



The 2035 Long Range Transportation Plan (LRTP) will be adopted in June 2010. The transportation plan sets forth a vision and provides direction for meeting the forecasted transportation needs in Citrus County through the year 2035. The purpose of this newsletter is to inform Citrus County's residents and employees of the improvements included in the plan. The content of this newsletter (and the LRTP) has been developed over the course of several months and through a variety of public workshops and coordination with the County Commissioners. For further information on the LRTP and Public Involvement activities, visit the Website below.



Adoption Workshops

1. Inverness City Council (June 1, 2010)
 2. Crystal River City Council (June 14, 2010)
 3. Citrus County Board of Commissioners (June 22, 2010)
- (See page 18 for additional information on the plan adoption meetings.)

Website Link

<http://www.bocc.citrus.fl.us/devservices/commdev/trans/lrtp.htm>



Activities to Date

Significant planning efforts were undertaken to develop the 2035 LRTP. These efforts include:

- Review of federal/state planning requirements and other planning assumptions.
- Development of population and employment projections for use in developing transportation demand projections.
- Stakeholder interviews with key members of the community.
- Development of goals, objectives, and measures of effectiveness.
- Participation in the regional planning and coordination process for the development of the Regional LRTP for the West Central Florida region through the West Central Florida Chairs Coordinating Committee (WCFCCC).
- Coordination with the Tampa Bay Area Regional Transportation Authority (TBARTA) and adjacent counties in the development of a regional public transportation system.
- Identification of transportation needs, including highway, transit, bicycle, pedestrian, multi-use trail, intersection/safety improvements, and other transportation projects.
- Public workshops to receive citizen input on multi-modal transportation needs, including both geographic and consensus building workshops.
- Consensus Building Workshop (CBW) to receive citizen input on multi-modal transportation project priorities for the 2035 Cost Affordable Plan.
- Prioritization of transportation projects for inclusion in the 2035 Cost Affordable Transportation Plan.
- Development of the 2035 and 2025 Cost Affordable Transportation Plans.





Public Involvement

The Citrus County 2035 Long Range Transportation Plan included a significant public involvement effort. The purpose of these efforts was to gain feedback on the Plan from the public and Citrus County staff. Transportation needs for all modes of travel were developed and presented to the public. The public was involved in the development of the Cost Affordable Plan by providing feedback on the highest priority multi-modal transportation improvements. Below is a list of public involvement activities conducted to develop the plan:

- **Stakeholder Interviews** (December 2008 and January 2009)
- **Geographic Workshops** (Crystal River and Inverness)
(March 16, 2009 and May 5, 2009)(two on each date)
- **Consensus Building Workshops**
(March 26, 2009, May 13, 2009, Aug. 26, 2009, Dec. 1, 2009)
- **Technical Advisory Committee Meetings**
(Nov. 6, 2008, April 20, 2009, and Dec. 14, 2009)
- **BOCC Workshop** (Feb. 5, 2009)
- **Board Meetings** (April 28, 2009, June 23, 2009, March 23, 2010, June 22, 2010)
- **City Community Meetings** (Inverness and Crystal River)
(June 1, 2010 and June 14, 2010)





Cost Affordable Plan

Improvements to the Citrus County transportation system are divided into three groups, which include:

- **Tier 1** projects: Cost Affordable Improvements funded with the current projected revenues through 2035, based on current revenue sources.
- **Tier II** projects: Projects built if additional revenue sources are implemented.
- **Tier III** projects: Other improvements needed in the county, but not top priorities.

The Tier I Cost 2035 Cost Affordable LRTP projects, funded with current revenue sources, reflects a **\$391.0 million** transportation program from 2015 to 2035. The 2015 to 2035 investment comprises:

- Highway Improvements: **\$292.4 million** in highway expansion and **\$76.4 million** in highway maintenance.
- Public Transportation Improvements: **\$6.6 million** in Capital costs (fleet purchase and infrastructure) and **\$15.7 million** in Operating costs.
- Pedestrian, Bicycle, and Multi-Use Trail Improvements: These improvements will be made concurrent with improvements to highways, and as such, the costs of these improvements are included in the highway expansion costs included above.

**Table 1: Tier I Funded Cost Affordable Projects:
Distribution of Costs by Transportation Mode/Program (2015 to 2035)**

Mode/Program	Total Cost	Percent
Highway Expansion	\$292,368,899	74.8%
Highway Maintenance	\$76,364,631	19.5%
Transit (operations & capital)	\$22,312,157	5.7%
TOTAL	\$391,045,687	100.0%

Table 2: Tier I: Distribution of Revenues by Source (2015 to 2035)

Revenue Source	Total Revenues	Percent
Federal Revenues	\$11,156,075	2.9%
State Revenues	\$112,240,784	28.7%
Strategic Intermodal System (SIS)	\$55,451,620	14.2%
Local Revenues	\$212,197,208	54.2%
TOTAL	\$391,045,687	100.0%

Composition of Local Revenues	Total Revenues	Percent
Transportation Impact Fees	\$97,535,148	46.0%
Gas Tax	\$110,729,262	52.1%
Local Transit	\$3,932,798	1.9%
TOTAL	\$212,197,208	100.0%

(1) All costs are presented in the year of expenditure.
Gas Tax funds (excluded from the table above of around \$56M) are being used to pay off debt service.

Table 3: Committed Improvements and Costs (2009 to 2014)

Project	Facility	From	To	Lanes		Funding Source	PD&E/PE		Present Day Costs		Construction		Total
				Existing + Committed	Improved Lanes		Cost	Time Period	Right of Way	Time Period	Cost	Time Period	
Committed Projects (2009 to 2014)													
1	CR 486	SR 44	MEADOWCREST BLVD	4D					\$4,482,000	Committed	\$7,593,000	Committed	\$12,075,000
2	CR 486 (includes CR 491 - Horace, Allen to CR 486)	BLACK DIAMOND RD	OTIAWA AVE	4D							\$19,653,000	Committed	\$19,653,000
3	CR 491	HORACE ALLEN ST	SR 44	4D									\$1,563,851
4	Ottawa Connector	OTIAWA AVE	QUARTZ AVE	0	2U				\$1,804,627	Committed			\$1,804,627
5	S. Croft Intersection Imprvments	AT SR 44		4D					\$516,000	Committed			\$516,000
6	SR 200(CG Rose Hwy)	N of E Millwood Avenue		4D					\$1,819,527	Committed			\$1,819,527
7	SR 44	LOOP ROAD	2 W OF CR 491	4D (RECONSTRUCTION)					\$701,662	Committed			\$701,662
8	US 19	AT HIGHVIEW LANDFILL	WEST OF JUMP COURT	4D	6D				\$5,811,600	Committed			\$5,811,600
9	US 19	W JUMP COURT	W FORT ISLAND TRAIL	4D	6D				\$3,268,379	Committed			\$3,268,379
	US 19	AT EMERALD OAKS									\$765,820	Committed	\$765,820
	US 19	AT NW 3RD AVE									\$358,104	Committed	\$358,104
	US 19	AT W CYPRESS BLVD									\$162,434	Committed	\$162,434
	US 19	AT SOUTH FORK									\$380,000	Committed	\$380,000

Table 4: Tier I Roadway Improvements and Costs (2015 to 2035)

Project	Facility	From	To	Lanes		Funding Source	PD&E/PE		Present Day Costs		Construction		Year of Expenditure Cost		Total
				Existing + Committed	Improved Lanes		Cost	Time Period	Right of Way	Time Period	Cost	Time Period	PD&E/PE	Right of Way	
Cost Affordable Plan Completed Projects (2015 to 2025)															
A	CR 486 (NORVELL BRYANT HWY)	MEADOWCREST BLVD	URBAN BOUNDARY (W)	2U	4D	County			\$133,980	2015	\$852,600	2016-2020	\$163,456	\$1,188,062	\$1,331,518
						TRIP					\$1,346,880	2016-2020	\$1,843,869	\$1,843,869	\$1,843,869
B	CR 486 (NORVELL BRYANT HWY)	URBAN BOUNDARY (W)	PINE RIDGE BLVD W	2U	4D	County			\$364,980	2015	\$2,322,600	2016-2020	\$445,276	\$3,181,962	\$3,482,590
						TRIP					\$609,746	2016-2020	\$855,352	\$855,352	\$855,352
C	CR 486 (NORVELL BRYANT HWY)	PINE RIDGE BLVD W	CLYDEDALE AVE N	2U	4D	County			\$983,400	2015	\$6,258,000	2016-2020	\$1,377,720	\$2,300,126	\$2,300,126
D	SR-44	I-75		4D	6D	SIS			\$9,095,000	2021-2025	\$9,878,000	2016-2020	\$14,642,950	\$23,307,027	\$23,307,027
E	US-19	West of Green Acres	West of Jump Court	4D	6D	SIS			\$475,410	2015	\$5,951,000	2021-2025	\$2,347,000	\$9,881,110	\$10,800,670
				2U	4D	TRIP					\$2,377,049	2015	\$5,084,848	\$2,900,000	\$10,666,283
F	US 41 (FLORIDA AVE)	SR 44	MONTGOMERY			TRIP			\$541,520	2016-2020	\$165,275	2015	\$201,635	\$201,635	\$201,635
						OA					\$541,520		\$741,883	\$741,883	\$741,883
Cost Affordable Plan Completed Projects (2026 to 2035)															
G	CR 491 (LECANTO HWY)	SR 44 E	HORACE ALLEN ST W	2U	6D	County			\$184,091	2015	\$1,959,221	2026-2030	\$15,588,171	\$2,640,191	\$29,242,886
						TRIP					\$601,545	2015	\$3,331,355	\$4,300,000	\$4,300,000
						TRIP					\$2,275,132	2026-2030	\$306,005	\$3,300,000	\$3,300,000
						TRIP					\$200,197	2031-2035	\$2,124,127	\$444,437	\$444,437
						County					\$12,908,241	2031-2035	\$12,908,241	\$28,656,296	\$28,656,296
H	US 41 (FLORIDA AVE)	MONTGOMERY	CR 581 EXTENSION	2U	4D	OA			\$2,087,020	2016-2020	\$10,379,629	2021-2025	\$2,818,117	\$14,220,092	\$3,071,944
						OA					\$2,094,632	2021-2025	\$3,372,680	\$17,500,000	\$17,500,000
						OA					\$11,376,661	2026-2030	\$11,376,661	\$16,595,736	\$16,595,736
						OA					\$7,476,557	2031-2035	\$3,579,908	\$3,579,908	\$3,579,908
I	US 41 (FLORIDA AVE)	CR 581 EXTENSION	ARLINGTON ST E	2U	4D	OA			\$389,640	2021-2025	\$2,613,072	2016-2020	\$627,320	\$7,004,264	\$10,116,501
						OA					\$1,543,426	2021-2025	\$2,405,892	\$2,405,892	\$2,405,892
						County					\$5,157,923	2031-2035	\$5,157,923	\$11,450,589	\$11,450,589
J	US 41 (FLORIDA AVE)	ARLINGTON ST E	INDEPENDENCE HWY N	2U	4D	OA			\$1,002,173	2026-2030	\$3,886,246	2021-2025	\$1,894,108	\$6,236,856	\$6,236,856
						OA					\$552,326	2031-2035	\$1,226,163	\$1,226,163	\$1,226,163
						County					\$2,447,160	2031-2035	\$5,325,333	\$5,325,333	\$5,325,333
						County					\$5,325,333	Unfunded		\$5,325,333	\$5,325,333
						County					\$19,183,762		\$41,279,668	\$63,217,063	\$63,217,063
						County					\$2,827,458		\$65,555,254	\$124,813,018	\$124,813,018
						County					\$55,745,261		\$184,591,423	\$338,699,656	\$338,699,656
						County					\$19,183,762		\$108,393,753	\$188,000,101	\$188,000,101

Please note project numbers/letters are denoted on the maps.

Legend
 00 = 0 Lanes or Does not Exist
 2U = 2 Lanes Undivided

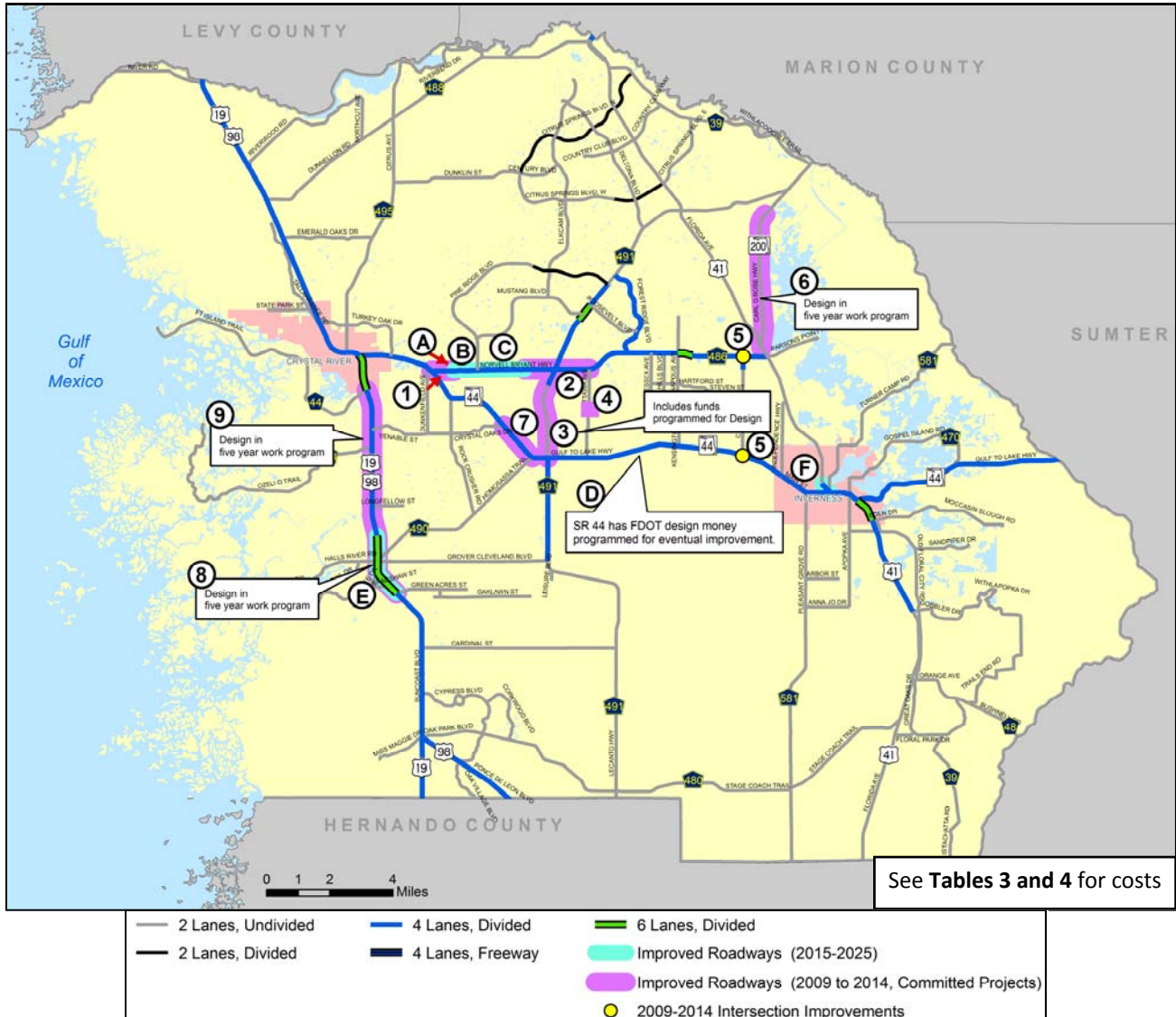
4D = 4 Lanes Divided
 6D = 6 Lanes Divided
 TRIP = Transportation Regional Incentive Program

OA = Other Arterial
 SIS = Strategic Intermodal System
 PD&E/PE = Project Development and Environment /

Preliminarily Engineering
 ROW = Right-of-Way



2035 Roadway Cost Affordable Plan

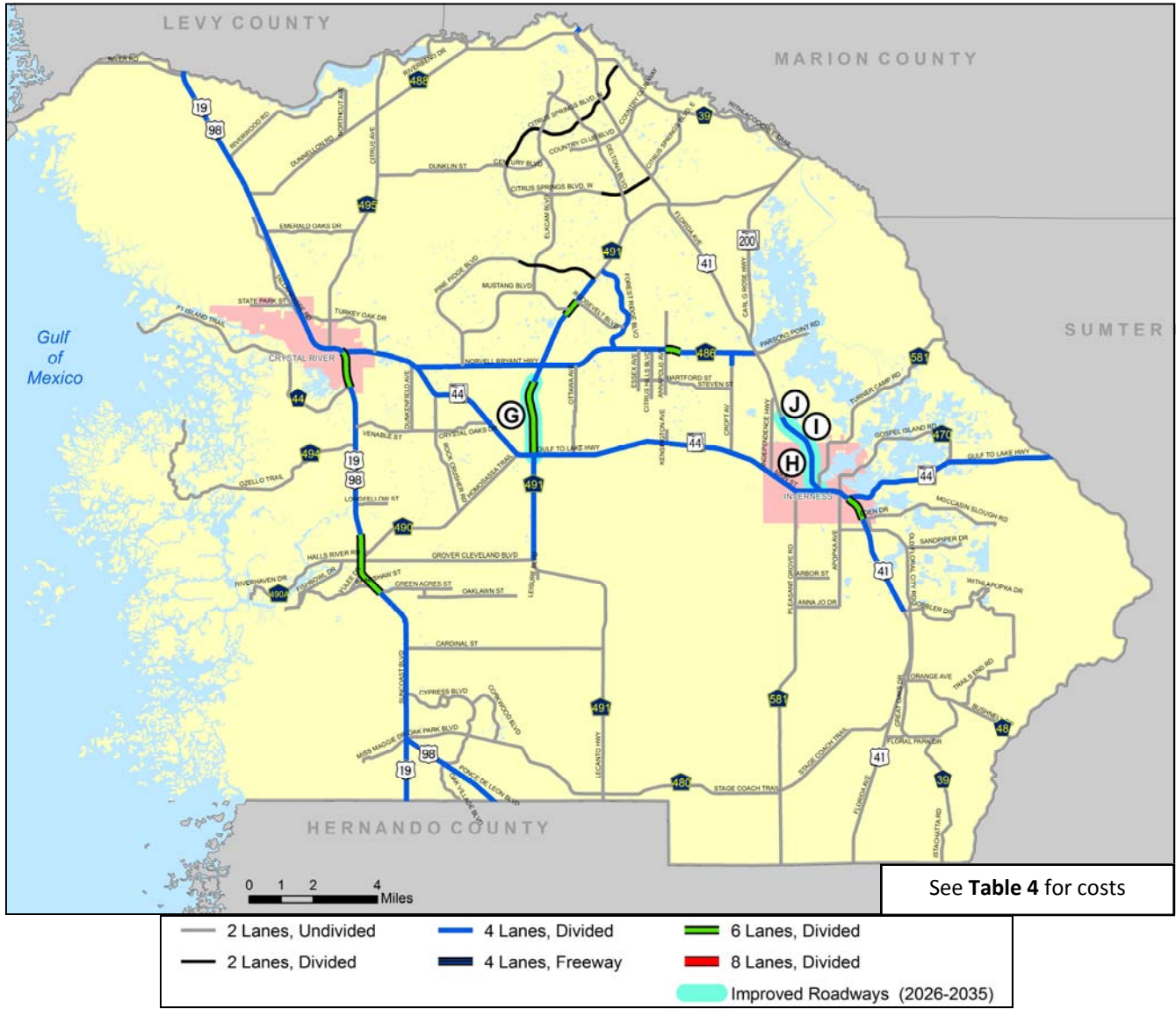


Map 1: Tier I Roadway Cost Affordable Improvements (2015-2025)

Through several public workshops and a prioritization process, the Roadway Cost Affordable plan for 2025 was developed. The improvements shown on the map above indicate the improvements that can be funded using current revenue sources. These were the top priority improvements identified during the public workshops.



2035 Roadway Cost Affordable Plan



Map 2: Tier I Roadway Cost Affordable Improvements (2026-2035)

The improvements identified on this map are also top priorities identified in public workshops; however, they will not be able to be built until after 2026 using current funding sources.



2035 Roadway Cost Affordable Plan

TIER II AND TIER III HIGHWAY IMPROVEMENTS

The Tier II Highway improvements include projects that were identified as high priorities through public involvement activities and technical analyses. These projects can be built only with additional revenues should they become available. The Tier II improvements are identified in **Map 3** and the additional revenues used to fund the Tier II improvements are shown in **Table 3**. The highlights of the Tier II highway projects includes improvements to portions of CR 490, CR 491, and Watson St.

As shown in **Table 5**, to fund the Tier II improvements, the County would need to utilize additional revenue sources. The additional revenue sources that could be used to fund these improvements include:

- A 1/4 Cent Local Discretionary Sales Tax
- A mobility fee (to eventually replace or convert the impact fee) increase of 30% of the current impact fee rate every five years starting in 2015.
- Gas Tax, Sales Tax (potential Charter County surtax), or other potential revenue sources.

Table 5: Highway Improvement Revenues (Tier II, Additional Revenues) (2015 to 2035)

Funding Source	Total Revenues
Local Discretionary Sales Tax (1/4 Cent)	\$58,899,771
Impact/Mobility Fee (30% Increase in Fee)	\$51,177,826
Gas Tax, Sales Tax, or other	\$14,724,948
Total	\$124,802,545

(1) All costs are presented in Present Day Costs. (Note that Tier I Roadway costs are in present day and year of expenditure.)

Table 6: (Tier II) Roadway Improvements (2015-2035) and Costs

Project	Improvement			Improvement Type*	Design Cost	Right of Way Cost	Construction Cost	Total Cost
	On Street	From Street	To Street					
K	CR 490 (HOMOSASSA TRAIL)	ROCK CRUSHER S	URBAN BOUNDARY	2U 4D	\$332,625	\$2,116,705	\$3,341,370	\$5,790,700
	CR 490 (HOMOSASSA TRAIL)	URBAN BOUNDARY	SR 44 W	2U 4D	\$1,369,250	\$8,713,409	\$13,754,738	\$23,837,397
L	CR 491 (LECANTO HWY)	PINE RIDGE BLVD W	FOREST RIDGE BLVD N	2U 4D	\$243,540	\$1,549,800	\$2,446,470	\$4,239,810
	CR 491 (LECANTO HWY)	FOREST RIDGE BLVD N	DELTONA BLVD N	2U 4D	\$1,153,680	\$7,341,600	\$11,589,240	\$20,084,520
M	CR 491 (LECANTO HWY)	DELTONA BLVD N	US 41 N	2U 4D	\$862,620	\$5,489,400	\$8,665,410	\$15,017,430
	CR 491 (LECANTO HWY)	US 41 N	TRAM RD N	2U 4D	\$521,558	\$1,693,168	\$5,239,290	\$7,454,016
N	CR 491 (LECANTO HWY)	TRAM RD N	SR 200 N	2U 4D	\$542,967	\$1,762,667	\$5,454,347	\$7,759,981
	ROCK CRUSHER EXTENSION	GROVER CLEVELAND BLVD	CR 490	0 2U	\$983,250	\$6,257,045	\$9,877,193	\$17,117,488
O	WATSON ST	APOPKA AVE	US 41	0 2U	\$1,068,750	\$6,801,136	\$10,736,079	\$18,605,965
	Contingency							\$4,895,238
Tier II					\$7,078,240	\$41,724,930	\$71,104,137	\$124,802,545

(1) All costs are presented in Present Day Costs Please note project numbers are denoted on the Tier II map.

Legend		Preliminarily Engineering	
00 = 0 Lanes or Does not Exist	4D = 4 Lanes Divided	OA = Other Arterial	ROW = Right-of-Way
2U = 2 Lanes Undivided	6D = 6 Lanes Divided	SIS = Strategic Intermodal System	
	TRIP = Transportation Regional Incentive Program	PD&E/PE = Project Development and Environment /	



2035 Roadway Cost Affordable Plan

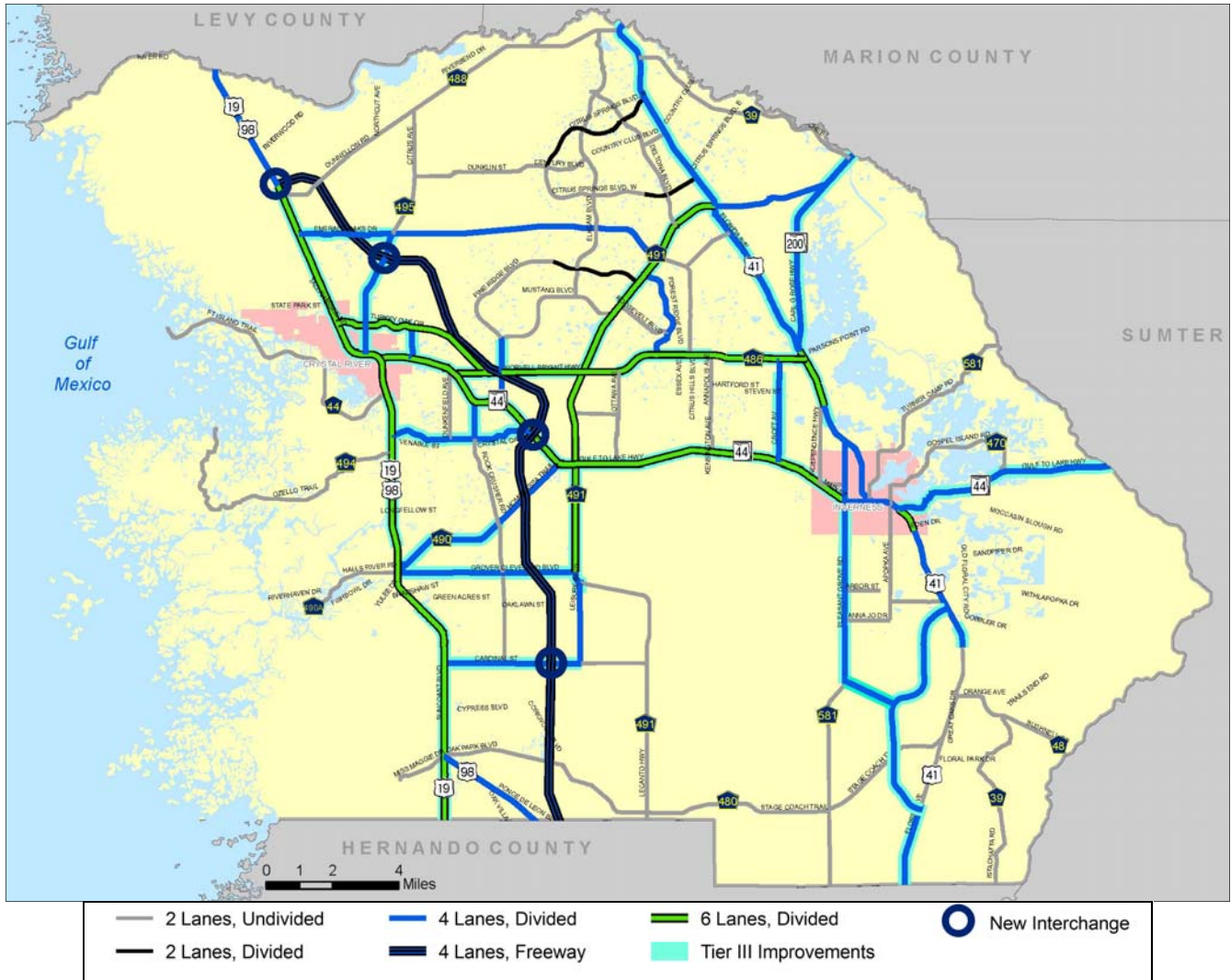


Map 3: Tier II 2035 Roadway Cost Affordable Improvements

These are roadway improvements that cannot be built using current revenues but are priority projects that could be built should additional funding become available.



2035 Roadway Cost Affordable Plan



Map 4: Tier III 2035 Roadway Cost Affordable Improvements

These are roadway improvements that currently are not cost feasible by 2035, but could be built if revenues become available.



2035 Public Transportation Cost Affordable Plan

TIER I PUBLIC TRANSPORTATION IMPROVEMENTS

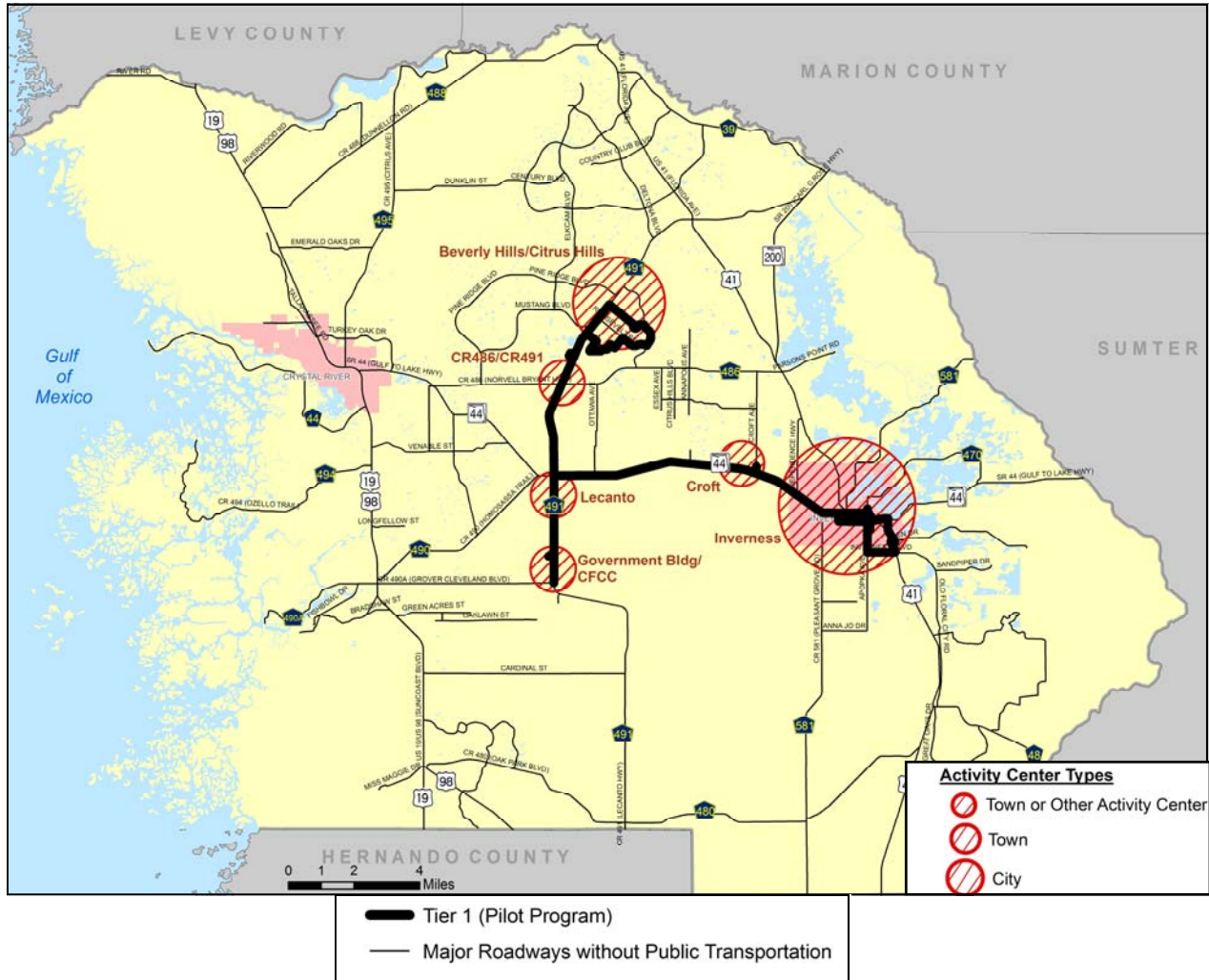
Recently, the County launched a local fixed bus route called the Orange Line that connects and provides service to Beverly Hills, Lecanto, and Inverness. The route includes 23 stops in strategic locations. The map below displays the existing routes and stops. The Tier I Cost Affordable Plan includes operating and infrastructure costs associated with maintaining the local bus route from 2015 to 2035. The planned Public Transportation Improvements are illustrated in **Map 5**. Highlights of the proposed transit improvement program are summarized below:

- Continue to provide Local Bus Service (as displayed in Map 5) throughout several areas of the county from 2015 to 2035, which include Capital Costs of **\$6.6 million** and Operating Costs of **\$15.7 million**.





2035 Public Transportation Cost Affordable Plan



Map 5: Tier I Public Transportation Improvements

This map illustrates the pilot program the County currently has in place, which is what is cost affordable using current revenues.



2035 Public Transportation Cost Affordable Plan

TIER II AND TIER III PUBLIC TRANSPORTATION IMPROVEMENTS

As mentioned previously, the Tier I public transportation improvements do not include all the desired services between 2015 and 2035. The Tier II public transportation improvements connect to the Tier I existing local bus service and provide additional local bus route connections to several activity centers including Crystal River, Homosassa, Beverly Hills/Citrus Hills, and Floral City. The tentative timeframe for implementation of the Tier II improvements is 2019 (note that fleet purchase is assumed one year prior to implementation). To fund the Tier II improvements, additional revenues are needed. Potential funding sources to fund the Tier II and Tier III capital and operating improvements includes gas tax, sales tax, and, potentially, impact/mobility fees (capital only). When a decision is made to move forward and implement the Tier II and Tier III improvements, specific funding decisions to start the service will need to be made. **Map 6** displays the Tier II, improvements and the possible Tier II revenues to fund the improvements are shown in **Table 7**

The Tier III public transportation improvements are meant to build on top of the Tier I and Tier II local bus route connections and provide regional connections. The improvements include an express bus route on the Suncoast Parkway Phase 2 and an express bus route that connects the county along SR 200 to Ocala. **Map 6** displays these improvements, and the possible revenues to fund the Tier III improvements are shown in **Table 8**.

Table 7: Tier II Additional Revenues: Public Transportation Improvement Revenues (2019 to 2035) (in millions)

Funding Source	Capital Revenues(1)		Operating Revenues (1)	Total
	Fleet Purchase	Infrastructure		
Service Development	\$0	\$0	\$1,488,707	\$1,488,707
Gas Tax, Sales Tax, or other	\$1,365,207	\$10,988,092	\$15,737,335	\$28,090,634
Total	\$1,365,207	\$10,988,092	\$17,226,042	\$29,579,341

(1) All costs are presented in the year of expenditure.

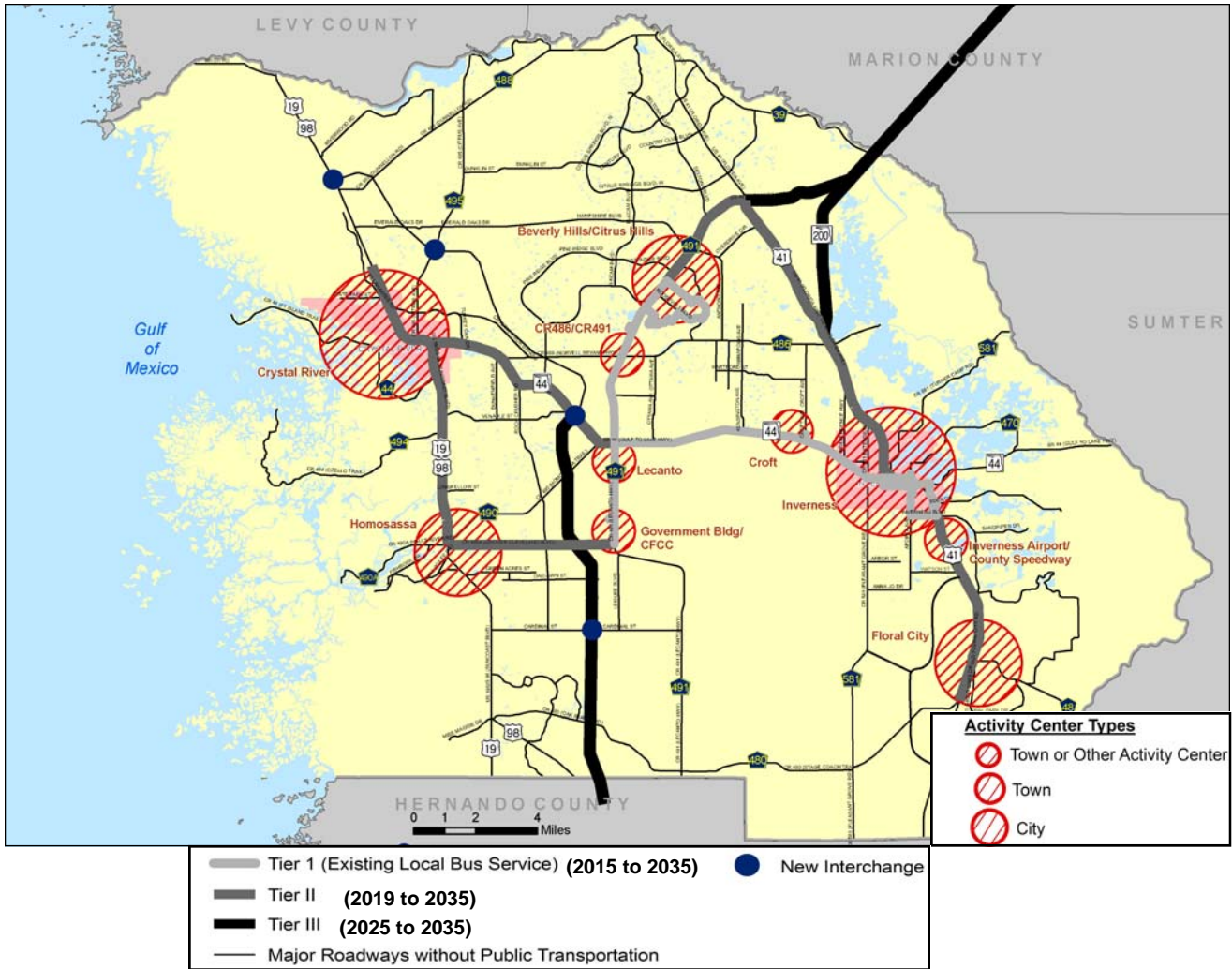
Table 8: Tier III Additional Revenues: Public Transportation Improvement Revenues (2025 to 2035) (in millions)

Funding Source	Capital Revenues(1)		Operating Revenues (1)	Total
	Fleet Purchase	Infrastructure		
Service Development	\$0	\$0	\$295,883	\$295,883
Gas Tax, Sales Tax, or other	\$408,177	\$562,788	\$1,996,771	\$2,967,736
Total	\$408,177	\$562,788	\$2,292,654	\$3,263,619

(1) All costs are presented in the year of expenditure.



2035 Public Transportation Cost Affordable Plan



Map 6: Tier II and III Public Transportation Improvements

This maps illustrates the transit routes that are needed. Tier II routes could be implemented with additional funding sources. Tier II and Tier III routes are needs that cannot be funded using existing revenues.



2035 Pedestrian, Bicycle, and Trail Improvements

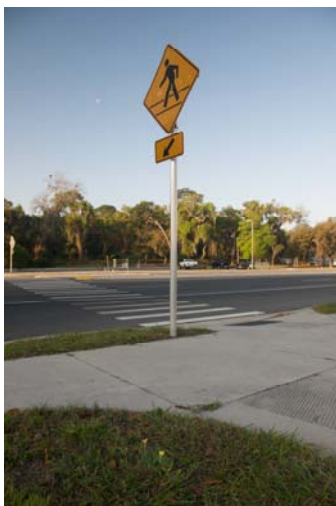
PEDESTRIAN, BICYCLE, AND TRAIL IMPROVEMENTS

The proposed Tier I pedestrian, bicycle, and multi-use trail improvements for the 2035 Cost Affordable Plan will be built concurrent with highway projects. **Map 7** displays the Tier I Bicycle and Trail improvements, and **Map 8** displays the Tier I Pedestrian improvements.

In addition, **Map 7** displays unfunded Conceptual and Planned trails that could be built if additional revenues become available (possible Tier II and Tier III projects).

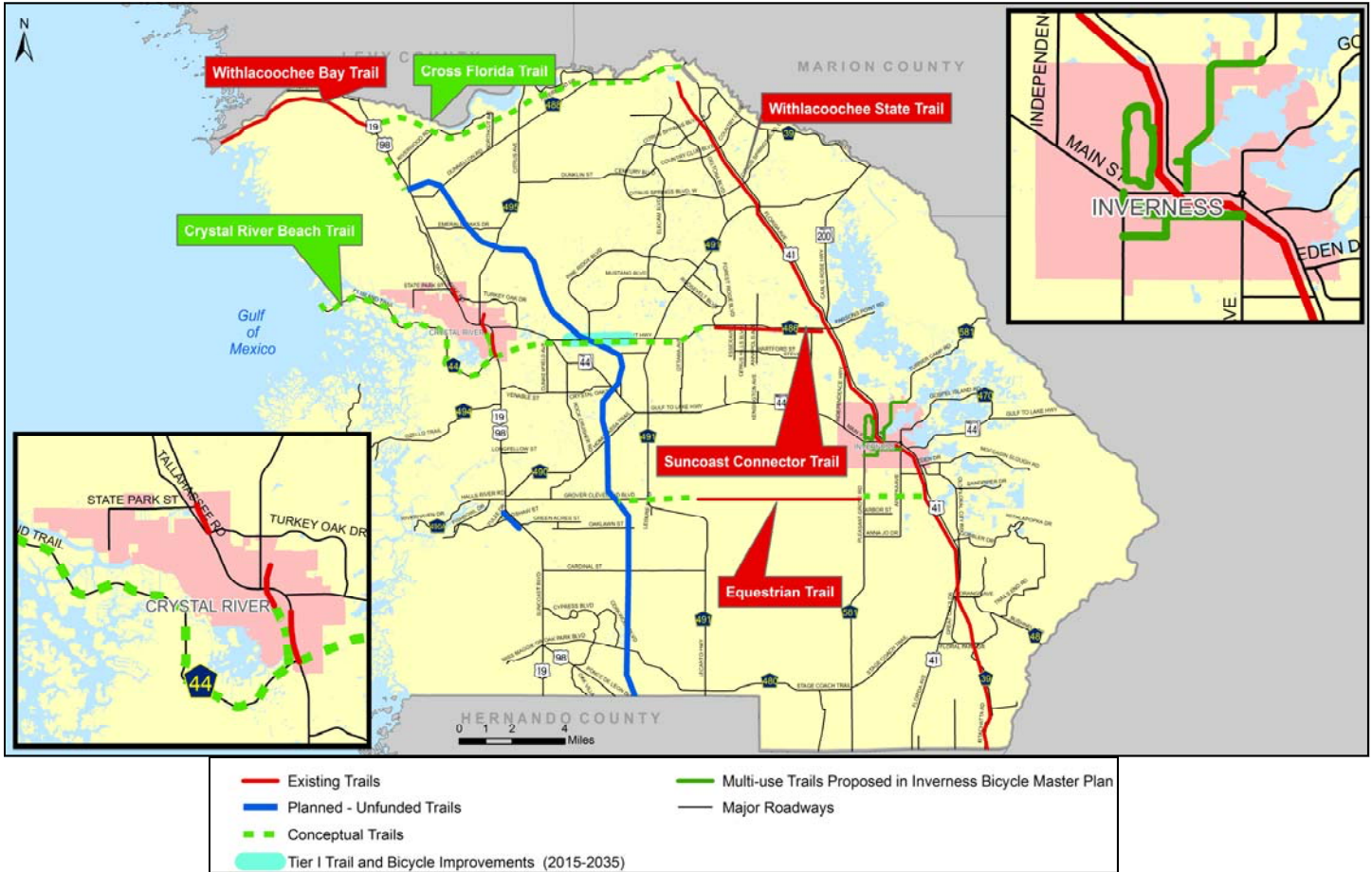
Highlights of the proposed Tier I pedestrian, bicycle, multi-use trail improvement program include the following:

- Pedestrian and bicycle facilities built concurrent with roadway projects:
 - ◇ CR 486 (from Meadowcrest Blvd to Clydesdale Ave. S.), which will include a sidewalk on one side of the roadway and bicycle facilities in the form of a multi-use trail on the other side of the roadway
 - ◇ CR 491 (SR 44 to Horace Allen St.) (pedestrian facilities)
 - ◇ US 19 (West of Green Acres to West of Jump Court) (pedestrian facilities)
 - ◇ US 41 (from SR 44 to Arlington St.) and initial construction from Arlington St. to Independence Hwy N (pedestrian facilities)





2035 Pedestrian, Bicycle, and Trail Improvements

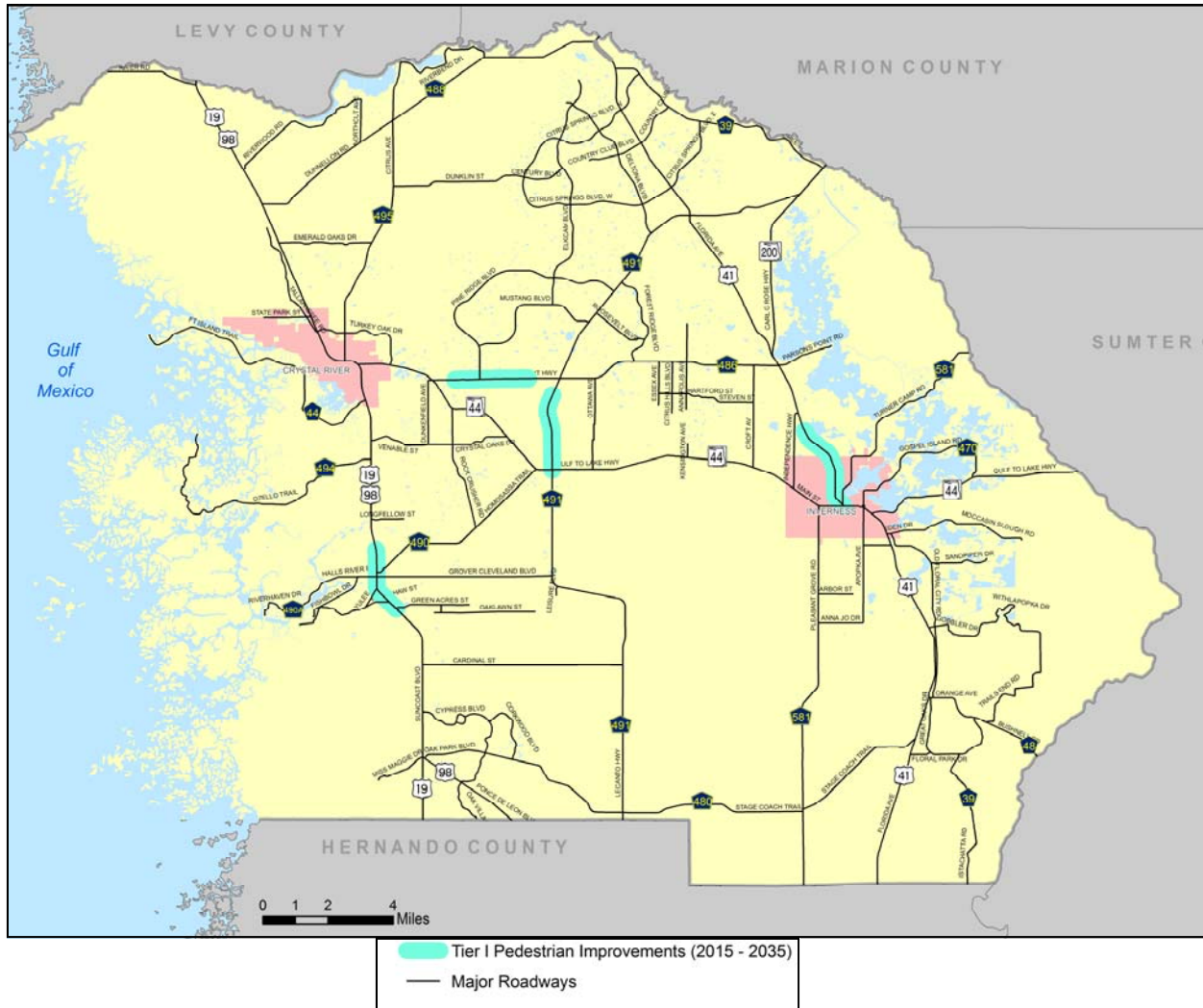


Map 7: Bicycle and Trail Improvements

A marked bike lane will be added to CR 486 when it is improved as part of the Tier I Roadway plan. Other trails indicated in blue and green on the map are not funded using existing revenues.



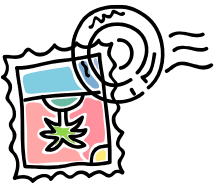
2035 Pedestrian, Bicycle, and Trail Improvements



Map 8: Pedestrian Improvements

The roadways highlighted in the map are roadways that will receive sidewalks when they are improved as part of the Tier I Roadway Improvement plan.

Citrus County
Department of Development Services
3600 W. Sovereign Path, Ste 109
Leclanto, FL 34461



Citrus County 2035 Long Range Transportation Plan Adoption

Citrus County invites the public to participate in the adoption of the 2035 Long Range Transportation Plan. You are invited to attend one or more of the following meetings.

City of Inverness

June 1, 2010 – 5:30 PM

City Hall – 202 West Main Street, Inverness

City of Crystal River

June 14, 2010 – 7:00 PM

City Hall – 123 N.W. Highway 19, Crystal River

Citrus County

Board of County Commissioners

June 22, 2010 – 5:00 PM

Citrus County Courthouse, 110 North Apopka Avenue, Inverness