A resilient multimodal network will serve the community well into the future.



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To review Appendices A through D for the Draft 2050 Long-Range Transportation Plan, please visit the Hernando/Citrus MPO website at www.HernandoCitrusMPO.us

Or click the link below:

<https://www.hernandocounty.us/home/showdocument?id=9310&isPublished=False&t=638604434586054728>

Documents will also be available to public review in the MPO office, or upon request.