

**HERNANDO/CITRUS  
METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE (TAC)**

WEDNESDAY, SEPTEMBER 4, 2019  
10:00 a.m.

**MEETING LOCATION**

Hernando County Building Training Facility  
1661 Blaise Drive  
Brooksville, FL

**AGENDA**

- A. CALL TO ORDER AND INTRODUCTIONS**
- B. APPROVAL / MODIFICATION OF AGENDA**
- C. REVIEW/APPROVAL OF MINUTES – AUGUST 7, 2019**
- D. INFORMATIONAL ITEMS**
  - 1. Summary and Issue List from MPO meeting August 20, 2019
  - 2. Annual Update – Citrus County Transit Development Plan
  - 3. MPO Travel Policy - Update
  - 4. Transit Discussion
  - 5. Florida Turnpike Enterprise (FTE) – Newsletter
- E. 2045 LONG RANGE TRANSPORTATION PLAN – PRELIMINARY COST FEASIBLE PLAN**
- F. OTHER ISSUES / CITIZENS COMMENTS**
- G. ADJOURNMENT AND NEXT MEETING** – The next Technical Advisory Committee meeting will be held on Wednesday, October 16, 2019, beginning at 10:00 a.m., at the Citrus Transit Center, 1300 South Lecanto Highway, Lecanto, FL

The meeting agenda and back-up materials are available online at:  
[www.HernandoCounty.us/HernandoCitrusMPO](http://www.HernandoCounty.us/HernandoCitrusMPO).

**C. REVIEW/APPROVAL OF MINUTES – AUGUST 7, 2019**

The minutes from the August 7, 2019, meeting of the Hernando/Citrus Technical Advisory Committee (TAC) are attached for review and approval.

***Staff Recommendation:***            *It is recommended the TAC review and approve the August 7, 2019 meeting minutes.*

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Attachment:    Meeting Minutes of August 7, 2019

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**HERNANDO/CITRUS  
METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE (TAC)  
WEDNESDAY, AUGUST 7 – 10:00 a.m.**

The Hernando/Citrus Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) held a regular meeting on August 7, 2019, at the Hernando County Building Division Training Facility, 1661 Blaise Drive, Brooksville, Florida. The meeting was advertised in the Tampa Bay Times and the Citrus Chronicle and the agenda was available online at: [www.hernandocountyus.com/hernandocitrusmpo](http://www.hernandocountyus.com/hernandocitrusmpo).

**MEMBERS PRESENT**

Steve Gouldman, City of Brooksville  
Chris Hanning, Hernando County Engineering Department  
Lon Frye, Citrus County Transit  
Michelle Miller, Hernando County Planning Department  
Myra Monreal, City of Inverness

**MEMBERS ABSENT**

Chris Mundell, Hernando County School District  
Chuck Dixon, Citrus County Schools  
Jannina Stampfli, Hernando County Transit  
Walt Eastmond, Citrus County Public Works Department  
*Vacant*, Citrus County Planning Department  
*Vacant*, City of Crystal River

**OTHERS PRESENT**

Steve Diez, MPO Executive Director  
Cayce Dagenhart, Transportation Planner II  
Peyton McLeod, Patel, Greene and Associates

**A. CALL TO ORDER AND INTRODUCTIONS**

Acting Chair Steve Gouldman called the meeting to order at 10:00 a.m.

Proofs of publications of the Notice of Public Meeting were entered into the record by Mr. Steve Diez.

Introductions were made. A quorum was declared

**B. REVIEW/APPROVAL OF MINUTES – June 5, 2019**

Chair Gouldman opened the floor for corrections or comments for the June 5, 2019 meeting minutes. Hearing no changes or comments, he opened the floor for a motion.

***Motion:*** *Lon Frye made a motion to approve the minutes from the June 5, 2019 meeting, as presented. Myra Monreal seconded; the motion was approved unanimously.*

## **C. INFORMATIONAL ITEMS**

### 1. Tampa Bay Area Regional Transit Authority (TBARTA) – TAC Vacancy

Mr. Diez informed the members that the Tampa Bay Regional Transit Authority (TBARTA) has requested Chris DeAnnuntis, Senior Planner employee with their agency, to fill the vacant position on the TAC. The appointment will be scheduled for the MPO meeting on August 20, 2019.

### 2. Amendment to MPO Agreement with FDOT

Mr. Diez explained that on July 1, 2018, the MPO and the FDOT entered into an agreement to provide transportation planning funds for FY 2019-FY 2020. The agreement is valid for two years and coincides with the Unified Planning Work Program (UPWP) funding cycles. The funding agreement allows for reimbursement of eligible transportation planning expenses up to \$1,403,649.

An additional \$552,112 in transportation planning funds from FY 2017/18 close-out were incorporated into the FY 2018/19-2019/20 UPWP Amendment adopted by the MPO on May 15, 2019. The MPO Agreement must be amended to reflect the updated funding total of \$1,955,761.

Related to the MPO agreement, Mr. Diez provided historical background regarding MPO funding. He explained that when the MPO was formed, the Hernando County BOCC transferred \$450,000 to the MPO as a long term loan to provide cash flow until grant reimbursement occurred. This amount was the estimated cost to run the MPO for six (6) months. While the original funding provided by Hernando County has not increased, the cost to operate the MPO has risen, as have consultant service costs. With the amendment to the MPO agreement, the UPWP budget now has \$1.9 million in grant funding available to the MPO; however, the cash flow is limited which severely impacts the number and timing relating to the projects.

Mr. Diez conveyed to the members that the MPO Board will be discussing the budget issues at their next meeting. Staff is proposing that the MPO Board ask FDOT to change from quarterly billing to billing, and request that Citrus County contribute to the funding of the MPO.

With no further comments, the Chair moved to the next item.

## **D. HERNANDO COUNTY MAJOR UPDATE TO THE TRANSIT DEVELOPMENT PLAN (TDP) – APPROVAL**

Mr. Diez explained that every five years, a major update to the Hernando County Transit Development Plan (TDP) is required by the Florida Department of Transportation (FDOT). The TDP update covers a 10 year planning horizon. In the intervening years, an annual progress report is produced to address the status of the system relative to grant funding, planning, and capital procurement objectives. The MPO prepares the TDP which is incorporated into the Transit Element of the Long- Range Transportation Plan (LRTP).

The MPO's general planning consultant, Tindale Oliver and Associates Inc., has prepared the major update to the TDP in conjunction with the Transit Division and MPO staff. The major update is required to be approved by the BOCC and submitted to the FDOT no later than September 1, 2019. The Hernando County BOCC is scheduled to review and approve the TDP on August 13, 2019, and the MPO on August 20, 2019.

Upon conclusion of Mr. Diez' statements, Chair Gouldman opened the floor for members for comments or questions.

Mr. Frye requested confirmation that the TDP is a planning document and not set in stone as to what the transit agency will be required to do.

Mr. Diez agreed that the TDP is a 10 year vision for the transit agency.

After discussion, the Chair opened the Public Hearing for citizen comment. Hearing none, he closed the Public Hearing and called for a motion.

**Motion:** *Michelle Miller made a motion to recommend approval of the TDP document to the MPO Board. Lon Frye seconded; the motion passed unanimously.*

#### **E. LONG RANGE TRANSPORTATION PLAN – UPDATE**

Mr. Diez informed the TAC that the MPO is in the process of developing the 2045 Long Range Transportation Plan. The LRTP must be completed and submitted by December 2019. On March 19, 2019, the MPO Board approved the Goals and Objectives presented by Kimley Horn and Associates for inclusion into the 2045 Long Range Transportation Plan. These Goals and Objectives were reviewed by the MPO committees on March 7, 2019. The preliminary needs plan was reviewed by the TAC on June 5, 2019 and approved by the MPO on June 18<sup>th</sup>, 2019. The next phase is to review the preliminary 2045 cost feasible plan.

#### **F. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2020-2024 – AMENDMENT**

Mr. Diez explained that The Florida Department of Transportation (FDOT) is requesting the MPO's approval of the attached Roll-Forward Amendment to the Transportation Improvement Program (TIP) for FY 2020-2024.

Mr. Diez stated that this is a routine annual process to assist the MPO in identifying projects that were not committed in the previous fiscal year (FY 2019) and have automatically rolled into FY 2020 of the FDOT's work program. This amendment will ensure that year one of the TIP adopted June 18, 2019, and effective October 1, 2019, matches the FDOT's work program.

Following Mr. Diez' explanation, the Chair opened the Public Hearing for citizen comment and questions. Hearing none, he closed the Public Hearing and requested a motion from the members.

**Motion:** *Myra Monreal made a motion to recommend approval of the Roll Forward Amendment to the TIP Program for FY 2020-2024. Chris Hanning seconded; the motion was approved unanimously.*

**G. OTHER ISSUES / CITIZENS COMMENTS**

Chair Gouldman opened the meeting up to any other issues or comments.

Myra Monreal requested information about the new MCORES committee created by the Governor. Mr. Diez responded that we don't really have any information at this time, but as information is provided to the MPO, we will pass it along to the Committee Members.

With no further comments, Chair Gouldman adjourned the meeting at 10:35 a.m.

**H. ADJOURNMENT AND NEXT MEETING – The next TAC meeting will be held on Wednesday, September 4, 2019, beginning at 10:00 a.m., at the Hernando County Building Division Training Facility, 1661 Blaise Drive, Brooksville**

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**Walt Eastmond, TAC Chairman**

**D. INFORMATIONAL ITEMS**

**1. Summary and Issue List from MPO meeting August 20, 2019**

**Staff Recommendation:** *No formal action needed, for informational purposes only.*

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Attachment: Meeting Summary and Issue list from 8/20/19 MPO meeting

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**2. Annual Update – Citrus County Transit Development Plan**

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a source of State funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a 10-year Transit Development Plan (TDP). Major TDP updates and annual progress reports must be submitted to the Florida Department of Transportation (FDOT) by September 1st each year. Annual minor updates are generally performed by the MPO and transit staff.

The Citrus County Board of County Commissioners is the governing body authorized to approve the annual TDP progress report. The TDP update is anticipated to be scheduled on their August 29, 2019, agenda.

**Staff Recommendation:** *No formal action is needed, for informational purposes only.*

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Attachments: Annual Citrus TDP Update

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**3. MPO Travel Policy – Update**

Under Sec. 112.061(14), F.S., MPO's are allowed to establish travel rates that vary from the standard state per diem rates by enacting a resolution which provides that the rates apply uniformly to all travel by the MPO. In 2017, the MPO Board approved Resolution 2017-06 which established travel rates for in-state and out-of-state travel for MPO Board members, staff and other authorized personnel.

At the request of the FDOT, the policy is being modified to clarify that the MPO will be following the travel policy approved by the Hernando County Board of County Commissioners. Additionally, a provision is being added to specify that the MPO Chair or Vice Chair shall review and approved travel related expenses of the MPO Executive Director.

**Staff Recommendation:** *No formal action is needed, for informational purposes only.*

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Attachment: Travel Policy

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## Hernando/Citrus MPO

1661 Blaise Drive  
Brooksville, FL 34601  
352-754-4082 Fax: 352-754-4420  
[www.HernandoCitrusMPO.us](http://www.HernandoCitrusMPO.us)

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### MEDIA RELEASE

#### **Hernando/Citrus Metropolitan Planning Organization (MPO) Meeting Summary – August 20, 2019**

Lecanto Government Center,  
3600 W. Sovereign Path, Room 166,  
Lecanto FL

- The MPO Board appointed a representative to their Bicycle/Pedestrian Advisory Committee (BPAC), and their Technical Advisory Committee (TAC).
- The MPO Board reviewed the Hernando County Transit Development Plan (TDP) and concurred with the submittal to the Florida Department of Transportation (FDOT).
- The Hernando/Citrus MPOs Planning Agreement with the Florida Department of Transportation was modified to reflect the funding that was carried forward in the Unified Planning Work Program for FY 2020.
- The Annual Roll-Forward amendment to the Transportation Improvement Program for FY 2020-2024 was approved to reflect projects carried forward into the Work Program.
- The Board approved the Transportation Disadvantaged Planning Grants with the Commission for the Transportation Disadvantaged. The grants provide funding to the MPO to administer the Transportation Disadvantaged Program for both Hernando County and Citrus County.
- The Board discussed the MPO budget and issues relating to the reimbursable grant funding. The Board had many questions and requested the issue be discussed further at the September 17, 2019, meeting.
- The funding and phasing of the Three Sisters Springs Multipurpose path were discussed by the Board. Further review and discussion will be required among the project partners.

For further information regarding the Hernando/Citrus Metropolitan Organization, visit us at:  
<https://www.hernandocounty.us/departments/departments-f-m/metropolitan-planning-organization>

The next MPO meeting is scheduled for Tuesday, September 17, 2019, at 1:00 p.m. in the Lecanto Government Center, 3600 W. Sovereign Path, Room 166, Lecanto Florida.

Please Contact the Hernando/Citrus MPO at (352) 754-4082 for more information

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## MPO BOARD ISSUES - PENDING

ISSUE	DATE OF IDENTIFICATION	DESCRIPTION	RECENT UPDATE	STATUS	COMMENTS
<b>MPO Budget Discussion</b>	8/20/19	Budget was discussed with the MPO on 8/20/19.		Staff is working on an update for 9/17/19	MPO staff is coordinating with appropriate staff to address questions posed at the August meeting.
<b>JD Floyd Elementary (Drysdale St)</b>	12/12/18	Traffic back up associated with the school is affecting homeowner access	8/20/19	Coordination is underway	Coordination with the Sheriff's Office, School Board and County Engineer will occur to identify solutions. Board requested information regarding land available to build an offsite parent pick up.
<b>Committee Quorums</b>	5/15/19	MPO discussed difficulty establishing quorums	5/15/19	monitoring	The MPO Board had concerns regarding the establishing quorums for their committees. The Board would like to discuss this issue in the future if challenges continue.
<b>Anderson Snow Road from Amero to Spring Hill Drive</b>	12/12/18	Concern regarding ability of students to safely walk from MF complex on Anderson Snow to School at Elgin	1/15/19	Amero Lane TA application could be amended to include the sidewalk on Anderson Snow	A TA application for the Amero Lane sidewalk was submitted to FDOT. The County could modify the application to expand the limits. Since Amero Lane has not been programmed for FY 2020-2024, amending the limits could be considered when TA priority projects for FY 2021-2025 are addressed. More discussion will occur at the April 17, 2019 workshop.
<b>Traffic Signal at US 19 and St. Andrews Blvd (The Heather)</b>	1/30/18	Concern regarding intersection and number of severe crashes	2/25/19	Signal anticipated to be operational by March 2020	In March 2018, FDOT installed Flashing Beacons at this intersection. Subsequently, there were additional crashes and FDOT revisited the issue. We were recently advised there is an approved signal warrant. FDOT is in process of having a concept & estimate completed so the project can be a Design Build Push Button (DBPB). There is a 20-week period to manufacture the mast arms which is affecting the timeline.
<b>Trail on US 19 in Citrus (Green Acres to Jump Ct.)</b>	1/30/18	Verify the timing of the construction of the trail along US 19 in Citrus County	1/23/19	FDOT verified trail construction	Based on the FDOT's FY 2020-2024 Tentative Work Program, Construction of the 10' wide shared use path is scheduled for 2021.

## MPO BOARD ISSUES - ADDRESSED

ISSUE	DATE OF IDENTIFICATION	DESCRIPTION	RECENT UPDATE	STATUS	COMMENTS
<b>Traffic Signal at US 19 and Dunnellon Road</b>	1/30/18	Inquiry regarding when the traffic signal will be installed	1/15/19	Completed	Signal was made fully operational on November 7, 2018. At the 12/12/18 MPO meeting, discussion ensued regarding returning signal to flashing condition. During staff coordination, FDOT confirmed signal will remain fully operational for the foreseeable future.
<b>Intersection of US 19 and CR 550</b>	9/18/2018	Inquiry regarding constructing a southbound right turn lane onto US 19	11/5/18	FDOT reported a right turn lane cannot be installed	There is inadequate right of way at this intersection to construct a right turn lane
<b>US 19 and Thrasher Road in Hernando County</b>	Initially 1/30/18	Requested FDOT review potential safety remedies (i.e.: right turn lane)	5/15/19	FDOT has determined a right turn lane is warranted	At the May 15, 2019, MPO meeting, FDOT reported that a northbound right turn lane has been determined warranted and should be under construction by next year. The MPO also approved a letter supporting the turn lane to forward to FDOT.
<b>US 19 and Hexam Road in Hernando County</b>	1/30/18	Requested FDOT review potential safety remedies	3/20/18	FDOT indicated a traffic signal will be constructed	FDOT is anticipating a signal at the US 19 and Hexam Road intersection in the future.
<b>Alignment from SR 44 to CR 486 in Citrus County</b>	1/30/18	Is there an artist rendering of alignment	3/20/18	No rendering is available	MT item 14129 from 3/20/18: Although there is no rendering available, Florida Turnpike Enterprise (FTE) indicated this is helpful feedback for future Public Involvement Efforts.

# Citrus County Transit Development Plan (TDP)



Citrus County Transit Services  
1300 South Lecanto Highway  
Lecanto, Florida 34461

Annual TDP Update 2019

Prepared by  
Hernando/Citrus Metropolitan Planning  
Organization  
1661 Blaise Dr.  
Brooksville, FL 34601  
(352) 754-4082

## Table of Contents

Section 1: Introduction .....	1
TDP Annual Progress Report Requirements .....	1
Organization of Report .....	1
Section 2: Overview and Accomplishments for FY 2018/19.....	3
Citrus County Transit System Overview.....	3
Orange Line Bus .....	3
Transit Bus.....	6
Transit Capital and Infrastructure.....	6
Vehicle Maintenance .....	6
Replacement Vehicles.....	6
Update of Internal Procedures, Manuals, and Reports .....	6
Driver and Staff Training .....	7
2040 Hernando/Citrus Long Range Transportation Plan .....	8
Section 3: Goals and Objectives Assessment for FY 2018/19.....	10
Section 4: Updated Implementation and Financial Plan .....	16
Service Improvements .....	16
Existing Service Improvements .....	16
New Service Improvements .....	16
Capital/Infrastructure Improvements.....	17
Policy/Other Alternatives.....	18

## List of Appendices

Appendix A: 2040 LRTP Cost Affordable Plan Supplemental Information

## List of Tables

Table 1-1: TDP Annual Progress Report Checklist.....	2
Table 2-1: Orange Line Bus Operating Characteristics.....	4
Table 2-2: Orange Line Bus Ridership Trends .....	4
Table 4-1: Vehicle Replacement Plan.....	17
Table 4-2: 10-Year Implementation (2019-2028) Service Improvements .....	18
Table 4-3: 10-Year Implementation (2019-2028) Capital/ Infrastructure Improvements.....	19
Table 4-4: 10-Year Implementation (2019-2028) Other Improvements.....	20
Table 4-5: 10-Year Financial Plan .....	21

## List of Maps

Map 2-1: Orange Line Bus System .....	5
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## Section 1.: Introduction

### TDP Annual Progress Report Requirements

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of funding for public transit. The Block Grant Program requires public transit service providers to develop, adopt, and annually update a 10-Year Transit Development Plan (TDP). Under legislation that became effective February 20, 2007, the TDP must undergo a Major Update every five years. In the interim years, an update is to be submitted in the form of a progress report on the 10-year implementation program of the TDP.

Each update must be submitted annually to the appropriate Florida Department of Transportation (FDOT) District Office by September 1<sup>st</sup>. The most recent major update of the Citrus County TDP covering fiscal years (FYs) 2016-2025 was adopted by the Citrus County Board of County Commissioners (BOCC) in August 2015. This document serves as Citrus County's annual progress report FY 2018/19 and meets the requirement for a TDP annual progress report in accordance with Rule Chapter 14-73, Florida Administrative Code (FAC). A major update to the TDP is due by September 1, 2020 and has been initiated.

### Organization of Report

In addition to this Introduction, this annual progress report includes the following sections:

- **Section Two**, which provides an overview of the activities and accomplishments completed in FY 2018/19 following completion of the 2016-2025 TDP Major Update which was adopted prior to September 1, 2015.
- **Section Three**, which updates and assesses the goals and objectives from the 2016-2025 TDP Major Update based on the undertakings in FY 2018/19
- **Section Four**, which provides an updated implementation and financial plan and extends the TDP implementation plan to include a new tenth year, covering FYs 2020-2029.

Table 1-1 lists the TDP requirements from Rule 14-73.001, FAC for annual TDP progress reports and indicates where in this document discussion of each can be found.

**Table 1-1: TDP Annual Progress Report Checklist**

<b>Annual Progress Report Checklist Item</b>	<b>Report Section</b>
Past year’s accomplishments compared to the original implementation program.	Section 2—Overview and Accomplishments for FY2018/19
Analysis of any discrepancies between the plan and its implementation for the past year and steps that will be taken to attain original goals and objectives.	Section 3—Goals and Objectives Assessment
Any revisions to the implementation program for the coming year.	Section 4—Updated Implementation and Financial Plan
Revised implementation program for the tenth year.	Section 4—Updated Implementation and Financial Plan
Added recommendations for the new tenth year of the updated plan.	Section 4—Updated Implementation and Financial Plan
A revised financial plan.	Section 4—Updated Implementation and Financial Plan
A revised list of projects or services needed to meet the goals and objectives, including projects for which funding may not have been identified.	Section 4—Updated Implementation and Financial Plan

Source: Rule 14-73.001(4), FAC.

## Section 2.: Overview and Accomplishments for FY 2018/19

### Citrus County Transit System Overview

The Citrus County BOCC, the transit grant recipient in Citrus County, is technically viewed as the operator of transit services in Citrus County. The transit system, called Citrus County Transit, has been in operation since 1978 under the County's Department of Community Services. Citrus County Transit provides two types of services: a deviated fixed-route bus service (Orange Line Bus) and a demand response paratransit service (Transit Bus). Today, Citrus County Transit operates 26 vehicles with an average of 6,697 trips per month—4,422 Orange Line trips and 2,275 Transit Bus trips.

#### Orange Line Bus

The Orange Line Bus service is a deviated fixed-route bus service that allows a bus to pick up a passenger at a location within ¼-mile from the regular route alignment. The passenger must call at least one hour before the time he/she would like to be picked up. The service currently has four routes that form a radial network with all routes originating from Citrus County Transit's office. Routes operate Monday– Friday with service starting at 6:00 AM and ending approximately 6:30 to 7:20 PM with 135-minute headways. A description of each route is presented below.

- The **Beverly Hills Route** operates along CR 491 from the south end at Citrus County Transit's office to the north end of intersection of CR 491 and N Deltona Blvd. The route provides access to several neighborhoods in Beverly Hills and deviates east along SR 44 to the Citrus Center.
- The **Crystal River Route** starts at Citrus County Transit's office and makes a loop back along CR 491, CR 486, SR 44, and US 98. Major activity centers covered by this route include West Citrus Government Center, Coastal Region Library, Crystal River Health Department, Crystal River Mall, and Citrus Community Outreach Center. The route makes connections to the Homosassa Route at the Citrus Community Outreach Center and other Orange Line Bus routes at Citrus County Transit's office.
- The **Homosassa Route** runs south along CR 491 from Citrus County Transit's office and extends to Homosassa Spring area via W Grover Cleveland Blvd and to the Waldon Woods Entrance via US 98. The route then returns to Citrus County Transit's office along the same roadways it traverses for its outbound trip. The route connects to the Crystal River Route at the Citrus Community Outreach Center and other Orange Line Bus routes at Citrus County Transit's office.
- The **Inverness Route** provides service along the US 41 corridor, from the south end at Inverness Blvd and Southerly Ave to the north end at Lantana Way and CR 490. The route also connects several major activity centers in Inverness. Riders on other routes can make a transfer to the Inverness Route at Citrus County Transit's office.



Table 2-1 presents a summary of existing fixed-route service operating characteristics. The current deviated fixed-route system and urban boundaries are depicted in Map 2-1.

**Table 2-1: Orange Line Bus Operating Characteristics**

Category	Beverly Hills Route	Crystal River Route	Homosassa Route	Inverness Route
Vehicles in service	1	1	1	2
Headways (min)	135	135	135	135
Days of service	Mon–Fri	Mon–Fri	Mon–Fri	Mon–Fri
Hours of service	6:00 AM–6:27 PM	6:00 AM–6:41 PM	6:00 AM–6:45 PM	6:00 AM–7:20 PM
2018 Annual Ridership	10,597	11,420	8,725	22,326
Annual revenue miles*	48,053	48,053	48,053	96,105

Source: Citrus County Transit

\*Total annual revenue miles for the Orange Line Bus system is 240,263

The annual trip cost is \$11.04 for the Orange Line Bus System.

Aside from schedule adjustments, there have been no notable changes to the Orange Line Bus deviated fixed-route service since adoption of the 2016-2025 TDP Major Update.

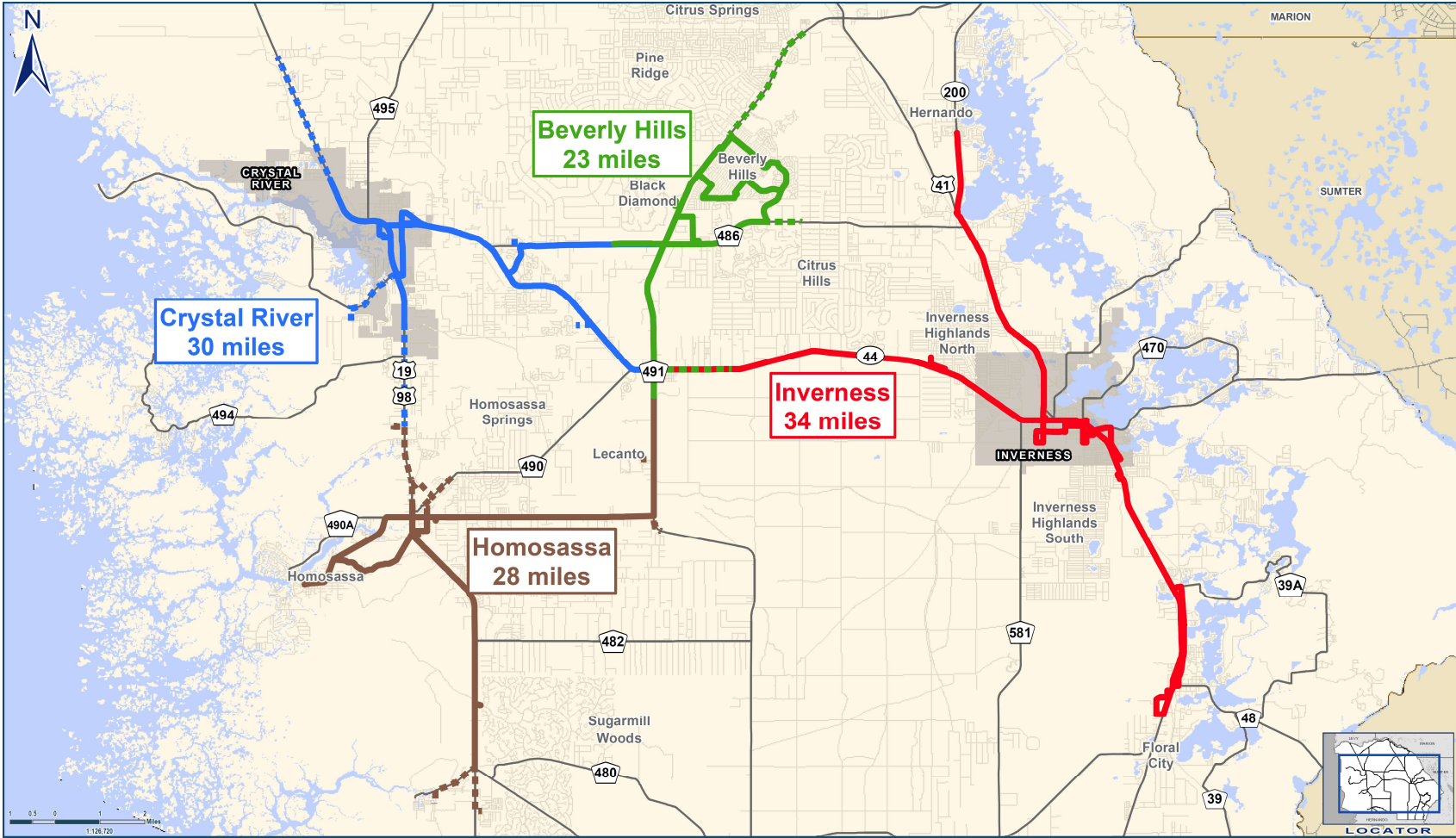
The four-route Orange Line Bus system began service on December 1, 2013. Prior to then, only a one route system was in place serving Inverness. FY 2015 is the only year to-date where all four routes were operational for the entire fiscal year. The four routes were operational part of FY 2014 and only the Inverness Route was operational prior to December 1, 2013.

**Table 2-2: Orange Line Bus Ridership Trend**

Fiscal Year	Service Description	Deviated Fixed-Route Ridership	Percent Growth
2014	All four routes operational Dec. 1, 2013-June 30, 2014	21,060	161%
2015	All four routes operational	29,516	40%
2016	All four routes operational	51,419	74%
2017	All four routes operational	58,260	13%
2018	All four routes operational	53,068	-9%

Source: Citrus County Transit

Map 2-1 Orange Line Bus System



<b>Legend</b>	<b>Crystal River</b>	<b>Homosassa</b>	<b>Beverly Hills</b>	<b>Inverness</b>
<b>Fixed Routes:</b>	30 miles	28 miles	23 miles	34 miles
<b>Deviations:</b>				

Citrus County Orange Line  
Fixed Bus Routes & Mileage

**Geographic Information Systems**

Prepared By: R.W. Yoak  
 Date: June 12, 2017  
 Source: Enterprise Geodatabase  
 Map Number: BV060597

Jim Faulkner  
Director

**LOCATOR**

This information is a public good for general planning use. The Citrus County Geospatial Information Agency hereby grants users who do not intend to make a commercial product out of the data. Citrus County shall not be liable for any errors, omissions, or any loss or damage in connection with the use of the information, including but not limited to, damages or losses resulting from reliance upon the accuracy or timeliness of the information and/or the security, integrity, or availability of the information.

## **Transit Bus**

In addition to deviated fixed-route bus service, Citrus County Transit Bus provides door-to-door transit service throughout the county as a demand-response paratransit bus system. Transit Bus service operates on preset schedules and reservations.

The system picks up riders anywhere within the county's 773 square-mile area and transports them to their planned destinations, which, in some cases, are destinations outside of the county. The service transports riders as far south as Tampa and as far north as Gainesville. Reservations are required and are accepted up to seven calendar days in advance. The service operates from Monday to Friday between 7:00 AM and 5:00 PM. As previously mentioned, the Transit Bus averages 2,275 trips per month.

There have been no significant changes to the Transit Bus service since adoption of the 2016-2025 TDP Major Update.

## **Transit Capital and Infrastructure**

### **Vehicle Maintenance**

Citrus County Transit maintains a preventative maintenance program to maximize the operating life of all vehicles while ensuring the safety of all passengers. All Citrus County Transit vehicles received scheduled maintenance during the past year.

### **Replacement Vehicles**

Citrus County Transit continues to maintain an effective replacement program for its buses. Last year Citrus County Transit acquired five (5) new vehicles for replacement, three (3) paratransit and two (2) deviated fixed-route buses. The new vehicles further contribute to the attractiveness of the service, ensure service reliability, and support efforts to reduce maintenance costs. Citrus County Transit's vehicle fleet now consists of 25 vehicles with an average fleet age of 4 years.

### **Update of Internal Procedures, Manuals, and Reports**

Citrus County Transit has also the following internal documents, including:

- System Safety Plan, updated May 2019
- Title VI Plan, updated on February 12, 2019
- By-Laws and Grievances, updated March 2019

Following adoption of the TDP Major Update, these internal documents were also updated:

- Transportation Disadvantaged Service Plan, updated on May 23, 2019
- Standard Operating Procedures, updated March 2019

### **Threat and Vulnerability Assessment**

To ensure the resiliency of bus services in the event of a major security event, Citrus County Transit recently completed a Threat and Vulnerability Assessment of its bus operations consistent with the Federal Transit Administration's (FTA) eight-step process. The assessment includes an agency plan that deals with security events from routine to severe. Security events could include criminal activity such as hostage situations, cyber-attacks, or even terrorist attacks. The assessment identifies specific threats, organizational and personnel roles and responsibilities, and countermeasure and strategy activities.

### **Driver and Staff Training**

Over the past year, Citrus County Transit has conducted refresher training for its staff and operators in several areas, including distracted driving, security awareness, blood borne pathogens, emergency preparedness, alcohol facts, and operator fatigue training. New operator training for individuals also occurred as necessary.

### **Public Involvement Activities**

The Following Public Involvement Activities were conducted in FY 2018/19:

April 11, 2018: A Resource Expo was held at the Citrus County Courthouse for Citrus County's Advocacy Center, Jessie's Place where a Citrus County Transit representative provided information to citizens on transportation services provided throughout Citrus County.

April 19, 2018: A Resource Expo was held at the Central Florida College in Lecanto where a Citrus County Transit representative provided information to citizens on transportation services provided throughout Citrus County.

July 28, 2018: Key Training Telethon- Several Citrus County Transit representatives manned phone lines during the telethon.

October 24, 2018: Resource Expo was held at the Withlacoochee Technical College in Inverness where a Citrus County Transit representative provided information to citizens on transportation services provided throughout Citrus County.

## Regional Transit Plans

### 2040 Hernando/Citrus Long Range Transportation Plan

The Hernando/Citrus Metropolitan Planning Organization (MPO) is responsible for updating the Long Range Transportation Plan (LRTP) for the Hernando/Citrus metropolitan planning area every five years. The LRTP serves as the strategic guide for the future transportation system in both Hernando and Citrus Counties. Although the Comprehensive Plan provides a vision of where the community wants to go, the LRTP provides the year-by-year strategies to reach those transportation-related goals. Although these goals are determined at the local level, they must be consistent with federal and state requirements to maintain funding. The Hernando/Citrus MPO Board approved the amended 2040 Long Range Transportation Plan Document on August 1, 2015 (with the final report dated March 2015).

Now that the 2040 LRTP has been adopted, transit improvements included in this 25-year plan can be implemented over time. The improvements originally included in the adopted TDP and subsequently adopted 2040 LRTP Cost Affordable Plan are funded in the longer term are summarized below. The year of implementation in the 2040 Cost Affordable Plan is noted in parentheses and any change from the original implementation date in the 2016-2025 TDP is also noted below. The transit improvements for Citrus County included in the adopted 2040 Cost Affordable Plan are provided in Appendix A.

#### Service Improvements:

- Increase service frequency to 60 minutes on existing routes (2028). This improvement was originally identified for implementation in 2024 in the TDP 10-Year Implementation Plan.
- Expand early/late service on all routes by 3 hours on weekdays (2030). This improvement was originally identified for implementation in 2025 in the TDP 10-Year Implementation Plan.
- Increase service frequency to weekly for our existing Veteran’s Hospital route (2020). Expand the current service to also include The Villages and Tampa VA Hospitals (2020). This improvement was not included in the 2016-2025 TDP 10-Year Implementation Plan.

#### New Service Expansions:

- Ocala Express – This express service would run north from Inverness along US 41 and SR 200 and connects to Ocala in Marion County (2036). This improvement was unfunded in the 2016-2025 TDP 10-Year Implementation Plan.
- Crystal River-Inverness Limited Express-Express service providing intra-county connection between Inverness and Crystal River along SR 44, connecting to the proposed Citrus Connector Express in Hernando County at south end (2039). This improvement was not included in the 2016-2025 TDP 10-Year Implementation Plan.

It should be noted that the Citrus-Hernando express bus service as an alternative route via the Suncoast Parkway extension into Citrus County is identified in the 2040 LRTP Needs Plan. This improvement was identified as the Citrus-Hernando Express for implementation in 2025 in the TDP 10-Year Implementation Plan.

#### Infrastructure Improvements

- Additional bus stop infrastructure (2020-2040). Additional bus stop infrastructure improvements were also identified for implementation in the last five years of the TDP 10-Year Implementation Plan (2021-2025).

### **Section 3.: Goals and Objectives Assessment for FY 2018/19**

As part of the 2016-2025 TDP Major Update process, a vision and mission for public transit services in Citrus County to guide the next 10 years was developed. The vision and mission are supported by a series of overarching goals, underneath which objectives and policies were developed to provide the policy direction to achieve the community's vision.

An assessment of Citrus County's objectives and policies that support the vision, mission, and goals pertaining to public transportation, as outlined in the FY 2016-2025 TDP, was conducted as part of this progress report. The results of this assessment are summarized on the following pages in this section.

Vision Statement: "To be a viable transportation choice for the public in Citrus County."

Mission Statement: "Provide an efficient, affordable, safe public transit service that is accessible to all, while improving the quality of life by building a sense of community through connecting neighborhoods."

## Goal

### Goal 1

Maintain, improve, and enhance an efficient and safe public transit system that maximizes community benefits through increased mobility opportunities.

## Objective / Policy

### Objective

1.1 Expand the frequency of the service to no more than one hour on all existing routes by 2025 and future routes by 2030.

1.2 Explore implementation / expansion of a fixed route public transit system within areas of higher density residential and employment and mixed-use developments

1.3 Establish inter-county, regional transit connectivity along at least one (1) major transportation corridor by 2025.

### Policy

1.1 Improve service headways to 60 minutes on existing routes by 2025.

1.2 Develop inter-county transit services along the Suncoast Parkway.

## Implementation Assessment

### Assessment

1.1 No action this period - Identified for implementation in 2024 in the 2016-2025 TDP 10-Year Implementation Plan. Now proposed for implementation starting in 2028 as documented in Section 4.

1.2 No action this period - The Citrus Hernando Express was identified for implementation in 2025 in the 2016-2025 TDP 10-Year Implementation Plan. Proposed Service Expansions are unfunded improvements identified for 2036 and beyond as documented in Section 4.

1.3 No action this period - The Citrus Hernando Express was identified for implementation in 2025 and the Inverness-Ocala Express an unfunded need in the 2016-2025 TDP 10-Year Implementation Plan. Proposed inter-county, regional service is identified as an unfunded need for 2036 and beyond as documented in Section 4.

### Assessment

1.1 See response to Objective 1.1

1.2 No action this period - The Citrus Connector Express and Suncoast Parkway Express connecting Hernando and Pasco counties via the Suncoast Parkway proposed for implementation starting in 2038 in the 2040 LRTP Cost Affordable Plan adopted August 2015.



## Goal

## Objective / Policy

## Implementation Assessment

### Goal 1

Maintain, improve, and enhance an efficient and safe public transit system that maximizes community benefits through increased mobility opportunities.

### Policy

1.3 Add/expand weekend service on existing routes.

1.4 Perform scheduled maintenance activities for all transit vehicles to keep them operable and reduce overall vehicle costs.

1.5 Provide park-and-ride opportunities at key transfer locations to enhance regional travel options, system usage, and convenience.

### Assessment

1.3 Included with frequency/hours of service expansion identified for implementation in 2024 and 2025 of the 2016-2025 TDP 10-Year Implementation Plan. The addition of Saturday service is identified as an unfunded need in Section 4.

1.4 All vehicles received scheduled maintenance during this period

1.5 Specific locations for shared-use park-and-ride lots were identified for implementation in 2025 of the 2016-2025 TDP 10-Year Implementation Plan to accompany new intercounty service (Citrus-Hernando Express) between Citrus and Hernando counties via the proposed Suncoast Parkway extension. Identified as an unfunded need concurrent with implementation of the Citrus Hernando Express in Section 4

### Goal 2

Increase awareness and visibility of public transit services in Citrus

### Objective

2.1 Add/expand weekend service on existing routes.

### Assessment

2.1 As the opportunities present themselves, representatives of Citrus County Transit attend community events to provide information to citizens on transit services provided throughout the county. Staff attended 3 Resource Expos where information was provided to citizens regarding the transportation services provided throughout Citrus County on April 11, 2018, April 19, 2018, and October 24, 2018. Additionally, several Citrus County Transit Representatives manned phone lines during the Key Training Telethon on July 28, 2018.

## Goal

## Objective / Policy

## Implementation Assessment

### Goal 2

Increase awareness and visibility of public transit services in Citrus

### Policy

2.1 Develop and maintain a public involvement process that includes surveys, discussion groups, interviews, public workshops, and participation in public events, at a minimum.

2.2 Distribute bus schedules and system information through Internet applications and in public places throughout the county for residents and visitors.

2.3 Conduct an on-board survey at least annually to monitor changes in user demographics, travel behavior characteristics, and user satisfaction.

2.4 Develop and implement a transit marketing plan that educates potential riders, increases citizen awareness, and enhances ridership as new/expanded transit services are initiated.

2.5 Identify and engage key partners, including major employers, workforce development agencies, chambers of commerce, health and community services, and other public and private entities that can enhance the ability to reach potential riders.

### Assessment

2.1 Public outreach for transit is integrated into other planning efforts as appropriate. See responses to Objective 2.1.

2.2 Bus schedules are maintained in several areas around the county, including public libraries, the Key Training Center in Lecanto and the Citrus County Courthouse in Inverness.

2.3 It is anticipated this will occur within the next two years.

2.4 While no formal transit marketing plan has been developed, Citrus County Transit does utilize various outreach methods, including community events and different forms of transit marketing. The Citrus County website is updated routinely with public information regarding service and scheduling

2.5 Collaborative efforts of the Transportation Disadvantaged Coordinating Board, which consists of the Agency for Health Care Administration, CareerSource Employ Florida, Citrus county Schools, Disabled Citizens, and Citrus County Resource Center.

### Goal 3

Increase awareness and visibility of public transit services in Citrus

### Objective

3.1 Support land use planning and regulations that encourage transit-supportive development.

### Assessment

3.1 Coordination with the County Planning and Zoning Department is expected to continue.

## Goal

### Goal 3

Increase awareness and visibility of public transit services in Citrus

## Objective / Policy

### Objective

3.2 Implement transit as an alternative mode of transportation along CR 491 by 2030.

3.3 Support the use of development incentives such as impact fee credits for developers and major employers to promote public transit.

### Policy

3.1 Develop safe, comfortable, and useful transit facilities at major destinations incorporating seating, shelters, signage, and bicycle storage as deemed appropriate by location and ridership demand.

3.2 Coordinate with Citrus County Planning and Development and attend development review meetings to discuss a more formal integration of transit considerations into the development review process.

3.3 Promote transit improvements toward areas with supportive land-use patterns, higher residential density and commercial intensity, and key trip attractors.

3.4 Where applicable, consider bus stop accessibility in the identification and prioritization of sidewalk and bicycle facility improvements.

## Implementation Assessment

### Assessment

3.2 Regular service on the deviated and paratransit routes is being provided.

2.2 Continued coordination and collaboration with Planning and Development is expected to continue.

### Assessment

3.1 Bus stop improvements were identified for implementation in the second half (2021-2025) of the 2016-2025 TDP 10-Year Implementation Plan and carried forward for implementation in 2021-2026, as documented in Section 4. Opportunities

3.2 Continued coordination and collaboration with Planning and Development is expected to continue.

3.3 Continued coordination and collaboration with Planning and Development is expected to continue.

3.4 Continued coordination and collaboration with Planning and Development is expected to continue.

## Goal

### Goal 4

Pursue coordination activities with regional entities and neighboring counties

## Objective / Policy

### Objective

4.1 Ensure coordination and consistency with local and regional plans for the future provision of public transit service in Citrus.

4.2 Identify areas for cooperative efforts with neighboring county transit systems, including THE Bus in Hernando County and Sun Tran in Marion County.

### Policy

4.1 Meet at least annually with transit staff in Hernando county to better understand existing and future transit services and to identify coordination requirements associated with public transit services across county lines

4.3 Facilitate discussions with staff from FDOT District 7 and its current R/TIE's program, and adjacent counties regarding future coordination and consolidations of transit management and operations in the region.

## Implementation Assessment

### Assessment

4.1 This 2018/19 Annual Progress Report documents the differences between the 2016-2025 TDP and adopted 2040 LRTP Cost Affordable Plan and makes the updated 10-year TDP Implementation Plan consistent with the adopted 2040 LRTP Cost Affordable Plan.

4.2 Discussions pertaining to regional transit service will occur as appropriate

### Assessment

4.1 Hernando County as well as MPO staff regularly meet with Citrus County Transit to coordinate transit services.

4.3 Citrus County Transit participates in the District 7 R/TIE's Program and coordinates with adjacent counties regarding transit operations.

## Section 4.: Updated Implementation and Financial Plan

As part of this annual progress report process, the 10-year Implementation Plan presented in the 2016-2025 TDP Major Update was reviewed and updated based on accomplishments made over the past year, changes to programmed improvements included in the 2040 LRTP Cost Affordable Plan, and input from Citrus County Transit and MPO staff, as appropriate. The updated 10-year Implementation Plan is presented in this section.

### Service Improvements

The following service improvements are identified as unfunded in the 10-Year Implementation Plan for FYs 2019-2028.

#### Existing Service Improvements

- Increase service frequency to 60 minutes on existing routes. This improvement was originally identified for implementation in 2024 in the 2016-2025 TDP 10-Year Implementation Plan and moved to implementation in 2030 to be consistent with the adopted 2040 LRTP Cost Affordable Plan.
- Expand early/late service on all routes by 3 hours on weekdays. This improvement was originally identified for implementation in 2025 in the 2016-2025 TDP 10-Year Implementation Plan and moved to implementation in 2030 to be consistent with the adopted 2040 LRTP Cost Affordable Plan.
- Add back Orange Line Bus service on Saturdays, which was eliminated on May 20, 2015. This improvement was originally identified for implementation in tandem with the increase service frequency/hours of service expansion in the TDP 10-Year Implementation Plan and identified as a separate need consistent with the 2040 LRTP Needs Plan.

#### New Service Improvements

- Ocala Express – This express service would run north from Inverness along US 41 and SR 200 and connects to Ocala in Marion County and is identified for implementation in 2036 (outside of the TDP implementation plan horizon) consistent with the adopted 2040 LRTP Cost Affordable Plan.
- Citrus-Hernando Express – This improvement would provide commuter express service along SR 44 and on the proposed Suncoast Parkway from Citrus County Transit’s office in Lecanto to the Mariner Square transfer center in Hernando County, and was originally identified for implementation in 2025 in the 2016-2025 TDP 10-Year Implementation Plan. This service is dependent on the completion of the Suncoast Parkway extension into Citrus County and has been identified as an alternative route for inter-county service in the 2040 LRTP Needs Plan.

This improvement is included as an unfunded need in the 2018-2027 10-Year Implementation Plan consistent with the adopted 2040 LRTP

### Capital/Infrastructure Improvements

- **Purchase Transit Software and Radio System**

Phase 2 still in progress for RouteMatch Software

- **Establish Shared-Use Park-and-Ride Lots** – In conjunction with the proposed regional express service to Hernando County, three shared-use/joint-use park-and-ride lots would be established.

As indicated previously, these park-and-ride facilities should be established as shared-use lots, where potential riders would park in already-available spaces. No capital costs are assumed for developing the shared-use lots. The locations for these shared-use park-and-ride lots assume implementation of the Citrus-Hernando Express and are therefore identified as an unfunded need in the 2018-2027 10-Year Implementation Plan.

- **Continue Vehicle Replacement and Acquisition** – Citrus County Transit should continue its bus replacement/acquisition program, which provides for a five-year life span for its buses. Table 4-1 presents the updated vehicle replacement and acquisition program. Once service improvements are implemented beyond the 10-year planning horizon, Citrus County Transit should review its planned vehicle acquisitions to support the planned service expansions.

*Table 4-1: Vehicle Replacement Plan*

Fiscal Year	Deviated Fixed-Route Bus	Paratransit Bus
2018	3	3
2019	4	4
2020	4	0
2021	0	0
2022	2	2
2023	0	3
2024	4	4
2025	4	0
2026	0	0
2027	3	3
<b>Total</b>	<b>24</b>	<b>19</b>

- **Add Shelters, Benches, and Other Transit Infrastructure** – Citrus County should add a limited number of transit infrastructure (e.g., bus shelters, benches, bike racks, etc.) on current and future routes as funding becomes available.

## Policy/Other Alternatives

Other potential improvements include various general enhancements that are not necessarily route specific or capital-related. These improvements are drawn primarily from information in current plans/studies as well as input from public involvement efforts performed as part of the TDP. Other needed improvements identified for the next 10 years are as follows:

- **Reduce the Number of Route Deviations** – Citrus County Transit should reduce the number of route deviations to two per one-way trip on the Orange Line Bus service. Limiting the number of deviations would allow Citrus County to provide deviations within the full ¼-mile of its routes, as required by the ADA.
- **Continue/Enhance Route-Level Performance Monitoring Program** – Performance monitoring programs track the performance and efficiency of routes and the system and are a tool used by transit agencies for ensuring the provision of the most efficient and effective transit service. The following two measures are recommended in addition to the performance measures currently used by the performance monitoring program for the Orange Line Bus.
  - **Passenger Trips per Revenue Mile** – The ratio of passenger trips to revenue miles of service. This is the key indicator of service effectiveness that is influenced by the levels of demand and the supply of service provided.
  - **Passenger Trips per Revenue Hour** – The ratio of passenger trips to revenue hours of operation.
- **Explore Transforming the Current System to a Traditional Fixed-Route Service** – The long-term goal for Citrus County Transit should be to transform its deviated fixed-route system into a traditional fixed-route system.
- **Continue Transit Marketing Program** – It is recommended that Citrus County explore every avenue to continue and expand the scope of its current marketing activities within the next 10 years.

The updated 10-Year Implementation Plan including both funded and unfunded needs is summarized in the tables below.

*Table 4-2: 10-Year Implementation (2019-2028) Service Improvements*

Improvement	Implementation Year	Notes
Improve service frequency to 60 minutes on existing route	Unfunded need	Assumes maintaining weekday service only; the addition of Saturday service is included as a separate unfunded need. Included for implementation in 2030 in 2040 LRTP Cost Affordable Plan.

<b>Improvement</b>	<b>Implementation Year</b>	<b>Notes</b>
Extend 3 hours of early/late service on all existing routes.	Unfunded need	Assumes maintaining weekday service only; the addition of Saturday service is included as a separate unfunded need. Moved for implementation in 2028 in 2040 LRTP Cost Affordable Plan.
Citrus-Hernando Express	Unfunded need	Identified in the 2040 Needs Plan as an alternative route via the Suncoast Parkway extension into Citrus County
Add back Saturday service to existing service	Unfunded need	Included for implementation in the 2040 LRTP Needs Plan.
Citrus Springs deviated fixed route	Unfunded need	Included for implementation in 2039 in 2040 LRTP Cost Affordable Plan.
Inverness-Ocala Express	Unfunded need	Included for implementation in 2036 in 2040 LRTP Cost Affordable Plan.
US 19 Express	Unfunded need	New service included in the adopted 2040 LRTP Cost Affordable for implementation in 2038. Included as an unfunded need in the TDP Implementation Plan.

*Table 4-3: 10-Year Implementation (2019-2028) Capital/ Infrastructure Improvements*

<b>Improvement</b>	<b>Implementation Year</b>	<b>Notes</b>
Vehicle replacement and acquisition	2017-2026	Remains funded for the duration of the 10-Year Implementation Plan.
Purchase transit software	2017-2019	Software purchase planned for FY 2017.
Bus stop infrastructure	2022-2026	Remains funded for the second half of the 10-year Implementation Plan.
Establish shared-use park-and ride lots	Unfunded need	To be pursued with implementation of the Citrus-Hernando Express. No capital costs are assumed for developing the shared-use lots.
Other transit technology improvements	Unfunded need	Remains as an unfunded need in the TDP Implementation Plan.



**Table 4-4: 10-Year Implementation (2019-2028) Other Improvements**

<b>Improvement</b>	<b>Implementation Year</b>	<b>Notes</b>
Reduce the number of route deviations.	2017-2026	Included for the duration of the 10-Year Implementation Plan. No specific service changes are assumed and therefore no financial impacts are included in the 10-Year Implementation Plan.
Explore transforming the current system to a traditional fixed-route service.	2017-2026	Included for the duration of the 10-Year Implementation Plan. No specific service changes are assumed and therefore no financial impacts are included in the 10-Year Implementation Plan.
Continue transit marketing program.	2017-2026	Included for the duration of the 10-Year Implementation Plan. No financial impacts are included in the 10-Year Implementation Plan.
Promote Transportation Demand Management (TDM) strategies.	2017-2026	Included for the duration of the 10-Year Implementation Plan. No financial impacts are included in the 10-Year Implementation Plan.

Table 4-3 presents the updated 10-Year Financial Plan for FYs 2019-2028. Updated capital and operating costs and revenues were provided by Citrus County Transit staff and key assumptions in this progress report are consistent with those included in the Citrus County 2016-2025 TDP Major Update Final Report.

**Table 4-5: 10-Year Financial Plan**

<b>Cost/Revenue</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>10-Year Total</b>
<b>Operating Costs</b>											
Maintain Existing Deviated Fixed-Route Transit Services	\$552,855	\$569,441	\$586,524	\$604,120	\$622,243	\$640,910	\$660,138	\$679,942	\$700,340	\$721,350	<b>\$6,337,863</b>
Existing Deviated Fixed-Route Service Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Proposed New Transit Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Maintain Existing Paratransit Services	\$1,615,644	\$1,664,113	\$1,714,037	\$1,765,458	\$1,818,422	\$1,872,974	\$1,929,163	\$1,987,038	\$2,046,649	\$2,108,049	<b>\$18,521,548</b>
<b>Total Operating Costs</b>	<b>\$2,168,499</b>	<b>\$2,233,554</b>	<b>\$2,300,561</b>	<b>\$2,369,577</b>	<b>\$2,440,665</b>	<b>\$2,513,885</b>	<b>\$2,589,301</b>	<b>\$2,666,980</b>	<b>\$2,746,990</b>	<b>\$2,829,399</b>	<b>\$24,859,411</b>
<b>Capital Costs</b>											
Vehicles	\$680,000	\$370,800	\$0	\$371,526	\$270,120	\$788,696	\$429,856	\$0	\$646,045	\$887,234	<b>\$4,444,277</b>
Replacement Vehicles - Buses (Section 5310)	\$680,000	\$370,800	\$0	\$371,526	\$270,120	\$788,696	\$429,856	\$0	\$646,045	\$887,234	<b>\$4,444,277</b>
Replacement Vehicles - Vans (Section 5307)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Additional Vehicles for New Deviated Fixed-Route Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Additional Vehicles for Existing Service Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Other Capital/Infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Bus Stop Infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>Total Capital Costs</b>	<b>\$680,000</b>	<b>\$370,800</b>	<b>\$0</b>	<b>\$371,526</b>	<b>\$270,120</b>	<b>\$788,696</b>	<b>\$429,856</b>	<b>\$0</b>	<b>\$646,045</b>	<b>\$887,234</b>	<b>\$4,444,277</b>
<b>Operating Revenues</b>											
Federal Section 5307 for Operating	\$398,747	\$410,709	\$423,031	\$435,722	\$448,793	\$462,257	\$476,125	\$490,409	\$505,121	\$520,274	<b>\$4,571,187</b>
FDOT State Block Grant	\$199,374	\$205,355	\$211,516	\$217,861	\$224,397	\$231,129	\$238,063	\$245,205	\$252,561	\$260,138	<b>\$2,285,599</b>
Existing Local Funds-Other Revenues	\$753,262	\$775,860	\$799,136	\$823,110	\$847,803	\$873,237	\$899,434	\$926,417	\$954,210	\$982,836	<b>\$8,635,305</b>
Federal Section 5311 for Operating	\$317,192	\$326,708	\$336,509	\$346,604	\$357,002	\$367,712	\$378,744	\$390,106	\$401,809	\$413,864	<b>\$3,636,251</b>
Commission for TD Operating Funds	\$446,021	\$459,402	\$473,184	\$487,379	\$502,001	\$517,061	\$532,572	\$548,550	\$565,006	\$581,956	<b>\$5,113,131</b>

<b>Cost/Revenue</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>10-Year Total</b>
Farebox Revenues - Existing Service	\$53,903	\$55,520	\$57,186	\$58,901	\$60,668	\$62,488	\$64,363	\$66,294	\$68,283	\$70,331	<b>\$617,937</b>
Farebox Revenues - New and Improved Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>Total Operating Revenues</b>	<b>\$2,168,499</b>	<b>\$2,233,554</b>	<b>\$2,300,561</b>	<b>\$2,369,577</b>	<b>\$2,440,665</b>	<b>\$2,513,885</b>	<b>\$2,589,301</b>	<b>\$2,666,980</b>	<b>\$2,746,990</b>	<b>\$2,829,399</b>	<b>\$24,859,411</b>
<b>Capital Revenues</b>											
Federal Section 5310 for Buses	\$680,000	\$370,800	\$0	\$371,526	\$270,120	\$788,696	\$429,856	\$0	\$646,045	\$887,234	<b>\$4,444,277</b>
Federal Section - 5311 for Other Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Federal Section 5339 For Other Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Federal Section 5339 for New Vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>Total Capital Revenues</b>	<b>\$680,000</b>	<b>\$370,800</b>	<b>\$0</b>	<b>\$371,526</b>	<b>\$270,120</b>	<b>\$788,696</b>	<b>\$429,856</b>	<b>\$0</b>	<b>\$646,045</b>	<b>\$887,234</b>	<b>\$4,444,277</b>
<b>10-Year Cost &amp; Revenue Summary</b>											
<b>Total Revenues</b>	<b>\$2,848,499</b>	<b>\$2,604,354</b>	<b>\$2,300,561</b>	<b>\$2,741,103</b>	<b>\$2,710,785</b>	<b>\$3,302,581</b>	<b>\$3,019,157</b>	<b>\$2,666,980</b>	<b>\$3,393,035</b>	<b>\$3,716,633</b>	<b>\$29,303,688</b>
<b>Total Costs</b>	<b>\$2,848,499</b>	<b>\$2,604,354</b>	<b>\$2,300,561</b>	<b>\$2,741,103</b>	<b>\$2,710,785</b>	<b>\$3,302,581</b>	<b>\$3,019,157</b>	<b>\$2,666,980</b>	<b>\$3,393,035</b>	<b>\$3,716,633</b>	<b>\$29,303,688</b>
<b>Revenues Minus Costs</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Rollover from Prev. Year</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

# Appendix A: 2040 LRTP Cost Affordable Plan Route Map



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

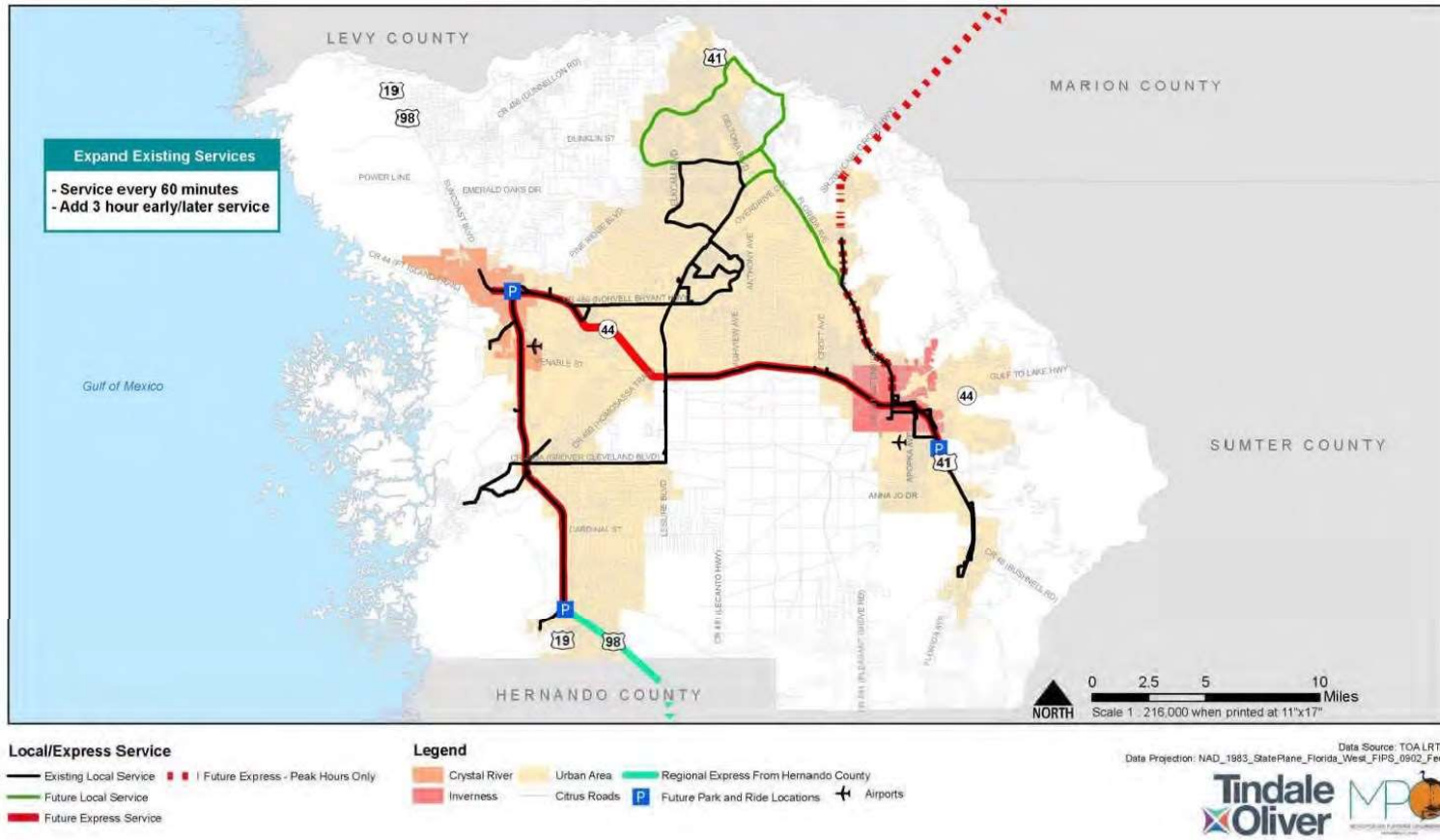




Table 5-13: Citrus County Cost Affordable Transit Plan

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

Notes:

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

**RESOLUTION ~~2017-06~~ 2019-06**

**A RESOLUTION OF THE HERNANDO/CITRUS  
PLANNING ORGANIZATION (MPO)  
UPDATING ~~ESTABLISHING~~ THE MPO TRAVEL RATE POLICY**

**WHEREAS**, Florida Statutes Section 112.061(14) allows MPOs to establish rates that vary from the standard state per diem rates by enactment of a resolution, provided that the rates apply uniformly to all travel by the entity; and

**WHEREAS**, the Code of Federal Regulations (2CRF 200.474), Travel costs, states that such costs are to be: normally allowed in like circumstances for all of the non-federal entity's activities; in accordance with the entity's written travel reimbursement policies; and considered necessary and reasonable; and

**WHEREAS**, the Code of Federal Regulations (2 CFR 200, Subpart E – Cost Principles) allows for setting an in-state travel rate and establishes that out-of-state travel should use Federal per diem rates or actual expenses, as justified by the Federal Travel Regulations; and

**NOW, THEREFORE, BE IT RESOLVED**, by the Hernando/Citrus Metropolitan Planning Organization as follows:

- I. The MPO has the authority to establish its travel rate structure, which applies to all in-state travel, including federally reimbursed and non-federally funded travel.
- II. MPO funded in-state travel is considered necessary and reasonable.
- III. MPO funded out-of-state travel shall follow the Federal per diem rates, or actual expenses, consistent with Federal Travel Regulations.
- IV. The MPO, for in-state travel, shall follow the guidelines for payment and/or reimbursement of travel expenses for the Hernando County Board of County Commissioners. ~~state rates for payment and/or reimbursement of travel expenses for the MPOs study area jurisdictional offices and employees.~~ The MPO Board Chairman or Vice Chairman shall review and approve travel related expenses of the MPO Executive Director.

ADOPTED in Regular Session this ~~31<sup>st</sup>~~ 17th day ~~October, 2017~~ September, 2019

**HERNANDO/CITRUS  
METROPOLITAN PLANNING ORGANIZATION**

Attest:

\_\_\_\_\_  
Jeff Kinnard, ~~Ronald Kitchen~~ MPO Chairman

**4. *Transit Discussion***

Staff would like to discuss the roles and responsibilities of the various transit providers in the MPO area. With our newly appointed Tampa Bay Regional Transit Authority (TBARTA) Committee member, the timing for the discussion seemed appropriate.

***Staff Recommendation:***            *No formal action is needed, for informational purposes only.*

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Attachment:    N/A

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**5. *Florida Turnpike Enterprise (FTE) – Newsletter***

***Staff Recommendation:***            *No formal action is needed, for informational purposes only.*

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Attachment:    FTE Newsletter

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## ABOUT THE PROJECT

Suncoast Parkway 2 (SR 589), Phase 2 is a new four-lane (two lanes in each direction), limited access tolled roadway that will extend the Suncoast Parkway northward from SR 44 to CR 486 (W. Norvell Bryant Highway), a distance of approximately three miles. The project is currently in the final design phase. The proposed design includes a multi-use recreational trail along the west side of the alignment that will be an extension of the existing multi-use trail along Suncoast Parkway.

The project includes completing the interchange at SR 44 to accommodate traffic movements to and from the north. Construction for traffic movements to and from the south, at SR 44, is currently underway as part of the construction of the Suncoast Parkway 2, Phase 1 from US 98 to SR 44. Access to Suncoast Parkway 2, Phase 2 from CR 486 will be by an at-grade intersection. Signals will be added at SR 44 and CR 486 at the interchanges with the Suncoast Parkway.

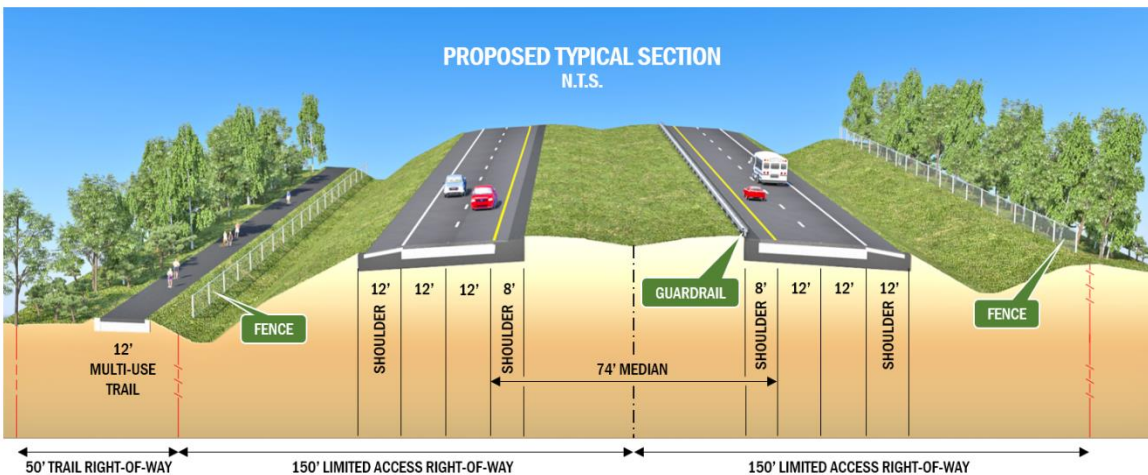
The initial design and construction will provide four, 12-foot travel lanes (two in each direction) with 8-foot paved shoulders on the inside, 12-foot paved shoulders on the outside, and a depressed grass median which will accommodate future widening.

The proposed right of way for the road will be 300 feet in width and the right of way for the multi-use trail will be 50 feet wide. Open drainage ditches will be constructed along both sides of the roadway (see proposed typical section below).

This new Suncoast Parkway 2, Phase 2 facility will serve the future traffic needs of Citrus County as well as the public traveling to or from the Tampa Bay area through Citrus County.

Suncoast Parkway 2, Phase 1 is currently under construction from US 98 to SR 44 in Lecanto. This southern section is 13 miles long and includes fully directional interchanges at US 98 and W. Cardinal Street and a partial interchange (movements to and from the south only) at SR 44. There is an approved alignment that was included in the 1998 Project Development and Environment (PD&E) Study and Reevaluated in 2010 from US 98 to US 19. The Suncoast Parkway 2, Phase 3 from CR 486 to US 19 is not currently funded for construction.

Although not a primary evacuation route, the project will assist with the evacuation and recovery in the event of a hurricane or other evacuation emergency.



## TENTATIVE PROJECT SCHEDULE

Begin Final Design  
January 2019

Public Meeting  
Fall 2019

Public Hearing  
Spring 2020

Right of Way Acquisition  
Fall 2020

Final Plans Complete  
Fall 2022

Start Construction  
Late 2022

## PROJECT CONTACTS

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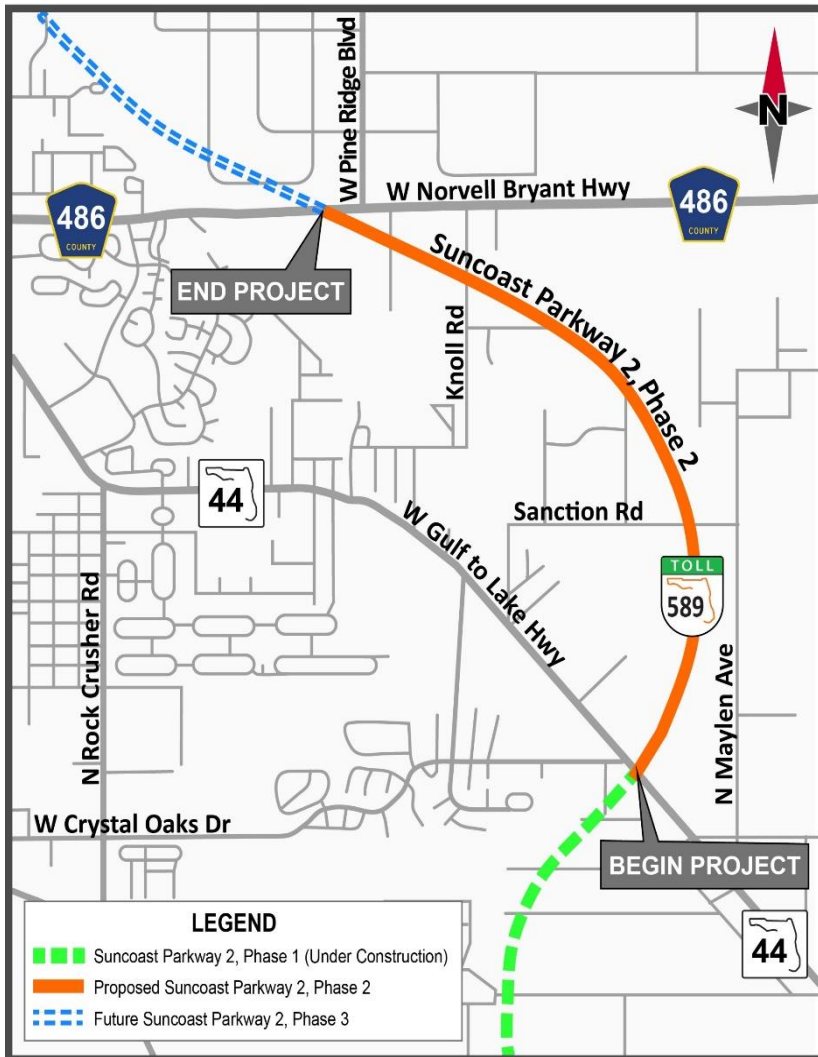
## WHERE ARE WE NOW?

Final design for the project began in January 2019. Tasks underway include the following:

- Typical sections have been developed for a 4-lane roadway. Future widening could be accommodated in the median.
- Property access letters have been sent to property owners to notify them surveyors will be in the area.
- Surveying and mapping has begun.
- Meetings with local agencies are occurring. Coordination will be ongoing.
- Environmental survey/site visits and meetings with environmental agencies are underway.
- Alignment alternatives and interchange configurations have been developed.

## WHAT'S NEXT?

- A public hearing is planned for Spring 2020, to give the public an opportunity to express their views regarding the project's preferred alternative.
- Public involvement will continue throughout the design process.
- There will be coordination with numerous utility companies throughout the project corridor.
- There will be coordination with the Suncoast Parkway 2, Phase 1 construction project to the south from US 98 to SR 44.
- Additional right of way needs will be identified.



## PUBLIC INFORMATION MEETING

Date: Thursday, September 19, 2019  
 Time: 4 PM – 7 PM  
 Location: Citrus County National Guard Armory  
 8551 W. Venable Street  
 Crystal River, FL 34429

The meeting will be an informal open house from 4 p.m. to 7 p.m. There will be no formal presentation. This Public Information Meeting will give interested persons an opportunity to ask the project team questions and provide comments. Displays illustrating alternatives for the proposed design will be available for review.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.



Suncoast Parkway 2, Phase 1 Construction

**E. 2045 LONG RANGE TRANSPORTATION PLAN – COST FEASIBLE PLAN**

As the TAC is aware, the 2045 Hernando/Citrus LRTP must be adopted by December 9, 2019.

The MPO has approved the Goals, Objectives and Policies associated with the plan update, and the Preliminary Needs Plan. The next phase for review and approval by the MPO Board is the Preliminary Cost Feasible Plan. Provided for TAC review is the Preliminary Cost Feasible Plan.

***Staff Recommendation:*** *It is recommended the TAC review and provide comments relating to the 2045 LRTP Cost Feasible Plan to the Hernando/Citrus MPO.*

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Attachment: Will be provided under a separate cover.

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