

February 2026

Hernando County 2026-2035 Transit Development Plan (TDP) Annual Update



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Section 1: INTRODUCTION, BACKGROUND, AND REQUIREMENTS

The Hernando County 2025–2034 Transit Development Plan (TDP) adopted by the Hernando County Board of County Commissioners (BOCC) on December 3, 2024, serves as the strategic guide for public transportation in Hernando County over the next 10 years. Development of the TDP included several activities: documentation of study area conditions and demographic characteristics, evaluation of existing transit services in Hernando County, market research and public involvement efforts, development of a situation appraisal and needs assessment, and preparation of a 10-year TDP document that provides guidance for service and capital investments during the 10-year planning horizon.

The FY 2026-35 TDP Annual Update document serves as the first annual update to the plan adopted in 2024. This Annual Update will identify achievements within the past fiscal year (2025), identify priority projects and an updated financial plan for a new ten-year timeframe (2026-35), and meet all the requirements of the TDP Rule.

1.A. Transit Development Plan (TDP) Requirements

The Hernando County FY 2026-35 TDP Annual Update is consistent with the State of Florida TDP requirements for [Rule 14-73.001 F.A.C. pertaining to Transit Development Plans \(TDPs\)](#) for public transit agencies. Under Rule 14-73.001 Part (4), an Annual TDP Update shall:

- Update the ten-year operating and capital program
- Update the ten-year TDP Schedule of Projects
- Update the List of Priority Projects
- Outline modifications to the previous year’s ten-year operating capital program
- Extend of the ten-year operating and capital program to the new tenth year
- Provide a brief narrative overview of the TDP process, specifically addressing progress
- Outline the achievements of the Metropolitan Transportation Planning Process Coordination Program

1.B. Transit Development Plan (TDP) Annual Update Checklist

The *Hernando County Transit FY 2026-36 Transit Development Plan (TDP) Annual Update* meets the requirement for an Annual TDP update in accordance with Rule 14-73.001 – Public Transit, Florida Administrative Code (F.A.C.). Per the TDP Rule, Annual TDP Updates are required to document the following:



TDP RULE MINIMUM REQUIREMENT		Where Located in this TDP Annual Update
ANNUAL TDP UPDATES		
1	Included any updated modifications to the previous year's 10-Year Operating & Capital Program	Pgs. 2-14
2	Extended the current 10-Year Operating & Capital Program to a new tenth year	Pgs. 7-14
3	Included tables presenting updated 10-year Schedule of Projects, Financial Plan, and List of Priority Projects	Pgs. 8, 12, & 14
4	Presented to the local MPO Board	*Presented to MPO TAC/CAC/BPAC on 2/26/26 *Scheduled to present to MPO Board on 3/5/26 - <i>meeting cancelled</i> *Scheduled for 4/2/26 MPO Board presentation - <i>meeting cancelled</i> *Presented to MPO Board on 5/7/26
6	Documented progress and achievements on coordination efforts with local MPO, including coordination on UPWP, TIP, and Corridor Development Studies	Pgs. 15-17
7	Submitted to FDOT by March 1st or a revised date as agreed by FDOT	Submitted to FDOT D7 on 2/28/26

Section 2: UPDATES ON IMPLEMENTING THE FY 2025-34 TDP

The *Hernando County Transit FY 2026-36 Transit Development Plan (TDP) Annual Update* serves as the first Annual Update to the FY 2025-34 Hernando County Transit FY 2025-34 TDP effort. This section will identify achievements within the past fiscal year (2025). Updates for the current fiscal year (2026) and recommendations for the new tenth year (2036), will be provided in Section 3 and incorporated into a new Financial Plan in Section 4.

2.A. Hernando County Transit Project Implementation Progress: FY 2025

The following section outlines Hernando County Transit’s progress in implementing new service, capital, information technology, and planning/policy projects in FY 2025.

2.B. Service Project Implementation Progress: FY 2025

Hernando County Transit implemented several transit service priorities from the FY 2025-34 TDP in FY 2025. As outlined in Table 2-1, existing Fixed Route and ADA/Paratransit services were maintained. In addition, five new fixed routes/services were implemented:

- Rt. 5 (from downtown Brooksville, along Cortez Blvd., east to Ridge Manor)
- Rt. 6 RIDE (curb-to-curb on-demand service for downtown Brooksville area)
- Rt. 7 (service along US 41 and County Line Rd.)
- Rt. 8 (service along County Line Rd. to US 19)
- Rt. 9 (Mermaid coastal route from US 19 to Pine Island)
- New ADA/Paratransit services were added along a 3 / 4-mile buffer around Route’s 5-9



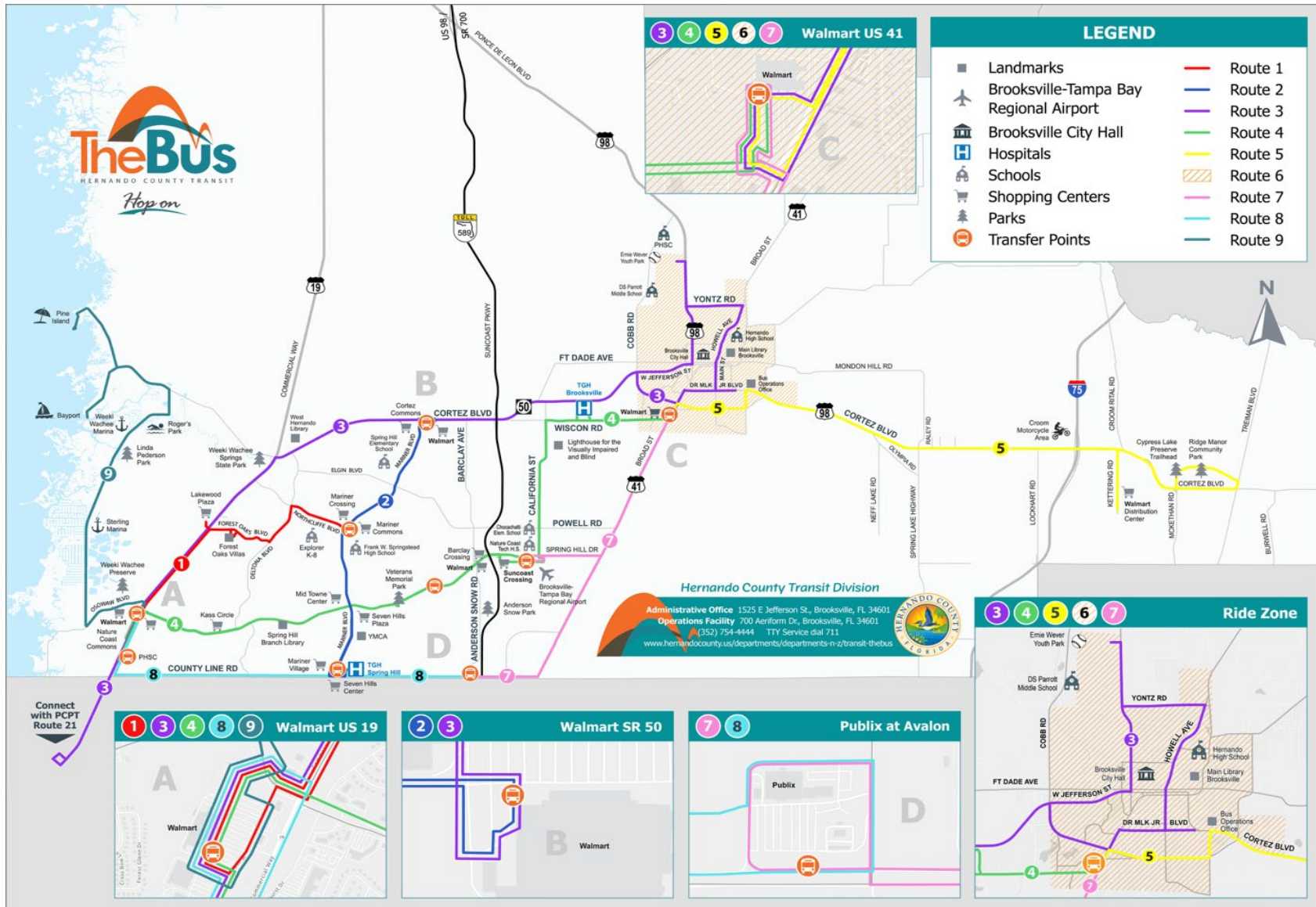
A new system map that represents the overall Hernando County Transit route network at the end of FY 2025 is shown in Map 2-1.



Table 2-1: Service Improvement Progress for FY 2025

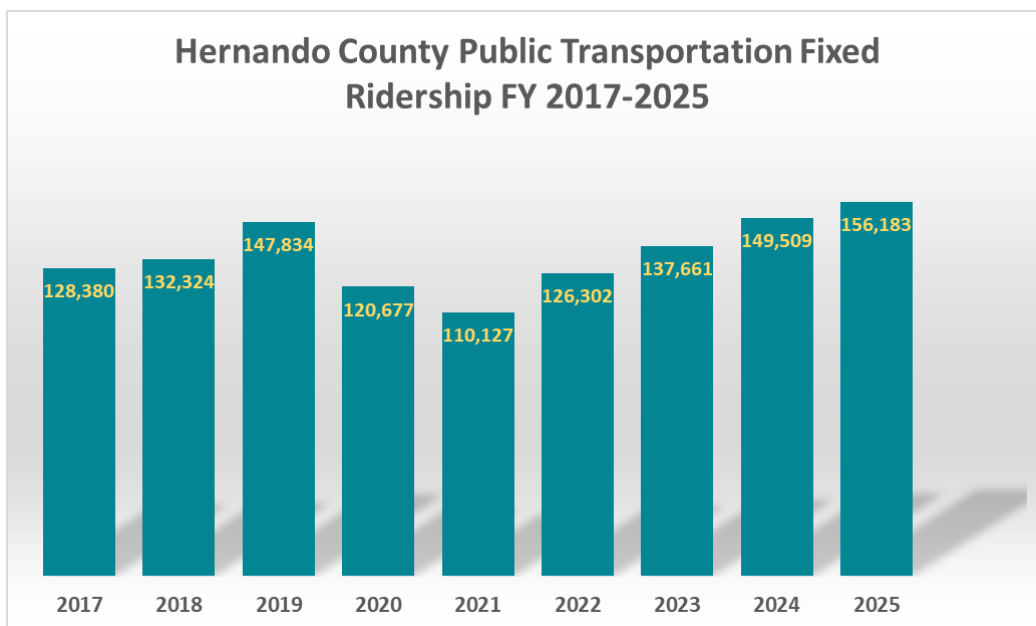
NEED	PLANNED IMPROVEMENT	IMPLEMENTATION YEAR										IMPLEMENTATION PHASE	REVENUE SOURCE	
		FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34			
SERVICE	MAINTAIN EXISTING SYSTEM													
	Maintain Existing Fixed Route Service	☑											Short-Term	Existing
	Maintain Existing ADA/Paratransit Service	☑											Short-Term	Existing
	EXPAND EXISTING SYSTEM													
	Expand Weekday & Sat. Service on Existing Routes Until 9:00 pm		☑										Short-Term	Existing
	New ADA/Paratransit Service for Existing System Expansion		☑			☑							Short-Term	Existing
	Implement Sunday Service					☑							Long-Term	New
	Increase Frequency - Purple Route							☑					Unfunded Need -TBD	New
	Increase Frequency - Green Route								☑				Unfunded Need -TBD	New
	Increase Frequency - Blue Route									☑			Unfunded Need -TBD	New
	Increase Frequency - Red Route										☑		Unfunded Need -TBD	New
	NEW FIXED ROUTES													
	Mermaid Route	☑											Short-Term	Existing
	Brooksville Connector	☑											Short-Term	Existing
	Rt. 50/Ridge Manor	☑											Short-Term	Existing
	US 41/County Line Rd.	☑											Short-Term	Existing
	New ADA/Paratransit Service for New Fixed Routes	☑		☑	☑		☑	☑					Short-Term	Existing
	US 19/Citrus County			☑									Short-Term	Existing/New
	Barclay-Sunshine Grove Rd.				☑								Long-Term	New
Elgin-Powell Rd.						☑						Long-Term	New	
Deltona Blvd./Spring Hill Dr. Connector							☑					Long-Term	New	

Map 2-1: Hernando County Transit (TheBus) System Map – FY 2025



For FY 2025, Hernando County Transit recorded its highest annual ridership totals over the past nine years (see Figure 2-1). For FY 2026, Hernando County Transit seeks to continue this ridership growth.

Figure 2-1: Hernando County Transit Ridership – FY 2017-2025



2.C. Capital and Information Technology Project Implementation Progress: FY 2025

Hernando County Transit implemented several transit capital and information technology priorities from the 2025-34 TDP in FY 2025. As outlined in Table 2-2, the following capital and information technology projects were implemented:

- Existing Fixed Route and ADA Paratransit vehicles were replaced as scheduled
- New vehicles were purchased to support new Fixed Route services
- Bus fleet parking improvements to the current operations facility and a neighboring parcel (which was purchased with local funds in FY 2025) – *NEW PROJECT FOR FY 2025*
- Modernization and update of the scheduling systems for Fixed Route (Passio) and ADA/Paratransit (Ecolane)
- The purchase and installation of on-board infotainment screens and related software for fixed route vehicles – *NEW PROJECT FOR FY 2025*



Table 2-2: Capital & Information Technology Project Implementation Progress – FY 2025

NEED	PLANNED IMPROVEMENT	IMPLEMENTATION YEAR										IMPLEMENTATION PHASE	REVENUE SOURCE	
		FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34			
CAPITAL & INFRASTRUCTURE	FLEET & INFRASTRUCTURE IMPROVEMENTS													
	Replacement Vehicles - Existing Fixed Route Service	☑											Short-Term	Existing
	Replacement Vehicles - Existing ADA/Paratransit Service	☑											Short-Term	Existing
	Bus Stop ADA Improvements	⊘											Short-Term	Existing/New
	Transit Shelters & Related Amenities	⊘											Short-Term	Existing/New
	New Transfer Center/Garage/Admin. Facility	⊘											Short-Term	Existing/New
	New Vehicles - New Fixed Routes & Frequency	☑		☑	☑		☑	☑	☑	☑	☑		Short-Term	Existing/New
	Parking Upgrades to Existing Operational Facility	☑											Short-Term	Existing
INFORMATION TECHNOLOGY	INFORMATION TECHNOLOGY IMPROVEMENTS													
	Modernization and Update of Scheduling System	☑						☑					Short-Term	New FDOT Grant
	Installation of on-board infotainment screens/system	☑											Short-Term	New FDOT Grant
	Addition of Automatic Passenger Counters (APCs)		☑										Short-Term	Existing
	Same-Day Service Scheduling for Same-Day & On-Demand Service				☑								Short-Term	Existing/New
	Modernization/Update of Vehicle & Facility Security Systems						☑						Long-Term	Existing/New

The following projects were started in FY 2025, but were not completed and are ongoing:

- Bus Stop/ADA Improvements – preliminary planning and design/engineering/construction scoping was started in FY 2025
- Transit Shelters & Related Amenities - preliminary planning/design/engineering/construction scoping was started in FY 2025
- New Transfer Center/Garage/Administrative Facility – preliminary planning for purchasing and developing a suitable site continued in FY 2025

2.D. Planning-Policy Project Implementation Progress: FY 2025

Hernando County Transit implemented several planning-policy priorities from the FY 2025-34 TDP in FY 2025 (see Table 2-3). Highlights from FY 2025 include:

- Develop & Implement Marketing Plan:
 - Routes renamed to reflect numbers
 - New system map developed (see above)
 - Route schedules/timetables being redeveloped



- Staff Education & Training:
 - Driver refresher training (safety, security), procurement training, maintenance training
- New Staff for System Growth:
 - New drivers added for new service implementation
- Public Outreach Meetings/Events:
 - Staff attended four community events
- Planning Studies:
 - Began environmental and design phases for upgrades/expansion of operations facility fleet parking area
 - Began FY 2026-35 Transit Development Plan (TDP) Annual Report

Table 2-3: Planning-Policy Project Implementation Progress – FY 2025

NEED	PLANNED IMPROVEMENT	IMPLEMENTATION YEAR										IMPLEMENTATION PHASE	REVENUE SOURCE
		FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34		
ORGANIZATIONAL, POLICY & PLANNING	OTHER IMPROVEMENTS												
	Develop & Implement Marketing Plan	☑										Short-Term	Existing
	Staff Education & Training	☑										Short-Term	Existing
	New Staff for System Growth	☑										Short-Term	Existing/New
	Increase Public Outreach Meetings/Events	☑										Short-Term	Existing
	Planning Studies: Route Realignment/Operational Analysis, Transit Development Plan (TDP), Bus Stop Infrastructure Program, On-Demand Service, Transfer/Maintenance/Admin. Facility.	☑										Short-Term	Existing/New

Section 3: HERNANDO COUNTY FY 2026-35 TDP PROJECT PRIORITIES

Hernando County Transit was notably successful in implementing key service, capital, information technology, and planning-policy projects in FY 2025. For the FY 2026-35 period that this TDP covers, an updated program of prioritized service, capital, information technology, and planning-policy projects has been developed (see Table 3-1).



Table 3-1: List of Priority Projects for FY 2026-35

PRIORITY	PROJECT DEFINITION	TYPE OF IMPROVEMENT	LOCATION OF IMPROVEMENT	1ST YR. OF SVC.	LEVEL OF TRANSIT SERVICE			ANNUAL OPERATING COST	TOTAL CAPITAL COST	FUNDING STATUS/SOURCE
					FREQUENCY (MIN.)	SPAN OF SERVICE	DAYS OF SERVICE			
					2026 (YOE \$)	2026 (YOE \$)				
SERVICE PRIORITIES										
1	Maintain Existing Service - Fixed Route	Maintain Existing Fixed Route Service	Route's 1-9	2026	60	6:00 am - 8:00 pm	MON-SAT	\$4,991,701	\$5,102,423	Funded
1	Maintain Existing Service - ADA Paratransit	Maintain Existing ADA Paratransit Service	Within 3/4-mile of Route's 1-9	2026	Various	6:00 am - 8:00 pm	MON-SAT			Funded
1	Rt. 10	New Fixed Route service	Anderson Snow Rd., Barclay Ave., Elgin Blvd., Deltona Blvd.	2026	60	6:00 am - 8:00 pm	MON-SAT	\$250,000	\$718,184	Funded
1	Rt. 11	New Fixed Route service	US 19 to Citrus County, Subshine Grove Rd., Hexam Rd.	2026	60	6:00 am - 8:00 pm	MON-SAT	\$250,000	\$718,184	Funded
1	ADA Service Expansion Within 3/4-Mile of Route's 10 & 11	ADA Service for New/Expanded Service	Within 3/4-mile of Rt. 10 & Rt. 11	2026	N/A	6:00 am - 8:00 pm	MON-SAT	\$349,107	\$0	Funded
2	First Mile/Last Mile Connector	New On-Demand Service	Location TBD	2028	Various	6:00 am - 8:00 pm	MON-SAT	\$577,795	\$308,700	Unfunded
3	Expand Weekday & Sat. Service Span on Existing Routes Until 9:00 pm	Fixed Route Service Span Increase	Route's 1-11	2029	60	6:00 am - 9:00 pm	MON-FRI	\$101,750	\$101,750	Unfunded
3	ADA Expansion for Weekday & Sat. Service Span Increases	ADA Service Expansion to Support New Service Span	Within 3/4-mile of Route's 1-11	2029	Various	6:00 am - 9:00 pm	MON-FRI	\$171,045	\$171,045	Unfunded
4	Implement Sunday Fixed Route Service on Select Routes	New Day of Fixed Route service	Route's 1-4	2030	60	7:00 am - 6:00 pm	SUN	\$610,500	\$610,500	Unfunded
4	ADA Expansion for Sunday Service on Select Routes	ADA Service Expansion to Support New Service Span	Within 3/4-mile of Route's 1-4	2030	Various	7:00 am - 6:00 pm	SUN	\$149,694	\$149,694	Unfunded
5	Increase Frequency on Route 1 (Red)	Increase Frequency to 30 minutes	US 19, Forest Oaks Blvd., Northcliffe Blvd.	2032	30	6:00 am - 9:00 pm	MON-SAT	\$724,969	\$2,887,306	Unfunded
5	Increase Frequency on Route 2 (Blue)	Increase Frequency to 30 minutes	Mariner Blvd.	2033	30	6:00 am - 9:00 pm	MON-SAT	\$708,616	\$1,010,557	Unfunded
5	Increase Frequency on Route 3 (Purple)	Increase Frequency to 30 minutes	US 19, Cortez Blvd., Brooksville	2034	30	6:00 am - 9:00 pm	MON-SAT	\$675,911	\$1,061,085	Unfunded
5	Increase Frequency on Route 4 (Green)	Increase Frequency to 30 minutes	Spring Hill Blvd.	2035	30	6:00 am - 9:00 pm	MON-SAT	\$692,264	\$1,114,139	Unfunded
CAPITAL & OTHER PROJECT PRIORITIES										
1	Replace Existing Fixed Route & ADA Vehicles	State of Good Repair/TAM	Systemwide	2026	N/A	N/A	N/A	N/A	\$13,053,234	Funded
1	Bus Stop/ADA Improvements	Access/Safety Improvement	Systemwide	2026	N/A	N/A	N/A	N/A	\$3,547,732	Funded
1	Transit Shelters & Related Amenities	New Transit Stop Amenities	Systemwide	2026	N/A	N/A	N/A	N/A	\$3,547,732	Funded
1	Upgrades to Existing Operations Facility	Transit Facility Improvements	700 Aeriform Dr., Brooksville, FL	2026	N/A	N/A	N/A	N/A	\$570,000	Funded
1	Planning, Engineering, Construction Services	Phased project management and development supporting service & capital project priorities	Systemwide	2026	N/A	N/A	N/A	N/A	\$7,375,473	Partially-Funded
1	New Transfer Center/Garage/Administration Facility	New Operational, Maintenance & Transfer Facility	Location TBD	2031	N/A	N/A	N/A	N/A	\$18,808,921	Unfunded
2	Replace/Upgrade IT Systems	Improvements to Customer & Operational IT Systems	Systemwide	2027	N/A	N/A	N/A	N/A	\$2,121,821	Partially-Funded
2-5	Vehicles for New Transit Services & Enhancements to the Existing System	New Vehicles	For New Transit Services	2028	N/A	N/A	N/A	N/A	\$7,106,137	Unfunded

3.A. Transit Project Priorities: FY 2026-35

The following section outlines Hernando County Transit's progress and priority plans for implementing new service, capital, information technology, and planning/policy projects for the FY 2026-35 horizon. As noted above, several projects are identified as top priority, including:

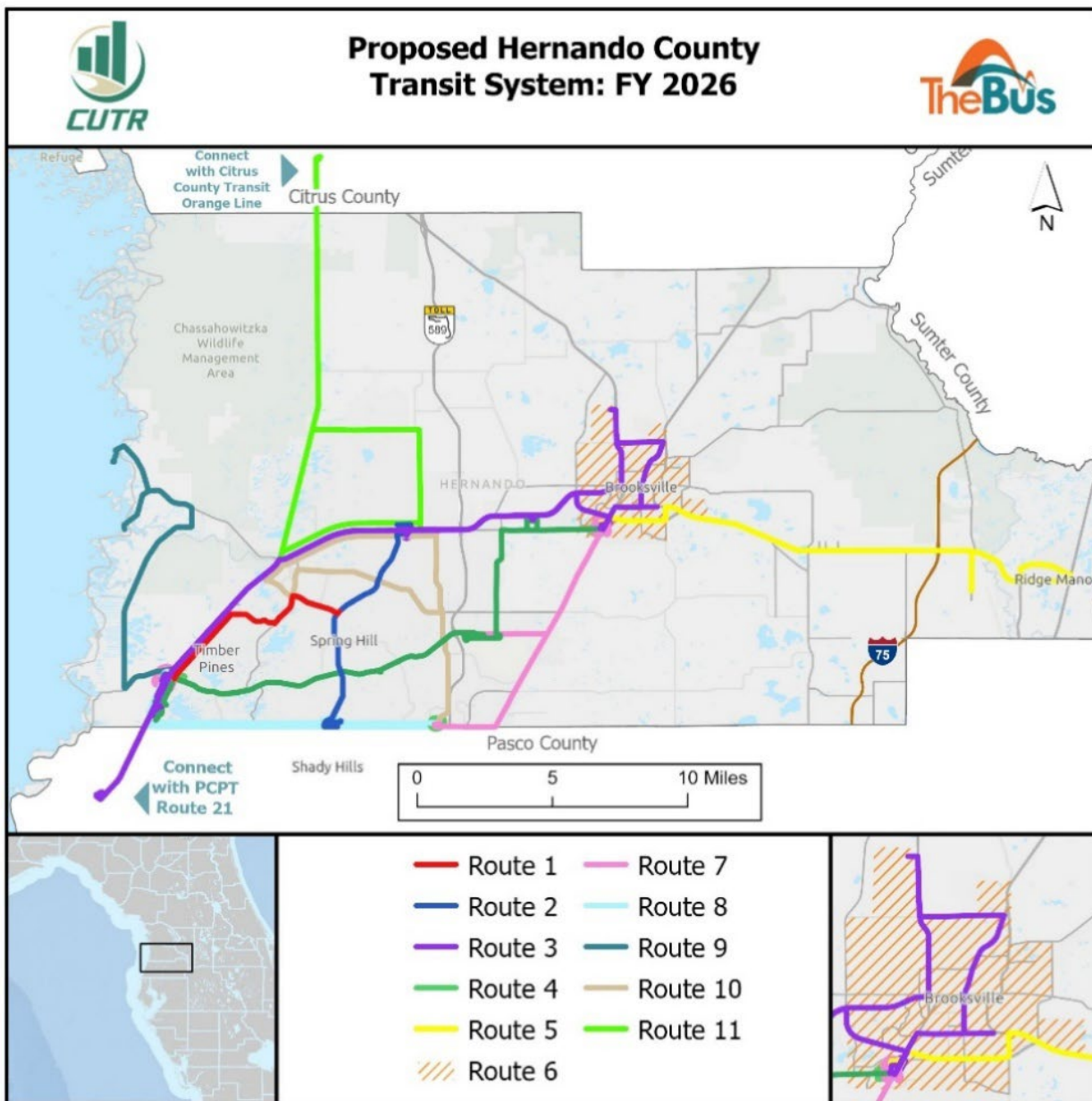
- Maintain existing Fixed Route & ADA/Paratransit services (FY 2026)
- Implement Route 10 and Route 11 (FY 2026)
- Expand ADA/Paratransit services within the ¾-mile buffer of Route's 10 & 11 (FY 2026)
- Replace existing Fixed Route & ADA/Paratransit vehicles (FY 2026)
- Purchase new vehicles to support new Fixed Route & ADA/Paratransit services (FY 2026)
- Complete fleet parking expansion/upgrades to current operations facility (FY 2026)
- Procure Architecture/Environmental/Design professional services to help develop Bus Stop/ADA Improvements and Transit Shelter & Related Amenities capital projects (FY 2026)
- Continue preliminary planning for the development of a new Transfer Center/Garage/Administrative Facility (FY 2026)
- Complete additional Planning, Engineering, or Construction Services projects that best support the service and capital priorities, including but not limited to:
 - Completion and adoption of FY 2026-35 TDP Annual Report (FY 2026)
 - Implement additional public outreach and marketing plan initiatives such as new route schedules/timetables, updated webpage, improved marketing material (FY 2026)
 - Study and develop a new fixed route network once a new transfer facility site is identified and developed

3.B. Proposed Fixed Route Transit System: FY 2026-35

With the new service and capital priorities outlined in Figure 3-1, the proposed Hernando County Transit (TheBus) network will be composed of ten fixed routes and one on-demand zone by the end of FY 2027 (see below).



Figure 3-1: Proposed Hernando County Transit System



Section 4: SECTION 4: FY 2026-35 TDP FINANCIAL PLAN

With a new set of service and capital transit project priorities (see List of Priority Projects for FY 2026-35 above), the Financial Plan for the Hernando County FY 2026-35 TDP has also been updated to reflect the estimated costs and potential revenues projected over the new ten-year time period. As a strategic plan, the TDP’s Financial Plan outlines the projected costs for all existing and new transit services and capital needs for a ten-year timeframe, in this case, FY 2026-35. As such, funding “shortfalls” in the Financial Plan (outlined in red) indicate that Hernando County will be

required to secure new local, state, and/or federal funding that is not currently identified in Hernando County's adopted budget or the Hernando/Citrus Metropolitan Planning Organization's 2026-2030 Transportation Improvement Program (TIP). The following section outlines the 2026-30 TDP Financial Plan and recommends strategies for identifying new funding sources that can assist in implementing the List of Priority Projects for the same period.

4.A. Financial Plan for FY 2026-30

The following section outlines Hernando County Transit's estimated Financial Plan for the FY 2026-30 horizon of this TDP. The FY 2026-30 Financial Plan (see Table 4-1) provides a more detailed summary of the cost and revenue estimates required to meet the List of Priority Projects for the first five years of this TDP Update.

In reference to the List of Priority Projects (see Table 3-1 in Section 3), the FY 2026-35 Financial Plan can be summarized based on the priority of the proposed project:

- Service Priorities –
 - All Priority 1 service needs identified as funded appear in the first two years (FY 2026-27) of the Financial Plan (see Table 4-1).
 - It is estimated that all Priority 1 Service projects can be implemented based on existing local, state, and federal public transportation funding resources.
 - Service Priorities ranked 2-5 are currently identified as unfunded for the FY 2026-30 period and will require new local, state, and/or federal operating grant resources to implement.
- Capital & Other Priority Projects –
 - All Priority 1 Capital & Other Projects identified as funded appear in the first two years (FY 2026-27) of the Financial Plan (see Table 4-1).
 - Priority 1 Capital & Other Projects that are identified as partially funded begin to appear in FY 2027 and continue through FY 2030. These projects have the potential to be fully funded if additional local, state, and federal public transportation funding is identified and secured.
 - The lone Priority 1 Capital Project that is unfunded is the new Transfer Center/Garage/Administrative Facility. As outlined in the FY 2026-30 Financial Plan, this project will require the securing of a major state and/or Federal Transit Administration (FTA) discretionary grant to be implemented.
 - All Priority 2-5 Capital projects are unfunded and will also require new state and/or FTA discretionary grant funding to be implemented.



Table 4-1: FY 2026-30 Financial Plan

Cost/Revenue	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	5-YR.TOTAL
Operating						
Costs						
Existing Transit Services	\$4,991,701	\$5,141,452	\$5,295,696	\$5,454,566	\$5,618,203	\$26,501,619
New - Later Weekday & Saturday Fixed Route Svc. (Rts. 1-4)	\$0	\$0	\$0	\$111,091	\$114,424	\$225,515
New Fixed Route Service	\$0	\$495,000	\$509,850	\$525,146	\$540,900	\$2,070,895
New - First-Mile/Last Mile Service	\$0	\$0	\$0	\$630,836	\$649,761	\$1,280,597
New - Sunday Service	\$0	\$0	\$0	\$0	\$683,760	\$683,760
New - ADA Svc. For New Fixed Route/First-Mile Last Mile Svc.	\$0	\$12,000	\$12,360	\$198,731	\$372,350	\$595,441
Total Operating Costs	\$4,991,701	\$5,648,452	\$5,817,906	\$6,920,370	\$7,979,398	\$31,357,827
Revenues						
FTA 5307	\$888,919	\$2,250,000	\$2,362,500	\$2,386,125	\$2,409,986	\$10,297,530
FTA 5311	\$701,054	\$887,572	\$443,786	\$457,100	\$470,813	\$2,960,324
FDOT State Block Grant	\$1,700,862	\$526,435	\$542,228	\$558,495	\$575,250	\$3,903,270
Local Funds (9th Cent)	\$1,563,688	\$1,572,045	\$1,587,765	\$1,603,643	\$1,619,680	\$7,946,821
Program Income/Advertising	\$12,121	\$12,727	\$13,863	\$14,032	\$14,733	\$66,976
Farebox Revenues	\$125,056	\$149,751	\$169,454	\$174,537	\$207,611	\$826,409
New - State Service Development Grant	\$0	\$250,000	\$250,000	\$250,000	\$324,881	\$1,074,881
New - State Urban Corridor Grant	\$0	\$0	\$504,812	\$519,956	\$535,555	\$1,560,323
Total Operating Revenue	\$4,991,701	\$5,648,530	\$5,873,908	\$5,963,888	\$6,158,508	\$28,636,535
Revenues Minus Costs	\$0	\$78	\$56,003	-\$956,482	-\$1,820,890	-\$2,721,291
Rollover from Prev. Year	\$0	\$0	\$0	\$0	\$0	\$0
Surplus/Shortfall	\$0	\$78	\$56,003	-\$956,482	-\$1,820,890	-\$2,721,291
Capital						
Costs						
Vehicles	\$2,292,222	\$1,508,186	\$1,374,848	\$906,388	\$150,000	\$6,231,644
Replacement - Fixed Route Vehicles	\$2,292,222	\$1,508,186	\$791,798	\$831,388	\$0	\$5,423,594
Replacement - ADA Vehicles/Vans	\$0	\$0	\$0	\$0	\$0	\$0
Replacement - Support & Supervisor Vehicles	\$0	\$0	\$0	\$75,000	\$0	\$75,000
New - Fixed Route/On-Demand Vehicles	\$0	\$0	\$308,700	\$0	\$0	\$308,700
New - ADA Vehicles/Vans	\$0	\$0	\$154,350	\$0	\$0	\$154,350
New - Support & Supervisor Vehicles	\$0	\$0	\$120,000	\$0	\$150,000	\$270,000
Other Transit Capital	\$2,810,201	\$5,179,464	\$10,239,938	\$7,302,955	\$4,003,959	\$29,536,516
Stop Amenities/ADA Compliance	\$500,000	\$300,000	\$309,000	\$318,270	\$327,818	\$1,755,088
Current Facility Improvements	\$300,014	\$315,015	\$330,765	\$347,304	\$0	\$1,293,098
Transfer Facility/Garage/Admin. Facility	\$0	\$3,000,000	\$8,000,000	\$5,000,000	\$2,000,000	\$18,000,000
Planning/Engineering/Construction Svcs.	\$1,025,473	\$650,000	\$650,000	\$650,000	\$650,000	\$3,625,473
Preventive Maintenance (Capitalized)	\$394,714	\$414,450	\$435,172	\$456,931	\$479,777	\$2,181,044
IT & Misc. Support Equipment	\$90,000	\$200,000	\$206,000	\$212,180	\$218,545	\$926,725
Transit Shelter(s) & Amenities	\$500,000	\$300,000	\$309,000	\$318,270	\$327,818	\$1,755,088
Total Capital Costs	\$5,102,423	\$6,687,651	\$11,614,785	\$8,209,342	\$4,153,959	\$35,768,160
Revenues						
FTA - 5307	\$5,102,423	\$2,313,366	\$2,382,767	\$2,454,250	\$2,527,877	\$14,780,683
FTA - 5311	\$0	\$260,166	\$260,166	\$260,166	\$260,166	\$1,040,664
FTA - 5339	\$0	\$270,890	\$281,726	\$292,995	\$304,714	\$1,150,325
Total Capital Revenue	\$5,102,423	\$2,844,422	\$2,924,659	\$3,007,411	\$3,092,758	\$16,971,672
Revenue Minus Cost	\$0	-\$3,843,229	-\$8,690,127	-\$5,201,932	-\$1,061,201	-\$18,796,488
Rollover from Prev. Year	\$0	\$0	\$0	\$0	\$0	\$0
Surplus/Shortfall	\$0	-\$3,843,229	-\$8,690,127	-\$5,201,932	-\$1,061,201	-\$18,796,488
10-Year Transit Development Plan						
Total Costs	\$10,094,124	\$12,336,103	\$17,432,691	\$15,129,712	\$12,133,357	\$67,125,987
Total Revenue	\$10,094,124	\$8,492,952	\$8,798,567	\$8,971,298	\$9,251,266	\$45,608,207
Surplus/Shortfall	\$0	-\$3,843,151	-\$8,634,124	-\$6,158,414	-\$2,882,091	-\$21,517,780

4.B. Financial Plan for FY 2031-35

The following section outlines Hernando County Transit's estimated Financial Plan for the FY 2031-35 horizon of this TDP. The FY 2031-35 Financial Plan (see Table 4-2) provides a more detailed summary of the cost and revenue estimates required to meet the List of Priority Projects for the last five years of this TDP Update (FY 2031-35).

Highlights of the FY 2031-35 Financial Plan include:

- All funded projects from the FY 2026-30 Financial Plan carry over to the FY 2031-35 period.
- All partially funded and unfunded projects carry over from the FY 2026-30 Financial Plan carry over to the FY 2031-35 period.
- The 10-Yr. Totals outline the complete costs, revenues, and shortfall of the funded, partially funded, and unfunded priorities.



Table 4-2: FY 2031-35 Financial Plan

Cost/Revenue	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	10-Year Total
Operating						
Costs						
Existing Transit Services	\$5,786,750	\$5,960,352	\$6,139,163	\$6,323,337	\$6,513,038	\$57,224,258
New - Later Weekday & Saturday Fixed Route Svc. (Rts. 1-4)	\$117,856	\$121,392	\$125,034	\$128,785	\$132,648	\$851,231
New Fixed Route Service	\$557,127	\$573,841	\$591,056	\$608,788	\$627,051	\$5,028,758
New - First-Mile/Last Mile Service	\$669,254	\$689,332	\$710,011	\$731,312	\$753,251	\$4,833,757
New - Sunday Service	\$704,273	\$725,401	\$747,163	\$769,578	\$792,666	\$4,422,842
New - ADA Svc. For New Fixed Route/First-Mile Last Mile Svc.	\$383,520	\$395,026	\$406,877	\$419,083	\$431,656	\$2,631,602
Total Operating Costs	\$8,218,780	\$8,465,344	\$8,719,304	\$8,980,883	\$9,250,310	\$74,992,447
Revenues						
FTA 5307	\$2,434,086	\$2,458,427	\$2,483,011	\$2,507,841	\$2,532,920	\$22,713,816
FTA 5311	\$484,937	\$499,485	\$514,470	\$529,904	\$545,801	\$5,534,920
FDOT State Block Grant	\$592,508	\$610,283	\$628,591	\$647,449	\$666,872	\$7,048,973
Local Funds (9th Cent)	\$1,635,876	\$1,652,235	\$1,668,757	\$1,685,445	\$1,702,299	\$16,291,435
Program Income/Advertising	\$15,470	\$16,243	\$17,055	\$17,908	\$18,804	\$152,457
Farebox Revenues	\$239,382	\$246,563	\$253,960	\$261,579	\$269,426	\$2,097,320
New - State Service Development Grant	\$334,627	\$344,666	\$355,006	\$365,656	\$376,626	\$2,851,460
New - State Urban Corridor Grant	\$551,622	\$568,170	\$585,215	\$602,772	\$620,855	\$4,488,958
Total Operating Revenue	\$6,288,507	\$6,396,073	\$6,506,066	\$6,618,554	\$6,733,603	\$61,179,339
Revenues Minus Costs	-\$1,930,273	-\$2,069,271	-\$2,213,237	-\$2,362,329	-\$2,516,706	
Rollover from Prev. Year	\$0	\$0	\$0	\$0	\$0	\$0
Surplus/Shortfall	-\$1,930,273	-\$2,069,271	-\$2,213,237	-\$2,362,329	-\$2,516,706	-\$13,813,108
Capital						
Costs						
Vehicles						
Replacement - Fixed Route Vehicles	\$1,833,210	\$3,849,741	\$0	\$0	\$0	\$11,106,545
Replacement - ADA Vehicles/Vans	\$1,721,689	\$0	\$0	\$0	\$0	\$1,721,689
Replacement - Support & Supervisor Vehicles	\$0	\$0	\$0	\$150,000	\$0	\$225,000
New - Fixed Route/On-Demand Vehicles	\$0	\$2,887,306	\$1,010,557	\$1,061,085	\$1,114,139	\$6,381,787
New - ADA Vehicles/Vans	\$0	\$0	\$0	\$0	\$0	\$154,350
New - Support & Supervisor Vehicles	\$0	\$150,000	\$0	\$150,000	\$0	\$570,000
Other Transit Capital	\$2,304,173	\$2,363,874	\$2,422,869	\$2,484,163	\$2,547,852	\$41,659,447
Stop Amenities/ADA Compliance	\$337,653	\$347,782	\$358,216	\$368,962	\$380,031	\$3,547,732
Current Facility Improvements	\$0	\$0	\$0	\$0	\$0	\$1,293,098
Transfer Facility/Garage/Admin. Facility	\$150,000	\$157,500	\$162,225	\$167,092	\$172,105	\$18,808,921
Planning/Engineering/Construction Svcs.	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$7,375,473
Preventive Maintenance (Capitalized)	\$503,766	\$528,955	\$555,402	\$583,172	\$612,331	\$4,964,670
IT & Misc. Support Equipment	\$225,102	\$231,855	\$238,810	\$245,975	\$253,354	\$2,121,821
Transit Shelter(s) & Amenities	\$337,653	\$347,782	\$358,216	\$368,962	\$380,031	\$3,547,732
Total Capital Costs	\$5,859,072	\$9,250,921	\$3,433,426	\$3,845,248	\$3,661,991	\$61,818,818
Revenues						
FTA - 5307	\$2,603,714	\$2,681,825	\$2,762,280	\$2,845,148	\$2,930,503	\$28,604,154
FTA - 5311	\$275,776	\$292,323	\$309,862	\$328,454	\$348,161	\$2,595,239
FTA - 5339	\$316,903	\$329,579	\$342,762	\$356,473	\$370,732	\$2,866,773
Total Capital Revenue	\$3,196,393	\$3,303,727	\$3,414,904	\$3,530,075	\$3,649,395	\$34,066,166
Revenue Minus Cost	-\$2,662,680	-\$5,947,194	-\$18,522	-\$315,173	-\$12,595	
Rollover from Prev. Year	\$0	\$0	\$0	\$0	\$0	\$0
Surplus/Shortfall	-\$2,662,680	-\$5,947,194	-\$18,522	-\$315,173	-\$12,595	-\$27,752,652
10-Year Transit Development Plan						
Total Costs	\$14,077,853	\$17,716,264	\$12,152,730	\$12,826,131	\$12,912,300	\$136,811,265
Total Revenue	\$9,484,900	\$9,699,800	\$9,920,971	\$10,148,629	\$10,382,999	\$95,245,505
Surplus/Shortfall	-\$4,592,953	-\$8,016,465	-\$2,231,759	-\$2,677,502	-\$2,529,302	-\$41,565,760

4.C. FY 2026-35 Financial Plan Funding Strategies

The FY 2026-35 Financial Plan outlines where available funding will be prioritized over the next ten-year period. As outlined in the List of Priority Projects and the overall Financial Plan, there are several service and capital projects that are classified as partially funded or unfunded. As such, additional local, state, and/or federal public transportation grant funding will be needed to implement the next series of projects (Priorities 2-5). Potential sources for new operating and capital grant funding that Hernando County may pursue include:



- State of Florida Service Development Grants – discretionary source often available annual on a competitive basis which typically funds 50% of the operating cost of a new service project or concept (and require a 50% local match for operating). Some capital funding for the same service request may also be requested. Hernando County will consider this source of funds for the First Mile/Last Mile Connector service that is currently a Priority 2 project for FY 2028.
- State of Florida Transit Corridor Grants – discretionary grant that can assist with at least 50% of the annual operating cost of a fixed route transit service that provides a relief to congestion and improves mobility along a given corridor. As Hernando County plans to develop a new route network once a new transfer facility site is developed, this source of funding may be possible for regional services along US 19 that will connect to neighboring Pasco and/or Citrus County transit systems.
- Federal Transit Administration (FTA) 5310 Funding – Operating funding (50/50) and Capital funding available for Hernando’s ADA/Paratransit service and related capital needs, as well as for partial funding of a Mobility Management Program. Currently FDOT District 7 administers these funds on an annual competitive basis. Currently, Hernando County does not receive any 5310 funding for existing ¾-mile ADA/Paratransit services.
- Federal Transit Administration (FTA) 5307 & 5339 Funding – There are additional discretionary sources of Capital funding typically available annual on a competitive basis from the FTA. 5307 discretionary funding is the most likely source of funds to seek for the new transfer center/garage/administrative facility. Most transit agencies cannot fund such a large capital need with current sources of formula-based FTA funding.

Section 5: SECTION 5: MPO COORDINATION UPDATE

Florida Rule 14-73.001 requires TDPs to be updated in coordination with the local Metropolitan Organization’s (MPOs) Long Range Transportation Plan (LRTP) and the broader Metropolitan Transportation Planning process. The rule further specifies that TDPs should include a detailed coordination program that describes collaborative participation and ensures consistency in the development and implementation of the TDP, the LRTP, and other related MPO plans, programs, and studies.

5.A. Organizational Context

Hernando County Transit (TheBus) is operated by the Hernando County Board of County Commissioners (BOCC). The Hernando/Citrus Metropolitan Planning Organization (MPO) is a hosted component MPO operating as a division of the Hernando County BOCC. This section describes the coordination between Hernando County Transit’s and the MPO in Fiscal Year (FY) 2025, outlines the upcoming activities in FY 2026, and identifies opportunities for continued coordination.



5.B. Integrating Transit into the Metropolitan Planning Process

Transit is incorporated into the metropolitan planning process through several established mechanisms:

- **Performance Measures and Objectives:** The MPO solicits and incorporates input on transit-related performance measures and transit program objectives during the development of the Transportation Improvement Program (TIP) and the Long-Range Transportation Plan (LRTP).
- **MPO Core Documents:** The LRTP and the TIP incorporate transit-specific data, such as ridership and land use, to align public transportation needs with community objectives.
- **Committee Participation:** Regular committee meetings provide a platform for transit staff to discuss upcoming needs and share goals.
- **Document Review:** The MPO provides formal review and input on the Transit Development Plan and its related documents.
- **Transportation Disadvantaged (TD) Planning:** Transit staff serve on the Hernando County Transportation Disadvantaged Local Coordinating Board (TDLCB). This participation ensures that the needs of eligible riders are effectively addressed.

5.C. Coordination Milestones and Outlook

5.C.i. 2025 Coordination Activities

In 2025, the MPO and Hernando County transit engaged in several key activities, including:

- **Plan and Program Development:** Transit staff provided data to ensure that public transportation needs and ridership information were accurately reflected in MPO products.
- **Active Participation in MPO Board and Committee Meetings:** Hernando County Transit staff actively participated in regularly scheduled MPO board and committee meetings.
- **TD Planning and TSDP Updates:** Transit staff participated in the Hernando County TDLCB and contributed directly to the Transportation Disadvantaged Service Plan (TDSP).

5.C.ii. 2026 Opportunities for Coordination

The agencies have identified the following coordination opportunities in 2026:

- **Transportation Improvement Program (TIP):** The Hernando/Citrus MPO will solicit input for its annual TIP.
- **List of Priority Projects (LOPP):** The Hernando/Citrus MPO will initiate its call for projects for the LOPP in spring 2026. Hernando County Transit plans to submit for funding from this process in 2026 based on the partially funded and unfunded project priority list.
- **Regional Connectivity:** As Hernando County Transit continues to develop its services, including regional connections, it will increase MPO involvement in these processes.



5.C.iii. Measuring Success and Continued Coordination

The success of these coordination efforts is measured by the implementation of transit systems as outlined in the MPO's planning documents and the transit agency's TDP. The long-term objective is a transit system that meets both local and regional mobility needs.

MPO and transit staff indicated that the current coordination methods are effectively meeting their shared objectives. To maintain this momentum, the MPO and transit staff have identified two primary opportunities for continued coordination:

- **Maintain the “Open Door” Policy:** Staff will maintain the current two-way communication style emphasized by emails and phone calls when needed.
- **Sustain Committee Participation:** Hernando County Transit staff will remain actively involved in Hernando/Citrus MPO Board and committee meetings.

