



Lake-Sumter MPO Technical Advisory Committee Agenda

Date / Time: April 10, 2024 | 1:30 PM

Lake-Sumter MPO - Technical Advisory Committee (TAC) Meeting – April 2024

Apr 10, 2024, 1:30 – 3:00 PM (America/New York)

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I. OPENING

- A. Call to Order
- B. Proper Noticing
- C. Determination of Quorum
- D. Motion to allow virtual member voting if requested.
- E. Proposed revisions to today's Agenda

II. COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS

At this point in the meeting, the Committee will hear questions, comments, and concerns from the citizens. If the issue raised is not on today's Agenda, action will not be taken by the Committee at this meeting. Questions may be answered by staff or referred for appropriate staff action. If further action is necessary, the item may be placed on a future Committee agenda. Public comment shall be limited to three minutes per person.

III. CONSENT AGENDA

Recommendation for approval is requested for Agenda Items.

- A. Approval of [TAC February 7, 2024, Meeting Minutes](#)
- B. Approval of the FY 2025-2026 Unified Planning Work Program (UPWP)

Developed every two years and updated annually to identify target goals and objectives to be accomplished by Lake-Sumter MPO staff and consultants, the Unified Planning Work Program (UPWP) serves as the annual budget. The UPWP describes work elements to be performed, indicating local agency work participation and sources of funding. You can review the current DRAFT UPWP here: [DRAFT FY 2025-2026 UPWP](#)

- C. Approval of the Lake-Sumter MPO 2024 Updates to the Title VI Program & Limited English Proficiency Plan.

The purpose of a Title VI Program is to establish guidelines to effectively monitor and ensure that an agency follows all Title VI, Environmental Justice, Justice40, and LEP access requirements.

Attachments: [Title VI](#), [LEP Memo](#), [Title VI Program Update](#), [LEP Plan Update](#)

IV. DISCUSSION ITEMS

A. DRAFT 2024 List of Priority Projects

The LOPP represents the unfunded transportation improvements that were not programmed for the following five-year period, in order of priority. The Florida Department of Transportation (FDOT) uses each MPO's LOPP to aid in their decisions as to which projects should be added to their Work Program each year. The Lake~Sumter MPO approves its LOPP annually. MPO staff and consultants will present the DRAFT 2024 LOPP for review and comment from the committee members. The FINAL 2024 LOPP will be on the June meeting cycle for approval.

Attachments: [2023 LOPP Projects Funding Status](#)

B. Federal Discretionary Grant Funding Strategy

MPO staff developed the Grant Identification and Funding Strategy to identify a draft list of projects that could be considered for Federal Discretionary Grants. The attached draft list has been developed from the adopted TIP, the List of Priority Projects, and adopted budgets or capital improvement plans from the local counties and cities for inclusion within the initial Federal grant screening process. In addition to the list is a corresponding map. MPO Staff and the consultant team are looking for additional project details that will support the candidacy of each project for Federal Discretionary Grant Funding from the IIJA.

[LSMPO Project List](#)

Link to a GIS web map that shows projects: [LSMPO Project Grant Screening \(arcgis.com\)](#).

C. 2050 Long Range Transportation Plan – Goals and Objectives and Revenue Forecast

The 2050 Long Range Transportation Plan (LRTP) prepared by the Lake~Sumter MPO and serves as the primary guidance for developing transportation system improvements and additions in the MPO's planning area over the next 25 years.

The LRTP is a federally required short- and long-term plan addressing multimodal transportation needs within the MPO's planning area. The plan is required to be updated every five years and must cover a 20-year horizon. The 2050 LRTP is a financially constrained plan that includes projects to best meet the transportation system's identified needs within the limits of projected revenues. It is important that the LRTP accurately reflects transportation needs. It is utilized by local and state planning officials to select projects for inclusion in their capital improvement and work programs. The intent and purpose of an LRTP is to encourage and promote the safe and efficient management, operation, and development of a cost-feasible intermodal transportation

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system that enhances mobility and freight movement. The LRTP considers how projects could affect the transportation system's resiliency and reliability and enhance travel and tourism in the area.

Attachments: [2050 LRTP Goals and Objectives and 2050 Revenue Forecast](#)
[2045 LRTP Goals and Objectives](#)

- D. Heart of Florida Loop Trail.** The Heart of Florida Loop Trail was voted to become the next Regionally Significant Priority Trail for the State of Florida at the recent Florida Greenways and Trails Council meeting this week in Winter Haven, so this should direct significant funding to its completion! The most significant gap is in Marion and Lake County along SR 40, and this section is along publicly owned land so we should be able to complete the trail quickly. The Heart of Florida Loop is already approximately 80% complete, missing only approximately 40 miles of its 280+ mile loop that isn't already programmed and funded, or already constructed. A SUNTrail funding request for the PD & E of this section has been submitted for funding during the current funding cycle.

Attachments: [SUNTrail Regional Trail Network](#),
[Heart of Florida Loop Trail Status](#)
[SUN Trail Tentative Work Program](#)

PRESENTATIONS, STATUS REPORTS

- A. [FDOT Report](#) – Chuck Koppernolle
- B. [FTE Report](#) – Siasoi Fine
- C. [Transit Report](#) – Jill Brown, Lake County Transit
- D. County, City Updates, Committee Member Comments
- E. [2024 Funded Member Projects in Appropriations Bill](#)
- F. [Green House Gas Ruling Letter](#)

V. ADJOURNMENT NEXT MEETING: JUNE 12, 2024 @ 1:30

Pursuant to the provisions of Chapter 286, Florida Statutes, Section 286.0105, if any person decides to appeal any decision made by the above named board with respect to any matter considered at the meeting, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. All interested citizens are welcome to attend. Persons with disabilities needing assistance to participate in any of the proceedings should contact (352) 315- 0170, 48 hours in advance of the meeting.

Minutes
Lake~Sumter Metropolitan Planning Organization
Technical Advisory Committee (TAC) Meeting

Wednesday, February 7, 2024
Regular Meeting, 1:30 p.m.

1300 Citizens Blvd., Suite 175
Leesburg, Florida 34748
Phone (352) 315-0170

OPENING

Chair George Marek, called the meeting to order at 1:30 p.m.; and confirmed the meeting was properly noticed and a quorum was present. (4 voting members in person)

Members Present

Melving Isaac	Lake County
Helen LaValley	Lake County Schools
Deborah Snyder	Sumter County
Bill Hearndon	Lake County/Transit
Jim Maiworm	City of Clermont
David Ausherman	City of Groveland
Rebecca Higgins	Town of Lady Lake
Cliff Kelsey	City of Leesburg
Joyce Heffington	City of Minneola
George Marek - Chair	City of Mount Dora
Melanie Strickland	City of Wildwood

Members Absent

Stephen Cross	Town of Astatula
Mike Eastburn	City of Bushnell
Rick Gierok	City of Eustis
Rob Dicus	City of Fruitland Park
Max Spann	City of Mascotte
Antonio Fabre	City of Tavares
Aaron Mercer	City of Umatilla

Staff Present

Mike Woods	Executive Director
Doris LeMay	Financial Coordinator

II. AGENDA UPDATE
None

III. COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS
None

IV. CONSENT AGENDA

- A. Approval of November 8, 2023, Meeting Minutes
- B. Unified Planning Work Program (UPWP) FY 2023-24 Amendment #10

Motion was made by Rebecca Higgins to approve Items A-B on the Consent Agenda, seconded by Deborah Snyder – motion passed 4-0.

V. ACTION ITEMS

- A. Transportation Improvement Program (TIP) 2024-2028 Amendment.
Michael Woods provided a brief overview of the TIP Amendment. Discussion continued.

Motion was made by Deborah Snyder to approve the Transportation Improvement Program (TIP) 2024-2028 Amendment, seconded by Rebecca Higgins – motion passed 4-0.

- B. Lake Sumter MPO - Adjusted Urbanized Area Boundary. Nick Lepp, HDR provided a brief overview of the Lake Sumter MPO Adjusted Urbanized Area Boundary. Discussion continued.

Motion was made by Rebecca Higgins to approve the Adjusted Urban Area Boundary as presented seconded by Deborah Snyder – motion passed 4-0.

VI. DISCUSSION ITEMS

- A. 2024 List of Priority Projects – Timeline for Adoption – Michael Woods
- B. 2050 Long Range Transportation Plan -Update and Schedule – Nick Lepp, HDR and Mike Vaudo, Kimley Horn & Associates.
- C. Federal Grant MPO Project Eligibility Review – Nathan Hicks, HDR
- D. Wekiva Parkway Grand Opening – Community Festival February 24, 2024 – Michael Woods
- E. FDOT District Five Safety Summit – February 26, 2024, Town of Lady Lake Library – Michael Woods

PRESENTATIONS, STATUS REPORTS

- A. FDOT – Chuck Koppernolle
- B. FTE – Sjaosi Fine
- C. County, City Updates, Committee Member Comments

- VII. ADJOURNMENT There being no further business, motion was made by Deborah Snyder, seconded by Rebecca Higgins – motion passed 4-0, meeting adjourned at 2:27 p.m.

George Marek, Chair

Fiscal Years 2025-2026



DRAFT

UNIFIED PLANNING WORK PROGRAM

July 1, 2024 – June 30, 2025 & July 1, 2025 – June 30, 2026

Pending Board Adoption: April 24, 2024 (Effective July 1, 2024)

Revision dates to be included below in this space.

FY 2024/25 through FY 2025/26

FM# 439329-5-14-01

FAP# 0457-062-M

Code of Federal Domestic Assistance Numbers:

20.205 – Highway Planning and Construction

The preparation of this report was financed in part by the U.S. Department of Transportation, the Federal Highway Administration, the Federal Transit Administration with the Florida Department of Transportation, Transportation Disadvantaged Trust Fund, and local participating governments. The views and opinions of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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

FDOT Cost Analysis Certification will be inserted on this page following final approval by the Lake-Sumter MPO Board and FDOT's evaluation of the FY 2024/25 and FY 2025/26 UPWP

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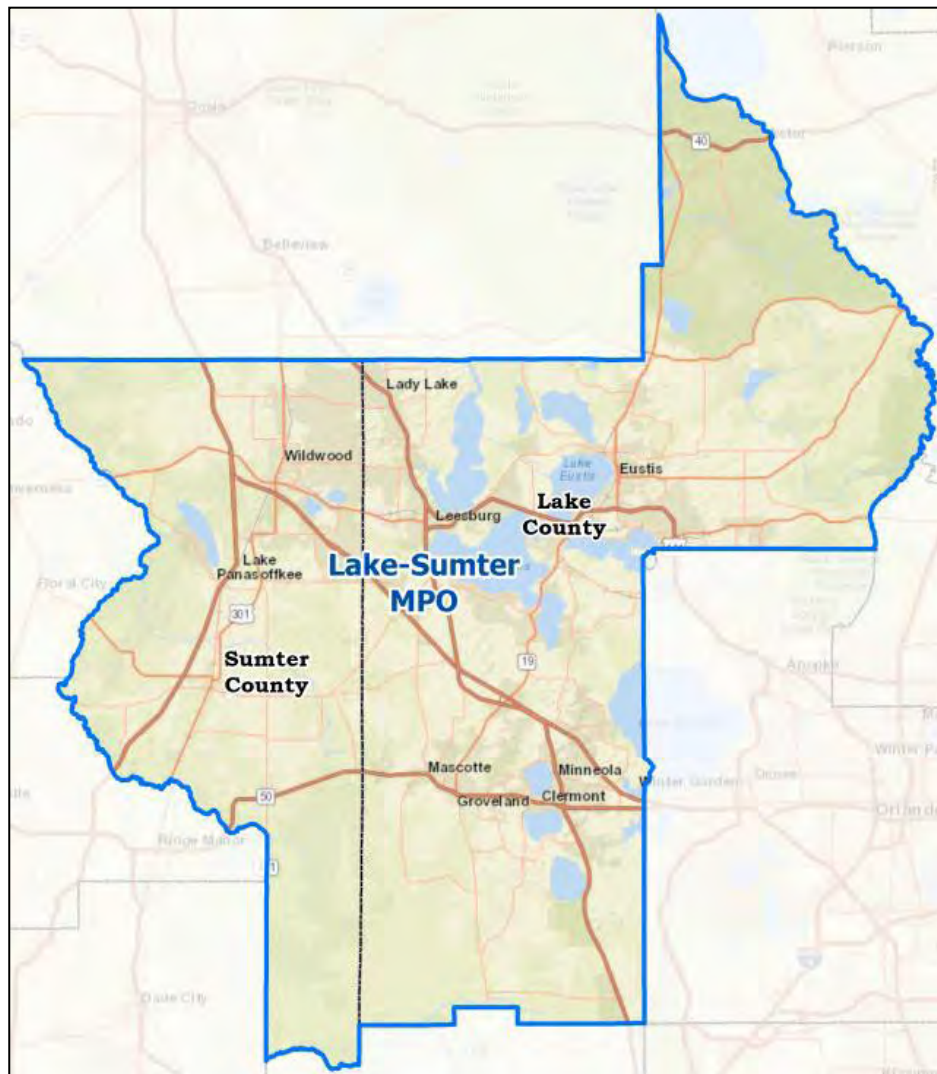
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1. INTRODUCTION

1.1 DEFINITION AND PURPOSE OF THE UNIFIED PLANNING WORK PROGRAM (UPWP)

The Lake~Sumter Metropolitan Planning Organization (MPO) is the designated agency responsible for transportation planning and programming of federal transportation funds within Lake and Sumter counties. The MPO is tasked with effectively identifying the public's transportation needs. The extent of the MPO's metropolitan planning area is shown in **Figure 1**. Development in the MPO's planning area continues to be strong, as Lake and Sumter counties are two of the country's fastest growing counties. With this growing population comes an increased demand on transportation infrastructure and the need for effective and transparent planning processes to prioritize and develop the appropriate transportation solutions.

Figure 1. Lake~Sumter MPO Planning Area



The UPWP describes the transportation planning projects to be performed within the MPO's planning area. The UPWP:

- Summarizes planning tasks to be completed by the MPO
- Defines work products and timeline for major activities
- Proposes budgets using federal and other funds for planning
- Estimates costs for each task

This UPWP is consistent with all federal and state requirements. All MPO work products including the Transportation Improvement Program (TIP) and planning concepts and factors follow Federal and State guidelines. The MPO complies with Title VI of the Civil Rights Act of 1964, which specifically prohibits discrimination on the basis of race, color, national origin, age, disability, religion or sex. This applies in any and all applications of work by the MPO, including its administration, decision making and purchasing options.

The MPO's plans and programs are designed to meet the current and future transportation needs of Lake and Sumter counties. Pursuant to Titles 23 and 49, Code of Federal Regulations (CFR), and Chapter 339.175, Florida Statutes (F.S.) and the Federal Transit Act, the Fiscal Year 2024/25 – 2025/26 Unified Planning Work Program (UPWP) is the basis for allocating federal, state and local funds for transportation planning purposes in Lake and Sumter Counties. The UPWP documents all planning tasks and related activities for the period of July 1, 2024 through June 30, 2026 developed by the MPO and other transportation planning agencies. A glossary of acronyms used throughout this document can be found in **Appendix A**.

1.2 OVERVIEW OF MPO TRANSPORTATION PLANNING ACTIVITIES

The Lake~Sumter MPO's on-going planning activities include the following:

1.2.1 Long Range Transportation Plan

The Long Range Transportation Plan (LRTP) is one of the key products of the MPO's transportation planning process and addresses the state and federal requirements that are the responsibility of the MPO. The LRTP identifies the fiscally constrained expenditure of federal and state transportation funds to enhance pedestrian, bicycle, transit, highway, and freight mobility. The Lake~Sumter MPO's 2045 LRTP currently serves as the primary guidance for developing transportation improvements in the MPO's planning area over the next 25 years. Work associated with the development and completion of the MPO's 2050 LRTP will take place under this UPWP.

1.2.2 Efficient Transportation Decision Making (ETDM)

MPO staff continues to work on the implementation of the Efficient Transportation Decision-Making (ETDM) process. The Lake~Sumter MPO is the lead local agency in ETDM planning screenings and facilitates communication between FDOT and member governments in order to receive thorough comments on projects filtered through the ETDM process. Projects under consideration for inclusion in the 2045 LRTP were systematically screened before the project needs list was finalized. ETDM was an integral component in the implementation of the MPO's 2040 and 2045 LRTPs and is expected be similarly integral in the development of the 2050 LRTP.

1.2.3 Transportation Systems Management & Operations and Intelligent Transportation Systems

Transportation Systems Management and Operations (TSM&O) is a program based on actively managing the multimodal transportation network, measuring performance, streamlining and improving the existing system, promoting effective cooperation/collaboration, and delivering positive safety and mobility outcomes to the traveling public. The TSM&O program includes five different areas and the recent addition of a new Connected Vehicle initiative. The Connected Vehicle initiative and the five standard TSM&O program areas are summarized as follows:

- Connected Vehicles (New Initiative)
- Management/ Deployments
- ITS Communications
- Statewide Arterial Management Program
- ITS Software and Architecture
- Managed Lanes

Intelligent Transportation Systems (ITS) include a variety of communications and other computer technologies focused on detecting and relieving congestion and improving safety within the transportation system by enabling drivers to make well-informed travel choices. ITS technology enables information to be shared with travelers in real-time regarding traffic issues and can provide alternative routes or modes to mitigate congestion. ITS may also alert officials to crashes and request assistance in clearing the accident, which helps efficiently restore traffic flow. ITS projects will be consistent with regional ITS architecture. Examples of ITS strategies include the list below:

- Dynamic Messaging
- Advanced Traveler Information Systems (ATIS)
- Integrated Corridor Management (ICM)
- Transit Signal Priority (TSP)

A TSM&O Element will be developed for incorporation in the MPO's 2050 LRTP.

1.2.4 Complete Streets Projects

The MPO supports Complete Streets as an alternative transportation strategy to balance quality of life and mobility challenges. Complete Streets are roadways designed to accommodate all users and include elements such as sidewalks, bicycle lanes/paved shoulders, dedicated bus lanes, pedestrian crossings, and roundabouts. Several Complete Streets studies in the planning area have recently been completed or are currently underway. These include US 27 Traffic Calming & Complete Streets Study, US 301 Complete Streets Study (CR 466A to CR 44A), Central Avenue (SR 19) Corridor Planning Study, East Avenue Complete Streets Study and SR 50 Corridor Planning Study (Bloxam Avenue to 12th Street, Clermont), SR 471 in Webster, and Main Street in Leesburg. The MPO's List of Priority Projects (LOPP) includes a dedicated Complete Streets Projects priority list which identifies additional new corridors for Complete Streets studies. These corridors include SR 19 in Eustis, CR 435 in east Lake County, Orange St. & Broad St. (SR 50) in Groveland, and CR 455 in Montverde.

A Complete Streets Element will be developed for incorporation in the MPO's 2050 LRTP.

1.2.5 Bicycle & Pedestrian Needs and Trails

The Lake~Sumter MPO has been actively engaged in identifying needs and opportunities for supporting the development of the bicycle, pedestrian, and regional trails. Bicycle and pedestrian facility improvements may be implemented as overall roadway improvement projects or standalone projects. Considering the needs of cyclists and pedestrians will be instrumental in developing the 2050 LRTP, which will include an Active Transportation Element. On an annual basis, the Lake~Sumter MPO prioritizes bicycle, pedestrian, and trails projects which may be eligible for funding. These projects are included in the LOPP, which connects the 5-year program of projects funded in the TIP and the long-range plans and programs supported by the MPO.

The MPO continues to be a strong advocate of a robust regional trail system as part of an expanding trail network throughout Florida. The MPO plans for a series of paved multi-use trails connecting to other Florida regional trails, including the Coast-to-Coast Trail, the Heart of Florida Loop, West Orange Trail, and the Seminole-Wekiva Trail. The MPO’s LOPP includes a ranked list of all trail priorities within the planning area, including SUN Trail/Coast to Coast Connector trail segments.

1.2.6 Transit and Transportation Disadvantaged Programs

The long-term objective and efforts to clarify future spending and paratransit and fixed route transit integration will continue through both the update of the LakeXpress system and monitor the progress of the LakeXpress fixed-route transit system. An on-going evaluation of this system needs to include additional Lake County municipalities desirous of fixed-route transit services and in order to incorporate para-transit issues into the fixed-route transit planning process. All Lake County municipalities are invited to participate and the group coordinates with Sumter County as needed.

1.2.7 Completed Planning Studies in the Lake~Sumter MPO Planning Area During the Prior UPWP Period (FY 2022-23 to 2023-24)

Planning studies completed in the regional planning area by the MPO, FDOT, Lake County, and Sumter County during the last UPWP period include:

Figure 2. Lake~Sumter MPO Completed Planning Studies

Name and Study Description	Lead Agency	Fiscal Year Initiated	Cost	Source of Funds
Freight Evaluation and Summary Report	MPO	2023-2024	\$73,520	PL & 5305D
Federal Discretionary Grant Funding Eligibility Review	MPO	2023-2024	\$50,060	PL & 5305D
Census 2020 Technical Support	MPO	2023-2024	\$24,925	PL & 5305D

Figure 3. FDOT District Five Completed Planning Studies

Name and Study Description	Lead Agency	Fiscal Year Initiated	Cost	Source of Funds
None Identified				

Figure 4. Other Local Government Completed Planning Studies

Name and Study Description	Lead Agency	Fiscal Year Initiated	Cost	Source of Funds
None Identified				

1.2.8 **Ongoing and Future Planning Studies in the Lake~Sumter MPO Planning Area**

Districtwide studies must be identified as an informational item in the UPWP if they are within the MPO’s planning area. Below are studies underway or planned by the Lake~Sumter MPO, FDOT District Five and the counties within the MPO boundaries.

Figure 5. Lake~Sumter MPO Planning Studies

Name and Study Description	Lead Agency	Fiscal Year Initiated	Cost	Source of Funds
Complete Streets Planning Element	LSMPO	2025-2026	\$15,000	PL & 5305D
Active Transportation Planning Element	LSMPO	2025-2026	\$10,000	PL & 5305D
Safety & Vision Zero Planning Element	LSMPO	2025-2026	\$80,025	SS4A Grant
Resiliency Planning Element	LSMPO	2025-2026	\$40,000	PL & 5305D
TSMO & ITS Planning Element	LSMPO	2025-2026	\$50,090	PL & 5305D

Figure 6. FDOT District Five Planning Studies

Name and Study Description	Lead Agency	Fiscal Year Initiated	Cost	Source of Funds
None Identified				

Figure 7. Other Local Government Planning Studies

Name and Study Description	Lead Agency	Fiscal Year Initiated	Cost	Source of Funds
None Identified				

1.3 WHAT ARE THE GUIDING PRINCIPLES OF THE UPWP?

The development of the UPWP is guided by Federal, State, Regional, and Local emphasis areas and priorities which are described below. The combination of these priorities provides the foundation for the development of a comprehensive transportation system. An overview of the Federal Planning Factors, Federal Planning Emphasis Areas, and Florida Planning Emphasis Areas are provided below. It is critical for UPWP Tasks to be aligned with and advance planning and emphasis areas. **Appendix B** includes matrices that identify the relationship between UPWP task areas and Planning Factors and Emphasis Areas.

1.3.1 Federal Planning Factors

Pursuant to 23 CFR 450.306(b), the metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following Federal Planning Factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

Appendix B includes a matrix that identifies the relationship of UPWP Tasks to Federal Planning Factors.

1.3.2 Federal Planning Emphasis Areas

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have defined the following *2021 Federal Planning Emphasis Areas* to be considered by MPOs in the development of their planning programs and UPWPs:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future – UPWPs should include planning activities that will help achieve national greenhouse gas reduction and net-zero emissions goals, and increasing resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. This is addressed in Task 4.
- Equity and Justice⁴⁰ in Transportation Planning – Planning processes and activities should advance racial equity and support for underserved and disadvantaged communities, and plans should be the result of various perspectives, concerns, and priorities from impacted areas. This is addressed in Task 5.
- Complete Streets – Planning programs and plans should focus on multimodal complete streets solutions that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. This is addressed in Task 4.
- Public Involvement – All planning processes should be built upon public involvement that is early, effective and continuous to bring diverse viewpoints into the decision-making process; increase meaningful public involvement by integrating tools such as Virtual Public Involvement while ensuring participation by individuals without access to computers and mobile devices. This is addressed in Task 5.
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination – Emphasizes coordination with DOD representatives in transportation planning and project programming processes on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect DOD facilities.
- Federal Land Management Agency (FLMA) Coordination – Encourages coordination with FLMAs regarding infrastructure and connectivity needs related to access routes and other public roads and transportation services connecting to and through Federal lands. This is addressed in Task 5.
- Planning and Environment Linkages (PEL) – Emphasizes collaborative and integrated approaches to transportation decision-making that considers environmental, community, and economic goals early in transportation planning processes, and using information, analysis, and products developed during planning to inform environmental review processes. This is addressed in Tasks 2, 3 and 4.
- Data in Transportation Planning – Encourages incorporation of data sharing and consideration into transportation planning processes, leveraging the value of data across multiple programs and plans. This is addressed in Tasks 2, 3, 4, & 6.

Appendix B includes a matrix that identifies the relationship of UPWP Tasks to Federal Planning Emphasis Areas.

1.3.3 Florida Planning Emphasis Areas

The Florida Department of Transportation Office of Policy Planning has defined *Florida Planning Emphasis Areas 2021* to set planning priorities, support the Florida Transportation Plan, and emphasize areas which MPOs are encouraged to address as they develop their planning programs and UPWPs:

- **Safety** – Emphasizes the top priority of safety established through the Florida Transportation Plan and Florida Strategic Highway Safety Plan and the state’s target of zero traffic fatalities and serious injuries; UPWPs should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.
- **Equity** – Reiterates the related Federal Planning Emphasis Area and Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* which created the “Justice40 Initiative” that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. Implementation of planning programs and activities within the UPWP should establish consistent and systematic fair, just, and impartial treatment of individuals.
- **Resilience** – Echoes the federal planning factor to “Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation” and the ability to adapt to changing conditions and prepare for, withstand, and recover from disruptions. UPWPs should incorporate resilience across planning activities with emphasis on coordinating with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives.
- **Emerging Mobility** – Emphasizes the importance of preparing for advances in communication and automation technology that result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. The UPWP should recognize the important influence of emerging mobility on the multi-modal transportation system and include related planning studies, collaboration efforts, research, or other activities.

Appendix B includes a matrix that identifies the relationship of UPWP Tasks to Florida Planning Emphasis Areas.

In addition to the Florida Planning Emphasis Areas, FDOT District 5 planning activities for the next two years include a range of areas under FDOT’s Vital Few: Improve Safety, Enhance Mobility, and Inspire Innovation.

- | | |
|--|---|
| ▪ GIS Application Development and System Maintenance | ▪ Modal Development Technical Support |
| ▪ Systems Planning and Reviews | ▪ Transportation Alternatives Program Development |
| ▪ Interchange Reviews | ▪ Commuter Services |
| ▪ Travel Demand Model Development | ▪ State Highway System Corridor Studies |
| ▪ ETDM/Community Impact Analysis | ▪ Complete Streets Studies |
| ▪ Statistics | ▪ Growth Management Impact Reviews |
| ▪ Federal Functional Classification | ▪ Promoting and coordinating Safety for all modes of transportation |
| ▪ Traffic Counts Program | |

Appendix H includes more detail regarding planning activities defined by FDOT District Five.

1.3.4 Statement of Consolidated Planning Grant Participation

The FDOT and the Lake-Sumter MPO participate in the Consolidated Planning Grant (CPG). The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida's FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division. These funds are annually apportioned to FDOT as the direct recipient and allocated to the MPO by FDOT utilizing formulas approved by the MPO, FDOT, FHWA, and FTA in accordance with 23 CFR 420.109 and 49 U.S.C. Chapter 53. The FDOT is fulfilling the CPG's required 18.07% non-federal share (match) using Transportation Development Credits as permitted by 23 CFR 120(j) and FTA C 8100.1D.

1.3.5 Performance-Based Planning

Pursuant to the federal requirements, state departments of transportation and MPOs must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs. This process will be incorporated into multiple planning activities, with a particular focus on the TIP and LRTP. FDOT is required to establish statewide targets for the required performance targets, and MPOs have the option to support the statewide targets or adopt their own. Based on this information, the Lake-Sumter MPO has adopted FDOT's performance measure targets. The MPO adopted the Transit Asset Management Plan (TAMP) developed by Lake County Transit at the September 2018 Governing Board meeting. The MPO adopted the Transit Safety Performance Measure Target developed in the Public Transportation Agency Safety Action Plan (PTASP) for Lake County Transit at the February 24, 2021 Governing Board meeting.

Local and Regional Planning Priorities

The UPWP's planning activities reflect the 2045 Long Range Transportation Plan's planning priorities which are defined through the following goals:

- **Support economic success and community values.** Reduce congestion and improve travel reliability for the traveling public and freight users on highways and major arterials; enhance access to major employment centers; coordinate regional transportation planning efforts and local comprehensive planning efforts; minimize negative environmental impacts associated with transportation investments; address Environmental Justice in all appropriate aspects of MPO planning.
- **Promote safety and security.** Prioritize investments to reduce crash related fatalities for all modes of transportation; prioritize investments to reduce crash related serious Injuries for all modes of transportation; prioritize investments to reduce bicycle and pedestrian crash related fatalities and serious injuries; Prioritize investment on evacuation routes; invest in transit security.
- **Improve transportation operations.** Invest in Intelligent Transportation Systems (ITS); invest in vehicle to infrastructure communication; invest in cost effective Congestion Management strategies.

- **Improve mobility.** Improve transportation options available; invest in bicycle and pedestrian infrastructure; maintain or enhance transit service; Balance regional capacity needs with human scale accessibility needs (Complete Streets); invest in Context Sensitive/Complete Street investments in multimodal corridors.
- **System Preservation.** Maintain Transportation infrastructure; maintain transit assets.
- **Planning Challenges.** A general planning challenge for the UPWP period will be ensuring that identified planning factors and emphasis areas are meaningfully addressed. LSMPO has identified a range of key tasks to ensure the greatest success and integration of these areas into the MPO's planning processes. Another challenge includes coordinating with MPO partners and the public regarding identification of the right needs and priorities in the context of a shifting economy and evolving funding opportunities. It can similarly be difficult to effectively set the long-term perspective necessary to plan for and program transportation projects. LSMPO will be strategic about how it communicates information and "tells the story" of projects and the planning process to help address these challenges. Based upon the US Census Update, LSMPO may be designated as a Transportation Management Area (TMA) during this UPWP period. This designation brings additional funding and requirements. If LSMPO is designated as a TMA, it will develop an effective plan to ensure that the transition is implemented successfully rather than representing a challenge.

1.3.6 What are the Planning Tasks in the UPWP?

The purpose of Metropolitan Planning funds is to provide for a Continuing, Comprehensive, and Cooperative (3-C) metropolitan transportation planning process. Planning tasks are performed with funds under Title 23 Sections 134 (Metropolitan Transportation Planning) and 135 (Statewide Transportation Planning) and Title 49 Chapter 53 (Public Transportation). The task areas that form the framework for this UPWP are:

- Task 1: Administration and Management
- Task 2: Transportation Improvement Program
- Task 3: Long Range Transportation Plan
- Task 4: Special Studies
- Task 5: Public Outreach
- Task 6: MPO Regional Activities

Section 3 provides a complete breakdown of activities and budget for each of the task areas.

1.4 WHAT ARE SOME OF THE FINANCIAL CONSIDERATIONS?

1.4.1 FDOT Soft Match

Section 120 of Title 23, U.S.C., permits a State to use certain toll revenue expenditures as a credit toward the non-Federal matching share of all programs authorized by Title 23 (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a “soft match” provision that allows the Federal share to be increased up to 100% to the extent credits are available. This soft match is not required to be programmed. It will not be shown in the budget tables throughout this UPWP; however, it should be known that the “soft match” amounts shown in Section 4.1 are being utilized to match the FHWA funding in this UPWP.

1.4.2 Indirect Cost Rate

The Lake~Sumter MPO does not utilize an indirect cost rate.

1.5 DOES AIR QUALITY IMPACT THE MPO'S PLANNING?

The MPO is currently in an attainment area for all National Ambient Air Quality Standards (NAAQS). The MPO will monitor this status and engage in future planning activities as appropriate.

1.6 WHAT IS THE PUBLIC REVIEW PROCESS FOR THE UPWP?

Adoption of or amendments to the UPWP will be done after the public has been notified of intent to amend the plan, and only after the public has had 21 days to review and comment on the proposed changes.

The MPO public participation plan provides the public with many opportunities to comment on the FY 2024/25–2025/26 UPWP including but not limited to the following:

- 21-day comment period on the draft FY 2024/25-2025/26 UPWP
- Public meetings on specific transportation projects including the UPWP
- MPO Website: www.LakeSumterMPO.com where the draft UPWP document is available for viewing and/or download
- MPO Governing Board and Committee meetings (Technical Advisory Committee (TAC), Community Advisory Committee (CAC), Transportation Disadvantaged Coordinating Board (TDCB)
- April 3, 2024 - TAC/CAC Meeting Agendas Posted and 21-day public review period is initiated
- April 10, 2024 – Approved draft UPWP at TAC and CAC meetings
- April 24, 2024 - Adopted UPWP at the Governing Board meeting

The MPO mailing list includes civic associations, clubs, municipal governments, newspapers, concerned citizens.

2. ORGANIZATION AND MANAGEMENT OF THE MPO

2.1 IDENTIFICATION OF PARTICIPANTS

The Lake~Sumter Metropolitan Planning Organization (MPO) was established on February 25, 2004, after the 2000 U.S. Census determined the urbanized areas around Leesburg, Eustis and Lady Lake had exceeded a population of 50,000. In 2010, Governor Crist approved the MPO's Re-designation Plan to include all of Sumter County creating the current MPO planning area. Tasked with effectively identifying the public's transportation needs is the Lake~Sumter MPO Board. The Board consists of elected officials representing all of the local governments in the region, including municipal and county entities.

2.1.1 Lake~Sumter MPO Mission Statement

The mission of the Lake~Sumter Metropolitan Planning Organization is to provide the local governments, agencies and residents of Lake and Sumter counties a forum for addressing growth and transportation issues, with an emphasis on:

1. Planning a regional, multi-modal transportation network that balances accessibility and mobility
2. Incorporating the visions of the member governments into a cohesive regional approach; and
3. Coordinating with regional partners and state and federal agencies to meet the needs of the public

2.1.2 Lake~Sumter MPO Board Membership

Representatives of Lake County and Sumter County governments, the 14 municipalities of Lake County, the five municipalities in Sumter County, the Lake County School Board, the Sumter County School Board, Florida Central Railroad (FCRR), the Central Florida Expressway Authority (CFX), FDOT and the U.S. Department of Transportation (USDOT) are involved in the transportation planning process for the Lake~Sumter MPO.

- A. Voting Members:** The MPO Governing Board includes elected representatives from Lake and Sumter counties, two county commissioners from Sumter County and all five county commissioners from Lake County. In addition, there are seven voting members from municipalities with representatives from: Clermont, Eustis, Groveland, Lady Lake, Leesburg, Mount Dora and Tavares. There is one additional at-large voting member that annually rotates from the following cities: Astatula, Fruitland Park, Howey-in-the-Hills, Mascotte, Minneola, Montverde and Umatilla. There is one additional at-large voting member from the following cities: Bushnell, Center Hill, Coleman, Webster and Wildwood that is determined by interlocal agreement between the cities.
- B. Other Entities/Non-voting:** Ex-officio members include Florida Central Railroad, added as ex-officio member in 2006, both counties' school districts, approved as ex-officio members in 2008, and CFX, added in 2015. A chart depicting these members is shown in **Figure 8**.

2.1.3 Advisory Committees

The Lake–Sumter MPO Governing Board receives recommendations from four advisory committees. Four task forces have been created to allow opportunity to address specific areas or issues.

Advisory Committees

Executive Committee

The purpose of the Executive Committee is to efficiently address matters not feasible to be heard by the full MPO Board in a timely fashion. The MPO Board may refer items to the Executive Committee for action or recommendation.

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) is comprised of planners and engineers from the various local governments comprising the MPO. The input provided by the TAC is of a very technical nature and may include making technical design recommendations and verifying that all documents conform to the appropriate standards.

Community Advisory Committee (CAC)

The CAC ensures the public has the opportunity to review and evaluate proposed transportation plans and programs. The committee membership includes multimodal transportation advocates, as well as representatives from under-served communities and business interests. This composition encourages geographic, demographic and modal diversity.

Transportation Disadvantaged Coordinating Board (TDCB)

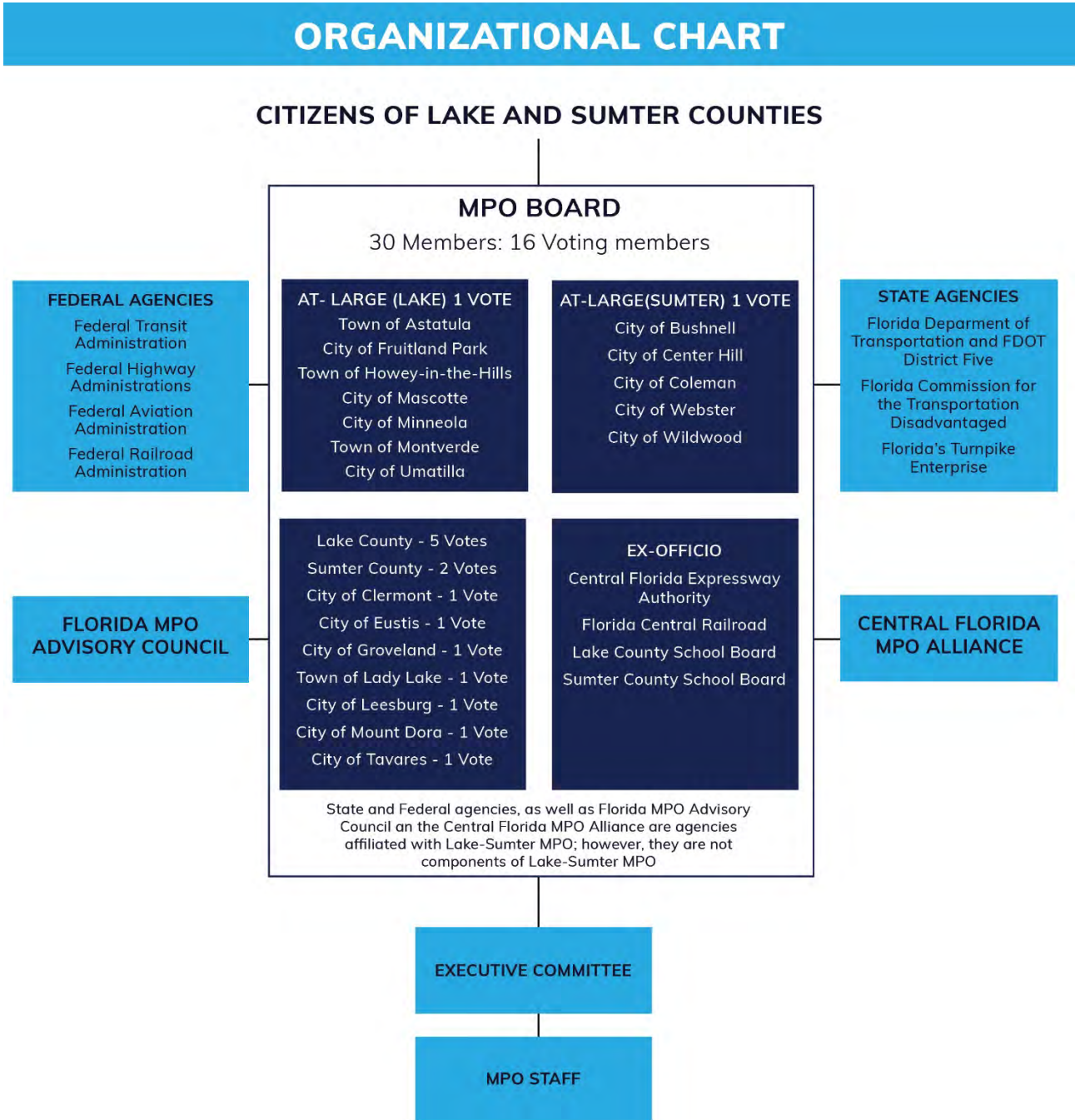
There are two TDCBs in the MPO Area; one for Lake and one for Sumter county. The primary purpose of each TDCB is to assist the MPO in identifying local service needs and in providing information, advice and direction to the Community Transportation Coordinators (CTCs) in Lake and Sumter Counties.

2.1.4 MPO Staff

The MPO Staff is responsible for collecting and disseminating all information from the transportation planning process to the general public. The work effort required to support the planning process is administered by the MPO staff in cooperation with local governments and the FDOT. Examples of other agencies that are consulted in various phases of the planning process include the Department of Environmental Protection, the Federal Aviation Administration, Federal Rail Administration, US Forest Service (for Federal Land Management Areas (FLMA) coordination), and the Water Management District (WMD) Offices (St. Johns River WMD and Southwest Florida WMD).

MPO staffing consists of two positions: 1) the Executive Director (ED) and 2) Financial Coordinator (FC). The ED manages all aspects of planning for the MPO and oversees the operations and management of the agency. The FC is responsible for all accounting, invoicing, and budget development for the MPO. The MPO utilizes the General Planning Consultant (GPC) and single source contracts to execute the metropolitan transportation planning process and fulfill the required work products of the MPO. Each of the six UPWP Tasks are accomplished with consultant support through the GPC contract and contracted services managed by the ED and FC through the Work Order process. All Work Orders are reviewed and approved by FHWA and FDOT before Notice to Proceed is issued for any consultant services. The MPO is an independent agency with a Lake County Staff Services Agreement to provide certain services such as Human Resources, Procurement, Accounting, Legal, and IT .

Figure 8. Lake~Sumter MPO Organization Chart



2.2 MPO AGREEMENTS

The MPO has executed all required agreements to facilitate the transportation planning process. A list and execution status of these agreements follows:

- **Metropolitan Planning Organization Agreement** is financial assistance through the FDOT in the form of FHWA funds to the MPO for the completion of transportation related planning activities set forth in the Unified Planning Work Program (UPWP) of the MPO. *Biennial (every two years) agreement. July 1, 2024 – June 30, 2026.*
- **Transportation Disadvantaged (TD) Planning Grant** provides state planning funds to coordinate the Transportation Disadvantaged Services in Lake County and Sumter County. *Annual application July 1, 2024 thru June 30, 2025 and July 1, 2025 thru June 30, 2026.*
- **Interlocal Agreement for the Creation of Metropolitan Planning Organization** between Florida Department of Transportation (FDOT), the County of Lake, the County of Sumter, Town of Astatula, City of Bushnell, City of Center Hill, City of Clermont, City of Coleman, City of Eustis, City of Fruitland Park, City of Groveland, Town of Howey-in-the-Hills, Town of Lady Lake, City of Leesburg, City of Mascotte, City of Minneola, Town of Montverde, City of Mount Dora, City of Tavares, City of Umatilla, City of Webster, City of Wildwood, Florida Central Railroad, Lake County School Board, Sumter County School Board, and the Central Florida Expressway Authority. *Updated October 28, 2015. Will be updated in fiscal year 2025.*
- **Intergovernmental Coordination and Review (ICAR) and Public Transportation Coordination Joint Participation Agreement** is an interlocal agreement between the FDOT, Lake~Sumter MPO, East Central Florida Regional Planning Council, Lake County Community Transportation Coordinator, and the Sumter County Community Transportation Coordinator to coordinate planning efforts. *Updated August 26, 2015 and is currently under review for reapproval.*
- The Lake~Sumter MPO is party to an interlocal agreement among the six MPOs that are members of the **Central Florida Metropolitan Planning Organization Alliance (CFMPOA)**. The purpose of the agreement among the CFMPOA members is enhanced regional transportation planning. The CFMPOA also executed the FDOT agreement with the **Regional Intergovernmental Coordination and Review (ICAR)** agencies serving the metropolitan area created under Section 186.504, F.S. The agreement describes the process for coordination of MPO planning and programming activities and how transportation planning and programming activities will be a part of the comprehensive planned development of the metropolitan area. This agreement also defines the process for fulfilling the clearinghouse requirements for federally funded activities. The MPO took the lead in introducing interlocal agreements to two neighboring MPOs with which the Lake~Sumter MPO shares urbanized areas. The proposed interlocal agreements would further reinforce the planning roles of each MPO. The agreement stipulates planning coordination on projects and on plans and programs such as the Transportation Improvement Program and the Long Range Transportation Plan.
- In addition, the Lake~Sumter MPO is a party to the **Metropolitan Planning Organization Advisory Council (MPOAC)**. The Florida MPOAC is a statewide transportation planning and policy organization created by the Florida Legislature pursuant to Section 339.175(11), Florida Statutes, to augment the role of individual MPOs in the cooperative transportation planning process. The MPOAC assists MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. The organization is made up of a Governing

Board (27 members) consisting of local elected officials from each MPO and a Staff Directors' Advisory Committee consisting of the staff directors from each of the MPOs. The MPOAC also includes a Policy and Technical Subcommittee, a Freight Committee, and other committees as assigned by the Governing Board. The Policy and Technical Subcommittee annually prepares legislative policy positions and develops initiatives to be advanced during Florida's legislative session. The MPOAC actively participates in the activities of the National Association of MPOs (AMPO) and the National Association of Regional Councils (NARC) in Washington DC and works with other stakeholder groups to help shape state and national policy regarding metropolitan transportation issues. Current initiatives include the Complete Streets Working Group and the Best Practices Working Group tasked with developing guidance documents detailing best practices for MPO planning activities.

- **MPO Staff Services Agreement** provides staff for carrying out MPO activities. *Renewed February 2020.*

All agency plans and programs comply with the public involvement provisions of Title VI which states: "No persons in the United States shall, on grounds of race, color, sex, age, disability/handicap, income level or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance". To further ensure full compliance with federal requirements, the MPO Governing Board adopted a formal plan covering Title VI issues in July 2007 and updated the approved the Title VI Program in 2018.

2.3 OPERATIONAL PROCEDURES AND BYLAWS

The MPO will monitor the transportation planning process to ensure that it is conducted in a manner consistent with requirements of the applicable state and federal laws and regulations. The intent of the bylaws and operating procedures is to provide rules and procedures to assure the orderly function of the Urban Transportation Planning Process for the Lake and Sumter County Metropolitan planning area.

Lake~Sumter MPO has also adopted a Continuity of Operations Plan (COOP) to provide guidance to MPO staff on the policies and procedures to follow in the event of an interruption of services due to a natural disaster or other emergency. The primary goal of the COOP is to allow the MPO to resume its normal operations and functions as quickly and completely as possible after the interruption of services. The COOP is routinely updated. The MPO's most recent COOP was adopted on February 26, 2020 (Resolution 2020-3).

2.3.1 Bylaws of the Metropolitan Planning Organization (MPO)

The Bylaws of the MPO serve to guide the proper functioning of the Urban Transportation Planning Process for the Lake~Sumter MPO. The intent is to provide procedures and policies for the MPO Governing Board and MPO Committees for fulfilling the requirements of the Federal Highway Act of 1962, Federal Highway Act of 1974, Section 339.175, Florida Statutes, and will operate under the provisions of Section 163.01, Florida Statutes, as amended, and subsequent laws setting forth requirements for transportation planning for all modes of travel and to insure the accomplishment of the planning tasks within a cooperative framework properly related to comprehensive planning on a continuous basis. Full text of the current MPO Bylaws can be found at this website link: [Lake~Sumter MPO Bylaws - Amended December 2023.](#)

2.3.2 Certification

The most current Joint Certification review was completed in January of 2024 (Joint Certification Statement signed by the MPO on February 28, 2024 and FDOT on March 8, 2024). The Statements and Assurances included in this UPWP as **Appendix C** include: Debarment and Suspension Certification, Lobbying Certification for Grants, Loans, and Cooperative Agreements, Disadvantaged Business Enterprise Utilization, and Title VI/Nondiscrimination Assurance.

2.4 INDIRECT COST RATE

The MPO does not utilize an indirect cost rate.

3. TASKS OVERVIEW FOR FY 2024/25- 2025/2026

This section of the UPWP documents each specific transportation planning task to be undertaken during fiscal years, 2024/25-2025/26, including the purpose of the Task, previous work accomplished, proposed required activities to accomplish tasks, responsible agencies, cost estimates, and proposed funding sources. The UPWP is broken down into six (6) major activity categories. The final section of the UPWP contains the appropriate tables, including a task element index, a summary of estimated expenditures, and a summary of proposed expenditures by responsible and participating agencies and funding sources. The MPO will conduct the metropolitan planning processes in conformance with applicable federal (23 CFR 450) and state statutes and ensure the maintenance of a continuing, cooperative, and comprehensive transportation planning process for the Lake-Sumter MPO Planning Area.

Task 1 - Administration and Management

This task includes providing the staff and necessary resources to conduct a successful Continuing, Comprehensive, and Cooperative (3-C) transportation planning process. This includes monitoring and managing local planning tasks to ensure that the planning process complies with all state and federal requirements. Also critical is maintenance and periodic update of the Continuity of Operations Plan (COOP) to provide clear direction in the event of an interruption of services due to a natural disaster or other emergency.

Task 2 -Transportation Improvement Program (TIP)

This task includes the development of the Transportation Improvement Program (TIP) and coordination with the Florida Department of Transportation (FDOT) to develop the FDOT Work Program. The five-year TIP is required by state and federal laws and is developed annually and amended as needed to ensure consistency with the FDOT Work Program. This also includes the reporting, tracking, and documentation of performance measures and targets. Reporting and analysis related to the Public Participation Plan (PPP), Title VI, LEP, and DBE plans adherence and compliance. This task also includes the development of the MPO's annual List of Priority Projects which is critical to the development of FDOT Five-Year Work Program and the TIP.

Performance Measurement (PM)

Performance Measurements (PM) standards have been integrated into the metropolitan transportation planning process to ensure all safety, mobility, environmental, and financial goals are achieved within their allocated timeframe. This Task includes fully meeting the requirements for integration of PM into the TIP including target setting, progress reports toward achieving targets, and data sharing and coordination with FDOT and transit providers.

Task 3 - Long Range Transportation Plan

Long Range Transportation Plan

Work in this section primarily involves the implementation of any major updates or amendments to the MPO's 2045 Long Range Transportation Plan (LRTP) and development of the new 2050 LRTP. The 2045 LRTP was adopted on December 9, 2020; TRANSPORTATION 2050 will be adopted on or before December 9, 2025. Work also includes ensuring consistency between the MPO's transportation plan and local government comprehensive plans. This section also includes utilizing FDOT's Efficient Transportation Decision Making (ETDM) planning screen process for projects identified in the new plan.

This Task includes those elements necessary for collecting and maintaining transportation data used for MPO's Congestion Management Process (CMP) for analysis and planning purposes by the local governments and used in developing transportation studies. This includes receipt of traffic count information from FDOT; managing the traffic count programs and collecting traffic counts for Lake and Sumter counties; a collection of crash data provided by the State of Florida and maintaining a crash data management system; and collection and maintenance of data utilized in the MPO's Geographic Information Systems (GIS) database.

The MPO's 2050 LRTP will include elements developed specifically to address the following:

- Complete Streets
- Active Transportation
- Freight and Rail
- Safety Vision Zero
- Resiliency
- TSMO & ITS

Task 4- Special Studies

Multimodal Planning

Multimodal activities encompass plans for Transit; Vulnerable Roadways Users services; Bike-ped Improvements; Complete Street Projects; Safety Improvements; Small Area Studies, Freight Studies; Traffic Impact Analysis Reviews; Transportation Systems Management & Operations (TSM&O) and/or ITS planning and studies; CMAQ Planning, Transportation Alternative Program (TAP) planning, Cost-Effectiveness Analysis, and System Planning.

Public Transportation and Transportation Disadvantaged

Includes all activities related to the Transportation Disadvantaged (TD) Program and the public transportation in Lake and Sumter counties.

Congestion Management Process (CMP)

The Congestion Management Process (CMP) aims to manage congestion and increase safety on the roadway network using a multimodal and livability methodology.

Task 5 - Public Participation

This section contains three elements.

The first is the continued support of the MPO's Public Participation Plan, Title VI Plan, Limited English Proficiency Plan (LEP), and the Disadvantaged Business Enterprise Plan (DBE) for the MPO's outreach efforts.

The second element covers the reporting, tracking, and documentation of performance measures and targets for the PPP, Title VI, LEP, and DBE plans. Also included in this element is the annual MPO staff training in public Participation, Title VI, LEP, and DBE programs, reporting, and compliance.

The third element of this Task is the activities and costs associated with the development, printing, and distribution of MPO plans, reports, and MPO publications. The MPO's website also serves as the major information portal for all planning efforts. All information, including workshop videos, presentations, and technical documents, is made available via the website. Advertisements for public meetings and workshops are posted online and on social media platforms.

The MPO's Public Participation Plan (PPP) was prepared in accordance with Title 23 Code of Federal Regulations, Section 450.316(b)(1). The PPP provides a process that ensures opportunities for the public to be involved in all phases of the planning process. The MPO adopted the updated PPP, Title VI, LEP, and DBE Plans at their April 2018 meeting and updated them in 2020. The updated PPP, Title VI LEP and DBE plans will be on the agenda for approval April 2024.

Task 6 - MPO Regional Activities

This Task includes the regional visioning and planning initiatives occurring in Central Florida. This Task also includes participation in the Florida MPO Advisory Council (MPOAC) and the Central Florida Metropolitan Planning Organization Alliance (CFMPOA). Activities include coordination with state and regional agencies on special planning efforts and statewide visioning and planning initiatives. Also included are the monitoring of federal and state legislative issues and the development of MPO Board policy, positions, and priorities.

TASK 1 - ADMINISTRATION AND MANAGEMENT

Purpose

To conduct the metropolitan planning processes in conformance with applicable federal (23 CFR 450) and state statutes and to ensure the maintenance of a successful 3-C (continuing, comprehensive and cooperative) transportation planning process for the Lake~Sumter MPO Planning Area.

Previous Work

Administration, preparation and distribution of planning documents, technical assistance, and documents for MPO Board and committee meetings. Coordination with federal, state, and local partners. Preparation of contracts and agreements. Preparation of certification documents. Attendance at workshops and training sessions.

Task 1: Administration and Management - Activities for Fiscal Years 2025 and 2026

Description of Planning Work	Resulting Product(s)	Completion Date(s)
Perform financial tasks, budget management, financial record keeping, preparation of invoices, and personnel services	Budgets, contracts, and financial records, FDOT audits, invoices	On-going
Maintenance of prior years' grants, contracts, and agreements	Revised or updated contracts or agreements	On-going
Continued program of upgrading computers and other office equipment to meet evolving technology needs	Computer and other office equipment	On-going
Prepare annual audit	Audit Report	Annually
Administer and support MPO Governing Board and Advisory Committees	Board/Committee meetings and associated materials, minutes, and notifications	Monthly
Monitor the two-year UPWP, coordinate tasks with participating agencies, submit progress reports and invoices to FDOT	Progress Reports*	Monthly
Amend and modify FY 2024/25 – 2025/26 UPWP	Updated FY 25-26 UPWP*	As Needed
Complete and adopt FY 2026/27 – 2027/28 UPWP	FY 27-28 UPWP*	May 2026
Monitor, review, and update MPO Continuity of Operations Plan (COOP). Review and coordinate plans for transportation services following natural or man-made emergencies.	Updated COOP*	As Needed
Maintain and update MPO agreements, Board and Committee bylaws	Revised agreements and bylaws	As Needed
Monitor DBE participation and report payments	Summary reports	Semiannual

Unified Planning WORK PROGRAM

Description of Planning Work	Resulting Product(s)s	Completion Date(s)
Staff Services Agreement with Lake County	Renewed agreement	As needed
Participate in state certification review	Responses to certification questions and updates to the Board	Annually as directed by FDOT
Legal services	Contracts, resolutions, documents, procedures approved for legal sufficiency	As Needed
Select and Manage Consultant Support	Advertising, selection, and award of consultant contracts, project RFP contracts, and other consulting services as needed. Review and submittal of consultant invoices and project status reports.	As Needed
Management, Maintenance, and Operations of the MPO Office Complex	Lease payment, office maintenance, safety, and security of personnel, MPO signage, cleaning of MPO utilized facilities. Purchases including supplies and capital and lease of equipment. Website hosting, webmaster services, and updates. **	On-going
Travel and training for MPO staff	Necessary travel and related costs for attendance at trainings and industry conferences/workshops to ensure that the MPO staff are current on state of the practice.	On-going

The responsible agency for all tasks is the Lake~Sumter MPO, unless otherwise noted.

Consultant-supported activities are denoted by *. Detail regarding all consultant-supported activities will be submitted to FDOT/FHWA for review and approval as task orders/Requests for Proposal (RFPs) are developed. Scopes of Service for consultant supported activities are included in Appendix I.

** Please note: Lake-Sumter MPO understands that equipment purchases equal to or over \$5,000 included in Budget Category D (Direct expenses) in Table 3.1 on the following page will be submitted to FHWA for review and approval.

Task 1 –Administration and Management Budget Table

Task 1 - Administration and Management		
2025		
Funding Source	FHWA	FY 2025 Total
Contract Number	GXX25	
Source Level	PL	
Personnel (salary and benefits)		
MPO Staff Salaries	\$ 264,213	\$ 264,213
Personnel (salary and benefits) Subtotal	\$ 264,213	\$ 264,213
Consultant		
Consultant	\$ 50,000	\$ 50,000
Accounting/Financial	\$ 65,000	\$ 65,000
Consultant Subtotal	\$ 115,000	\$ 115,000
Travel		
Travel	\$ 4,250	\$ 4,250
Travel Subtotal	\$ 4,250	\$ 4,250
Direct Expenses		
Annual Audit	\$ 15,000	\$ 15,000
Telecommunications	\$ 4,560	\$ 4,560
Freight and Postage	\$ 200	\$ 200
Office Lease	\$ 35,500	\$ 35,500
Insurance	\$ 2,000	\$ 2,000
LC Document Services	\$ 1,000	\$ 1,000
Support Services by LC	\$ 29,986	\$ 29,986
Office Supplies	\$ 3,000	\$ 3,000
Info Tech Supplies	\$ 5,000	\$ 5,000
Janitorial Services	\$ 3,500	\$ 3,500
Direct Expenses Subtotal	\$ 99,746	\$ 99,746
Total	\$ 483,209	\$ 483,209

Task 1 - Administration and Management		
2026		
Funding Source	FHWA	FY 2026 Total
Contract Number	GXX25	
Source	PL	
Personnel (salary and benefits)		
MPO Staff Salaries	\$ 295,373	\$ 295,373
Personnel (salary and benefits) Subtotal	\$ 295,373	\$ 295,373
Consultant		
Consultant	\$ 50,000	\$ 50,000
Accounting/Financial	\$ 70,000	\$ 70,000
Consultant Subtotal	\$ 120,000	\$ 120,000
Travel		
Travel	\$ 4,250	\$ 4,250
Travel Subtotal	\$ 4,250	\$ 4,250
Direct Expenses		
Annual Audit	\$ 17,250	\$ 17,250
Telecommunications	\$ 5,009	\$ 5,009
Freight and Postage	\$ 200	\$ 200
Office Lease	\$ 36,525	\$ 36,525
Insurance	\$ 2,500	\$ 2,500
LC Document Services	\$ 1,000	\$ 1,000
Support Services by LC	\$ 31,000	\$ 31,000
Office Supplies	\$ 3,700	\$ 3,700
Info Tech Supplies	\$ 5,000	\$ 5,000
Janitorial Services	\$ 4,000	\$ 4,000
Direct Expenses Subtotal	\$ 106,184	\$ 106,184
Total	\$ 525,807	\$ 525,807

TASK 2: TRANSPORTATION IMPROVEMENT PROGRAM

Purpose

To update the five-year Transportation Improvement Program (TIP) annually and amend as needed, consistent with Federal and State requirements. Maintain the data and provide transportation planning services and annual reporting on TIP State of the System and Performance Measures targets. To conduct strategic planning efforts consistent with the LRTP. To coordinate planning efforts with the Florida Department of Transportation. To maintain and annually update and publish the List of Priority Projects (LOPP) in June 2025 and 2026.

Task 2: Transportation Improvement Program achieves the requirements for Complete Streets planning as described in Section 11206 Increasing Safe and Accessible Transportation Options of the Infrastructure Investment and Jobs Act (IIJA). [§ 11206].

Previous Work

Development and management of the FY 2022/23-2026/27 TIP and the FY 2023/24-2027/28 TIP and all required amendments. Adopted LOPP (June 2023, June 2024).

Task 2: Transportation Improvement Program Activities for Fiscal Years 2025 and 2026

Description of Planning Work	Resulting Products	Completion Date
Develop and publish the annual TIP utilizing web-based interactive TIP and mapping application	FY 2024/25- 2028/29 TIP and FY 2025/26 – 2029/30 TIP*	June 2025 and June 2026
Amendments and updates to the TIP, STIP and online maps	Updated TIP, STIP, and online maps*	As Needed
Analysis and report performance of the TIP Performance Measure (PM) targets annually and with all amendments, including PM target setting and data sharing & coordination with FDOT	TIP Performance Measures Annual Report*	Annually and as needed
Provide quantitative technical support for performance-based planning and prioritization	TIP Performance-Based project prioritization*	Annual update June 2025 & June 2026
Data collection, analysis, and reporting for all federally required performance measures	Performance measures report*	Annually or as needed
Annual listing of Federally obligated projects	Annual Obligation Report	Annually and as needed
Develop, update, and publish the List of Priority Projects (LOPP) and annual LOPP fiscal and programmatic effectiveness analysis.	LOPP document and annual LOPP fiscal and programmatic effectiveness report.*	June 2025 and June 2026
Manage Consultant Support	Manage consultant project teams; review and approve consultant invoices, project reports, and project documents.	As Needed

The responsible agency for all tasks is the Lake~Sumter MPO, unless otherwise noted.

Consultant-supported activities are denoted by *. Detail regarding all consultant-supported activities will be submitted to FDOT/FHWA for review and approval as task orders/Requests for Proposal (RFPs) are developed. Scopes of Service for consultant supported activities are included in Appendix I.

Task 2 – Transportation Improvement Program Budget Table

Task 2 – Transportation Improvement Program		
2025		
Funding Source	FHWA	FY 2025 Total
Contract Number	GXX25	
Source Level	PL*	
Personnel (salary and benefits)	\$ 41,418	\$ 41,418
Consultant	\$ 133,000	\$ 133,000
2025 Totals	\$ 174,418	\$ 174,418
2026		
Funding Source	FHWA	FY 2026 Total
Contract Number	GXX25	
Source	PL*	
Personnel (salary and benefits)	\$ 52,452	\$ 52,452
Consultant	\$ 115,000	\$ 115,000
2026 Totals	\$ 167,452	\$ 167,452

*These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets planning. [\$ 11206(b)]. 2.5% of the total PL allocation for fiscal year 2024/25 is \$21,492 of \$859,669, and for fiscal year 2025/26, is \$21,770 of \$870,808.

TASK 3 - LONG RANGE TRANSPORTATION PLAN

Purpose

To maintain, update and implement long-range planning that is technically sound and financially cost feasible with the goal to move people, create jobs, and strengthen communities. Develop the 2050 LRTP all associated studies/elements. Conduct other long-range transportation planning efforts consistent with the LRTP, including transportation studies and the Efficient Transportation Decision Making process.

Additionally, as part of this Task, an up-to-date inventory of planning data will be collected and maintained including, but not limited to land use, travel patterns, travel mode, transit ridership, socio-economic information, and demographics for use in the MPO's Geographic Information System (GIS) and travel demand forecasting databases.

Task 3: Long Range Transportation Plan achieves the requirements for Complete Streets planning as described in Section 11206 Increasing Safe and Accessible Transportation Options of the Infrastructure Investment and Jobs Act (IIJA). [§ 11206].

Previous Work

Maintenance and implementation of the 2045 LRTP; LRTP Amendments; Incorporation of Federal and State Performance measures; LRTP policy development.

Task 3: Long Range Transportation Plan Activities for Fiscal Years 2025 and 2026

Description of Planning Work	Resulting Products	Completion Date
Maintain, modify, and amend the 2045 LRTP	Updated 2045 LRTP*	On-going
Coordination and support of the FDOT Central Florida Regional Planning Model (CFRPM)	Information for 2050 LRTP*	On-going and As Needed
Develop the 2050 LRTP	2050 LRTP*	December 2025
Manage and coordinate LRTP consultant team in the development of the 2050 LRTP	2050 LRTP Program and Consultant Management*	December 2025
Conduct public participation and stakeholder engagement activities for the 2050 LRTP and associated studies	2050 LRTP public participation, stakeholder engagement and documentation*	December 2025
Develop data library and visualizations for 2050 LRTP	2050 LRTP data library and visualizations*	December 2025
Develop 2050 LRTP Needs Assessment and Identify Projects, including elements addressing Complete Streets, Active Transportation, Freight & Rail, Safety/Vision Zero, Resiliency, and TSM&O	2050 LRTP Needs Assessment and Project Identification Technical Memoranda and Documentation*	December 2025

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Description of Planning Work	Resulting Products	Completion Date
Development of the Vision Zero Policy Element	L RTP Vision Zero Element, TIP Vision Zero Element, LOPP Vision Zero Element, communications plan for each Element*	June 2025
Conduct Community and Environmental Screening, including Transit/TOD/Affordable Housing, ETDM, and Federal Agency Coordination	2050 L RTP Community and Environmental Screening Documentation*	December 2025
Develop 2050 L RTP Cost Feasible Plan	2050 L RTP Cost Feasible Plan Tables, Maps and Documentation*	December 2025
Coordination with FDOT on SIS and Freight Long Range Plans	Information for 2050 L RTP*	On-going and As Needed
Complete and 2050 L RTP Documentation	2050 L RTP Adoption and Final Documentation*	December 2025
Maintain, modify, and amend the 2050 L RTP	Updated 2050 L RTP*	On-going
Develop, measure, and report L RTP performance measures criteria based on IIJA regulations and timelines	Performance Measures Report related to IIJA, technical support for performance-based planning.*	June 2025 and June 2026
Monitoring, collecting, and analyzing relevant data in support of long-range planning activities	Reports, databases, and maps*	As Needed
Manage Consultant Support	Manage consultant project teams; review and approve consultant invoices, progress reports, and project documents.	As Needed

The responsible agency for all tasks is the Lake~Sumter MPO, unless otherwise noted.

Consultant-supported activities are denoted by *. Detail regarding all consultant-supported activities will be submitted to FDOT/FHWA for review and approval as task orders/Requests for Proposal (RFPs) are developed. Scopes of Service for consultant supported activities are included in Appendix I.

Task 3 – Long Range Transportation Plan Budget Table

Task 3 Long Range Transportation Plan					
2025					
Funding Source	FHWA		FHWA		FY 2025 Total
Contract Number	GXX25		SS4A Grant		
Source Level	PL*	Total	Federal	Total	
Personnel (salary and benefits)	\$ 36,227	\$ 36,227	\$ -	\$ -	\$ 36,227
Consultant	\$ 100,149	\$ 100,149	\$ 40,649	\$ 40,649	\$ 140,798
2025 Totals	\$ 36,376	\$ 136,376	\$ 40,649	\$ 40,649	\$ 177,025
2026					
Funding Source	FHWA		FHWA		FY 2026 Total
Contract Number	GXX25		SS4A Grant		
Source	PL*	Total	Federal	Total	
Personnel (salary and benefits)	\$ 40,937	\$ 40,937	\$ -	\$ -	\$ 40,937
Consultant	\$ 76,000	\$ 76,000	\$ 39,377	\$ 39,377	\$ 115,377
2026 Totals	\$ 116,937	\$ 116,937	\$ 39,377	\$ 39,377	\$ 156,314

*These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets planning. [§ 11206(b)]. 2.5% of the total PL allocation for fiscal year 2024/25 is \$21,492 of \$859,669, and for fiscal year 2025/26, is \$21,770 of \$870,808.

TASK 4 - SPECIAL STUDIES

Purpose

To conduct planning efforts across the various transportation modes and transportation-related systems, including congestion management, safety, and operations, public transportation, TSM&O, ITS, transportation disadvantaged, multimodal planning, bicycle and pedestrian, and freight planning.

Previous Work

Support and administration for Lake County and Sumter County TDCBs; Transit Development Updates; Transportation Disadvantaged Service Plan (TDSP) updates for Sumter County and Lake County; Recommendation of CTCs for Lake County and Sumter County; bicycle and pedestrian planning; identified congested roadways and areas of safety concerns; managed ITS Study; SR 471 Complete Street Study; Freight Evaluation Summary Report and Subarea Assessment; and assessment of projects for grant and discretionary funding eligibility and implementation strategies.

Task 4: Special Studies Activities for Fiscal Years 2025 and 2026

Description of Planning Work	Resulting Products	Completion Date
Conduct multimodal planning, feasibility, and safety studies in support of MPO programs and in coordination with local partners	Planning and Feasibility Studies*	As Needed and Identified
Public transportation planning and studies, including fixed-route transit and para-transit planning	Public Transportation Studies*	As Needed and Identified
Staff support, administration, and oversight for the Lake County TDCB and the Sumter County TDCB	Meetings and associated materials, minutes, and notifications	Quarterly
Facilitate the TDLCB annual evaluation of the CTC	Annual review of Lake County and Sumter County CTCs*	June 30, 2025, and June 30, 2026
Coordinate process for annual minor updates to Lake County and Sumter County TDSPs	Updated Lake and Sumter TDSPs*	June 2025 and June 2026
Coordination with Public Transportation Agency Safety Plan (PTASP) target-setting	PTASP Targets*	Annually
Complete annual updates of Transit Asset Management (TAM) Plan and PTASP	Updated PTASP and TAM Plan*	June 2025 and June 2026
IIJA related Studies and Plans	IIJA Resiliency, Sustainability, Equity, and Climate Mitigation Planning Studies*	June 2025 and June 2026
Assessment of projects for grant/discretionary funding eligibility and project implementation strategies; grant application support	Assessment of projects for grant/discretionary funding opportunities and other implementation strategies; grant applications*	As Needed
Completion of Congestion Management Plan (CMP) Annual Update	Updated CMP*	Annually
Manage Consultant Support	Manage consultant project teams; review and approve consultant invoices, project reports, and project documents.	As Needed

Unified Planning **WORK PROGRAM**

The responsible agency for all tasks is the Lake~Sumter MPO, unless otherwise noted.

Consultant-supported activities are denoted by *. Detail regarding all consultant-supported activities will be submitted to FDOT/FHWA for review and approval as task orders/Requests for Proposal (RFPs) are developed. Scopes of Service for consultant supported activities are included in Appendix I.

Task 4 –Special Studies Budget Table

Task 4 - Special Studies					
2025					
Funding Source	FHWA		CTD		FY 2025 Total
Contract Number	GXX25		G25		
Source Level	PL	Total	State	Total	
Personnel (salary and benefits)	\$ 5,052	\$ 5,052	\$ -	\$ -	\$ 5,052
Consultant	\$ 13,000	\$ 13,000	\$ 53,172	\$ 53,172	\$ 66,172
2025 Totals	\$ 18,052	\$ 18,052	\$ 53,172	\$ 53,172	\$ 71,224
2026					
Funding Source	FHWA		CTD		FY 2026 Total
Contract Number	GXX25		G25		
Source	PL	Total	State	Total	
Personnel (salary and benefits)	\$ 5,709	\$ 5,709	\$ -	\$ -	\$ 5,709
Consultant	\$ 10,000	\$ 10,000	\$ 53,172	\$ 53,172	\$ 63,172
2026 Totals	\$ 15,709	\$ 15,709	\$ 53,172	\$ 53,172	\$ 68,881

TASK 5 - PUBLIC OUTREACH

Purpose

To provide the requested information to the public, government agencies, and elected officials; to increase public awareness of the MPO, its role, and initiatives; to increase the opportunities for public Participation consistent with Federal and State requirements. This task includes activities, tracking, and monitoring for the MPO's Title VI Program, Limited English Proficiency Plan (LEP), and the Disadvantaged Business Enterprise Plan (DBE).

Previous Work

Provided active outreach to local communities through presentations and workshops associated with the Long-Range Transportation Plan, regional trail planning, safety, and other studies. Provided information to the public through a new website, updated printed materials, and social media resources.

Task 5: Public Outreach Activities for Fiscal Years 2025 and 2026

Description of Planning Work / Activity	Resulting Products	Completion Date
Review, evaluate and update the Public Participation Plan (PPP)	Updated Public Participation Plan*	As Needed
Review, evaluate and update the Title VI Plan	Updated Title VI Plan*	As Needed
Review, evaluate and update the Limited English Proficiency (LEP) Plan	Updated LEP Plan*	As Needed
Review, evaluate and update the Disadvantaged Business Enterprise (DBE) Plan	Updated DBE Plan*	As Needed
Maintenance and updates to MPO website and MPO project-specific websites	Updated MPO websites*	On-going
Outreach through MPO social media platforms	Postings to MPO social media platforms*	On-going
ADA Compliance for the MPO Website and all Documents	ADA-Compliant Website and Documents*	On-going
Promote MPO planning activities and initiatives	Production and updates to public information materials*	As Needed
Develop and distribute surveys to obtain public and stakeholder feedback on MPO projects or initiatives	Online survey and In-person Survey Reports	As Needed
Facilitate in-person or virtual public meetings or workshops related to planning activities or projects	Public meetings and workshops*	As Needed
Manage Consultant Support	Manage consultant project teams; review and approve consultant invoices, progress reports, and project documents.	As Needed

Unified Planning **WORK PROGRAM**

The responsible agency for all tasks is the Lake~Sumter MPO, unless otherwise noted.

Consultant-supported activities are denoted by *. Detail regarding all consultant-supported activities will be submitted to FDOT/FHWA for review and approval as task orders/Requests for Proposal (RFPs) are developed. Scopes of Service for consultant supported activities are included in Appendix I.

Task 5 –Public Outreach Budget Table

Task 5 - Public Outreach		
2025		
Funding Source	FHWA	FY 2025 Total
Contract Number	GXX25	
Source Level	PL	
Personnel (salary and benefits)	\$ 9,715	\$ 9,715
Consultant	\$ 25,000	\$ 25,000
2025 Totals	\$ 34,715	\$ 34,715
2026		
Funding Source	FHWA	FY 2026 Total
Contract Number	GXX25	
Source	PL	
Personnel (salary and benefits)	\$ 10,978	\$ 10,978
Consultant	\$ 20,000	\$ 20,000
2026 Totals	\$ 30,978	\$ 30,978

TASK 6 – MPO REGIONAL ACTIVITIES

Purpose

To coordinate with and assist those local agencies conducting studies of interest to MetroPlan Orlando and the area-wide transportation planning process and stay current with local government comprehensive planning. This task is also used to promote and enhance interregional transportation planning and coordination with neighboring MPOs by supporting coming interests through the Central Florida MPO Alliance (CFMPOA). An interlocal agreement can be found in **Appendix J** describing rules and activities of the CFMPOA. Participating agencies of CFMPOA include Lake-Sumter MPO, MetroPlan Orlando, Ocala-Marion TPO, Polk TPO, River to Sea TPO, and Space Coast TPO.

Previous Work

Work Item	Activity Date / Status
Staff participated in technical advisory committees as requested by partner agencies	Monthly meetings of the CTST, School Safety, LYNX & SunRail
Staff has attended monthly meetings of our partner agencies: <ul style="list-style-type: none"> • CFX Board • LYNX Board • GOAA Board • Community Traffic Safety Teams (CTST) & Safety Groups 	Monthly Meetings
Staff participated in local agency partnering meetings with FDOT	Quarterly
Staff participated on Project Advisory Committees or Groups with FDOT, Florida’s Turnpike Enterprise, Central Florida Expressway Authority and LYNX.	Ongoing
Participate in Statewide MPO Advisory Council (MPOAC)	Quarterly
Participate in statewide Model Task Force (MTF)	Bi-annually
CFMPOA Regional priority project list	Annual
CFMPOA Quarterly meetings	Quarterly
CFMPOA Annual joint meeting with Sun Coast Transportation Planning Alliance (SCTPA)	Annual

Required Activities and Products

Activities and Products	Milestone / Target Date
Serve on Project Advisory Committees for partner agencies	Ongoing
Attend meetings of local partners governing boards and advisory committees	Ongoing
Attendance and Coordination with local government partners and FDOT on LAP projects funded with MetroPlan Orlando TMA funds	Ongoing
Attendance at meetings of other MPO / TPO Boards in the region.	Ongoing
Attendance of State groups and committees (model task force, metropolitan planning partnership, MPO Advisory Council, etc.)	Ongoing – as needed
Attendance and participation with national groups and committees (TRB, NCHRP, AMPO, NARC, etc.)	Ongoing – as needed
CFMPOA Regional Priority Project List	July 2024 July 2025
CFMPOA Regional Indicators Report	April 2024 April 2025
CFMPOA continued coordination amongst regional MPO partners	Quarterly meetings/Ongoing
CFMPOA Regional LRTP Summary	April 2026

The responsible agencies include Lake-Sumter MPO, MetroPlan Orlando, Ocala-Marion TPO, Polk TPO, River to Sea TPO, and Space Coast TPO.

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Task 6 –Regional Activities Budget Table

6 MPO Regional Activities		
2025		
Funding Source	FHWA	FY 2025 Total
Contract Number	GXX25	
Source Level	PL	
Detail		
Personnel (salary and benefits)		
MPO Staff Salaries	\$ 7,899	\$ 7,899
Personnel (salary and benefits) Subtotal	\$ 7,899	\$ 7,899
Consultant		
CFMPOA (Transfer to Metroplan)	\$ 5,000	\$ 5,000
Consultant Subtotal	\$ 5,000	\$ 5,000
Total	\$ 12,899	\$ 12,899
2026		
Funding Source	FHWA	FY 2026 Total
Contract Number	GXX25	
Source Level	PL	
Detail		
Personnel (salary and benefits)		
MPO Staff Salaries	\$ 8,925	\$ 8,925
Personnel (salary and benefits) Subtotal	\$ 8,925	\$ 8,925
Consultant		
CFMPOA (Transfer to Metroplan)	\$ 5,000	\$ 5,000
Consultant Subtotal	\$ 5,000	\$ 5,000
Total	\$ 13,925	\$ 13,925

4. FUNDING SUMMARIES

4.1 FEDERAL METROPOLITAN PLANNING FUNDS AND SOFT MATCH

Federal funds authorized by Title 23 U.S.C. generally require a non-federal match at the ratio of 80 (federal) to 20 (local). However, this is subject to a sliding scale adjustment, which is a 1.93% additive for Florida, for a total federal share of 81.93%. Section 120 of Title 23, U.S.C., permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a “soft-match” provision that allows the federal share to be increased up to 100% to the extent credits are available. The “soft match” amount being utilized to match the FHWA PL funding in the UPWP is 20% of FHWA program funds. The “soft match” amount being utilized to match the FHWA SU funding in the UPWP is 18.07% of FHWA program funds.

UPWP Soft Match to Federal Funds

	FY 2024-25	FY 2025-26	Total
Federal Funds Soft Match	\$189,604	\$192,060	\$381,664

4.2 INDIRECT COST RATE

The MPO does not utilize an indirect cost rate.

4.3 SUMMARY BUDGET TABLES

The budget tables that summarize the funds expended are found on the following pages.

- Funding Source FY 2025 and FY 2026 – Figure 9 on pg. 44
- Agency Participation FY 2025 and FY 2026 – Figure 10 on pg. 45

Figure 9. FY 2025 and FY 2026 – Funding Sources

											Funding Source		
Contract	Funding Source	Source Level	2025	2026	FY 2025 Funding Source				FY 2026 Funding Source				
					Soft Match	Federal	State	Local	Soft Match	Federal	State	Local	
G25	CTD	State	\$ 53,172	\$ 53,172	\$ -	\$ -	\$ 53,172.00	\$ -	\$ -	\$ -	\$ 53,172.00	\$ -	
		CTD G25 TOTAL	\$ 53,172	\$ 53,172	\$ -	\$ -	\$ 53,172	\$ -	\$ -	\$ -	\$ 53,172	\$ -	
GXX25	FHWA	PL	\$ 859,669	\$ 870,808	\$ 189,603.55	\$ 859,669.00	\$ -	\$ -	\$ 192,060.30	\$ 870,808.00	\$ -	\$ -	
		FHWA GXX25 TOTAL	\$ 859,669	\$ 870,808	\$ 189,604	\$ 859,669	\$ -	\$ -	\$ 192,060	\$ 870,808	\$ -	\$ -	
SS4A Grant	FHWA	Federal	\$ 40,649	\$ 39,377	\$ -	\$ 40,648.56	\$ -	\$ -	\$ -	\$ 39,376.51	\$ -	\$ -	
		FHWA SS4A Grant TOTAL	\$ 40,649	\$ 39,377	\$ -	\$ 40,649	\$ -	\$ -	\$ -	\$ 39,377	\$ -	\$ -	
TOTAL			\$ 953,490	\$ 963,357	\$ 189,604	\$ 900,318	\$ 53,172	\$ -	\$ 192,060	\$ 910,185	\$ 53,172	\$ -	

FY 2025 and FY 2026 – Agency Participation

Agency Participation							
Funding Source	CTD		FHWA		FHWA		
Contract	G25		GXX25		SS4A Grant		
Fiscal Year	2025	2026	2025	2026	2025	2026	
Total Budget	\$ 53,172	\$ 53,172	\$ 859,669	\$ 870,808	\$ 40,649	\$ 39,377	
Task 1 Administration and Management							
Personnel (salary and benefits)	\$ -	\$ -	\$ 264,213	\$ 295,373	\$ -	\$ -	
Consultant	\$ -	\$ -	\$ 115,000	\$ 120,000	\$ -	\$ -	
Travel	\$ -	\$ -	\$ 4,250	\$ 4,250	\$ -	\$ -	
Direct Expenses	\$ -	\$ -	\$ 99,746	\$ 106,184	\$ -	\$ -	
Sub Total	\$ -	\$ -	\$ 483,209	\$ 525,807	\$ -	\$ -	
Task 2 Transportation Improvement Program							
Personnel (salary and benefits)	\$ -	\$ -	\$ 41,418	\$ 52,452	\$ -	\$ -	
Consultant	\$ -	\$ -	\$ 133,000	\$ 115,000	\$ -	\$ -	
Sub Total	\$ -	\$ -	\$ 174,418	\$ 167,452	\$ -	\$ -	
Task 3 Long Range Transportation Plan							
Personnel (salary and benefits)	\$ -	\$ -	\$ 36,227	\$ 40,937	\$ -	\$ -	
Consultant	\$ -	\$ -	\$ 100,149	\$ 76,000	\$ 40,649	\$ 39,377	
Sub Total	\$ -	\$ -	\$ 136,376	\$ 116,937	\$ 40,649	\$ 39,377	
Task 4 Special Studies							
Personnel (salary and benefits)	\$ -	\$ -	\$ 5,052	\$ 5,709	\$ -	\$ -	
Consultant	\$ 53,172	\$ 53,172	\$ 13,000	\$ 10,000	\$ -	\$ -	
Sub Total	\$ 53,172	\$ 53,172	\$ 18,052	\$ 15,709	\$ -	\$ -	
Task 5 Public Outreach							
Personnel (salary and benefits)	\$ -	\$ -	\$ 9,715	\$ 10,978	\$ -	\$ -	
Consultant	\$ -	\$ -	\$ 25,000	\$ 20,000	\$ -	\$ -	
Sub Total	\$ -	\$ -	\$ 34,715	\$ 30,978	\$ -	\$ -	
6 MPO Regional Activities							
Personnel (salary and benefits)	\$ -	\$ -	\$ 7,899	\$ 8,925	\$ -	\$ -	
Consultant	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -	\$ -	
Sub Total	\$ -	\$ -	\$ 12,899	\$ 13,925	\$ -	\$ -	
Sub-Total (less the de-obligated funds)	\$ 106,344		\$ 1,730,477		\$ 80,025		
Total De-ob. Funds (PL)	\$ -		\$ -		\$ -		
Total De-ob. (Other Source)	\$ -		\$ -		\$ -		
TOTAL PROGRAMMED	\$ 53,172	\$ 53,172	\$ 859,669	\$ 870,808	\$ 40,649	\$ 39,377	

APPENDIX A.

GLOSSARY OF ACRONMYS



(3-C) Continuing, Comprehensive, and Cooperative Planning Process: Transportation planning for the safe and efficient movement of people and goods consistent with the region's overall economic, social and environmental goals.

(ADA) Americans with Disabilities Act of 1990: A Federal law that requires public facilities, including transportation services, to be accessible to persons with disabilities, including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse.

(AMPO) Association of Metropolitan Planning Organizations: A national nonprofit membership organization serving the interests of metropolitan planning organizations nationwide.

(CAC) Citizens' Advisory Committee: Advisory committee utilized by most metropolitan planning organizations (MPOs) for citizen input into the transportation planning process.

(CFMPOA) Central Florida MPO Alliance: A coalition of transportation and government organizations committed to addressing transportation challenges on a regional basis. The alliance is comprised of representatives from the Brevard MPO, the MetroPlan Orlando, the Volusia County TPO, the Polk TPO, the Ocala/Marion TPO, and the Lake--Sumter MPO.

(CFR) Code of Federal Regulations: The codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.

(CFX) Central Florida Expressway Authority: The Central Florida Expressway Authority (CFX) was established in 2014 as the regional toll road authority with an expanded mandate to build and maintain a regional transportation network that connects Brevard, Lake, Orange, Osceola and Seminole counties. CFX is responsible for the construction, maintenance and operation of a limited-access expressway system.

(CMP) Congestion Management Process: A planning process required by Federal law, which is a systematic approach to managing new and existing transportation systems for relieving congestion and maximizing the safety and mobility of people and goods.

(CMS) Concurrency Management System: A systemic process required under ISTEA to provide information on transportation system performance and identify alternative strategies to mobility of persons and goods; process must be developed in Transportation Management Areas (TMAs), the use of CMS in non-TMAs is left to the discretion of state and local officials; in Florida, MPOs will take the lead for the CMS in urbanized areas and FDOT will take the lead elsewhere.

(CR) County Road: A roadway that is operated and maintained by a local county government.

(CTCs) Community Transportation Coordinators: People contracted by the Transportation Disadvantaged Commission to provide complete, cost-effective and efficient transportation services to transportation disadvantaged (TD) persons.

(CTD) Commission for Transportation Disadvantaged: An independent commission housed administratively within the Florida Department of Transportation. Our mission is to insure the availability of efficient, cost-effective, and quality Transportation services for transportation disadvantaged persons.

Direct Expense: Direct expense is an expense incurred that varies directly with changes in the volume of a cost object.

(DBE) Disadvantaged Business Enterprise: A legislatively mandated USDOT program that applies to Federal-aid highway dollars expended on federally assisted contracts issued by USDOT recipients such as State Transportation Agencies. The U.S. Congress established the DBE program in 1982 to ensure nondiscrimination in the award and administration of DOT-assisted contracts and to help remove barriers to the participation of DBEs in DOT-assisted contracts.

(EJ) Environmental Justice: A Federal Executive Order directed to all Federal departments and federally funded agencies to take the appropriate steps to identify and address any disproportionately high and adverse human health or environmental effects of Federal programs, policies, and activities on minority and low-income populations.

(EPA) Environmental Protection Agency: Protects human health and the environment. Since 1970, EPA has been working for a cleaner, healthier environment for the American people.

(EDTM) Efficient Transportation Decision Making: Creates a linkage between land use, transportation and environmental resource planning initiatives through early, interactive agency and public involvement.

(FCRR) Florida Central Railroad: The Florida Central Railroad was established in 1986 and expanded in 1990 as part of the Pinsky Railroad Company. The FCRR operates 68 miles of track and directly serves industries in downtown Orlando, Apopka, Zellwood, Mt. Dora, Tavares, Eustis, Umatilla, Ocoee, and Winter Garden, Florida. All interchanges are made with CSXT in Orlando, Florida. The Florida Midland Railroad was acquired from CSXT in 1987.

(FHWA) Federal Highway Administration: Division of the U.S. Department of Transportation responsible for administering federal highway transportation programs.

(FDOT) Florida Department of Transportation: State agency responsible for transportation issues in Florida.

(FY) Fiscal Year: A budget year; runs from July 1 through June 30 for the State of Florida; and from October 1 through September 30 for the federal governments.

(F.S.) Florida Statutes: Documents in which Florida's laws are found.

(FTA) Federal Transit Administration: Federal entity responsible for transit planning and programs.

(GIS) Geographic Information Systems: A technology that integrates the collection, management and analysis of geographic data. This can be used to display the results of data queries as maps and analyze spatial distribution of data.

(ICAR) Intergovernmental Coordination and Review: The process for state and local review, coordination and comment on proposed federal financial assistance applications and project activities.

(IIJA) Infrastructure and Investment Jobs Act: Federal law that includes the transportation reauthorization which replaces the FAST Act. Enacted in November of 2021.

(ITS) Intelligent Transportation System: Use of computer and communications technology to facilitate the flow of information between travelers and system operators to improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects; includes concepts such as "freeway management systems," "automated fare collection" and "transit info kiosks".

(ISTEA) Intermodal Surface Transportation Efficiency Act of 1991: Federal law which restructured transportation planning and funding by requiring consideration of multimodal solutions, emphasis on the movement of people and goods as opposed to traditional highway investments, flexibility in the use of transportation funds, a greater role of MPOs, and a greater emphasis on public participation.

(JPA) Joint Participation Agreement: Legal instrument describing intergovernmental tasks to be accomplished and/or funds to be paid between government agencies.

(LEP) Limited English Proficiency: Persons are individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English. LEP statutes and authorities prohibit exclusion from participation in, denial of benefits of, and discrimination under federally assisted and/or conducted programs on the ground of race, color, or national origin.

(LOPP) List of Priority Projects: Pursuant to s. 339.175(8), Florida Statutes, MPOs must annually adopt a list of transportation system priority projects and transmit the list to FDOT for use in developing the next draft Five-Year Work Program and Transportation Improvement Program (TIP).

(LRTP) Long Range Transportation Plan: A 20-year forecast plan required of state planning agencies and MPOs; must consider a wide range of social, environmental, energy and economic factors in determining overall regional goals and consider how transportation can best meet these goals discussion; created by law to assist the MPOs in carrying out the urbanized area transportation planning process.

(MPO) Metropolitan Planning Organization: The forum for cooperative transportation decision-making; required for urbanized areas with populations over 50,000. 2018 Unified Planning Work Program 81

(MPOAC) Metropolitan Planning Organization Advisory Council: A statewide advisory council (consisting of one member from each MPO) that serves Florida's 25 MPOs as the principal forum for collective policy.

(NAAQS) National Ambient Air Quality Standards: The U.S. National Ambient Air Quality Standards are limits on atmospheric concentration of six pollutants that cause smog, acid rain, and other health hazards. Established by the United States Environmental Protection Agency (EPA) under authority of the Clean Air Act.

(NARC) National Association of Regional Councils: Serves as the national voice for regions by advocating for regional cooperation as the most effective way to address a variety of community planning and development opportunities and issues.

(NCHRP) National Cooperative Highway Research Program: The National Cooperative Highway Research Program conducts research in problem areas that affect highway planning, design, construction, operation, and maintenance in the United States.

(NHS) National Highway System: The National Highway System is a network of strategic highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities.

(PD&E) Project Development and Environment Study: FDOT's name for a corridor study to establish conceptual design for a roadway and to determine its compliance with federal and state environmental laws and regulations, condition and cost of transit assets on a continual basis; data is to be used to help people choose cost effective strategies for providing and keeping transit facilities and Transportation Management Areas; the use of CMS in non-TMAs is left to the discretion of state and local officials.

(PE) Preliminary Engineering: is the location, design, and related work preparatory to the advancement of a project to physical construction.

(PL) Planning Funds: Federal Highway Administration planning funds, also called Section 112 funds.

(PIP) Public Involvement Plan: A written plan of public involvement strategies and activities for a specific transportation plan or project. The PIP provides a systematic approach to how the results and outcomes of public involvement activities are integrated into the decision-making process.

(RFP) Request for Proposals: A document advertising opportunities to submit bids for a particular purchase or service contract.

(ROW) Right-of-Way: Real property that is used for transportation purposes; defines the extent of the corridor that can be used for the road and associated drainage.

(SIS) Strategic Intermodal System: A transportation system comprised of facilities and 2018 Unified Planning Work Program 83 services for statewide and interregional significance, including appropriate components of all modes.

(STIP) State Transportation Improvement Program: The FDOT five-year work program as prescribed by federal law.

(TAC) Technical Advisory Committee: A standing committee of most metropolitan organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers and other staff members (not general citizens).

(TAP) Transportation Alternative Program: Set-aside funds within the Surface Transportation Block Grant Program (STBG) for on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and other related programs.

(TDSP) Transportation Disadvantaged: People who are unable to transport themselves or to purchase transportation due to disability, income status or age.

(TDCB) Transportation Disadvantaged Coordinating Board: This committee is responsible for defining transportation disadvantaged-related goals and objectives, preparing a service plan, and ensuring that the needs of the transportation disadvantaged citizens are being met.

(TDM) Transportation Demand Management: A transportation planning process that is aimed at relieving congestion on highways by the following types of actions: (1) actions that promote alternatives to automobile use; (2) actions that encourage more efficient use of alternative transport systems; and (3) actions that discourage automobile use.

(TDP) Transit Development Plan: An intermediate-range transit plan (usually five years) that examines service, markets, and funding to make specific recommendations for transit improvements.

(TDSP) Transportation Disadvantaged Service Plan: A tactical plan with Development, Service, Quality Assurance and Cost/Revenue Allocation and Rate Structure Justification components. The TDSP contains goals which the CTC plans to achieve, and the means by which they intend to achieve them.

(TMA) Transportation Management Area: A federal term for an urban area of over 200,000 population.

(TMA) Transportation Management Association: A membership organization designed to help a group of businesses, companies, and other interested parties implement a commute management program; some funding for these groups is available through the state Commuter Assistance Program (CAP).

(TMS) Transportation Management System: The implementation of traffic control measures, such as HOV lanes, signal timing adjustments, median closings, and access management strategies to increase the operating efficiency of the traffic circulation system. The MPO TMS includes traffic counts, tracking of approved developments and crash data resulting in a comprehensive database.

(TPO) Transportation Planning Organization: A synonym for a Metropolitan Planning Organization (MPO), responsible for transportation planning and is mandated by state and federal agencies.

(TRB) Transportation Research Board: A unit of the National Research Council whose purpose is to advance knowledge about transportation systems; publishes the Highway Capacity Manual.

(TIP) Transportation Improvement Program: A priority list of transportation projects developed by a metropolitan planning organization that is to be carried out within the five (5) year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted MPO long range transportation plans and local government comprehensive plans. Federal regulations pertaining to statewide and metropolitan transportation Part 450 planning: (a) Sets forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution; and (b) Encourages continued development and improvement of metropolitan transportation planning processes guided by the Federal Planning Factors set forth in 23 U.S.C. 134(h) and 49 U.S.C. 5303(h).

(TRIP) Transportation Regional Incentive Program: TRIP was created to improve 2018 Unified Planning Work Program 85 regionally significant transportation facilities in "regional transportation areas". State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. The Florida Department of Transportation (FDOT) will pay for 50 percent of project costs, or up to 50 percent of the nonfederal share of project costs for public transportation facility projects.

(TSM&O) Transportation Systems Management: Strategies to improve the efficiency of the transportation system through operational improvements such as the use of bus priority or reserved lanes, signalization, access management, turn restrictions, etc. by multiplying the number of vehicles by the hours traveled in a given area or on a given highway during the time period. In transit, it is calculated by multiplying the number of vehicles by the hours traveled on a given area or on a different route, line, or network during the time period.

(UA) Urbanized Area: The US Census Bureau defines an urbanized area as: "Core census block groups or blocks that have a population density of at least 1,000 people per square mile (386 per square kilometer) and surrounding census blocks that have an overall density of at least 500 people per square mile (193 per square kilometer)".

(UPWP) Unified Planning Work Program: Developed by Metropolitan Planning Organization (MPOs); identifies all transportation and transportation air quality tasks and activities anticipated within the next one to two years, including a schedule for the completion of the identified tasks and activities.

(USC) United States Code: The United States Code is the codification by subject matter of the general and permanent laws of the United States. It is divided by broad subjects into 50 titles and published by the Office of the Law Revision Counsel of the U.S. House of Representatives. Since 1926, the United States Code has been published every six years. In between editions, annual cumulative supplements are published in order to present the most current information.

(USDOT) United States Department of Transportation: Established by an act of Congress on October 15, 1966, the Department's first official day of operation was April 1, 1967. The mission of the Department is to: Serve the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future.

(VMS) Variable Message Sign: An electronic traffic sign often used on roadways to give travelers information about special events. Such signs warn of traffic congestion, accidents, incidents, roadwork zones, or speed limits on a specific highway segment. They may also ask vehicles to take alternative routes, limit travel speed, warn of duration and location of the incidents or just inform of the traffic conditions. 2018 Unified Planning Work Program 86.

(V/C) Volume to Capacity: a measure that reflects mobility and quality of travel of a facility or a section of a facility. It compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). For example, a V/C of 1.00 indicates the roadway facility is operating at its capacity. It is a common performance measure for MPOs and is widely used in TMS and transportation studies.

(VMT) Vehicle Miles Traveled: On highways, a measurement of the total miles traveled in a given area for a specified time period. It is calculated by multiplying the number of vehicles by the miles traveled in a given area or on a given highway during the time period. In transit, it is calculated by multiplying the number of vehicles by the miles traveled on a given area or on a different route, line, or network during the time period.

(WMD) Water Management District: Florida's Water Management Districts The districts administer flood protection programs and perform technical investigations into water resources. They also develop water management plans for water shortages in times of drought and acquire and manage lands for water management purposes.

APPENDIX B.

PLANNING CONSISTENCY



Matrix Illustrating Relationship of UPWP Task Areas to Federal Planning Factors

UPWP Task Number	Support Economic Vitality	Increase Safety	Increase Security	Increase Accessibility	Protect Environment	Enhance Connectivity	Promote Efficient Operation	Emphasize System Preservation	Improve Resiliency /Reliability	Enhance Travel Tourism
Task 1 - Administration and Management	X	X	X	X	X	X	X	X	X	X
Task 2 - Transportation Improvement Program	X	X		X		X	X	X		
Task 3 - Long Range Transportation Plan	X	X	X	X	X	X	X	X	X	X
Task 4 - Special Studies	X	X	X	X	X	X	X	X	X	X
Task 5 - Public Outreach	X			X	X				X	X
Task 6 – MPO Regional Activities	X	X	X	X	X	X	X	X	X	X

Matrix Illustrating Relationship of UPWP Task Areas to 2021 Federal Planning Emphasis Areas

UPWP Task Number	Climate Crisis Energy Resilience	Equity Justice	Complete Streets	Public Involvement	Strategic Highway Network (STRAHNET)	Federal Land Mgmt. Agency (FLMA) Coordination	Planning Environmental Linkages (PEL)	Data in Transportation Planning
Task 1 - Administration and Management	X	X	X	X	X	X	X	X
Task 2 - Transportation Improvement Program	X	X	X	X		X	X	X
Task 3 - Long Range Transportation Plan	X	X	X	X	X	X	X	X
Task 4 - Special Studies	X	X	X	X	X	X	X	X
Task 5 - Public Outreach	X			X	X			
Task 6 – MPO Regional Activities	X	X	X	X	X	X	X	X

Matrix Illustrating Relationship of UPWP Task Areas to 2021 Florida Planning Emphasis Areas

UPWP Task Number	Safety	Equity	Resilience	Emerging Mobility
Task 1 - Administration and Management	X	X	X	X
Task 2 - Transportation Improvement Program	X	X		X
Task 3 - Long Range Transportation Plan	X	X	X	X
Task 4 - Special Studies	X	X	X	X
Task 5 - Public Outreach		X	X	
Task 6 – MPO Regional Activities	X	X	X	X

APPENDIX C.

RESOLUTION ADOPTING THE UPWP



Resolution adopting UPWP to be inserted in final version.

APPENDIX D.

CERTIFICATIONS AND ASSURANCES



FEDERAL FY21 DEBARMENT AND SUSPENSION CERTIFICATION

As required by U.S. Regulations on Government wide Debarment and Suspension (Nonprocurement) at 49 CFR 29.510

(1) The Metropolitan Planning Organization hereby certifies to the best of its knowledge and belief, that it and its principles:

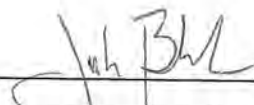
(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and,

(d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, state or local) terminated for cause or default.

(2) The Metropolitan Planning Organization also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S. DOT.



Chairperson for the MPO

10-27-2021

Date


FEDERAL FY21 CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of her or his knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal Contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress, in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000.00 and not more that \$100,000.00 for each such failure.

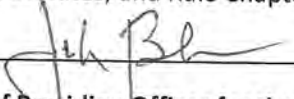


Chairperson for the MPO

10-27-2021
Date

FFY21 Disadvantaged Business Enterprise Utilization

It is the policy of the Lake Sumter MPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of Lake Sumter MPO contracts in a nondiscriminatory environment. The objects of the Disadvantaged Business Enterprise Program are to ensure nondiscrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barrier to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program. The Lake Sumter MPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the work of the Lake Sumter MPO in a non-discriminatory environment. The Lake Sumter MPO shall require its consultants to not discriminate on the bases of race, color, national origin, sex, age handicap/disability, or income status in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.



Signature of Presiding Officer for the MPO/TPO

10-27-2021

Date of Signature

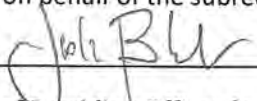
FFY21 Title VI / Non-Discrimination Policy Statement

The Lake Sumter MPO assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Lake Sumter MPO further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the subrecipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the subrecipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of Appendix A of this agreement in every contract subject to the Acts and Regulations.
4. Develop a complaint process and attempt to resolve complaints of discrimination against subrecipients. Complaints against the Florida Department of Transportation (FDOT) shall immediately be forward to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or the United States Department of Transportation, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by the subrecipient's programs.

This assurance is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the subrecipient.



Signature of Presiding Officer for the MPO/TPO

10-27-2021

Date of Signature

FLORIDA DEPARTMENT OF TRANSPORTATION
**UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES**

525-010-08
POLICY PLANNING
05/18

APPENDICES A and E

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. Cancellation, termination or suspension of the contract, in whole or in part.

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18

- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq)

APPENDIX E.

AGENCY COMMENTS



APPENDIX F.

FDOT MPO JOINT CERTIFICATION PACKAGE



FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

525-010-05c
POLICY PLANNING
02/18

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Lake-Sumter MPO with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on February 12, 2024.

Based on a joint review and evaluation, the Florida Department of Transportation and the Lake-Sumter MPO recommend that the Metropolitan Planning Process for the Lake-Sumter MPO be certified.

Name: John E. Tyler, P.E.
Title: District Secretary (or designee)

Date

Name: Cal Rolfson
Title: MPO Chairman (or designee)

Date



Lake-Sumter MPO

Calendar Year of Review Period: January 1, 2023, through December 31, 2023.

2/12/2024

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Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) must jointly certify the metropolitan transportation planning process as described in [23 C.F.R. §450.336](#). The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions.

The certification package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1.

Certification Process

Please read and answer each question using the checkboxes to provide a “yes” or “no.” Below each set of checkboxes is a box where an explanation for each answer is to be inserted. The explanation given must be in adequate detail to explain the question.

FDOT's [MPO Joint Certification Statement](#) document must accompany the completed Certification report. Please use the electronic form fields to fill out the document. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and email it with this completed Certification Document to your District MPO Liaison.

Please note that the District shall report the identification of, and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board.

Part 1

Part 1 of the Joint Certification is to be completed by the MPO.

Part 1 Section 1: MPO Overview

1. Does the MPO have up-to-date agreements such as the interlocal agreement that creates the MPO, the intergovernmental coordination and review (ICAR) agreement; and any other applicable agreements? Please list all agreements and dates that they need to be readopted. The ICAR Agreement should be reviewed every five years and updated as necessary. Please note that the ICAR Agreement template was updated in 2020.

Please Check: Yes No

The MPO Agreement was adopted on June 30, 2022. The Interlocal Agreement for the Creation of the MPO was updated and readopted on October 28, 2015, and is in legal review for readoption this year with the decennial census and concurrent with Federal Reauthorization. The Public Transportation Grant Agreement was adopted on April 20, 2022, and is effective through September 30, 2024. The ICAR was adopted on August 26, 2015 and is in legal review for readoption this fiscal year.

2. Does the MPO coordinate the planning of projects that cross MPO boundaries with the other MPO(s)?

Please Check: Yes No

The MPO participates in regional transportation planning as a member of the Central Florida MPO Alliance and the MPO Advisory Council both of which meet quarterly. The MPO has approved Joint Planning Agreements with the Ocala/Marion TPO and MetroPlan Orlando both of which share an urbanized area with the MPO.

3. How does the MPOs planning process consider the 10 Federal Planning Factors ([23 CFR § 450.306](#))?

Please Check: Yes No

The MPO's UPWP include the Federal Planning Factors and the Federal Planning Emphasis Areas on pages 19-21 of the UPWP document. The Federal Planning Factors form the cornerstone for the 2045 Long Range Transportation Plan Adopted December 9, 2020. Please refer to pages 2-4 and 2-5 of the 2045 LRTP for a detailed analysis of how the Planning Factors are addressed in the Plan.

4. How are the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process?

Please Check: Yes No

The MPO conducts the metropolitan planning processes in conformance with applicable federal 23 CFR 450 and state statutes and to ensure the maintenance of a continuing, and cooperative, and comprehensive transportation planning process for the Lake~Sumter MPO Planning Area. The MPO detailed how the plans and programs are based on continuing, comprehensive, and cooperative process in the Approved FY 2020/21-2021/22 UPWP on pages 18-21. Planning Consistency Matrices for both Federal and State Guidelines are shown in the FY 2022/23- 2023/24UPWP, Appendix B page B-1.

5. When was the MPOs Congestion Management Process last updated?

Please Check: Yes No N/A

The MPO's Congestion Management Process was first approved in November 2019 and updated annually. Link to the 2023 CMP State if the System Report: http://www.lakesumtermo.com/media/m1ghgw2c/system-performance-monitoring-plan-year-2023-update_october-2023.pdf.

6. Has the MPO recently reviewed and/or updated its Public Participation Plan (PPPs)? If so, when? For guidance on PPPs, see the Federal Highway Administration (FHWA) checklist in the [Partner Library](#) on the MPO Partner Site.

Please Check: Yes No

The MPO's Public Participation Plan (PPP) was updated August 26, 2020, and is currently being updated for re-adoption April 2024. The update will include updates to the Title VI and LEP Plans.

7. Was the Public Participation Plan made available for public review for at least 45 days before adoption?

Please Check: Yes No

The MPO Governing Board approved the opening of the Public Review Period for the amended Public Participation Plan (PPP) at the June 24, 2020 MPO Governing Board meeting and closed the Public Review Period at the August 26, 2020, Board meeting. The Public Review Period met the required 45 calendar day public review period as described in the MPO's Public Participation Plan. The Public was afforded the opportunity at each Board meeting to make comments or ask questions. The PPP was made available for public review on the MPO's website.

Part 1 Section 2: Finances and Invoicing

1. How does the MPO ensure that Federal-aid funds are expended in conformity with applicable Federal and State laws, the regulations in 23 C.F.R. and 49 C.F.R., and policies and procedures prescribed by FDOT and the Division Administrator of FHWA?

The MPO has retained an outside firm to assist in ensuring that federal funds are expended on eligible cost items and other funding sources are utilized for ineligible costs. The Code of Federal Regulations (CFR), the MPO Handbook, and the State Expenditures Handbook are guides that are used to ensure that Federal-aid funds are expended in conformity with applicable Federal and State Laws.

2. How often does the MPO submit invoices to the District for review and reimbursement?

The MPO submits invoices to the district for review and reimbursement on a quarterly basis.

3. Is the MPO, as a standalone entity, a direct recipient of federal funds and in turn, subject to an annual single audit?

Yes, the MPO is a recipient of federal funds through the State DOT. The MPO is not subject to an annual single audit for the fiscal year 2023.

4. How does the MPO ensure their financial management system complies with the requirements set forth in [2 C.F.R. §200.302?](#)

The MPO's financial management system complies with the requirements set forth in 2 CFR 200.302. The MPO identifies in all its accounts, of all Federal awards received and expended and the Federal programs under which they were received. The MPO provides accurate, current, and complete disclosure of the financial results of each Federal award or program in accordance with the reporting requirements set forth in 200.326 and 200.328. The MPO maintains records that identify adequately the source and application of funds for federally funded activities. The MPO maintains effective control over and accountability for all funds, property, and other assets. The MPO has

written procedures within our consultant contracts to implement the requirements of 200.305. The MPO has language with our consultant contracts to address allowability of costs in accordance Subpart E.

5. How does the MPO ensure records of costs incurred under the terms of the MPO Agreement maintained and readily available upon request by FDOT at all times during the period of the MPO Agreement, and for five years after final payment is made?

MPO records, invoices and materials are archived as per federal regulation. All financial records are kept electronically and can be made available to FDOT when requested.

6. Is supporting documentation submitted, when required, by the MPO to FDOT in detail sufficient for proper monitoring?

The MPO maintains and keeps the supporting documentation that is required by FDOT and can be made accessible to FDOT upon request.

7. How does the MPO comply with, and require its consultants and contractors to comply with applicable Federal law pertaining to the use of Federal-aid funds and applicable State laws?

Article 3.5 of the Consultant Contract states that the Consultant acknowledges and agrees that if services are provided under this agreement are being supported in whole or part by Federal and / or State funding the consultant shall comply with applicable Federal Laws.

3.5: In the event any part of this Agreement is to be funded by federal, state, or other local agency monies, CONSULTANT agrees to comply with all requirements of the funding entity applicable to the use of the monies, including full application of

requirements involving the use of minority firms, women's business enterprises, and labor surplus area firms. CONSULTANT is advised that payments under this Agreement may be withheld pending completion and submission of all required forms and documents required of CONSULTANT pursuant to the grant funding requirements. A copy of the requirements will be supplied to the CONSULTANT by the MPO upon request.

8. Does the MPO have an existing negotiated indirect cost rate from the Federal government or use the de minimis rate (currently set at 10% of modified total direct costs which may be used indefinitely ([2 C.F.R. 200.414\(f\)](#))?)

In general, only those MPOs that are hosted by agencies that receive direct Federal funding in some form (not necessarily transportation) will have available a Federally approved indirect cost rate. If the MPO has a staffing services agreement or the host agency requires the MPO to pay a monthly fee, the MPO may be reimbursed for indirect costs.

Please Check: Indirect Rate De Minimis Rate N/A

- a. If the MPO has an existing negotiated indirect cost rate, did the MPO submit a cost allocation plan?

The MPO does not have an existing negotiated indirect cost rate from the Federal government or use the de minimis rate.

Part 1 Section 3: Title VI and ADA

1. Has the MPO signed an FDOT Title VI/Nondiscrimination Assurance, identified a person responsible for the Title VI/ADA Program, and posted for public view a nondiscrimination policy and complaint filing procedure?"

Please Check: Yes No

The MPO signed the FDOT Title VI/Nondiscrimination Assurance, the document is located in Appendix B of the Title VI Nondiscrimination Plan. The MPO identified Michael Woods as the Title VI/ADA Specialists for the MPO. The Title VI/Nondiscrimination Plan is available on the MPO website along with the complaint filing procedures.

2. Do the MPO's contracts and bids include the appropriate language, as shown in the appendices of the [Nondiscrimination Agreement](#) with the State?

Please Check: Yes No

Article 3.5 of the Consultant Contract states that the Consultant acknowledges and agrees that if services are provided under this agreement are being supported in whole or part by Federal and /or state funding the consultant shall comply with all applicable Federal and / or state laws.

3.5: In the event any part of this Agreement is to be funded by federal, state, or other local agency monies, CONSULTANT agrees to comply with all requirements of the funding entity applicable to the use of the monies, including full application of requirements involving the use of minority firms, women's business enterprises, and labor surplus area firms. CONSULTANT is advised that payments under this Agreement may be withheld pending completion and submission of all required forms and documents required of CONSULTANT pursuant to the grant funding requirements. A copy of the requirements will be supplied to the CONSULTANT by the MPO upon request.

3. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with FDOT's procedure?

Please Check: Yes No

The MPO has an approved Title VI Complaint Procedure located in Appendix C of the MPO Title VI Nondiscrimination Plan. The procedure complies with the FDOT procedure.

4. Does the MPO collect demographic data to document nondiscrimination and equity in its plans, programs, services, and activities?

Please Check: Yes No

The MPO Title VI Nondiscrimination Plan details the Socioeconomic Profile of the MPO Planning Area on Page 10 of the Title VI Plan. Tables 1 through 4 detail the population groups in the MPO Planning area. Figures 1 through 5 detail the ethnic makeup of the MPO Planning area.

5. Has the MPO participated in any recent Title VI training, either offered by the State, organized by the MPO, or some other form of training, in the past three years?

Please Check: Yes No

The MPO Executive Assistant attended the two-day ADA training in Orlando in February 2019. The MPO Executive Assistant and the Executive Director attended the ADA Website compliance training hosted by the Public Information Officers Alliance of Lake County in February 2020. MPO staff attends all FDOT sponsored training, all training sponsored by the MPOAC.

6. Does the MPO keep on file for five years all complaints of ADA noncompliance received, and for five years a record of all complaints in summary form?

Please Check: Yes No

The MPO complies with all federal and state requirements associated with ADA noncompliance complaints received, including retention of records. The MPO has received no ADA noncompliance complaints at this time.

Part 1 Section 4: MPO Procurement and Contract Review and Disadvantaged Business Enterprises

1. Is the MPO using a qualifications based selection process that is consistent with [2 C.F.R. 200.320 \(a-c\)](#), [Appendix II to Part 200 - Contract Provision](#), and [23 C.F.R. 172](#), and Florida statute as applicable?

Please Check: Yes No

The MPO utilizes procurement by competitive proposals. (2C.F.R. 200-320 (d)). The MPO contracts with the Lake County Procurement Department for all procurement activities.

2. Does the MPO maintain sufficient records to detail the history of procurement, management, and administration of the contract? These records will include but are not limited to: rationale for the method of procurement, selection of contract type, contractor selection or rejection, the basis for the contract price, contract, progress reports, and invoices.

Note: this documentation is required by [2 C.F.R. 200.325](#) to be available upon request by the Federal awarding agency, or pass-through entity when deemed necessary.

Please Check: Yes No

The MPO maintains all records pertaining to the procurement process adhering to 2 C.F.R 200.324 (a). Technical specifications on the procurement process are made available upon request prior to the competitive proposal process and retained for review at any time after the process is completed.

3. Does the MPO have any intergovernmental or inter-agency agreements in place for procurement or use of goods or services?

Please Check: Yes No

The MPO Staff Services Agreement with Lake County included procurement activities. The Agreement was approved at the February 26, 2020, MPO Governing Board meeting.

4. What methods or systems does the MPO have in place to maintain oversight to ensure that consultants or contractors are performing work in accordance with the terms, conditions and specifications of their contracts or work orders?

Please Check: Yes No

The MPO ensures compliance to the terms of contracts and work orders, through a formal quarterly review of all consultant or contractor activities performed and fees assessed in accordance with the approved Work Task Order - Scope of Services. The MPO assigns project managers for each project. Progress reports are required with each invoice which are reviewed for accuracy and corrected when needed. Finance staff also reviews invoices for accuracy before payment.

5. Does the MPO's contracts include all required federal and state language from the MPO Agreement?

Please Check: Yes No

Article 3.5 of the Consultant Contract states that the Consultant acknowledges and agrees that if services are provided under this agreement are being supported in whole or part by Federal and /or state funding the consultant shall comply with all applicable Federal and /or state laws.

3.5: In the event any part of this Agreement is to be funded by federal, state, or other local agency monies, CONSULTANT agrees to comply with all requirements of the funding entity applicable to the use of the monies, including full application of requirements involving the use of minority firms, women's business enterprises, and labor surplus area firms. CONSULTANT is advised that payments under this Agreement may be withheld pending completion and submission of all required forms and documents required of CONSULTANT pursuant to the grant funding requirements. A copy of the requirements will be supplied to the CONSULTANT by the MPO upon request.

6. Does the MPO follow the FDOT-approved Disadvantaged Business Enterprise (DBE) plan?

Please Check: Yes No

The MPO has an approved DBE Plan that follows the FDOT DBE Plan and was updated and approved at the August 26, 2020, MPO Governing Board meeting.

7. Are the MPOs tracking all commitments and payments for DBE compliance?

Please Check: Yes No

The MPO in conjunction with Lake County Procurement Office utilizes the Disadvantaged Business Enterprise (DBE) Directory published by the FDOT. The MPO follows the FDOT DBE Checklist for all contracts. Michael Woods, Executive Director is the Point of Contact for overseeing contract performance. The MPO Submits the required semi-annual DBE Uniform report as required.

8. The MPO must be prepared to use the Grant Application Process (GAP) to record their professional services contract information starting on July 1, 2022. Has the MPO staff been

trained on the GAP system? If yes, please provide the date of training. If no, please provide the date by when training will be complete (Recordings are available on the FDOT Local Programs [webpage](#)).

Please Check: Yes No

MPO Staff reviewed the GAP Training recordings on the FDOT website in early June of 2022 and attended the GAP training at the February 2024 FMPP and GAP training February 8, 2024.

9. Does the MPO include the DBE policy statement in its contract language for consultants and subconsultants?

Please Check: Yes No

The MPO DBE policy is included in all consultants and subconsultant contracts as defined by 49 Code of Federal Regulations, Part 26. (Page 18 of 19).

10. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled?

Please Check: Yes No N/A

11. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free of points or award preferences for using DBEs, MBEs, WBEs, SBEs, VBEs or any other business program not approved for use by FHWA or FDOT?

Please Check: Yes No N/A

12. Please identify all locally required preference programs applied to contract awards by local ordinance or rule that will need to be removed from Federal-Aid solicitations and contract.

- a) Minority business
- b) Local business
- c) Disadvantaged business
- d) Small business

- e) Location (physical location in proximity to the jurisdiction)
- f) Materials purchasing (physical location or supplier)
- g) Locally adopted wage rates
- h) Other:

13. Do the MPO contracts only permit the use of the approved FDOT race-neutral program?

Please Check: Yes No N/A

14. Do the MPO contracts specify the race neutral or 'aspirational' goal of 10.65%?

Please Check: Yes No N/A

15. Are the MPO contracts free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

Please Check: Yes No N/A

16. Do the MPO contracts contain required civil rights clauses, including:

- a. Nondiscrimination in contracting statement (49 CFR 26.13)
- b. Title VI nondiscrimination clauses Appendices A and E (DBE Nondiscrimination Assurance & 49 CFR 21)
- c. FDOT DBE specifications

Please Check: Yes No N/A

Part 1 Section 5: Noteworthy Practices & Achievements

One purpose of the certification process is to identify improvements in the metropolitan transportation planning process through recognition and sharing of noteworthy practices. Please provide a list of the MPOs noteworthy practices and achievements below.

The Lake~Sumter MPO meets quarterly with the staff of the Ocala-Marion TPO, and the Citrus Hernando MPO. All three MPOs are small non-TMA MPOs and share similar difficulties in the federal and state compliance of the MPO planning activities. The quarterly in-person meetings are a great way for all MPO staff to discuss current and past issues, concerns, or problems. We discuss business practices, invoicing, and new requirements.

The MPO was successful in being awarded a Safe Streets and Roads for All Grant in partnership with the University of Central Florida Smart and Safe Transportation Lab. the grant awards will be used to develop the regional Vision Zero Safety Action Plan and the 2050 LRTP Vision Zero Safety Element.

MPO staff participated in the local White Cane Day event in Leesburg to promote awareness of Florida's White Cane Law.

Continued improving public access to the transportation planning process - The public has permanent access to view MPO Board and committee meetings virtually and provide live comments from the comfort of their homes.

Part 1 Section 6: MPO Comments

The MPO may use this space to make any additional comments or ask any questions, if they desire. This section is not mandatory, and its use is at the discretion of the MPO.

It is always a pleasure working with our State partners.



Lake-Sumter MPO

Calendar Year of Review Period: January 1, 2023, through December 31, 2023.

1/26/2024

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Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) must jointly certify the metropolitan transportation planning process as described in [23 C.F.R. §450.336](#). The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions.

The Certification Package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1.

Certification Process

Please read and answer each question within this document.

Since all of Florida's MPOs adopt a new Transportation Improvement Program (TIP) annually, many of the questions related to the TIP adoption process have been removed from this certification, as these questions have been addressed during review of the draft TIP and after adoption of the final TIP.

As with the TIP, many of the questions related to the Unified Planning Work Program (UPWP) and Long-Range Transportation Plan (LRTP) have been removed from this certification document, as these questions are included in the process of reviewing and adopting the UPWP and LRTP.

Note: This certification has been designed as an entirely electronic document and includes interactive form fields. Part 2 Section 10: Attachments allows you to embed any attachments to the certification, including the [MPO Joint Certification Statement](#) document that must accompany the completed certification report. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and attach it to the completed certification in Part 2 Section 10: Attachments.

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board.

The final Certification Package should include Part 1, Part 2, and any required attachments and be transmitted to Central Office no later than June 1 of each year.

Risk Assessment Process

Part 2 Section 1: Risk Assessment evaluates the requirements described in [2 CFR §200.332 \(b\)-\(e\)](#), also expressed below. It is important to note that FDOT is the recipient and the MPOs are the subrecipient, meaning that FDOT, as the recipient of Federal-aid funds for the State, is responsible for ensuring that Federal-aid funds are expended in accordance with applicable laws and regulations.

(b) Evaluate each subrecipient's risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the subaward for purposes of determining the appropriate subrecipient monitoring described in paragraphs (d) and (e) of this section, which may include consideration of such factors as:

- (1) The subrecipient's prior experience with the same or similar subawards;*
- (2) The results of previous audits including whether the subrecipient receives a Single Audit in accordance with Subpart F—Audit Requirements of this part, and the extent to which the same or similar subaward has been audited as a major program;*
- (3) Whether the subrecipient has new personnel or new or substantially changed systems; and*
- (4) The extent and results of Federal awarding agency monitoring (e.g., if the subrecipient also receives Federal awards directly from a Federal awarding agency).*

(c) Consider imposing specific subaward conditions upon a subrecipient if appropriate as described in §200.208.

(d) Monitor the activities of the subrecipient as necessary to ensure that the subaward is used for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the subaward; and that subaward performance goals are achieved. Pass-through entity monitoring of the subrecipient must include:

- (1) Reviewing financial and performance reports required by the pass-through entity.*

- (2) Following-up and ensuring that the subrecipient takes timely and appropriate action on all deficiencies pertaining to the Federal award provided to the subrecipient from the pass-through entity detected through audits, on-site reviews, and written confirmation from the subrecipient, highlighting the status of actions planned or taken to address Single Audit findings related to the particular subaward.*
- (3) Issuing a management decision for audit findings pertaining to the Federal award provided to the subrecipient from the pass-through entity as required by §200.521.*
- (4) The pass-through entity is responsible for resolving audit findings specifically related to the subaward and not responsible for resolving crosscutting findings. If a subrecipient has a current Single Audit report posted in the Federal Audit Clearinghouse and has not otherwise been excluded from receipt of Federal funding (e.g., has been debarred or suspended), the pass-through entity may rely on the subrecipient's cognizant audit agency or cognizant oversight agency to perform audit follow-up and make management decisions related to cross-cutting findings in accordance with section §200.513(a)(3)(vii). Such reliance does not eliminate the responsibility of the pass-through entity to issue subawards that conform to agency and award-specific requirements, to manage risk through ongoing subaward monitoring, and to monitor the status of the findings that are specifically related to the subaward.*
- (e) Depending upon the pass-through entity's assessment of risk posed by the subrecipient (as described in paragraph (b) of this section), the following monitoring tools may be useful for the pass-through entity to ensure proper accountability and compliance with program requirements and achievement of performance goals:*
- (1) Providing subrecipients with training and technical assistance on program-related matters; and*
 - (2) Performing on-site reviews of the subrecipient's program operations;*
 - (3) Arranging for agreed-upon-procedures engagements as described in §200.425.*

If an MPO receives a Management Decision as a result of the Single Audit, the MPO may be assigned the high-risk level.

After coordination with the Office of Policy Planning, any of the considerations in 2 CFR §200.331 (b) may result in an MPO being assigned the high-risk level.

The questions in Part 2 Section 1: Risk Assessment are quantified and scored to assign a level of risk for each MPO, which will be updated annually during the joint certification process. The results of the Risk Assessment determine the minimum frequency by which the MPO’s supporting documentation for their invoices is reviewed by FDOT MPO Liaisons for the upcoming year. The Risk Assessment Scoring Sheet is available [here](#) on the MPO Partner Library. The frequency of review is based on the level of risk in **Table 1**.

Table 1. Risk Assessment Scoring

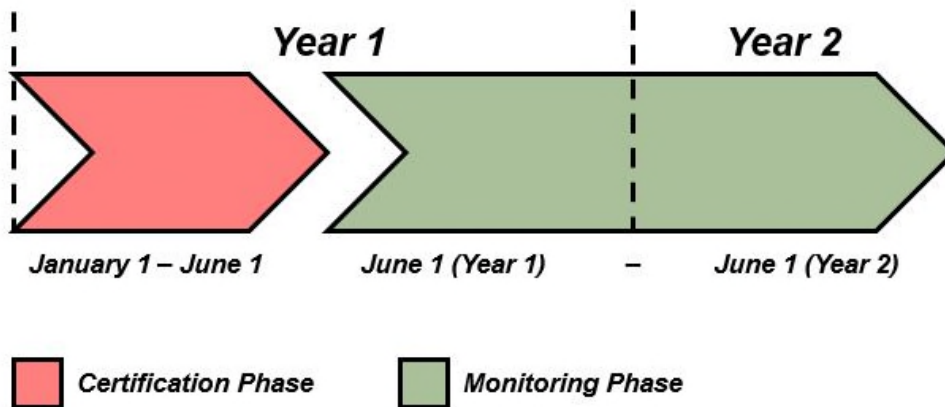
Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

The Risk Assessment that is part of this joint certification has two main components – the Certification phase and the Monitoring phase – and involves regular reviewing, checking, and surveillance.

1. Certification phase: the first step is to complete this Risk Assessment during the joint certification review, which runs from January 1 to June 1 (*The red arrow in Figure 1*). During this 6-month period, a Risk Assessment is performed assessing the previous calendar year.
2. Monitoring phase: After the joint certification review has been completed, the Risk Assessment enters the Monitoring phase, where the MPO is monitored for a 12-month period starting on June 1 (*The green arrow, Year 1 in Figure 1*) and ending on June 1 of the following year (*The green arrow, Year 2 in Figure 1*).

This process takes 18 months in total. On January 1 of each year, the new Certification phase will begin, which will overlap with the previous year’s Monitoring phase. **Figure 1** shows the timeline of Risk Assessment phases.

Figure 1. Risk Assessment: Certification and Monitoring Phases



Part 2

Part 2 of the Joint Certification is to be completed by the District MPO Liaison.

Part 2 Section 1: Risk Assessment

MPO Invoice Submittal

List all invoices and the dates that the invoices were submitted for reimbursement during the certification period in **Table 2** below.

Table 2. MPO Invoice Submittal Summary

Invoice #	Invoice Period	Date the Invoice was Forwarded to FDOT for Payment	Was the Invoice Submitted More than 90 days After the End of the Invoice Period? (Yes or No)
G795-2	10/1/2022-12/31/2022	3/2/2023	No
G795-3	1/1/2023-3/31/2023	5/26/2023	No
G795-4	4/1/2023-6/30/2023	8/15/2023	No
G795-5	7/1/2023-9/30/2023	12/6/2023	No
MPO Invoice Submittal Total			
Total Number of Invoices that were Submitted on Time			4
Total Number of Invoices Submitted			4

MPO Invoice Review Checklist

List all MPO Invoice Review Checklists that were completed in the certification period in **Table 3** and attach the checklists to this risk assessment. Identify the total number of materially significant finding questions that were correct on each MPO Invoice Review Checklist (i.e. checked yes). The MPO Invoice Review Checklist identifies questions that are considered materially significant with a red asterisk. Examples of materially significant findings include:

- Submitting unallowable, unreasonable or unnecessary expenses or corrections that affect the total amounts for paying out.

- Exceeding allocation or task budget.
- Submitting an invoice that is not reflected in the UPWP.
- Submitting an invoice that is out of the project scope.
- Submitting an invoice that is outside of the agreement period.
- Documenting budget status incorrectly.

Corrections or findings that are not considered materially significant do not warrant elevation of MPO risk. Examples of corrections or findings that are not considered materially significant include:

- Typos.
- Incorrect UPWP revision number.
- Incorrect invoice number.

Table 3. MPO Invoice Review Checklist Summary

MPO Invoice Review Checklist	Number of Correct Materially Significant Finding Questions
G2795-2 (PL) Review Date: 3/2/2023	7
G2795-3 (PL) Review Date: 5/26/2023	7
G2795-4 (PL) Review Date: 8/16/2023	7
G2795-5 (PL) Review Date: 12/6/2023	7
MPO Invoice Review Checklist Total	
Total Number of Materially Significant Finding Questions that were Correct	28

**Note: There are 7 materially significant questions per MPO Invoice Review Checklist.*

MPO Supporting Documentation Review Checklist

List all MPO Supporting Documentation Review Checklists that were completed in the certification period in **Table 4** and attach the checklists and supporting documentation to this risk assessment. Identify the total number of materially significant finding questions that were correct on each MPO Supporting Documentation Review Checklist (i.e. checked yes). The MPO Supporting Documentation Review Checklist identifies questions that are considered materially significant with a red asterisk. Examples of materially significant findings include:

- Submitting an invoice with charges that are not on the Itemized Expenditure Detail Report.
- Submitting an invoice with an expense that is not allowable.
- Failing to submit supporting documentation, such as documentation that shows the invoice was paid.
- Submitting travel charges that do not comply with the MPO’s travel policy.

Table 4. MPO Supporting Documentation Review Checklist Summary

MPO Supporting Documentation Review Checklist	Number of Correct Materially Significant Finding Questions
G2795-4: Reviewed 1/26/2024	21
*Only 21 questions applied.	
MPO Supporting Documentation Review Checklist Total	
Total Number of Materially Significant Finding Questions that were Correct	21

**Note: There are 25 materially significant questions per MPO Supporting Documentation Review Checklist.*

Technical Memorandum 19-04: Incurred Cost and Invoicing Practices

Were incurred costs billed appropriately at the end of the contract period?

Please Check: Yes No N/A

Risk Assessment Score

Please use the Risk Assessment worksheet to calculate the MPO's risk score. Use **Table 5** as a guide for the selecting the MPO's risk level.

Table 5. Risk Assessment Scoring

Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

Risk Assessment Percentage: 100%

Level of Risk: **Low**

Part 2 Section 2: Long-Range Transportation Plan (LRTP)

Did the MPO adopt a new LRTP in the year that this certification is addressing?

Please Check: Yes **No**

If yes, please ensure any correspondence or comments related to the draft and final LRTP and the LRTP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

Click or tap here to enter text.

Part 2 Section 3: Transportation Improvement Program (TIP)

Did the MPO update their TIP in the year that this certification is addressing?

Please Check: Yes No

If yes, please ensure any correspondence or comments related to the draft and final TIP and the TIP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

2024-28_TIP_Agenda.pdf 2024-28_TIP_RES.pdf Final TIP Review Checklist_07-07-23.pdf LSMPO_TIP_Report_Final_2023_21_JUN_PDFUA.pdf
--

Part 2 Section 4: Unified Planning Work Program (UPWP)

Did the MPO adopt a new UPWP in the year that this certification is addressing?

Please Check: Yes **No**

If yes, please ensure any correspondence or comments related to the draft and final UPWP and the UPWP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

Click or tap here to enter text.

Part 2 Section 5: Clean Air Act

The requirements of [Sections 174](#) and [176 \(c\) and \(d\)](#) of the Clean Air Act.

The Clean Air Act requirements affecting transportation only applies to areas designated nonattainment and maintenance for the National Ambient Air Quality Standards (NAAQS). Florida currently is attaining all NAAQS. No certification questions are required at this time. In the event the Environmental Protection Agency issues revised NAAQS, this section may require revision.

Title(s) of Attachment(s)

N/A

Part 2 Section 6: Technical Memorandum 19-03REV: Documentation of FHWA PL and Non-PL Funding

Did the MPO identify all FHWA Planning Funds (PL and non-PL) in the TIP?

Please Check: Yes No N/A

Part 2 Section 7: MPO Procurement and Contract Review

To evaluate existing DBE reporting requirements, choose one professional services procurement package and contract between the MPO and a third party to answer the following questions. If the answer to any of the questions is no, there is no penalty to the MPO. FDOT is using this information to determine technical support and training for the MPOs. Any new procurements after July 1, 2022 must be compliant with the existing DBE reporting requirements.

1. Are the procurement package (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contract free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled?

Please Check: Yes **No** **N/A**

2. Are the procurement package (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contract free of points or award preferences for using DBEs, MBEs, WBEs, SBEs, VBEs or any other business program not approved for use by FHWA or FDOT?

Please Check: Yes **No** **N/A**

3. Does the contract only permit the use of the approved FDOT race-neutral program?

Please Check: Yes **No** **N/A**

4. Does the contract specify the race neutral or 'aspirational' goal of 10.65%?

Please Check: Yes **No** **N/A**

5. Is the contract free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

Please Check: Yes **No** **N/A**

6. Does the contract contain required civil rights clauses, including:
 - a. Nondiscrimination in contracting statement (49 CFR 26.13)
 - b. Title VI nondiscrimination clauses Appendices A and E (DBE Nondiscrimination Assurance & 49 CFR 21)
 - c. FDOT DBE specifications

Please Check: Yes **No** **N/A**

Part 2 Section 8: District Questions

The District may ask up to five questions at their own discretion based on experience interacting with the MPO that were not included in the sections above. Please fill in the question(s), and the response in the blanks below. This section is optional and may cover any topic area of which the District would like more information.

1. Which process should FDOT consider improving to assist the MPO/TPO in carrying out its day-to-day operations?

- The current process for the LOPP applications has the MPO responsible for uploading all Project Applications into the GAP system. I suggest the project sponsors be responsible for uploading their own application into the GAP system, with the MPO reviewing and approving the application along with verifying the project prioritization ranking.
- The MPOs have no access to project applications after the intake meeting process where FDOT screens and processes the project applications, many changes and updates occur during the intake meetings and the MPOs are left out of the final work product..

1. In which areas could FDOT consider improving to enhance the relationship between the MPO/TPO's and the Department?

More direct communication to the Board from FDOT leadership.

2. Please provide any regional planning activities anticipated within the next year and provide details.

Modal Plans for the 2050 LRTP, i.e. Freight and Rail Study, TSMO/ITS Plan, Active Transportation Plan, Complete Streets Plan, Safety Vision Zero Plan, Resiliency Plan, Federal Discretionary Grant Analysis of the TIP, and LOPP.

3. This question is intentionally left blank.

4. This question is intentionally left blank.

Part 2 Section 9: Recommendations and Corrective Actions

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board. The District may identify recommendations and corrective actions based on the information in this review, any critical comments, or to ensure compliance with federal regulation. The corrective action should include a date by which the problem must be corrected by the MPO.

Status of Recommendations and/or Corrective Actions from Prior Certifications

All prior certification comments have been satisfied.

Recommendations

Currently, we have no recommendations for the MPO

Corrective Actions

Currently, we have no corrective actions for the MPO

Part 2 Section 10: Attachments

Please attach any documents required from the sections above or other certification related documents here or through the [MPO Document Portal](#). Please also sign and attached the [MPO Joint Certification Statement](#).

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

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APPENDIX G.

LAKE-SUMTER MPO TRAVEL POLICY





POLICY 2017-2

MPO TRAVEL POLICY

I. PURPOSE AND SCOPE

To establish a policy concerning travel and the reimbursement of travel expenses incurred by employees of the MPO.

II. DEFINITIONS:

- a) Authorized person— A person who is authorized by the MPO head to incur travel expenses in the performance of his/her official duties, or a person who is hired by the MPO to provide services as a consultant or advisor or a person who is a candidate for executive or professional position.
- b) Common carrier—Train, bus, commercial airline operating scheduled flights, or rental cars of an established rental car firm.
- c) Travel day—A period of 24 hours consisting of four quarters of 6 hours each.
- d) Travel period—A period of time between the time of departure and time of return.
- e) Class A travel—Continuous travel of 24 hours or more away from official headquarters.
- f) Class B travel—Continuous travel of less than 24 hours which involves overnight absence from official headquarters.
- g) Class C travel—Travel for short or day trips where the traveler is not away from his or her official headquarters overnight.
- h) Incidental Travel Expenses- The following incidental travel expenses may be reimbursed: taxi fare; bridge; ferry; road and tunnel tolls; storage or parking fees; resort fees; copy charges and fax expenses;
- i) Mileage Reimbursement Rate-- The rate allowed for use of privately owned vehicles for official travel in lieu of publically owned vehicles or common carriers.
- j) Official Headquarters—The office of the Lake~Sumter MPO and all land within a ten (10) mile radius of the office of the Lake~Sumter MPO.

III. REQUIREMENTS

- A. All employees who will be traveling to conduct business (1) overnight, (2) outside of Lake County and Sumter County, Florida, including out of travel and (3) Class A Travel, Class B Travel or Class C Travel must obtain approval from the executive director of the MPO or designee.
- B. Employees are required to complete a Lake County Travel Expense Reimbursement Form in order to claim reimbursement for travel expense and/or to account for travel advances received.

IV. POLICY

A. TRAVEL AUTHORIZATION AND ADVANCES:

Approval for Class A or Class B travelers should be obtained by completing a Lake County Travel Request Form. A copy of the program or agenda of a convention or conference, itemizing registration fees and any meals or lodging included in the fee, shall be attached to the Travel Request Form. Per diem rates for meals must be adjusted for any meals included in the cost of the event.

The employee may also request an advance for expenses expected to be incurred if the total expenses exceed \$25.

Employees with purchasing cards would generally not be eligible for advance travel payments for items that could be paid for with the purchasing card.

After the request has been approved, registration and hotel costs may be paid using a purchasing card, or the employee(s) may request a direct payment to the sponsoring organization for registration and to the hotel for the cost of lodging. It is important to note that when transient rental accommodations are billed directly to and paid directly by a governmental entity, such accommodations are exempt from tax. This rule does not apply if the employee pays for lodging and then is reimbursed by a governmental entity.

Payments for airline tickets may be made upon the approval of the Travel Request Form. Airline reservations should be made by the MPO. A direct pay request may be submitted to the Lake County Finance department for payment, or a purchasing card issued by Lake County may be used.

B. TRAVEL PROCEDURES:

- 1. All travel must be by a usually traveled route. In the case where a person travels by an indirect route for his/her own convenience, any extra costs shall be borne by the traveler. Employees are encouraged to carpool when possible.

2. Travel within an employee's official headquarters shall not be eligible for mileage or per diem reimbursement.
3. For travel outside of an employee's official headquarters, mileage shall be measured from the point of origin to the point of destination, and shall be computed on the basis of odometer readings for the beginning and end of the trip.

Point of origin and point of destination may either be the employee's home or the employee's official headquarters. For example, if an employee's home is in Clermont, and the employee's official headquarters is the MPO office in Leesburg, and he/she is traveling to a meeting in Orlando, mileage should be computed as follows: Home to Orlando to home. However, if the employee returns to his/her office to work for a portion of the day, the mileage should be computed as follows: Home to Orlando to official headquarters.

4. The use of privately owned vehicles for official travel in lieu of publicly owned vehicles or common carrier is authorized. Whenever travel is by privately owned vehicle, the traveler will be reimbursed per mile equal to the standard mileage reimbursement rate for all federal employees as allowed by the IRS regulations. No other expenses related to the operation, maintenance or ownership of a privately owned vehicle are allowed.
5. Employees will be reimbursed for the cost of a rental vehicle at their destination, if public transportation is not available or not practical. The type and size of vehicle should reflect responsible use of MPO funds. A vehicle larger than mid-size should only be used when several people will be transported. A reservation for the rental vehicle should be made in advance, and, if necessary, secured by an employee credit card or by a County purchasing card. An estimate of the expense should be obtained from the rental car company so that a check may be requested to pay for the rental at the destination if so desired by the employee. Any differences between the estimated expense and the actual expense will be reconciled on the reimbursement form. The additional insurance provided by the rental company should be declined.
6. No traveler shall be allowed either mileage or transportation expense when he/she is gratuitously transported by another person or when he/she is transported by another traveler who is entitled to mileage reimbursement.
7. Incidental expenses, as defined above, and hotel accommodations will be reimbursed based upon a receipt.
8. Travel expenses fall in three categories: Class A, B and C travel as defined in

Definitions. Depending upon the class of travel incurred, the employee is allowed per diem at the maximum rate of \$36 per day for meals, computed as follows:

BREAKFAST: \$6.00 - when travel begins before 6:00 a.m. and extends beyond 8:00 a.m.

LUNCH: \$11.00 - when travel begins before 12:00 noon and extends beyond 2:00 p.m.

DINNER: \$19.00 - when travel begins before 6:00 p.m. and extends beyond 8:00 p.m. or when travel occurs during nighttime hours due to special assignment.

ALTERNATIVE PER DIEM RATE: \$80.00 per day, which includes meals and lodging.

9. For each day of authorized travel, the traveler is allowed to claim either:
 - i. Per diem at the alternative rate which includes meals and lodging or
 - ii. If actual expenses exceed the per diem, the amounts permitted above for meals plus actual expenses for lodging. Lodging expenses may be paid directly by the MPO to the hotel.
10. No allowance shall be paid for meals when travel is within Lake County or Sumter County. Class C Travel meals are fully taxable to the employee. Meals that are provided as a part of a conference or meeting registration are not reimbursable to the employee.

C. REIMBURSEMENT FORM

1. All travel must be approved by the MPO Executive Director in accordance with III(A) above.
2. All employees are required to complete a Travel Expense Reimbursement Form in order to claim reimbursement for travel expenses and/or to account for travel advances received. The form should be completed within thirty (30) days of completing the trip.
 - i. Hour of departure and return must be shown for all travel.
 - ii. The business purpose of the trip must be given. A copy of the conference, convention, meeting, or seminar agenda should be attached. If the employee obtained a direct payment to the hotel for the cost of lodging, the employee must obtain a hotel receipt and attach it to the Travel Expense Reimbursement Form.
 - iii. All travel-related purchasing card charges must be accounted for on

the Travel Expense Reimbursement Form. Copies of receipts for all purchasing card charges must be attached. Charges must be reported in detail by type of expense. These expenses must be totaled in the "Advance/Purchasing Card" line and subtracted from the total travel expenses due to the traveler.

3. Any fraudulent claim for mileage, per diem or other travel expense is subject to prosecution and/or corrective action up to and including termination. In addition, the employee will be held personally liable for repayment of funds obtained from filing a false claim.
4. Employees will be reimbursed for taxes paid in connection with lodging and incidental travel expenses.

Policy Approved on:

February 22, 2017

Lake~Sumter Metropolitan Planning Organization



Pat Kelley , Chairman

Approved as to form and legality:



Melanie Marsh, MPO Attorney

APPENDIX H.

FDOT DISTRICT PLANNING ACTIVITIES





Florida Department of Transportation
District Five

District Planning Activities

At Florida Department of Transportation (FDOT), our mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities. In order to achieve FDOT's mission and to remain one of the top DOTs in the country, FDOT Secretary Kevin J. Thibault has implemented the department's Vital Few: **Improve Safety, Enhance Mobility, Inspire Innovation, and Foster Talent**. These four core areas should be at the forefront of everything we do as we continue to serve the residents and visitors of Florida. We should always strive to improve safety for all road users, enhance mobility for a growing Florida, inspire innovation within the transportation industry and foster talent within our agency by attracting the best and brightest employees in the nation.

Improve Safety

FDOT's mission and top priority is to create a safe, efficient transportation system for all road users in the state of Florida. To continually improve the safety of the traveling public, FDOT participates in several safety campaigns throughout the year, consistently spreads awareness of safety practices through its communication and social media channels, and follows safety standards in every project, every time. FDOT supports the mission of Vision Zero by implementing Target Zero initiatives and by collaborating with our partners to reach zero fatalities and serious injuring on all roads in Florida.

- Incorporate safety into all planning activities for all modes
 - Corridor studies
 - Bicycle and Pedestrian plans and projects
 - Transit plans and projects
 - Operational improvements
 - Intersection safety
 - Rail safety
 - Establish target speed for corridors and projects
- Develop and maintain District safety plans
- State Highway Safety Plan
- Safety Campaigns:
 - Target Zero
 - Alert Today Florida
 - Safe Mobility for Life
- Safety Emphasis Areas
 - Aggressive driving
 - Aging road users and teen drivers
 - Distracted driving



Florida Department of Transportation
District Five

- Impaired driving
- Intersection crashes
- Lane departure crashes
- Traffic records data
- Vulnerable road users
- Speed Management
- Crash data

Enhance Mobility

As Florida continues to gain more than 600 residents a day and welcomes more than 126 million annual visitors, it is essential to enhance mobility throughout the state to accommodate its consistent and rapid growth. The Florida Department of Transportation is committed to continuing to enhance our state's transportation system to fit the current and future needs of our residents and visitors. Whether that's through the expansion or enhancement of existing roadways or increased multimodal options, we are committed to building the Florida of the future.

- Systems Planning
 - Travel demand model development
 - Interchange analysis and reviews
 - Level of Service (LOS)
 - Growth management reviews (traffic impact analysis)
 - System maintenance
 - GIS application development and data maintenance
 - Management of data and statistics (track trends)
 - Traffic count program
 - Functional classification
 - Incorporate CAV technology into infrastructure improvements
- Modal Development
 - Incorporate all modes into planning activities
 - Corridor studies that integrate transportation and land use
 - Bicycle and pedestrian facilities
 - Filling gaps in the network
 - Improvements and enhancements included with all plans and projects
 - Multi use trails and side paths
 - Connections to transit
 - Public transit
 - Increasing accessibility to transit routes
 - Commuter Assistance Program
 - Transit agency program management and technical assistance



Florida Department of Transportation
District Five

- Administration/Program Management of state and federal transit funds
- Assistance to develop transit plans
 - Transit Development Plan (TDP)
 - Transit Asset Management
 - Title VI
 - Transit Disadvantaged Service Plan (TDSP)
- Fixed Guideway Systems
 - Greater Orlando Area Airport (GOAA)
 - SunRail
- Triennial safety audits
- Transportation Disadvantaged Local Coordinating Boards
- Freight and goods movement
 - District Freight Plan
 - Truck Parking Feasibility Studies
 - Sub-area Freight Studies
- SunRail
- Context Classification
- Incident management
- Active work zone management
- Incorporate TSM&O strategies
- Expand flexibility of funding to support multimodal projects
 - District allocation of state funds for transit operations

Inspire Innovation

Since it was created, FDOT has been consistently creating innovative solutions to solve transportation challenges throughout the state and has become a leader in transportation across the country. The transportation industry is evolving at a rapid pace, and one of our goals at FDOT is to inspire innovation in everything we do. FDOT is proud to employ some of the best and brightest individuals. In order to continue to provide a safe, efficient transportation system for Florida's residents and visitors and prepare for the future, FDOT encourages every employee to think outside of the box. From the everyday processes we use to complete our work to incorporating the latest technologies, let us be forward-thinking in all we do.

- Improve innovation process
 - Ideation approach
 - Incorporate innovation into all FDOT activities and function
- Training
- Data needs and sharing
- Launch platform to engage FDOT staff



Florida Department of Transportation
District Five

- Innovator Teams
- Migrate ideas
- Monitor and report
 - Develop reports
 - Share information

Additional Planning Activities

- MPO Program Management
 - Administration of MPO program and federal funds
 - District Liaison support for MPOs and local governments
 - Technical assistance for development and maintenance of MPO plans and documents
 - UPWP
 - LRTP
 - TIP
 - Agreements
 - Monitoring of program
 - Financial management and oversight
 - Annual Joint MPO Certification
- Regional Planning
 - Support and participate in advisory role to regional boards and committees
 - Regional studies
 - Truck parking
 - Freight and goods movement
 - Multimodal
 - Regional project priorities
- Environmental Management
 - Enhance planning and environmental linkages (PEL)
 - ETDM process
 - Planning consistency
 - PD&E studies

APPENDIX I.

CONSULTANT SCOPE OF WORK EXAMPLES



APPENDIX J.

CFMPOA INTERLOCAL AGREEMENT





APPROVED

CERTIFICATION

10/14/16 *CJ*

STATE OF FLORIDA

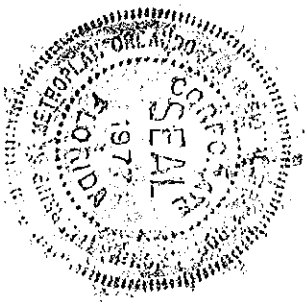
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COUNTY OF ORANGE

I HEREBY CERTIFY that the foregoing is a true and correct copy of FIRST AMENDED AND RESTATED INTERLOCAL AGREEMENT CREATING THE CENTRAL FLORIDA MPO ALLIANCE approved in a regular meeting of the Central Florida MPO Alliance on October 14, 2016. The original copy of this document is on file in the Administrative Offices of MetroPlan Orlando, 250 S. Orange Avenue, Suite 200, Orlando, Florida.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal of MetroPlan Orlando on behalf of the Central Florida MPO Alliance, this 14th day of October 2016.

By: *Cathy Goldfarb*
Cathy Goldfarb, Sr. Board Services Coordinator
Board Services and Recording Secretary





**FIRST AMENDED AND RESTATED
INTERLOCAL AGREEMENT
CREATING THE CENTRAL FLORIDA MPO ALLIANCE**

This Interlocal Agreement ("Agreement") is made and entered into this 14th day of October, 2016, by and between the Orlando Urban Area Metropolitan Planning Organization d/b/a MetroPlan Orlando, the River to Sea TPO, the Space Coast TPO, the Ocala/Marion County TPO, the Lake-Sumter MPO, and the Polk TPO.

RECITALS

WHEREAS, Central Florida MPO Alliance Resolution No. 2001-01 was adopted by MetroPlan Orlando, the River to Sea TPO, the Space Coast TPO, and the Lake County Board of County Commissioners (hereinafter referred to as Lake-Sumter MPO) to create and operate the Central Florida MPO Alliance;

WHEREAS, the service areas for MetroPlan Orlando, the River to Sea TPO, the Space Coast TPO, the Ocala/Marion County TPO, the Lake-Sumter MPO and the Polk TPO are as described in each respective organization's Interlocal Agreements.

WHEREAS, Resolution No. 2003-01 was adopted by the Central Florida MPO Alliance adding the Polk Transportation Planning Organization (TPO) to its membership;

WHEREAS, Resolution No. 2004-01 was adopted by the Central Florida MPO Alliance adding the Ocala/Marion County Transportation Planning Organization (TPO) to its membership;

WHEREAS, the 2005 Florida Legislature enacted Chapter 2005-290, Laws of Florida, relating to infrastructure planning and funding (the "Act");

WHEREAS, the Act provides that regional transportation plans may be developed in regional transportation areas in accordance with an Interlocal Agreement entered into pursuant to Section 163.01, Florida Statutes, by two or more contiguous Metropolitan Planning Organizations;

WHEREAS, the parties hereto established the Central Florida MPO Alliance through the Interlocal Agreement dated October 19, 2005;

WHEREAS, the Interlocal Agreement dated October 19, 2005 was amended by Resolution of each member of the Central Florida MPO Alliance in February 2007;

WHEREAS, the Interlocal Agreement dated October 19, 2005 was further amended by Resolution of each member of the Central Florida MPO Alliance in February/March 2012;

WHEREAS, the parties hereto desire to continue the Central Florida MPO Alliance through this First Amended and Restated Interlocal Agreement in order to continue the region's collaborative transportation planning process, to comply with the applicable provisions of Chapter 2005-290, Laws of Florida, with regard to development of a regional transportation plan, and to access funds that are available to encourage regional transportation planning efforts; and

WHEREAS, Section 339.2819, Florida Statutes, creates within the Florida Department of Transportation a Transportation Regional Incentive Program (TRIP) that provides funds to improve regionally significant transportation facilities in regional transportation areas created pursuant to Section 339.155(5), Florida Statutes.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representations herein, the parties desire to be legally bound and do agree as follows:

1. The Central Florida MPO Alliance (the "Alliance") is hereby formed to:
 - a. Maintain and update a regional transportation plan;
 - b. Pursue funding opportunities to advance regionally significant facilities and services which may include the establishment of regional transportation project priorities for the TRIP;
 - c. Serve as a forum for exchanging information between members, especially on projects of regional significance;
 - d. Coordinate regional transportation planning and policy development with the Florida Department of Transportation;
 - e. Identify regional transportation opportunities;
 - f. Solve regional transportation issues; and
 - g. Establish legislative priorities that will assist in addressing the region's transportation needs.

2. Each of the six organizations comprising the Alliance shall appoint three (3) voting policy Board members to serve on the Alliance. Each of the six organizations may appoint up to three (3) alternate representative who are also policy Board members. Terms of voting and alternate members shall run from the time of appointment by the member policy Board until said members no longer serve on the member MPO Board, or until replaced by the member MPO Board.

3. The Alliance will meet quarterly. Quarterly meetings shall be held at MetroPlan Orlando located at 250 S. Orange Ave, Suite 200, Orlando, FL 32801 or a location designated and approved by the Chairperson of the Alliance. Annually, at least one meeting may be held off-site, at a mutually agreed

upon location, for the purpose of holding a joint meeting with the West Central Florida Chairs Coordinating Committee/TBARTA MPOs Chairs Coordinating Committee.

4. At the last meeting in each calendar year, members of the Alliance shall select one of its members as a Chairperson, another member as Vice-Chairperson, and a third member as Secretary. The three officers shall serve a term of one year or until their successors are selected. In the event an officer is unable to complete the term of his or her office, a successor, from the same jurisdiction, shall be elected to complete the term or the Alliance may also choose the office remain vacant until the time of the next annual elections.

By mutual agreement of the Alliance members, MetroPlan Orlando staff will provide primary administrative support to the Alliance from existing staff. MetroPlan Orlando staff shall be responsible for preparing minutes, placement of advertisements and meeting notices, working with the member Directors to prepare an agenda, preparing and distributing agenda packages to all Alliance members and other interested parties, and providing orientation briefings to incoming Alliance members along with their respective members' staff. Also by mutual agreement, each member shall provide an annual contribution in the amount of five thousand dollars (\$5,000) to MetroPlan Orlando for the purpose of covering expenses included, but not limited to, support staff as noted above, off-site meeting expenses, meeting advertising costs, copying and printing costs, technology costs, cost of postage and/or delivery service, and other publications/reports as approved by the Alliance such as a compilation of member organizations' Long Range Transportation Plans and Prioritized Project Lists into a regional document and compilation and publication of a Regional Indicators report. Other small scale studies may be approved by the Alliance based on funding availability.

5. The Alliance shall utilize the Scott, Foresman *Robert's Rules of Order Newly Revised* (9th ed. 1990), as the official rules of procedure.

6. Quorum. The Alliance shall consist of eighteen (18) members. The presence of ten (10) members at a meeting shall constitute a quorum. Every effort should be made to have at least one representative present from each member organization, however in the event this is unattainable, the Executive Director may act on behalf of their respective organization. No action shall be taken by the Alliance except upon a majority vote of those present and voting. Because the Alliance operates on the basis of consensus, no substantive action shall be adopted by the Alliance on any issue if the majority of the members of any delegation (i.e. MetroPlan Orlando, the River to Sea TPO, the Space Coast TPO, the Lake-Sumter MPO, the Polk TPO, or the Ocala/Marion County TPO) present and voting shall oppose the proposed action.

7. Technical and additional administrative support for the Alliance will be provided by existing staff from the members' respective organizations. All meetings of the Alliance shall be advertised at least three (3) days prior to said meeting by posting a notice at the office of each of the six (6) member organizations comprising the Alliance, setting forth the time, place, and date of said meeting and an agenda of said meeting, to include a notice published on the website of each organization. Further, a notice including the time, place, and date of the meeting shall be advertised in a newspaper of general circulation, as defined by Chapter 50, Florida Statutes, within Central Florida and the Florida Administrative Weekly. Minutes shall be taken at all Alliance meetings, and shall be consistent with the Government-in-the-Sunshine Act, Section 286.011, Florida Statutes. All meetings and other public records shall be maintained at the offices of MetroPlan Orlando, with a true and correct copy provided to each member organization.

8. The organizations comprising the Alliance will maintain control of their respective funding and programming responsibilities, although opportunities may be identified for cooperative ventures such as through the Transportation Regional Incentive Program (TRIP) or other discretionary programs that may be established at the federal or state level.

9. The Alliance is a regional collaborative and has no regulatory power. The Alliance shall take no position, or advocate any position, on any substantive matter, except for the substantive positions advocated by Alliance member organizations. The primary purposes of the Alliance shall be to maintain and update a regional transportation plan, pursue funding opportunities to advance regionally significant facilities and services, act as a clearinghouse with regard to regional transportation issues, and serve as a cooperative forum for member organization fact-finding and advocacy of positions espoused by its member organizations.

10. The Alliance shall compare and review, at least every five (5) years, each member organization's adopted Long Range Transportation Plan for the purpose of identifying any potential planning area conflicts and/or opportunities for further regional coordination to advance projects of mutual interest. For the purposes of this review, the regional transportation area shall be all of Orange County, Seminole County, Osceola County, Volusia County, Brevard County, Lake County, Sumter County, Polk County, and Marion County. Additionally, Beverly Beach, Flagler Beach and portions of the cities of Palm Coast and Bunnell, as well as portions of unincorporated Flagler County are also included pursuant to the designated metropolitan planning area of the River to Sea TPO. This effort will be a collaborative effort involving all members of the Alliance with MetroPlan Orlando serving as the lead agency.

11. Disagreements regarding Interpretation of this Agreement or disputes relating to the development or content of the regional transportation plan shall be resolved by alternate dispute resolution, either through mediation or binding arbitration, as provided in Chapter 44 and Chapter 682, Florida Statutes.

12. Amendments or modifications to this Agreement may only be made by written agreement signed by all parties hereto, with the same formalities as the original agreement.

13. This Agreement shall remain in effect until terminated by the parties to this Agreement, or as otherwise provided by law. Any party may withdraw from this Agreement after presenting in written form to the other parties of this Agreement a notice of Intent to withdraw, at least ninety (90) days prior to the intended date of withdrawal. The withdrawing party and the remaining parties shall execute a memorandum reflecting the legal withdrawal of the party and the alteration of the list of parties that are signatories to this Agreement.

14. Notices. All notices, demands, and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Notice required to be given shall be addressed to each respective MPO as follows:

MetroPlan Orlando: Mr. Harold W. Barley, Executive Director 250 S. Orange Avenue, Suite 200 Orlando, FL 32801	Space Coast TPO: Mr. Bob Kamm, Executive Director 2725 Judge Fran Jamieson Way Bldg. B, MS 82 Viera, FL 32940
Lake-Sumter MPO: Mr. T J Fish, Director 1616 South 14 th Street Leesburg, FL 34748	Polk TPO: Mr. Tom Deardorff, Director Drawer TS-05 P.O. Box 9005 Bartow, FL 33831-9005
River to Sea TPO: Ms. Lois Bollenback, Executive Director 2570 W. International Speedway Blvd Suite 100 Daytona Beach, FL 32114	Ocala/Marion County TPO: Executive Director 121 SE Watula Avenue Ocala, FL 34471

15. Interpretation.

a. Drafters of Agreement. The parties hereto were each represented by or afforded the opportunity for representation by legal counsel and participated in the drafting of this Agreement and in choice of wording. Consequently, no provision hereof should be more strongly construed against any party as drafter of this Agreement.

b. Severability. Invalidation of any one of the provisions of this Agreement or any part, clause, or word hereof, or the application thereof in specific circumstances, by judgment, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect, provided that such remainder would then continue to conform to the terms and requirements of applicable law.

16. Enforcement by Parties Hereto. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own attorney's fees in connection with such proceeding.

17. Agreement Execution; Use of Counterpart Signature Pages. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which is executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

18. Effective Date; Cost of Recordation. This Agreement shall become effective upon its filing in the Office of the Clerk of the Circuit Court of each county in which a party thereto is located. Any amendment hereto shall become effective only upon its filing in the Office of the Clerk of the Circuit Court for each county in which a party hereto is located. The cost of recording shall be at the expense of each party.

IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced entities.

Signed, sealed, and delivered in the presence of:

METROPLAN ORLANDO:

BY: [Signature]

TITLE: Chairman

ATTEST: Virginia Purbit

TITLE: Director of Regional Partnership

SPACE COAST TPO:

BY: [Signature]

TITLE: Chairwoman

ATTEST: [Signature]

TITLE: Transition Program Manager

LAKE-SUMTER MPO:

BY: [Signature]

TITLE: Chairman

ATTEST: [Signature]

TITLE: Executive Director

POLK TPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

RIVER TO SEA TPO:

BY: [Signature]

TITLE: Council Member

ATTEST: [Signature]

TITLE: EXECUTIVE DIRECTOR

OCALA/MARION COUNTY TPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced entities.

Signed, sealed, and delivered in the presence of:

METROPLAN ORLANDO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

SPACE COAST TPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

LAKE-SUMTER MPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

POLK TPO:

BY: Donald K. Kellogg

TITLE: Chairman

ATTEST: [Signature]

TITLE: Executive Director

RIVER TO SEA TPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

OCALA/MARION COUNTY TPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced entities.

Signed, sealed, and delivered in the presence of:

METROPLAN ORLANDO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

SPACE COAST TPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

LAKE-SUMTER MPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

POLK TPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

RIVER TO SEA TPO:

BY: _____

TITLE: _____

ATTEST: _____

TITLE: _____

OCALA/MARION COUNTY TPO:

BY: *James Hill*

TITLE: *Marion County Council*

ATTEST: *[Signature]*

TITLE: *TRANSPORTATION PROVIDER*

MEMORANDUM

DATE: March 25, 2024

SUBJECT: Lake-Sumter MPO 2024 Updates to the Title VI Program & Limited English Proficiency Plan

BACKGROUND

All agencies that receive federal funds are required to incorporate Title VI, Environmental Justice, Justice40, and Limited English Proficiency (LEP) considerations into their missions. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin. Environmental Justice identifies and addresses the effects of programs, policies, and activities on minority populations and low-income populations. Justice40 (J40) is an opportunity to address gaps in infrastructure and public services by working toward the goal that at least 40 percent of the benefits from grants, programs, and initiatives flow to disadvantaged communities. LEP relates to the development of systems to ensure meaningful participation by persons who are limited in their ability to understand English.

The purpose of a Title VI Program is to establish guidelines to effectively monitor and ensure that an agency follows all Title VI, Environmental Justice, Justice40, and LEP access requirements.

ANALYSIS

The MPO is committed to ensure non-discrimination, Environmental Justice, Justice40, and access for LEP persons in the transportation decision-making process. The MPO's Public Participation Plan (PPP) is designed to provide equal opportunities for the public to express its views and to become active participants in the planning process regardless of race, color, religion, income status, national origin, age, family status, gender, or disability.

The MPO's Title VI Program is reviewed by staff at least annually and updated as needed. The last update occurred in 2020. The draft updated Title VI Program includes analyses based on the most recent U.S. Census data.

After adoption by the MPO Board, the MPO's updated Title VI Program will be reviewed by the Federal Highway Administration (FHWA) Office of Civil Rights, Florida Division; Federal Transit Administration Regional Civil Rights Office; and the Florida Department of Transportation (FDOT) Equal Opportunity Office, Civil Rights Programs Division. The agencies will review and concur with the MPO Board's adoption or request additional information.

RECOMMENDATION

Because the Title VI Program supports nondiscrimination in the MPO's plans, programs, and activities, it is recommended for adoption by the MPO Board.



TITLE VI PROGRAM UPDATE

April 2024

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1 INTRODUCTION

Representatives of Lake County and Sumter County governments, the fourteen (14) municipalities of Lake County, the five (5) municipalities of Sumter County, the Florida Department of Transportation (FDOT), Florida Central Railroad, Lake County Schools, Sumter District Schools, and the U.S. Department of Transportation (USDOT) are involved in the transportation planning process facilitated by the Lake~Sumter Metropolitan Planning Organization (LSMPO). The MPO's purpose is to provide effective leadership in the initiation and development of transportation plans, programs, and strategies.

As the governmental body, most directly responsible for the guidance of the transportation planning process, the MPO strives to ensure that the recommendations are in keeping with the goals and standards of the Federal Government, the State, Lake County, Sumter County, and the nineteen (19) incorporated jurisdictions. The MPO functions include, but are not limited to, the preparation of the tasks required by state rule or by federal policy.

The MPO's major annual responsibilities are to perform the tasks of preparing the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), the annual List of Priority Projects (LOPP), Transportation Disadvantaged Service Plan (TDSP), and the annual MPO Audit Report. As with all transportation planning legislated by federal and state laws, the MPO is responsible for ensuring adequate representation of and compatibility among state, county, and municipal projects in the transportation planning process. This includes consideration of all modes of transportation with respect to various members of the public. For example, the MPO incorporates into its planning efforts the needs of the elderly and persons with disabilities as outlined in the Americans with Disabilities Act (ADA).

As part of the MPO planning process, public involvement is given a major priority. Projects funded through public dollars are to be planned in a manner that encourages public participation and incorporates public comments into planning efforts. As a result, a responsibility is placed on MPOs to develop a plan where the opportunity for public involvement is assured. As part of that plan and involvement process, outreach will be made in accordance with Title VI. The requirements and the procedures for following Title VI requirements are detailed further in this Title VI Plan.

2 PURPOSE

Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color, national origin, sex, age, disability, religion, or family status in employment and the provision of government services. The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of terms "programs or activities" to include all programs or activities of federal aid recipients, sub-recipients, and consultants, whether such programs and activities are federally assisted or not. These requirements include the establishment of a Title VI Nondiscrimination Plan, along with a regular review of its effectiveness and conformity with federal and state law.

This **Title VI Nondiscrimination Plan** works in unison with the LSMPO's **Public Participation Plan (PPP)** and **Limited English Proficiency (LEP) Plan**, which identify specific techniques for outreach, engagement, and involvement including notification, information, and opportunities for diverse participation.

3 POLICY STATEMENT & RESPONSIBILITIES

The Lake~Sumter MPO assures that no person shall, based on race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity. The Lake~Sumter MPO further assures that every effort will be made to ensure nondiscrimination in all its programs and activities, whether those programs and activities are federally funded or not. In the event the LSMPO distributes federal aid funds to another governmental entity, the MPO will include Title VI language in all written agreements and will monitor for compliance.

3.1 Objectives

- Identify and analyze relevant demographic data in Lake and Sumter counties to further the effectiveness of the Title VI Nondiscrimination Plan and to ensure that planning products analyze, mitigate, minimize, or avoid disproportionate and adverse impacts on identified minority or low income communities;
- Engage citizens and other interested parties in LSMPO activities through broad notification and proactive opportunities for full and fair participation by communities traditionally underserved in the planning process (i.e., environmental justice); and
- Comply with federal and state requirements associated with Title VI nondiscrimination and the transportation planning process.

3.2 Title VI Delegation Contacts

The Executive Director is responsible for ensuring implementation of the organization's **Title VI Nondiscrimination Plan** and provides direction to the **Title VI Specialist**. The Title VI Specialist, on behalf of the Executive Director, is responsible for the overall management and day-to-day administration of the Title VI program.

Lake~Sumter Metropolitan Planning Organization



Michael Woods
Executive Director & Title VI Specialist
(352) 315-0170
MWoods@LakeSumterMPO.com

4 TITLE VI SPECIALIST RESPONSIBILITIES

The Title VI Specialist is charged with the responsibility for implementing, monitoring, and ensuring the MPO's compliance with Title VI regulations. Title VI responsibilities are as follows:

- Process the disposition of Title VI complaints received by the MPO;
- Collect statistical data (race, color, sex, age, disability, or national origin) of participants in and beneficiaries of state highway programs (e.g., displaced individuals, affected citizens), and impacted communities;
- Conduct annual Title VI reviews of program areas (planning, consultant selection) to determine the effectiveness of program activities at all levels;
- Conduct Title VI reviews of consultants and other recipients of federal aid highway fund contracts administered through the MPO;
- Participate in training programs on Title VI and other related statutes for MPO employees and recipients of federal highway funds;
- Prepare a yearly report of Title VI accomplishments and goals, as required by 23 CFR 200.
- Develop Title VI information for dissemination to the public and, where appropriate, in languages other than English;
- Conduct post grant approval reviews of MPO programs and applicants (e.g., consultants, design and relocation, and persons seeking contracts with the MPO), for compliance with Title VI requirements;
- Identify and eliminate discrimination; and
- Establish procedures for promptly resolving deficiency status and reducing to writing the remedial action agreed to be necessary, all within a period not to exceed ninety (90) days

4.1 Lake~Sumter MPO Staff

Lake~Sumter MPO staff members involved in public involvement are responsible for evaluating and monitoring compliance with Title VI requirements in all aspects of the Lake~Sumter MPO's public involvement process. These staff members will:

- Ensure that all communications and public involvement efforts comply with Title VI/LEP and environmental justice requirements;
- Develop and distribute information on Title VI programs to the public and provide information in languages other than English, as needed;

- Disseminate information to minority media and ethnic/gender related organizations, to help ensure all social, economic, and ethnic interest groups in Lake and Sumter counties;
- Include the Title VI Notice to the Public, full or abbreviated versions in relevant press releases and on the Lake~Sumter MPO website;
- Notify affected, protected groups of public meetings regarding proposed actions, and make the meetings accessible to all residents, including the use of interpreters when requested, or when a strong need for their use has been identified;
- Collect statistical information voluntarily from attendees of public meetings using zip codes, if possible, to track how well different segments of the population are represented; and
- Encourage Lake~Sumter MPO's committees to include representation from Title VI relevant populations.

4.2 Compliance

To ensure compliance with federal Title VI requirements, LSMPO will coordinate LEP efforts in line with the following processes and procedures.

4.2.1 Title VI Program Reviews

The MPO's Title VI Program reviews will be performed by the Title VI Specialist to assess the MPO's administrative procedures, staffing, and resources available for Title VI compliance. All programs will be reviewed annually to assure their effectiveness in compliance with Title VI provisions. This is in addition to the day to day monitoring. Title VI Specialist will coordinate efforts to ensure their equal participation in all programs and activities at all levels. The Title VI Specialist will conduct reviews of consultants and all other sub-recipients of FDOT's federal funds to ensure compliance with Title VI provisions.

4.2.2 Annual Reports

An annual report will be submitted to the FDOT District Five's Title VI Coordinator reviewing Title VI accomplishments achieved during the year. The Title VI Specialist will be responsible for coordination and preparation of the report. A Title VI Annual Report will be submitted to FDOT by June 1st of each year. The report will describe the accomplishments and changes to the program occurring during the preceding year and will also include any changes to the goals and objectives for the upcoming year.

4.2.3 Post Grant Reviews

Review post grant approval procedures to ensure compliance with Title VI requirements.

4.2.4 Complaints

If any individual believes that she or he or any other program beneficiaries have been subjected to unequal treatment or discrimination in their receipt of benefits and/or services, or on the grounds of race, color, national origin, sex, disability age or income status s/he may exercise their right to file a complaint with the MPO. Every effort will be made to resolve complaints informally at the MPO and consultant level. To file a Title VI complaint, see procedure identified in Appendix C.

4.2.5 Remedial Action

The MPO will actively pursue the prevention of Title VI deficiencies and violations and will take the necessary steps to ensure compliance with all program administrative requirements. When irregularities occur in the administration of the program's operation, corrective action will be taken to resolve Title VI issues, and reducing to writing a remedial action agreed upon to be necessary, all within a period not to exceed ninety (90) days.

- Sub-recipients placed in a deficiency status will be given a reasonable time, (not to exceed ninety (90) days after receipt of the deficiency letter), to voluntarily correct deficiencies;
- The MPO will seek the cooperation of the sub-recipient in correcting deficiencies found during the review. The MPO will also provide the technical assistance and guidance needed to aid the sub-recipient to comply voluntarily;
- When a sub-recipient fails or refuses to voluntarily comply with requirements within the time frame allotted, the MPO will submit to FDOT's Civil Rights Office and the FHWA two (2) copies of the case file and a recommendation that the sub-recipient be found in noncompliance; and
- A follow up review will be conducted within 180 days of the initial review to ensure that the sub-recipient has complied with the Title VI Program requirements in correcting deficiencies previously identified.

Title VI of the Civil Rights Act of 1964

provides that no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under a program or activity receiving federal financial assistance.

The National Environmental Policy Act of 1969 (NEPA)

addresses both social and economic impacts of environmental justice, stressing the importance of providing safe, healthful, productive, and aesthetically pleasing surroundings for all Americans. NEPA requires a systematic, interdisciplinary approach to aid in considering environmental and community factors in decision making.

The Civil Rights Restoration Act of 1987

clarified Title VI to include all programs and activities of federal aid recipients, sub recipients, and contractors whether federally funded or not. It also restored broad coverage intended by Congress, covering classes such as sex, age, and disability.

The Florida Civil Rights Act of 1992

added religion and family status as protected classes.

Federal Highway Administration and the Federal Transit Administration

issued a memorandum implementing Title VI requirements in metropolitan and statewide planning. The memorandum articulated that environmental justice is just as important during planning stages as it is during the project development stage.

4.3 Limited English Proficiency (LEP)

The U.S. Supreme Court has also interpreted Title VI to prohibit conduct that has a disproportionate effect on limited English proficiency persons; as such conduct constitutes discrimination based on national origin. Executive order requires reasonable steps to ensure meaningful access. LSMPO has developed a separate, yet related, plan to provide access to programs and services in languages other than English. The Limited English Proficiency (LEP) Plan works in unison with the Title VI Nondiscrimination Plan and the Public Participation Plan (PPP).

4.4 Program Administration & Title VI Responsibilities

Five (5) areas of the Lake~Sumter MPO's responsibilities have been recognized as applicable to Title VI regulations. These areas include:

- Communications & Public Involvement;
- Planning & Programming;
- Environmental Affairs;
- Consultant Contracts; and
- Education and Training.

The first three (3) Title VI applicable areas noted above are interrelated. However, to provide maximum clarification for this plan, these areas have been separated in this section.

4.5 Communications & Public Involvement

The Communications and Public Involvement Program Area applies to and affects the Lake~Sumter MPO's Planning & Programming and Environmental Affairs program areas. It has been treated as a separate program area for purposes of clarity, and consistent with Lake~Sumter MPO's organization. The Lake~Sumter MPO strives

to have important and continuing public involvement in the transportation planning process and to encourage the public to express their ideas and values related to transportation issues. This will help support an open and effective communication channel with citizens in Lake and Sumter counties.

4.6 Opportunities for Public Comments

The Lake~Sumter MPO routinely offers three (3) different ways for citizens to comment on activities, programs, and decisions made at the Lake~Sumter MPO, including:

- **Comments are accepted at any time:** Comments are accepted via an online comment form, by phone, e-mail, U.S. mail, and in person at any board or

committee meeting. Contact information for all Lake~Sumter MPO staff is provided on the website, and contact information for the Lake~Sumter MPO is included in all publications produced for the Lake~Sumter MPO. The Lake~Sumter MPO makes every effort to respond to all comments received.

- **Citizen comments are requested at agency meetings:** All board and committee meetings are open to the public. Meeting dates are posted well in advance on the Lake~Sumter MPO website. Public comments and responses made during these meetings are kept on record in the official meeting summaries. The MPO maintains mailing lists, to which anyone can request to be added.
- **Formal public comment periods for major activities:** Formal public comment and review periods are used to solicit comments on major planning and programming activities. Comment periods are highlighted in Lake~Sumter MPO publications, on the website, and in various press releases. Comments can be made in person, by e-mail, by U.S. mail, or telephone. The Lake~Sumter MPO will make every effort to respond to any comments received and will forward comments to other agencies when appropriate.

4.7 Strategies for Engaging Title VI Protected Groups

The Lake~Sumter MPO understands that there are important segments of the population from who input is seldom, if ever, received. To improve representation of these groups in the transportation planning process, the MPO will take the following steps:

- Public meetings should be held in locations that are accessible by public transit. Also, facilities should be compliant with the Americans with Disabilities Act (ADA). If a targeted population is in a certain geographic area, then the meeting location should be in that area for their convenience;
- To facilitate involvement of traditionally underserved populations, community leaders, and organizations that represent these groups should be consulted about how to most effectively reach their members. Relationships with these groups should be maintained for future partnerships in the planning process;
- In addition to mainstream media organizations, website postings, and news releases announcing public participation opportunities should be targeted to media that reaches minority and ethnic populations;
- With at least 72-hours advanced notice of the scheduled meeting, deaf (sign language) interpreters, translators, and Braille documents can be provided for public meetings. Notifications of opportunities for public involvement will include contact information for people needing these or other special accommodations; and
- At public meetings, MPO staff should attempt to communicate as effectively as possible. Technical jargon should be avoided an appropriate dress and conduct

are important. For some meetings, it may be best to use trained facilitators or language translators to better communicate with the audience.

4.8 Strategies for Engaging Individuals with Limited English Proficiency

The Lake~Sumter MPO will annually examine the socio-economic characteristics of the region to understand the ethnicities, income levels, and languages that are used in this region and develop strategies to communicate with these population segments. The MPO will attempt to ensure that public notices and meeting materials are published in Spanish or other non-English language when requested and will maintain a list of those MPO staff members who speak a language other than English to provide points of contact for persons needing information.

4.9 Public Dissemination

The Title VI Specialist will disseminate Title VI Program information to MPO employees, sub-recipients, consultants, and beneficiaries as well as the public. Public dissemination will include the posting of public statements, inclusion of Title VI language in contracts, and publishing annually the Title VI Policy Statement in newspapers having a general circulation near proposed projects and announcements of hearings and meetings in minority publications.

In accordance with Title VI of the Civil Rights Act of 1964, the MPO is committed to establishing and maintaining practices that will ensure meaningful access to the MPO's plans and programs by persons with Limited English Proficiency (LEP). It is the policy of the MPO to ensure that no person is denied access to plans and programs as the result of the inability or limited ability to communicate in the English language

4.10 Planning and Programming

The Lake~Sumter MPO is responsible for developing long and short range transportation plans to provide efficient transportation services to the Lake and Sumter counties. A wide-ranging transportation planning process is used, which involves guidance from various transportation planning documents.

Primary guidance is provided by:

- The Metropolitan Planning Organization (MPO) Regulations 23 CFR 450;
- Fixing America's Surface Transportation (FAST) Act), reauthorizing surface transportation programs through fiscal year 2020. The FAST ACT took effect on December 4, 2015; and
- State and federal Clean Air Acts (CAA) and amendments.

The Lake~Sumter MPO annually updates and coordinates the MPO's future transportation improvement plans and programs. A comprehensive transportation planning process is used which incorporates input from the public in coordination with the various jurisdictions affected. Planning includes the monitoring and collection of data. Title VI responsibilities include but are not limited to:

- Ensure that all aspects of the planning process operation comply with Title VI of the Civil Rights Act of 1964;
- Ensure that various social, economic, and ethnic interest groups are represented in the planning process by disseminating program information to minority media and ethnic/gender related organizations and participating in roundtable meetings in predominantly minority communities;
- Assist the Title VI Specialist in gathering and organizing the Planning section of the Annual Title VI Update Report;
- Review the department's work program and other directives to ensure compliance with Title VI and other nondiscrimination program requirements; and
- Attend public meetings to verify the level of participation of Title VI protected group members when offered in predominantly ethnic minority communities.

4.11 Data Collection

Statistical data on race, color, national origin, sex, age, disability, and income status of participants in and beneficiaries of federally funded program will be gathered and maintained by the Title VI Specialist. Each of the Title VI program areas will maintain data to be incorporated in the Title VI Annual Update. The data gathering process will be reviewed regularly to ensure sufficiency of the data in meeting the requirements of the Title VI program administration.

4.12 Environmental Affairs

The concept of environmental justice comprises of the identification and assessment of disproportionately high and adverse effects of programs, policies, or activities on minority and low-income population groups. Regarding regional transportation planning, environmental justice considers the relative delivery of costs and benefits from transportation investment strategies and policies among different segments of society. If a disproportionate impact is recognized, a mitigation plan will be developed and implemented based on feedback from the affected population. Lake~Sumter MPO staff members are responsible for evaluating and monitoring environmental justice compliance with Title VI. MPO staff members will:

- Ensure Title VI environmental justice compliance;
- Analyze and make findings regarding the population affected by the action;

- Analyze and make findings regarding the impacts of planned projects on protected Title VI groups, and determine if there will be a disproportionately high and adverse impact on these groups; and
- Disseminate information to the public on the processes used and findings of any analysis, in accordance with all agency public involvement procedures, including the dissemination of information to groups representing minority media and ethnic/gender related organizations, and the use of public comment periods and public hearings, interpreters, and materials in other languages, as needed.

4.13 Consultant Services & Contracting Services

The Procurement Department of Lake County is responsible for setting policy and establishing procedures for consultant selection, negotiation, and administration of consultant contracts for the MPO. Title VI responsibilities include but are not limited to:

- Monitor DBE program requirements;
- Ensure that all consultant contracts administered by the MPO have the appropriate Title VI provisions included;
- Review directives and procedures to ensure Title VI compliance; and
- Maintain necessary data and documentation required for completion of the department's Title VI Annual Report.

4.14 Disadvantaged Business Enterprise (DBE) Program

It is Lake~Sumter MPO's policy to encourage all qualified businesses to actively participate in the procurement of all Lake~Sumter MPO sponsored contracts. The Lake~Sumter MPO does not discriminate based on race, color, sex, national origin, age, military status, or disability. The Lake~Sumter MPO has established a [Disadvantaged Business Enterprise \(DBE\) program](#) in accordance with regulations of the U.S. Department of Transportation (USDOT), 49 CFR, Part 26.

4.15 DBE Program Description

It is the Lake~Sumter MPO's policy to ensure that Disadvantaged Businesses (DBE) and Small Businesses (SBE) have an equal opportunity to receive and participate in USDOT assisted contracts. It is also the Lake~Sumter MPO's policy to:

- Ensure nondiscrimination in the award and administration of USDOT assisted contracts;
- Create a level playing field on which DBE/SBEs can compete fairly for USDOT-assisted contracts;

- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Ensure that only firms that fully meet 49 CFR, Part 26 eligibility standards are permitted to participate as DBEs;
- Help remove barriers to the participation of DBE/SBEs in USDOT assisted contracts; and
- Assist the development of firms that can compete successfully in the marketplace outside the DBE Program.

4.16 Education & Training

Minorities, women, veterans, individuals with a disability, and other individuals are protected by Title VI and federal and state anti-discrimination laws are provided with equal opportunity and fair treatment in all employment related decisions, including opportunities for education and training.

4.17 LSMPO Training Program

Title VI training will be made available at least annually to employees, consultants, sub-recipients, and program area specialists. The training will provide comprehensive information on Title VI provisions, application to program operations, and identification of Title VI issues and resolution of complaints. A summary of the training conducted will be reported in the MPO's Annual Report.

5 SOCIOECONOMIC PROFILE OF LAKE~SUMTER MPO AREA

A review of the 2021 U.S. Census data, specifically the American Community Survey results, for the Lake~Sumter area was conducted to evaluate the distribution of minority populations and low-income households throughout the region. The representation for each of these groups is summarized in the following section.

5.1 Ethnic Makeup of Lake~Sumter MPO Region

The ethnicity distribution in the Lake~Sumter MPO region is detailed in **Figure 1**. The minority population with the largest representation in the area is individuals identifying with Black or African American ethnicity, representing 10.7% of the population. There is some presence of individuals identifying as Asian (2.1%), American Indian (0.3%), and Native Hawaiian/Pacific Islander (0.1%).

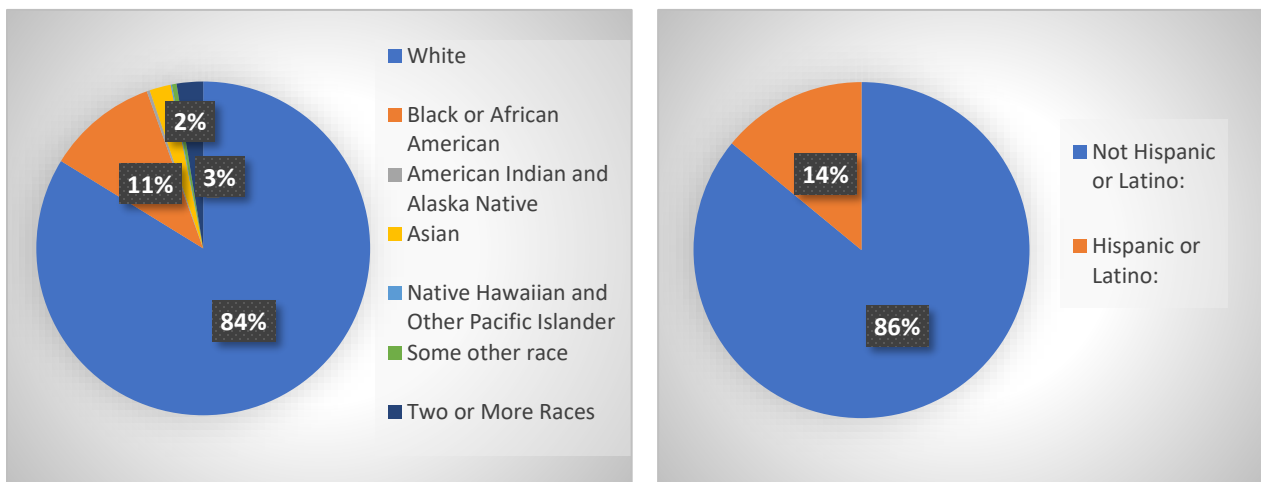


Figure 1. Ethnic Makeup of Lake~Sumter MPO Region (Left)

Figure 2. Lake~Sumter MPO Region Hispanic or Latino Population (Right)

Regarding populations identifying with a Hispanic or Latino heritage, the Lake-Sumter MPO region has 70,537 or 14% throughout Lake and Sumter counties as demonstrated in **Figure 2** on the next page. Most of this population resides in Lake County with 62,917 residents identifying with Hispanic or Latino heritage. Of the total Hispanic or Latino group in Lake and Sumter counties.

5.2 Ethnic Breakdown And Changes Over Time For Lake~Sumter MPO Region

Table 1 provides a comparison of population group changes in the Lake~Sumter Metropolitan Planning Organization (MPO) area, comparing data from 2018 and 2021. A summary of each ethnicity is provided below:

1. **White:** The White population in the MPO area decreased from 385,797 in 2018 to 361,763 in 2021, resulting in a decrease of 24,034. The percentage of White residents in the total population dropped from 84.5% to 83.8%, a decrease of 0.8%.
2. **Black or African American:** The Black or African American population increased from 44,297 in 2018 to 46,388 in 2021, showing a growth of 2,091 individuals. The percentage of Black or African American residents in the total population increased from 9.7% to 10.7%, indicating a 1.0% increase.
3. **American Indian and Alaska Native:** This group saw a decrease from 1,787 in 2018 to 1,271 in 2021, resulting in a decline of 516 individuals. The percentage of American Indian and Alaska Native residents decreased from 0.4% to 0.3%, a 0.1% decrease.
4. **Asian:** The Asian population increased from 7,674 in 2018 to 8,910 in 2021, indicating a growth of 1,236 individuals. The percentage of Asian residents in the total population increased from 1.7% to 2.1%, a 0.4% increase.
5. **Native Hawaiian and Other Pacific Islander:** This group grew from 245 in 2018 to 504 in 2021, with an increase of 259 individuals. The percentage of Native Hawaiian and Other Pacific Islander residents remained at 0.1%, indicating a 0.1% increase.
6. **Some other race:** The population in this category decreased significantly from 6,789 in 2018 to 1,969 in 2021, resulting in a decline of 4,820 individuals. The percentage of residents in this category dropped from 1.5% to 0.5%, indicating a 1.0% decrease.
7. **Two or More Races:** The Two or More Races population increased from 9,772 in 2018 to 11,052 in 2021, showing a growth of 1,280 individuals. The percentage of residents in this category increased from 2.1% to 2.6%, a 0.5% increase.

Table 1. Lake~Sumter MPO Population Group Changes Over Time – 2021 ACS

MPO Planning Area	2018	2021	Pop. Change	2018 Percent	2021 Percent	% Change
White	385,797	361,763	-24,034	84.5%	83.8%	-0.8%
Black or African American	44,297	46,388	2,091	9.7%	10.7%	1.0%
American Indian and Alaska Native	1,787	1,271	-516	0.4%	0.3%	-0.1%
Asian	7,674	8,910	1,236	1.7%	2.1%	0.4%
Native Hawaiian and Other Pacific Islander	245	504	259	0.1%	0.1%	0.1%
Some other race	6,789	1,969	-4,820	1.5%	0.5%	-1.0%
Two or More Races	9,772	11,052	1,280	2.1%	2.6%	0.5%

In summary, **Table 1** provides information about the changes in population for various racial and ethnic groups in the Lake~Sumter MPO area between 2018 and 2021. The White population decreased, while the Black or African American, Asian, and Two or More Races populations increased. Some other race experienced a substantial decrease during this period.

5.3 Ethnic Breakdown And Changes Over Time For Lake County

Table 2 provides a comparison of the ethnic breakdown and changes over time for Lake County, comparing data from 2018 and 2021. A summary of each ethnicity is provided below:

1. **White:** The White population in Lake County decreased from 278,353 in 2018 to 254,246 in 2021, resulting in a decrease of 24,107. The percentage of White residents in the total population dropped significantly from 83.0% to 68.45%, a decrease of 14.55%.
2. **Black or African American:** The Black or African American population increased from 35,268 in 2018 to 37,600 in 2021, showing a growth of 2,332 individuals. However, the percentage of Black or African American residents in the total population decreased slightly from 10.5% to 10.39%, a decrease of 0.11%.
3. **American Indian and Alaska Native:** This group saw a decrease from 1,416 in 2018 to 1,008 in 2021, resulting in a decline of 408 individuals. The percentage of American Indian and Alaska Native residents decreased from 0.4% to 0.11%, a decrease of 0.29%.
4. **Asian:** The Asian population increased from 6,588 in 2018 to 7,657 in 2021, indicating a growth of 1,069 individuals. However, the percentage of Asian residents in the total population decreased from 2.0% to 1.61%, a decrease of 0.39%.
5. **Native Hawaiian and Other Pacific Islander:** This group grew from 201 in 2018 to 500 in 2021, with an increase of 299 individuals. The percentage of Native Hawaiian and Other Pacific Islander residents decreased slightly from 0.1% to 0.05%, a decrease of 0.05%.
6. **Some other race:** The population in this category decreased significantly from 5,404 in 2018 to 1,569 in 2021, resulting in a decline of 3,835 individuals. The percentage of residents in this category increased from 1.6% to 2.91%, indicating a 1.31% increase.
7. **Two or More Races:** The Two or More Races population increased from 8,132 in 2018 to 9,562 in 2021, showing a growth of 1,430 individuals. The percentage of residents in this category remained at 2.4%, while the percentage in the total population increased to 2.91%, indicating a 0.51% increase.

Table 2. Lake County Population Group Changes Over Time – 2021 ACS

Lake County	2018	2021	Pop. Change	2018 Percent	2021 Percent	% Change
White	278,353	254,246	-24,107	83.0%	68.45%	-14.55%
Black or African American	35,268	37,600	2,332	10.5%	10.39%	-0.11%
American Indian and Alaska Native	1,416	1,008	-408	0.4%	0.11%	-0.29%
Asian	6,588	7,657	1,069	2.0%	1.61%	-0.39%
Native Hawaiian and Other Pacific Islander	201	500	299	0.1%	0.05%	-0.05%
Some other race	5,404	1,569	-3,835	1.6%	2.91%	1.31%
Two or More Races	8,132	9,562	1,430	2.4%	2.91%	0.51%

In summary, **Table 2** provides information about the changes in the ethnic composition of Lake County between 2018 and 2021. The White population decreased significantly, while the Black or African American and Asian populations increased, albeit with a decrease in their proportional representation in the total population. Some other race also saw significant changes, both in terms of population and percentage representation.

5.4 Ethnic Breakdown And Changes Over Time For Sumter County

Table 3 provides a comparison of population group changes in Sumter County, comparing data from 2018 and 2021. A summary of each ethnicity is provided below:

1. **White:** The White population in Sumter County saw a small increase from 107,444 in 2018 to 107,517 in 2021, resulting in a population change of 73 individuals. However, the percentage of White residents in the total population decreased from 88.4% to 85.17%, indicating a 3.23% decrease.
2. **Black or African American:** The Black or African American population decreased from 9,029 in 2018 to 8,788 in 2021, resulting in a decline of 241 individuals. The percentage of Black or African American residents in the total population decreased from 7.5% to 4.82%, a 2.68% decrease.
3. **American Indian and Alaska Native:** This group also saw a decrease from 371 in 2018 to 263 in 2021, resulting in a decline of 108 individuals. The percentage of American Indian and Alaska Native residents increased slightly from 0.3% to 0.52%, a 0.22% increase.
4. **Asian:** The Asian population increased from 1,086 in 2018 to 1,253 in 2021, indicating a growth of 167 individuals. The percentage of Asian residents in the total population increased slightly from 0.9% to 1.07%, a 0.17% increase.
5. **Native Hawaiian and Other Pacific Islander:** This group decreased significantly from 44 in 2018 to 4 in 2021, resulting in a decrease of 40 individuals. The percentage of Native Hawaiian and Other Pacific Islander residents decreased from 0.0% to 0.00%, indicating no representation in 2021.
6. **Some other race:** The population in this category saw a substantial decrease from 1,385 in 2018 to 400 in 2021, resulting in a decline of 985 individuals. The percentage of residents in this category increased significantly from 1.1% to 2.61%, indicating a 1.51% increase.
7. **Two or More Races:** The Two or More Races population decreased from 1,640 in 2018 to 1,490 in 2021, resulting in a decrease of 150 individuals. The percentage of residents in this category increased from 1.4% to 2.61%, indicating a 1.21% increase.

Table 3. Sumter County Population Group Changes Over Time – 2021 ACS

Sumter County	2018	2021	Pop. Change	2018 Percent	2021 Percent	% Change
White	107,444	107,517	73	88.4%	85.17%	-3.23%
Black or African American	9,029	8,788	-241	7.5%	4.82%	-2.68%
American Indian and Alaska Native	371	263	-108	0.3%	0.52%	0.22%
Asian	1086	1,253	167	0.9%	1.07%	0.17%
Native Hawaiian and Other Pacific Islander	44	4	-40	0.0%	0.00%	0.00%
Some other race	1385	400	-985	1.1%	2.61%	1.51%
Two or More Races	1640	1,490	-150	1.4%	2.61%	1.21%

In summary, the **Table 3** provides information about the changes in the ethnic composition of Sumter County between 2018 and 2021. The White population remained relatively stable, while the Black or African American population decreased. Some other race and Two or More Races populations increased, and Native Hawaiian and Other Pacific Islander became virtually non-existent in the county.

5.5 Lake & Sumter Counties Comparison Over Time

Tables 2 and 3 provide information about population group changes over time for both counties, Lake County and Sumter County, comparing data from 2018 to 2021. Here's a comparison of the two tables:

5.5.1 Lake County (Table 2):

- The White population in Lake County decreased by 14.55%, from 83.0% to 68.45%.
- The Black or African American population in Lake County increased by 2.68%, from 10.5% to 10.39%.
- The Asian population increased by 0.17%, from 2.0% to 1.61%.
- The Some other race population in Lake County increased significantly, from 1.6% to 2.91%, a 1.31% increase.
- The Two or More Races population increased by 1.21%, from 1.4% to 2.61%.

5.5.2 Sumter County (Table 3):

- The White population in Sumter County decreased by 3.23%, from 88.4% to 85.17%.
- The Black or African American population in Sumter County decreased significantly by 2.68%, from 7.5% to 4.82%.
- The Asian population increased by 0.17%, from 0.9% to 1.07%.
- The Some other race population in Sumter County increased significantly, from 1.1% to 2.61%, a 1.51% increase.
- The Two or More Races population increased by 1.21%, from 1.4% to 2.61%.

5.5.3 Common Trends:

- In both counties, the White population decreased, although the decline was much more significant in Lake County (14.55%) compared to Sumter County (3.23%).
- Both counties saw an increase in the Some other race and Two or More Races populations, with a more notable increase in Sumter County.
- Asian populations in both counties saw a slight increase, though the percentage change was relatively small.
- The Black or African American population decreased in both counties, but Sumter County experienced a larger decrease (2.68%) compared to Lake County (0.11%).

In summary, both counties experienced changes in their ethnic compositions, with decreases in White and Black or African American populations in both cases. Lake County saw a more significant shift in its White population, while Sumter County witnessed a substantial increase in the Some other race and Two or More Races categories. These variations are important for understanding the evolving demographics in each county.

5.6 English Language Proficiency For Lake~Sumter MPO Region

Table 4 provides data on Limited English Proficiency (LEP) populations in the Lake~Sumter Metropolitan Planning Organization (MPO) for the year 2021.

- **Spanish:** There were 12,682 individuals who spoke English "less than very well" in Spanish. This group made up 74% of the LEP population, which is a significant majority of LEP individuals. In terms of the entire MPO population, Spanish speakers with limited English proficiency represented 2.6%.
- **Indo-European languages:** There were 2,123 individuals who spoke English "less than very well" in Indo-European languages. They accounted for 12% of the LEP population. In the overall MPO population, speakers of Indo-European languages with limited English proficiency represented 0.4%.
- **Speak Asian and Pacific Island languages:** 2,036 individuals spoke English "less than very well" in Asian and Pacific Island languages. This group also represented 12% of the LEP population. In the total MPO population, those speaking Asian and Pacific Island languages with limited English proficiency made up 0.4%.
- **Various other Languages:** A group of 392 individuals spoke English "less than very well" in various other languages, accounting for 2% of the LEP population. In the entire MPO population, individuals in this category represented 0.1%.
- **Total:** The combined LEP population across all language groups in the Lake~Sumter MPO in 2021 was 17,233, which constituted 3.6% of the MPO's total population. This figure represents the total number of individuals who spoke English "less than very well."

Table 4. Lake~Sumter MPO LEP Populations, ACS 2021

Language Spoken	Speak English "less than very well"	Percent of MPO Population	Percent of LEP Population
Spanish	12,682	2.6%	74%
Indo-European languages:	2,123	0.4%	12%
Speak Asian and Pacific Island languages:	2,036	0.4%	12%
Various other Languages	392	0.1%	2%
Total:	17,233	3.6%	100%

In summary, **Table 4** presents the distribution of Limited English Proficiency populations in the Lake~Sumter MPO in 2021, highlighting the primary language groups and their proportions within the LEP population and the overall MPO population. Spanish speakers with limited English proficiency comprised the majority of the LEP population in the area.

5.7 LSMPO Title VI Spatial Analysis

A series of maps have been developed to help better understand the spatial distribution of the populations considered under Title VI requirements. [Figure 3](#) through [Figure 6](#) (see next pages) illustrate limited English proficiency, populations living in poverty, and minority populations within the Lake and Sumter Counties.

Lake~Sumter Metropolitan Planning Organization

Anyone wishing to contact the LSMPO with comments, questions, or complaints regarding Title VI, please contact:



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Figure 3. Lake~Sumter MPO Planning Area Limited English Proficiency Populations

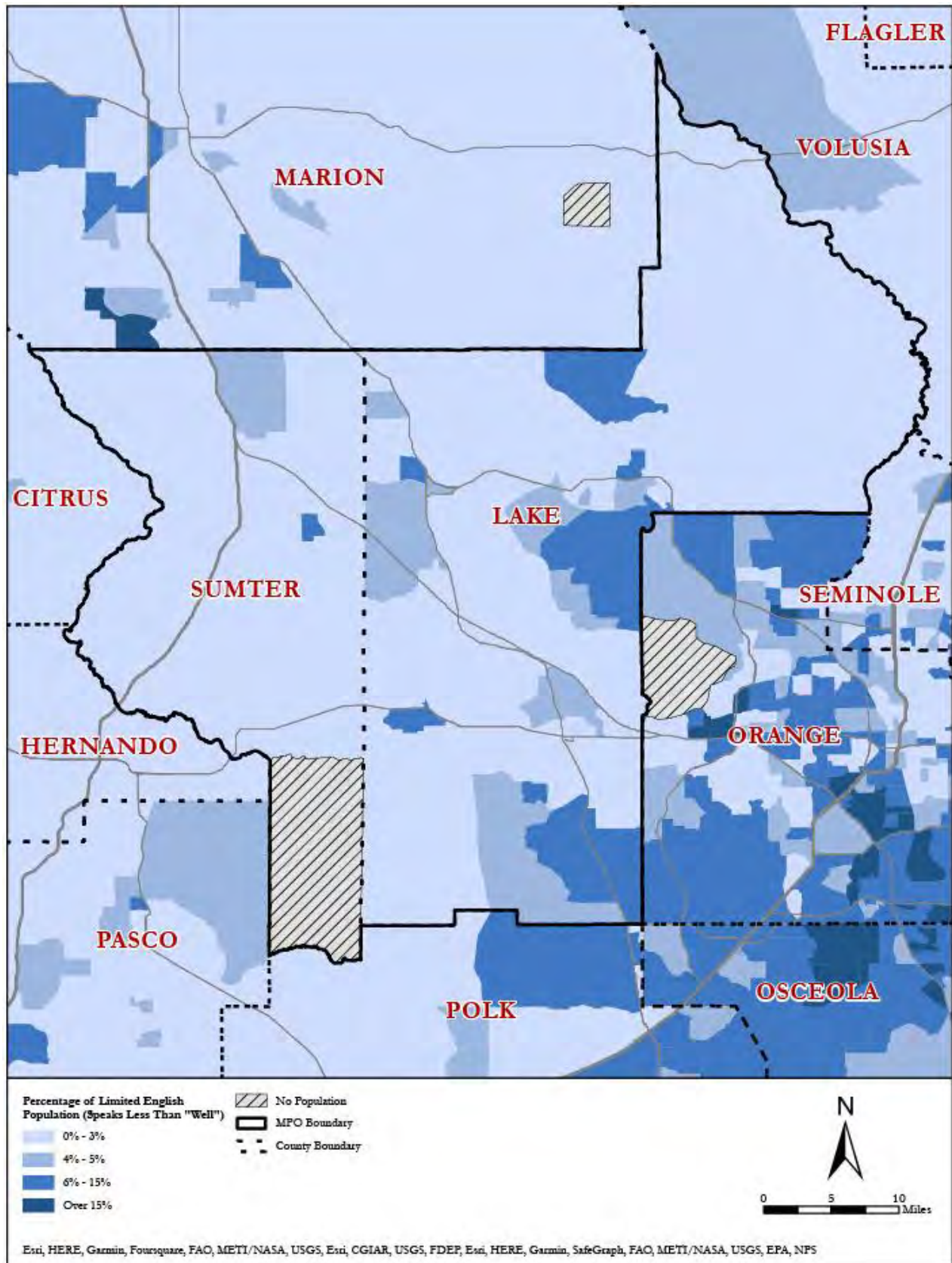


Figure 4. Lake~Sumter MPO Planning Area Populations Living in Poverty

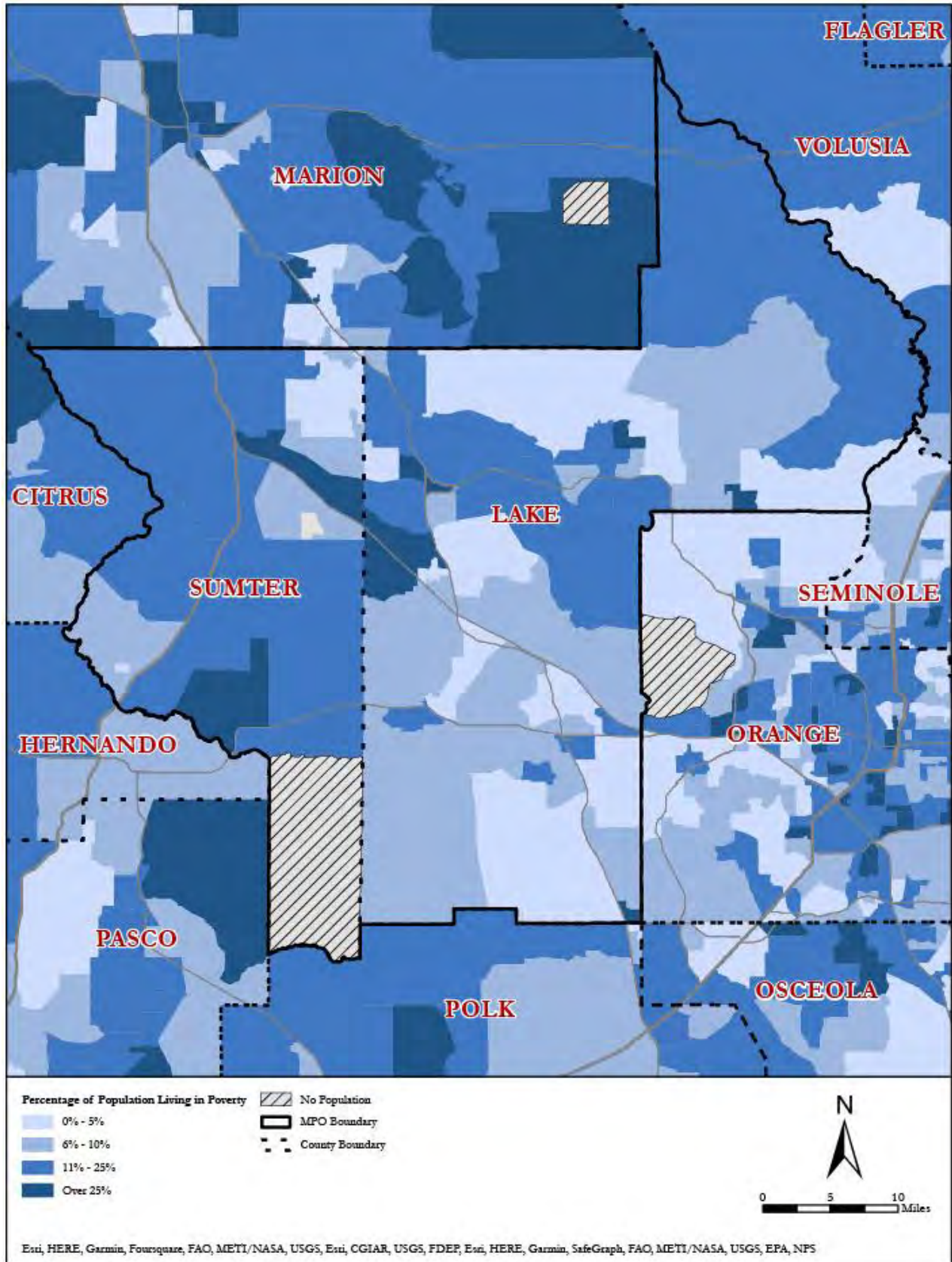
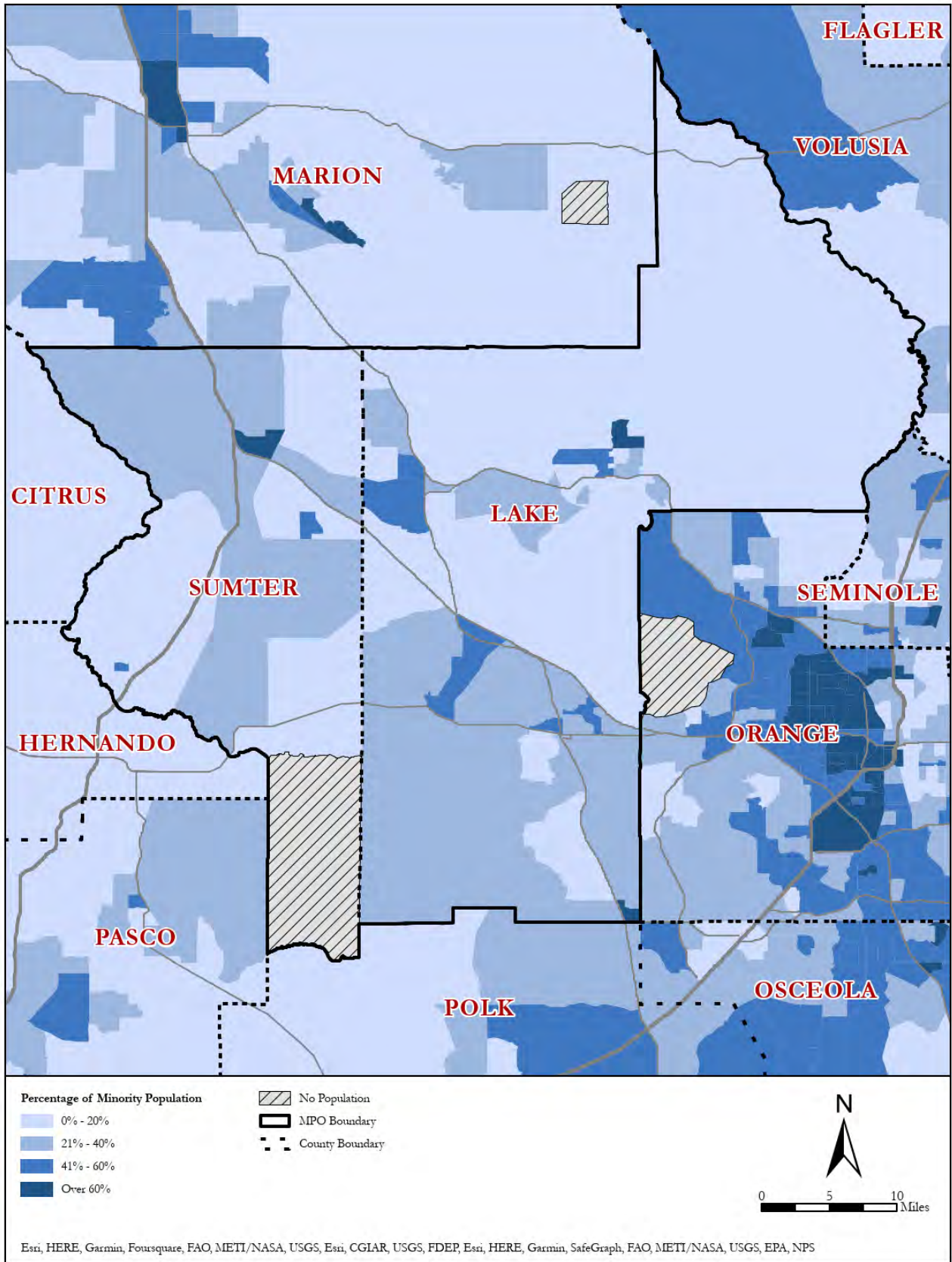


Figure 5. Lake~Sumter MPO Planning Area Minority Group Populations





Limited English Proficiency (LEP) Plan

April 2024

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PLACEHOLDER FOR RESOLUTION OF APPROVAL

APPROVING THE PUBLIC ENGAGEMENT DOCUMENTATION, PUBLIC INVOLVEMENT PLAN, LIMITED ENGLISH PROFICIENCY PLAN, AND TITLE VI NONDISCRIMINATION PLAN, AND THE DISADVANTAGED BUSINESS ENTERPRISE PLAN.

About The MPO

Representatives of Lake County and Sumter County governments, the fourteen (14) municipalities of Lake County, the five (5) municipalities of Sumter County, the Florida Department of Transportation (FDOT), Florida Central Railroad, Lake County Schools, Sumter District Schools, and the U.S. Department of Transportation (USDOT) are involved in the transportation planning process facilitated by the Lake~Sumter Metropolitan Planning Organization (LSMPO). The Metropolitan Planning Organization (MPO) purpose is to provide effective leadership in the initiation and development of transportation plans, programs and strategies.

As the governmental body most directly responsible for guidance of the transportation planning process, the MPO strives to ensure that the recommendations are in keeping with the goals and standards of the Federal Government, the State, Lake County, Sumter County, and the nineteen (19) incorporated jurisdictions. The MPO functions include, but are not limited to, the preparation of the tasks required by state rule or by federal policy.

The MPO's major annual responsibilities are to perform the tasks of preparing the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), the annual List of Priority Projects (LOPP), Transportation Disadvantaged Service Plan (TDSP), and the annual MPO Audit Report. As with all transportation planning legislated by federal and state laws, the MPO is responsible for ensuring adequate representation of and compatibility among state, county, and municipal projects in the transportation planning process. This includes consideration of all modes of transportation with respect to various members of the public. For example, the MPO incorporates into its planning efforts the needs of the elderly and persons with disabilities as outlined in the Americans with Disabilities Act (ADA).

As part of the MPO planning process, public involvement is given a major priority. Projects funded through public dollars are to be planned in a manner that encourages public participation and incorporates public comments into planning efforts. As a result, a responsibility is placed on MPOs to develop a plan where the opportunity for public involvement is assured. As part of that plan and involvement process, outreach will be made to connect with persons identified as Limited English Proficient. The requirements and the procedures for connecting with these populations are detailed further in this Limited English Proficiency Plan.

Lake~Sumter Metropolitan Planning Organization

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Introduction

The Lake~Sumter MPO is an independent yet cooperative forum for regional planning and the allocation of millions of dollars in federal transportation funding annually. The LSMPO works with the public, planning organizations, government agencies, elected officials, and community groups and also helps citizens speak with one voice to their state and federal legislators on transportation-related issues. The Limited English Proficiency Plan plays an integral role in the process. This document provides guidance for assisting LEP persons to ensure accessibility to the MPOs programs and services.

Legal Basis for Language Assistance Requirements

The Limited English Proficiency (LEP) Plan addresses Title VI of the Civil Rights Act of 1964 and its implementing regulations which provide that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives federal financial assistance.

In 1974, the U.S. Supreme Court affirmed that the failure to ensure a meaningful opportunity for national origin minorities, with limited-English proficiency, to participate in a federally funded program violates Title VI regulations. Additionally, requirements are outlined in Executive Order 13166 and directives from the U.S. Department of Justice and U.S. Department of Transportation.

Signed into law in 2000, [Executive Order 13166](#) ensures accessibility to programs and services to eligible persons who are not proficient in the English language by examining services provided, identifying specific needs to provide meaningful access for Limited English Proficiency (LEP) persons, and implementing a system to provide meaningful access to such services. Not only do all federal agencies have to develop LEP Plans, as a condition of receiving federal financial assistance, but recipients also have to comply with Title VI and LEP guidelines of the federal agency from which funds are provided.

The guidance identifies Metropolitan Planning Organizations (MPOs) as organizations that must follow the guidance and provides MPOs with technical assistance in assessing the size, location, and needs of the LEP population; implementing language access services; and evaluating the effectiveness of these services. The final LEP Plan should be consistent with the fundamental mission of the organization, though not unduly burdening the organization.

In order to ensure LEP individuals have meaningful access to the transportation planning process, LSMPO conducts a self-assessment in areas relevant to the development of an effective LEP Plan. This assessment includes:

- Relevant demographic information for the Lake~Sumter MPO planning area;

- Frequency of contact that the organization has with limited English proficiency persons;
- Nature or importance of programs or services deemed vital; and
- Resources and associated costs.

The Limited English Proficiency Plan works in concert with the organization's overall [Public Involvement Plan](#), which identifies specific strategies for outreach and engagement; as well as the LSMPO's Title VI Nondiscrimination Plan.

Limited English Proficiency Policy

It is the policy of Lake~Sumter MPO to ensure that persons with Limited English Proficiency are neither discriminated against nor denied meaningful access to and participation in the organization's programs and services. It is the intent of the organization that in providing language services to persons with limited English proficiency, the process achieves a balance that ensures meaningful access to programs and services while not incurring undue burdens on resources of the organization.

The Lake~Sumter MPO will respond to requests for language assistance in the manner described in this plan, which includes:

- A mechanism to provide ongoing assessment of needs, programs, and activities of target audiences, along with the organization's capacity to meet these needs using the Limited English Proficiency Plan;
- Translation of vital written materials in languages other than English where there is a significant number or percentage of persons with limited English proficiency;
- Oral language assistance to Limited English Proficiency persons for programs, where such assistance is requested and/or anticipated;
- Identified procedures and a designated representative from Lake~Sumter MPO responsible for implementing activities related to the Limited English Proficiency Plan;
- Notification of the availability of free language services to those persons in the target audience, through oral and written notice in the relevant primary language assistance activities; and
- Staff training on policies and procedures of the organization's language assistance activities.

Who is an LEP Individual?

The Limited English Proficiency (LEP) Plan applies to individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English. As defined in the 2018 United States Census: American Community Survey, LEP refers to any individual who speaks a language at home other than English as their primary language, and who speak or understand English "not well" or "not at all." Individuals, who have a limited ability to read, write, speak, or understand English are LEP.

LEP Limitations

This LEP Plan applies to individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English. For example, the limitations of this plan do not extend to the following individuals:

- Hearing or visual impairments – Sign language interpretation and Braille text are accommodations provided under the Americans with Disabilities Act; and
- Illiteracy, generally – The inability to speak, read, or write English and conditions that may trigger

language assistance under Title VI are distinguished with a key factor. A Limited English Proficiency person cannot speak, read, or write English – but rather primarily speaks, reads, or writes in a language other than English.

Administration Of LEP Plan

The Limited English Proficiency Plan policy and procedures are considered throughout the transportation planning process. Administration of this plan is described in the following sections.

Complaint Procedure

For persons included in a regularly encountered Limited English Proficiency (LEP) group, written notification of the opportunity to file a discrimination complaint in accordance with federal regulations shall be provided. For infrequently encountered groups, LEP persons may be advised orally of the opportunity to file a discrimination complaint pursuant to federal regulations. See Appendix A for complaint forms in both English and Spanish.

Designated Staff Coordinator

Lake~Sumter MPO designates Michael Woods, Executive Director, as the individual responsible for oversight and implementation of the Limited English Proficiency Plan. Responsibilities include coordinating and facilitating delivery of related services, staff training on the plan's policies and procedures, and ongoing monitoring and assessment of the plan's effectiveness. Michael Woods can be reached at (352) 315-0170 or MWoods@LakeSumterMPO.com.

Lake~Sumter Metropolitan Planning Organization



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DEFINITIONS

Limited English Proficiency (LEP): Refers to a person who is not fluent in the English language. The Lake~Sumter MPO has a LEP plan to ensure individuals with limited English skills can participate in the process.

Recipient of Federal Financial Assistance: Includes grants, training, use of equipment, donations of surplus property, and other assistance. Sub-recipients are also covered when federal funds are passed from one recipient to a sub-recipient.

Vital Communication: Any document or spoken work that contains information critical to benefits that are supported by federal funds or required by law. Guidance by the U.S. Department of Justice provides:

- A document will be considered vital if it contains information that is critical for obtaining federal services and/or benefits, or is required by law. Vital documents include, for example: applications; consent and complaint forms; notices of rights and disciplinary action; and notices advising LEP persons of the availability of free language assistance.
- Vital documents must be translated when a significant number or percentage of the population eligible to be served, or likely to be directly affected by the program/activity, needs services or information in a language other than English to communicate effectively. For many larger documents, translation of vital information contained within the document will suffice and the documents need not be translated in their entirety.
- It may sometimes be difficult to draw a distinction between vital and non-vital documents, particularly when considering outreach or other documents designed to raise awareness of rights or services. Though meaningful access to a program requires an awareness of the program's existence, we recognize that it would be impossible, from a practical and cost-based perspective, to translate every piece of outreach material into every language. Title VI does not require this of recipients of federal financial assistance, and Executive Order 13166 does not require it of federal agencies.
- Nevertheless, because in some circumstances lack of awareness of the existence of a particular program may effectively deny LEP individuals meaningful access, it is important for federal agencies to continually survey/assess the needs of eligible service populations in order to determine whether certain critical outreach materials should be translated into other languages.

Interpretation: The act of listening to spoken words in one language (the source) and orally translating it into another language (the target).

Translation: The replacement of a written text from one language into an equivalent written text in another language.

Self-Assessment

As a recipient of federal funds, the Lake~Sumter MPO must take reasonable steps to ensure meaningful access to the information and services it provides. As part of the MPO certification by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the LEP Plan will be assessed and evaluated.

Public transit is a key means of achieving mobility for many LEP persons. By providing language assistance to persons with limited English proficiency, the MPO will help to ensure that the services are safe, reliable, convenient and accessible. These efforts may attract riders who would otherwise be excluded from participating in the service because of language barriers.

LEP services can be provided in two ways: verbal interpretation and written translation of vital documents. There are four factors for consideration when deciding what reasonable steps should be taken to ensure access for LEP persons.

Four Factor Analysis

In accordance with the Executive Order, the United States Department of Transportation (USDOT) issued policy guidance in the [Federal Register, Volume 70; Number 239 on Wednesday, December 14, 2005](#), concerning recipient's responsibilities to Limited English Proficiency (LEP) persons. The USDOT guidance outlines four factors recipients should apply to the various kinds of contacts they have with the public to assess language needs and decide what reasonable steps they should take to ensure meaningful access for LEP persons.



FOUR FACTOR ANALYSIS



Factor 1: Demographics

The number and proportion of LEP persons eligible to be served and/or encountered



Factor 2: Frequency of Contact

Frequency with which LEP individuals come in contact with these programs, services or activities



Factor 3: Importance of Program

The nature and importance of the program, activity or service provided



Factor 4: Resources

The resources available and the overall cost to the MPO

The USDOT policy guidance gives recipients of federal funds substantial flexibility in determining what language assistance is appropriate based on a local assessment of the

four factors listed above. The following is a self- assessment of needs in Lake County and Sumter County in relation to the four factors and the transportation planning process. The four-factor analysis will allow the MPO to be in a better position to implement cost-effective language assistance measures and to target areas and resources appropriately. The results of this assessment for LEP programs and services are detailed in the following subsections.

Factor 1: The Number And Proportion Of LEP Persons Eligible To Be Served

The first step towards understanding the profile of individuals that could participate in the transportation planning process is a review of Census data.

Table 1 summarizes the LEP population for the Lake~Sumter MPO planning area and provides demographic data related to individuals who speak English "Less Than Very Well" (LEP) among different age groups. The table is divided into three segments, each corresponding to a different age range: over 5 years old, over 52 years old, and over 55 years old.

- **Population over 5:**
 - Total population over 5 years old: 357,066
 - LEP (Limited English Proficiency) population over 5 years old: 54,515
 - Percentage of the LEP population over 5 years old in relation to the total population over 5: 15%
- **Population over 52:**
 - Total population over 52 years old: 124,984
 - LEP population over 52 years old: 8,817
 - Percentage of the LEP population over 52 years old in relation to the total population over 52: 7%
- **Population over 55:**
 - Total population over 55 years old: 482,050
 - LEP population over 55 years old: 63,332
 - Percentage of the LEP population over 55 years old in relation to the total population over 55: 13%

These statistics highlight the prevalence of limited English proficiency within different age groups, indicating the need for language support and services for individuals who do not speak English very well.

Table 1. Persons Speaking English “Less Than Very Well” (Age 5+)

Group	Num of Total Population	Num of LEP Population	% of LEP Population
Population Over 5	357,066	54,515	15%
Population Over 52	124,984	8,817	7%
Population Over 55	482,050	63,332	13%

Table 2 and Table 3 provide a detailed summary of the number and percentage of LEP persons by language spoken for Lake and Sumter counties while Table 4 summarizes the information for the Lake~Sumter MPO planning area.

Table 2. Top Four Language Categories Spoken at Home in Lake County

Language Spoken	Number of LEP Persons	% of LEP Population	% of Lake County
Spanish	42,670	78%	12%
Indo-European Languages	7,345	13%	2.1%
Asian and Pacific Island Languages	3,524	6%	1.0%
Other Languages	976	2%	0.27%
Total	54,515	100%	15%

Table 2 provides data on the top four language categories spoken at home in Lake County, along with the corresponding numbers and percentages.

- **Spanish:**
 - Number of LEP (Limited English Proficiency) persons speaking Spanish: 42,670
 - Percentage of the LEP population speaking Spanish: 78%
 - Percentage of the entire Lake County population speaking Spanish at home: 12%
- **Indo-European Languages:**
 - Number of LEP persons speaking Indo-European languages: 7,345
 - Percentage of the LEP population speaking Indo-European languages: 13%
 - Percentage of the entire Lake County population speaking Indo-European languages at home: 2.1%
- **Asian and Pacific Island Languages:**
 - Number of LEP persons speaking Asian and Pacific Island languages: 3,524
 - Percentage of the LEP population speaking Asian and Pacific Island languages: 6%
 - Percentage of the entire Lake County population speaking Asian and Pacific Island languages at home: 1.0%

- **Other Languages:**
 - Number of LEP persons speaking other languages: 976
 - Percentage of the LEP population speaking other languages: 2%
 - Percentage of the entire Lake County population speaking other languages at home: 0.27%

Table 2 also provides the total number of LEP persons in Lake County (54,515) and the percentage they represent of the entire population of Lake County (15%). These statistics offer insight into the linguistic diversity of the county and the prevalence of limited English proficiency in different language categories.

Table 3. Top Four Language Categories Spoken at Home in Sumter County

Language Spoken	Number of LEP Persons	% of LEP Population	% of Lake County
Spanish	5,659	64%	5%
Indo-European Languages	1,906	22%	1.5%
Asian and Pacific Island Languages	1,079	12%	0.9%
Other Languages	173	2%	0%
Total	8,817	100%	7%

Table 3 presents data on the top four language categories spoken at home in Sumter County, along with corresponding numbers and percentages.

- **Spanish:**
 - Number of LEP (Limited English Proficiency) persons speaking Spanish: 5,659
 - Percentage of the LEP population speaking Spanish: 64%
 - Percentage of the entire Sumter County population speaking Spanish at home: 5%
- **Indo-European Languages:**
 - Number of LEP persons speaking Indo-European languages: 1,906
 - Percentage of the LEP population speaking Indo-European languages: 22%
 - Percentage of the entire Sumter County population speaking Indo-European languages at home: 1.5%
- **Asian and Pacific Island Languages:**
 - Number of LEP persons speaking Asian and Pacific Island languages: 1,079
 - Percentage of the LEP population speaking Asian and Pacific Island languages: 12%
 - Percentage of the entire Sumter County population speaking Asian and Pacific Island languages at home: 0.9%

- **Other Languages:**
 - Number of LEP persons speaking other languages: 173
 - Percentage of the LEP population speaking other languages: 2%
 - Percentage of the entire Sumter County population speaking other languages at home: 0%

Table 3 also provides the total number of LEP persons in Sumter County (8,817) and the percentage they represent of the entire population of Sumter County (7%). These statistics offer insights into the linguistic diversity of the county and the prevalence of limited English proficiency in different language categories.

Table 4. Top Four Language Categories Spoken at Home in Lake~Sumter MPO Planning Area

Language Spoken	Number of LEP Persons	% of LEP Population	% of Lake County
Spanish	48,329	76%	10%
Indo-European Languages	9,251	15%	1.9%
Asian and Pacific Island Languages	4,603	7%	1.0%
Other Languages	1,149	2%	0%
Total	63,332	100%	13%

Table 4 presents data on the top four language categories spoken at home in the Lake~Sumter MPO (Metropolitan Planning Organization) Planning Area, along with corresponding numbers and percentages.

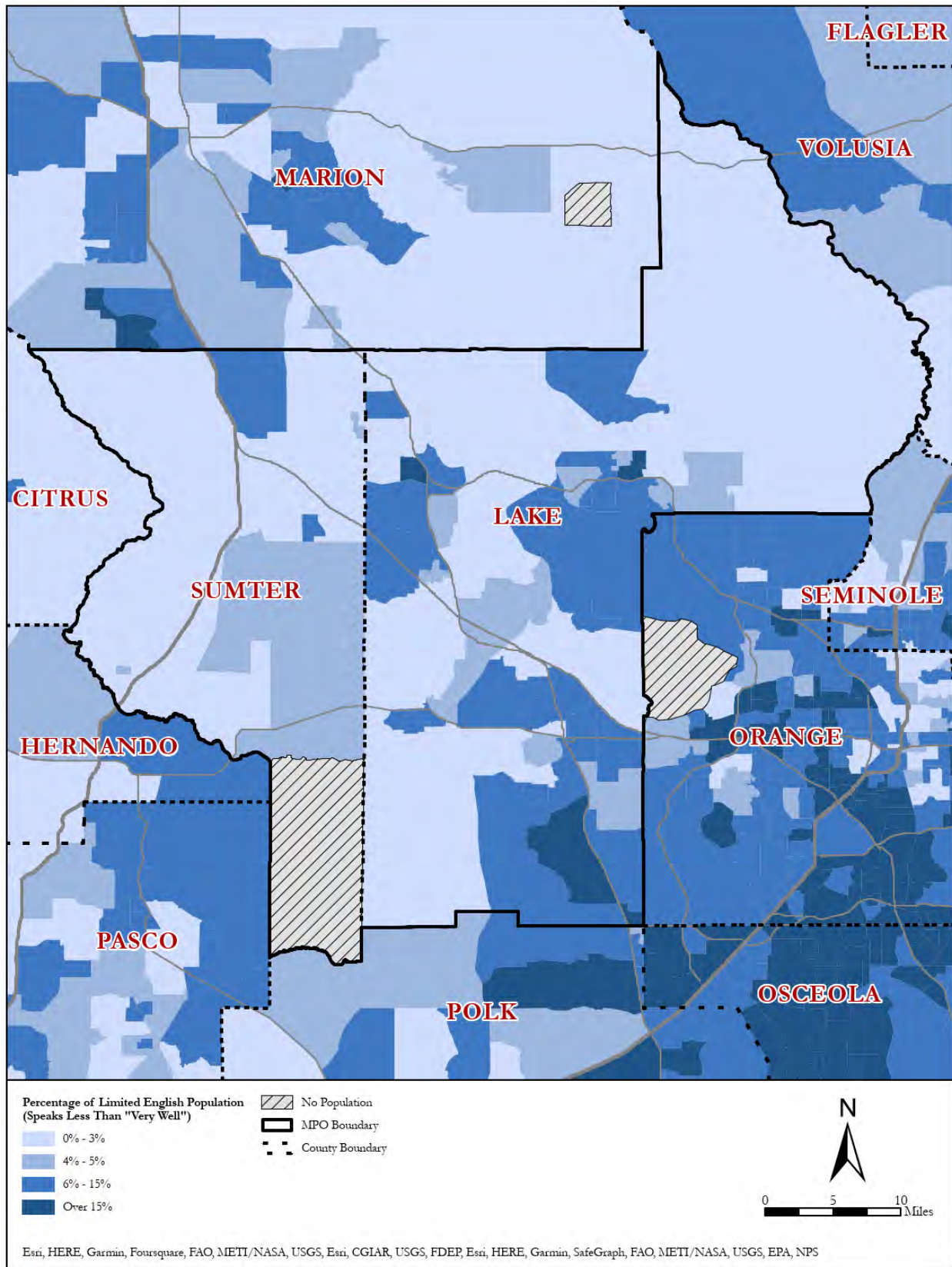
- **Spanish:**
 - Number of LEP (Limited English Proficiency) persons speaking Spanish: 48,329
 - Percentage of the LEP population speaking Spanish: 76%
 - Percentage of the Lake~Sumter MPO Planning Area population speaking Spanish at home: 10%
- **Indo-European Languages:**
 - Number of LEP persons speaking Indo-European languages: 9,251
 - Percentage of the LEP population speaking Indo-European languages: 15%
 - Percentage of the Lake~Sumter MPO Planning Area population speaking Indo-European languages at home: 1.9%
- **Asian and Pacific Island Languages:**
 - Number of LEP persons speaking Asian and Pacific Island languages: 4,603
 - Percentage of the LEP population speaking Asian and Pacific Island languages: 7%

- Percentage of the Lake~Sumter MPO Planning Area population speaking Asian and Pacific Island languages at home: 1.0%
- **Other Languages:**
 - Number of LEP persons speaking other languages: 1,149
 - Percentage of the LEP population speaking other languages: 2%
 - Percentage of the Lake~Sumter MPO Planning Area population speaking other languages at home: 0%

Table 4 also provides the total number of LEP persons in the Lake~Sumter MPO Planning Area (63,332) and the percentage they represent of the entire population of the planning area (13%). These statistics offer insights into the linguistic diversity of the area and the prevalence of limited English proficiency in different language categories.

To demonstrate the geographic extent of the LEP populations in the region, Figure 2 provides a visual representation. In addition to analyzing the Census data, the LSMPO consults with transit staff, community organizations, school systems, and state and local governments to better serve the LEP community.

Figure 1. LSMPO Planning Area Limited English Proficiency Populations



Factor 2: Frequency Of Contact Of LEP Persons

The results of the Census data indicate that Spanish is the most significant language spoken by the LEP population in the area served by the Lake~Sumter MPO. To date, no requests for language assistance services have been made by LEP individuals or groups to the LSMPO. The LSMPO has begun providing public notices and information flyers in both English and Spanish as requested. The LSMPO will provide translation services upon request at public meetings.

All advertisements for public meetings sponsored by the Lake~Sumter MPO will contain the following language: “Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services, which are provided at no cost, should contact LSMPO at (352)315-0170 or by e-mail at MWoods@LakeSumterMPO.com, at least three (3) business days prior to the event.”

The LSMPO conducts regular board meetings, advisory committee meetings and public hearings throughout the year. Community outreach and the LSMPO website are the main sources of potential contact between the LSMPO and LEP persons.

Table 5. Administered by Lake~Sumter MPO

Program / Activity	Frequency of Contact	Resources Available
Board Meetings	Monthly	Special assistance notice in newspaper, and on website, LEP-specific notice on all agendas, case- by-case response
Committee Meetings	As needed, typically quarterly	LEP-specific notice on all board agendas, case-by-case response
Community Events	Varies	Spanish language brochures when in areas of high Spanish speaking populations, Spanish language surveys, “I Speak” cards
Website	Varies as needed	Spanish language translation through Google Translate feature
Public Hearings	Annually	Spanish language brochures as requested, Spanish language forms, “I Speak” cards

Factor 3: The Nature And Importance Of The Program Service Or Activity

Metropolitan planning organizations receive federal funds to develop transportation plans for a designated urban area. The planning process is guided by federal and state law, including public involvement requirements to ensure diverse public outreach, notice, and opportunities for input.

All of the Lake~Sumter MPO programs are important; however, those related to safety, public transportation, right-of-way, the environment, nondiscrimination, and public

involvement are among the most important. The MPO must ensure that all segments of the population, including LEP persons, have been involved or have had the opportunity to be involved in the transportation planning process to be consistent with the goal of the Federal Environmental Justice Program and Policy. One area that has been focused on is the Transportation Disadvantaged Program. This program has been identified as a potential provider of important services for LEP persons.

The planning process does not include any direct service or program that requires vital, immediate, or emergency assistance, such as medical treatment or services for basic needs (like food or shelter). Additionally, the LSMPO does not require documents, such as completed applications, for participation. However, when determining whether materials, information, and/or notification related to an action is “vital,” the absence of direct services or application requirements is not the only consideration.



U.S. DEPARTMENT OF JUSTICE

...in some circumstances lack of awareness of the existence of a particular program may effectively deny LEP individuals meaningful access, it is important for federal agencies to continually survey/assess the needs of eligible service populations in order to determine whether certain critical outreach materials should be translated into other languages.

Language assistance involving notification of services, translation of public input forms and/or surveys related to a formal public hearings, and maintenance of the Spanish language portal on www.LakeSumterMPO.com have high priority. Other activities, such as community events, optional meetings, and specialized speakers' bureau programs have a lower priority if / when resources preclude the organization from executing all language assistance options.

Factor 4: Resources Available

Given the limited size of the LEP population in the LSMPO area and current financial constraints, full language translations of plan documents is not considered warranted or cost feasible at this time. The LSMPO will continually evaluate its programs, services and activities to ensure that persons who may be LEP are always provided with meaningful access. The LSMPO will provide verbal and written translation if requested within a reasonable time and if within the available resources.

Language Assistance And Implementation

This section of the LEP Plan provides the implementation process used to address appropriate language needs identified and described in the [Self-Assessment](#) section.

LEP Implementation Goals

- Provide meaningful access to LSMPO programs and services for Limited English Proficiency persons identified using the four-factor analysis presented in [Self-Assessment](#) section of the LEP Plan;
- Identify various resources, with or without associated costs, to ensure the organization can balance meaningful access to programs and services, while not incurring undue burdens on financial resources; and
- Complete plan updates every three (3) years and staff reviews annually to ensure resources identified remain consistent with identified needs.

Language Assistance and Translation / Interpretation Services

Engaging the LEP population within the LSMPO planning area is vital. The LSMPO implements language assistance through the following strategies and techniques:

- Staff involved with the public will provide the Census Bureau's "I Speak" language cards at workshop and public meeting sign-in tables. Staff will be able to identify language needs in order to match them with available services. These cards will be made available at the MPO Office;
- The MPO will develop partnerships with local agencies, organizations, law enforcement, colleges/universities, local school districts and social service agencies to inform LEP individuals of MPO services and the availability of language assistance;
- The MPO will begin to accommodate the cost of translating programs by providing fact sheets, flyers and brochures;
- Initiate the development of Executive Summaries of major programs, such as the Unified Planning Work Program, Transportation Improvement Program, Public Involvement Plan and Long Range Transportation Plan, and any other key document available in Spanish. To accommodate the cost, the MPO will provide these summaries in formats such as fact sheets, flyers, newsletters, and brochures, capturing the significant points;
- Provide Spanish language outreach materials from other organizations including federal, state, and local transportation agencies when possible;
- The MPO will install the Google Translate program <http://translate.google.com> on every page of the website. The use of this will allow users to view HTML content in

other languages. It is understood this is not a perfect system, but it will provide enough information for an LEP individual or group to make contact to the MPO for comments or questions;

- Efficient Transportation Decision Making (ETDM) allows for the identification of readily apparent effects and evaluation of the likelihood of potential sociocultural effects within a project area during the early phases of the transportation planning process, prior to the project entering the FDOT Work Program;
- Ensure public meetings have access by public transportation;
- Weigh the demand for language assistance against the MPO's financial resources;
- Will consider cost effective practices for providing language services;
- State in outreach documents that language services are available from the agency free of charge with sufficient advance notice; and
- Communicate through press releases, announcements at community meetings, website, signs, and handouts.

Notifications

LSMPO will publicize the availability of Spanish interpreter services, free of charge when requested, prior to board and committee meetings, workshops, and public hearings. Notification will be provided on the organization's website, within meeting notices, and on each agenda. When appropriate, additional notification may be provided including:

- Signage;
- Public outreach materials;
- Partner outreach materials;
- Via community-based organizations; and
- Local Spanish newspapers and publications.

The need for additional notification will be determined, in part, by the nature of the meeting or event and the degree in which such assistance is anticipated.

Standard Notification Regarding Language Assistance

As previously noted, all advertisements for public meetings sponsored by the Lake~Sumter MPO will contain the following language: "Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services, which are provided at no cost, should contact the Lake~Sumter MPO at (352) 315-0170 or by e-mail MWoods@LakeSumterMPO.com, at least three (3) business days prior to the event."

Staff Training

The LSMPO will incorporate the LEP Plan into the Public Involvement Plan. Staff will be properly trained in LEP procedures so the LSMPO will be able to provide meaningful access to information and services for LEP individuals. Staff will assist in person as well as by telephone when requested.

Providing Notice To LEP Persons

It is important to notify LEP persons of services available free of charge in a language the LEP persons would understand. The LSMPO will provide meeting notifications in English and Spanish where appropriate. The MPO will state in outreach documents that language services are available.

Dissemination Of The MPO Limited English Proficiency Plan

The MPO will post the LEP Plan on its website at: <http://www.LakeSumterMPO.com/>. Any person may obtain copies/translations of the plan upon request.

Additional Resources

Serving as additional resources to staff, the following organizations will be called as needed based on individual circumstances:

- American Translators Association: www.atanet.org
- National Virtual Translation Center: www.nvtc.gov

Monitoring And Updating The LEP Plan

At a minimum, the MPO will review and evaluate the plan annually to ensure compliance of federal laws and various nondiscrimination regulations. The MPO will make appropriate changes, as needed, to ensure effectiveness. For questions or concerns regarding the MPOs commitment to nondiscrimination or to request LEP services, contact:

Lake~Sumter Metropolitan Planning Organization



Michael Woods
Executive Director & Title VI Specialist
(352) 315-0170
MWoods@LakeSumterMPO.com



2023 Top 20 Projects

2023 PROPOSED Top 20 Rank	2022 Top 20 Rank	Sponsor/ Location	Project Name	From	To	Description	2023 Proposed Phase	2023 Proposed Phase FY	2023 Proposed Phase Cost	
1	1	FDOT/ Lake County	SR 50 FUNDED	CR 565 (Villa City)	CR 565A (Montevista)	Realignment	CST	2024/25	\$45,445,800	
2	3	FDOT	SR 44 (CR44B)	US 441	SR 44	Road Widening	CST	2024/25	\$26,500,000	
3	8	Sumter County	C 48	C 469	Lake/Sumter County Line	Safety Project	CST	2025/26	\$6,475,426	
4	5	FDOT	SR 500 (US 441)	Perkins Street	SR 44	Road Widening	CST	2024/25	\$13,794,537	
5	11	Lake County	Round Lake Road	Wolf Branch Road	SR 44	Road Widening/ Extension	CST	2027/28	\$30,000,000	
6	-	Lake County	Wellness Way (2 to 4 Lanes)	Hancock Road Extension	Orange County Line	Widening	CST	2025/26	\$8,633,484	
7	7	FDOT	SR 500 (US 441)	SR 44	N of SR 46	Road Widening	CST	2024/25	\$25,800,000	
8	-	Sumter County	Safe Streets For All Phase I FUNDED	Sumter Lake Road	Sumter Lake Road	Sumter Lake Road ADA compliance along St Charles Place, Bailey Road, and Odell Circle, and Bonita Boulevard	Sidewalk Repairs/ ADA Compliance	Design	2024/25	\$393,455
9	9	Lake County/ Lady Lake	Rolling Acres Road	West Lady Lake Avenue	Griffin Avenue	Road Widening	Design	2026/27	\$1,500,000	
10	10	Lake County	Hammock Ridge Roundabout	Hammock Ridge Rd	Lakeshore Dr	Roundabout	CST	2027/28	\$2,000,000	



2023 Top 20 Projects

2023 PROPOSED Top 20 Rank	2022 Top 20 Rank	Sponsor/ Location	Project Name	From	To	Description	2023 Proposed Phase	2023 Proposed Phase FY	2023 Proposed Phase Cost	CMP Congested Corridors 2022 Analysis (for informational purposes)	Prior Year Top 20 Rank	Project Phase Requested	Crash Density (for informational purposes)
11	12	Lake County	CR 455 (Ray Goodgame Parkway)	Lost Lake Road	Hartwood Marsh Road	Roadway Extension/Widening	CST	2024/25	\$19,800,000	New Roadway, Not on CMP Network	11-15	Construction	New Roadway
12	14	Lake County	CR 455 Extension	Wellness Way	Schofield Road	Roadway Extension	Design	2026/27	\$1,500,000	New Roadway, Not on CMP Network	11-15	Design	New Roadway
13	16	Lake County	CR 437 Realignment	Oak Tree Dr	SR 46	New Corridor/Road Widening	CST	2025/26	\$4,000,000	New Roadway, Not on CMP Network	16-20	Construction	New Roadway
14	18	Lake County	Hartwood Marsh Road	Regency Hills Drive	CR 455/Ray Goodgame Parkway	Road Widening	Design	2025/26	\$3,000,000	Operating at Acceptable Level of Service	16-20	ROW	Medium-Low (1-50)
15	19	Lake County	Lake Minneola Shores & Jalarmy Rd Roundabout	Lake Minneola Shores	Jalarmy Road	Roundabout	CST	2024/25	\$2,000,000	Operating at Acceptable Level of Service	16-20	Construction	Medium (51-100)
16	-	FDOT/ Lake County	SR 19 Corridor Coalition	SR 50	CR 455	Corridor Study	Planning	2024/25	\$600,000		Not Ranked in Top 20	Planning	Medium-Low (1-50)
17	-	Lake~Sumter MPO	2050 Long Range Transportation Plan - Preliminary Planning Activities and Studies			Long Range Planning	Planning	2024/25	\$200,000	N/A	Not Ranked in Top 20	Planning	N/A
18	17	Lake County	Micro Racetrack Road	CR 466A	Lake Ella Road	Paved Shoulders	ROW	2025/26	\$5,000,000	Congested (2022)	16-20	ROW	Medium-Low (1-50)
19	-	Lake County	CR 44 Corridor Feasibility Study	US 441	Eustis Bypass/ Deland Road	Corridor Study	Planning	2024/25	\$750,000	Extremely Congested (2022)	Not Ranked in Top 20	Planning	
20	20	Lake County/ Mount Dora	Vista Ridge Drive/Wolf Branch Innovation Blvd	Niles Road	CR 437	Corridor Study/Preliminary Design	Design	2025/26	\$1,500,000	New Roadway, Not on CMP Network	16-20	Planning	New Roadway

Goals and objectives reflecting the vision of the planning area were developed at the outset of the planning process. They are consistent with the guidance and requirements of the FAST Act, current federal transportation planning requirements, and the Florida Transportation Plan.

GOAL 1 – SUPPORT ECONOMIC SUCCESS AND COMMUNITY VALUES

- › **Objective 1.1** – Reduce congestion and improve travel reliability for the traveling public and freight users on highways and major arterials.
- › **Objective 1.2** – Enhance access to major employment centers.
- › **Objective 1.3** – Coordinate regional transportation planning efforts and local comprehensive planning efforts.
- › **Objective 1.4** – Minimize negative environmental impacts associated with transportation investments.
- › **Objective 1.5** – Address Environmental Justice in all appropriate aspects of MPO planning.

GOAL 2 – PROMOTE SAFETY AND SECURITY

- › **Objective 2.1** – Prioritize investments to reduce crash related Fatalities for all modes of transportation.
- › **Objective 2.2** – Prioritize investments to reduce crash related Serious Injuries for all modes of transportation.
- › **Objective 2.3** – Prioritize investments to reduce Bicycle and Pedestrian crash related Fatalities and Serious Injuries.
- › **Objective 2.4** – Prioritize investment on evacuation routes.
- › **Objective 2.5** – Invest in Transit security.

GOAL 3 – IMPROVE TRANSPORTATION OPERATIONS

- › **Objective 3.1** – Invest in Intelligent Transportation Systems (ITS).
- › **Objective 3.2** – Invest in Vehicle to Infrastructure Communication.
- › **Objective 3.3** – Invest in cost effective Congestion Management strategies.

GOAL 4 – IMPROVE MOBILITY

- › **Objective 4.1** – Improve transportation options available.
- › **Objective 4.2** – Invest in Bicycle and Pedestrian infrastructure.
- › **Objective 4.3** – Maintain or enhance Transit service.
- › **Objective 4.4** – Balance regional capacity needs with human scale accessibility needs (Complete Streets).
- › **Objective 4.5** – Invest in Context Sensitive/Complete Street investments in multimodal corridors.

GOAL 5 – SYSTEM PRESERVATION

- › **Objective 5.1** – Maintain Transportation infrastructure
- › **Objective 5.2** – Maintain Transit assets



2050 Long Range Transportation Plan Project Briefing

TAC & CAC Meetings April 10, 2024

Goal Exercise

One response...

*1 to 2 words that should be considered
as a Goal*



Goal Exercise

One response...

*1 to 2 words that should be considered
as a Goal*

Anything Missing?



Goals & Objectives

- Infrastructure Investment and Jobs Act (IIJA)
- Florida Transportation Plan
- Prior Planning Activities



Federal Guidance

Infrastructure Investment and Jobs Act (IIJA)

- Economic vitality
- Safety
- Security
- Accessibility & mobility
- Environment
- Integration & connectivity
- Efficient system management
- Preservation
- Resiliency & reliability
- Travel & tourism



Florida Transportation Plan

SAFETY AND SECURITY FOR
RESIDENTS, VISITORS, AND BUSINESSES



- Safety & security
- Infrastructure
- Connected & efficient
- Transportation choices
- Economic
- Community enhancement

Local Emphasis

- Support Economic Success and Community Values
- Promote Safety & Security
- Improve Transportation Operations
- Improve Mobility
- System Preservation

Performance Measures

- Two Level Approach
 - Performance Measures with Performance Targets (Federal Only)
 - PM 1 – Safety Performance
 - PM 2 – Bridge and Pavement Condition
 - PM 3 – System Performance (Travel Time Reliability)
 - Transit Asset Management Plan
 - Transit Safety
 - Greenhouse Gas*
 - Performance Indicators
 - Plan Specific
 - Local Priorities

Questions?

Preliminary Revenue Forecast

- Satisfies the federal requirement for a fiscally constrained LRTP*
- Identifies Limits of Cost Feasible Plan
- Updated every 5 years (snapshot in time)
- Separates revenue by use:
 - Capital
 - Operations and Maintenance (O&M)

*23 CFR § 450.324(f)(11)

Preliminary Revenue Forecast

- Federal and State Revenues (*Used for roadway: 100% Capital*)
 - Included in 2050 Revenue Forecast developed by FDOT
- Local Revenues
 - Developed using resources from the Offices of Management and Budget and the Office of Economic and Demographic Research (EDR)

**Office of Economic and Demographic Research*

Federal/State Revenue Estimates



Revenue Source	Total Projected Revenues (2030-2050)
MPO Level Estimates	
Other Roads (Non-SIS, Non-SHS) “Off-System”	\$44,660,000
Districtwide Estimates	
State Highway System (Non-SIS) – Non-TMA MPOs	\$289,260,000
Surface Transportation Block Grant	\$1,643,300,000
Transportation Alternatives Set Aside	\$210,870,000
Carbon Reduction Program	\$49,190,000
Transportation Regional Incentive Program (TRIP) (Districtwide)	\$238,580,000
Resurfacing, Bridge and Operations & Maintenance (Districtwide)	\$10,010,650,000

2045 vs. 2050 (Select Comparisons)



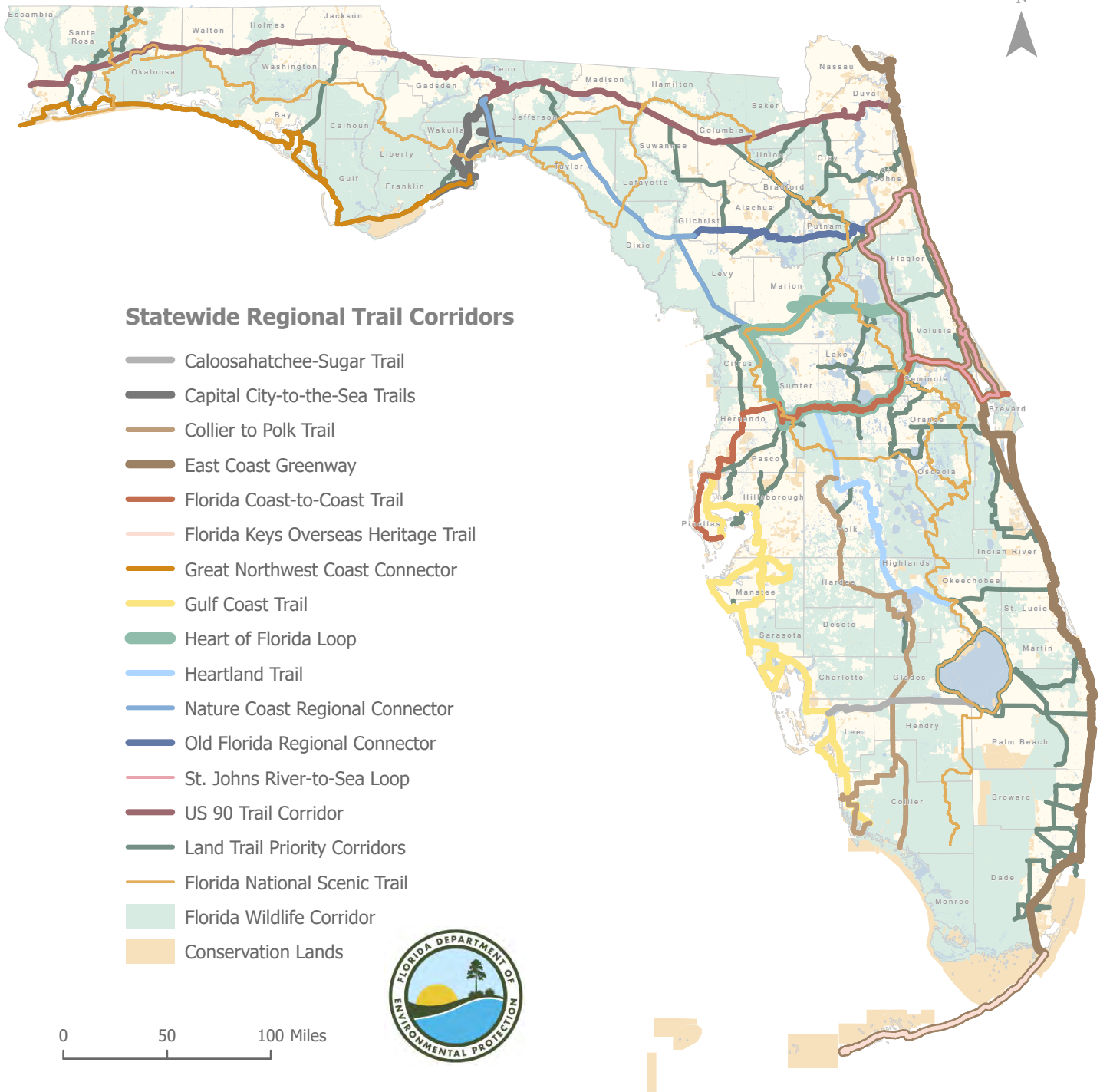
Revenue Source	Total Projected Revenues (2025-2045)	Total Projected Revenues (2030-2050)	Change from 2045 to 2050
Other Roads Construction & ROW (Non-SIS, Non-SHS)	\$117,020,000	\$44,660,000	-\$72,360,000
Resurfacing, Bridge and Operations & Maintenance (Districtwide)	\$12,480,400,000	\$10,010,650,000	-\$2,469,750,000

Questions?



2050 Long Range Transportation Plan Project Briefing

TAC & CAC Meetings April 10, 2024








Statewide Regional Trail Corridors

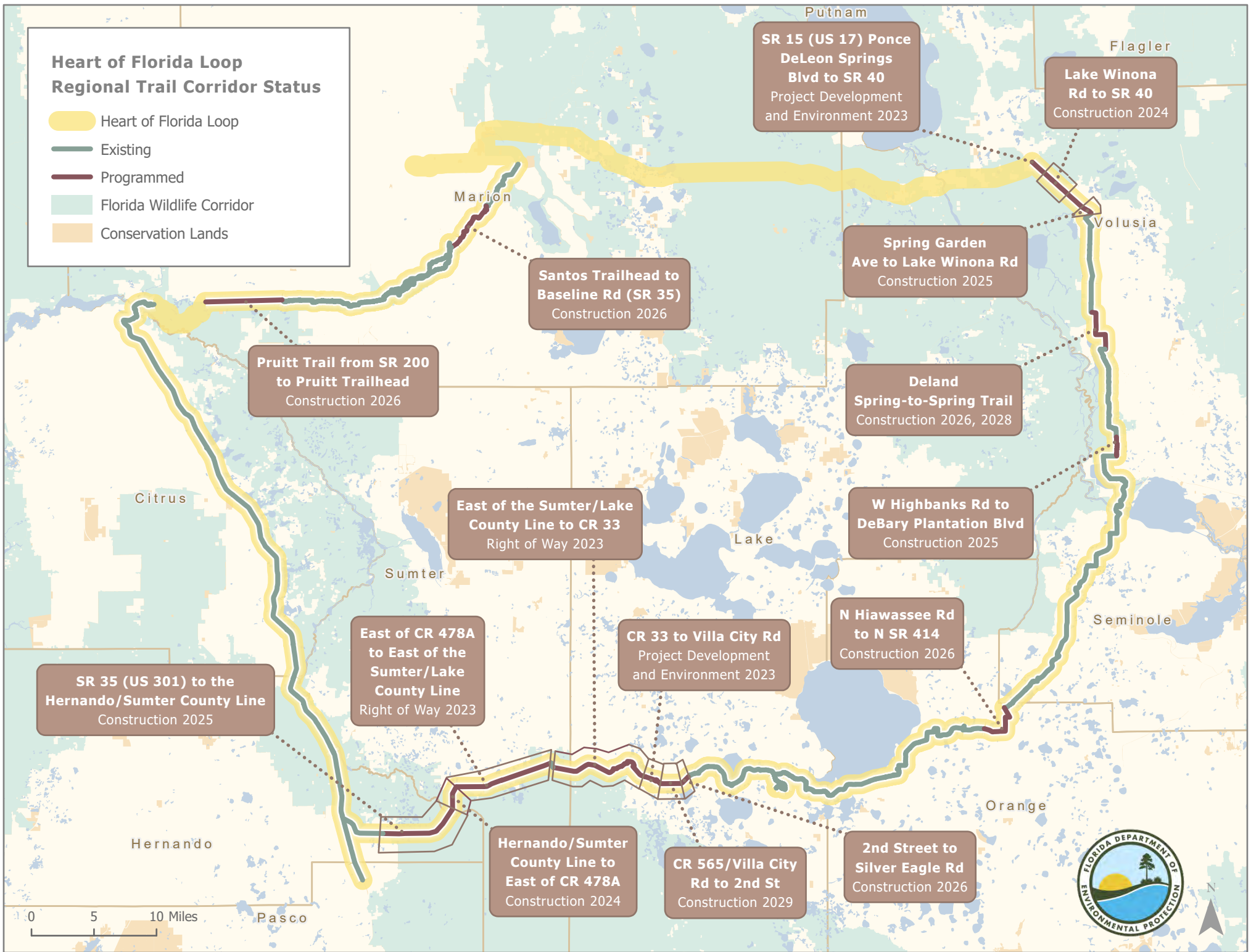
- Caloosahatchee-Sugar Trail
- Capital City-to-the-Sea Trails
- Collier to Polk Trail
- East Coast Greenway
- Florida Coast-to-Coast Trail
- Florida Keys Overseas Heritage Trail
- Great Northwest Coast Connector
- Gulf Coast Trail
- Heart of Florida Loop
- Heartland Trail
- Nature Coast Regional Connector
- Old Florida Regional Connector
- St. Johns River-to-Sea Loop
- US 90 Trail Corridor
- Land Trail Priority Corridors
- Florida National Scenic Trail
- Florida Wildlife Corridor
- Conservation Lands

0 50 100 Miles



Heart of Florida Loop Regional Trail Corridor Status

-  Heart of Florida Loop
-  Existing
-  Programmed
-  Florida Wildlife Corridor
-  Conservation Lands



SR 15 (US 17) Ponce DeLeon Springs Blvd to SR 40
Project Development and Environment 2023

Lake Winona Rd to SR 40
Construction 2024

Spring Garden Ave to Lake Winona Rd
Construction 2025

Deland Spring-to-Spring Trail
Construction 2026, 2028

W Highbanks Rd to DeBary Plantation Blvd
Construction 2025

N Hiawasse Rd to N SR 414
Construction 2026

2nd Street to Silver Eagle Rd
Construction 2026

CR 565/Villa City Rd to 2nd St
Construction 2029

Hernando/Sumter County Line to East of CR 478A
Construction 2024

East of CR 478A to East of the Sumter/Lake County Line
Right of Way 2023

CR 33 to Villa City Rd
Project Development and Environment 2023

East of the Sumter/Lake County Line to CR 33
Right of Way 2023

Pruitt Trail from SR 200 to Pruitt Trailhead
Construction 2026

Santos Trailhead to Baseline Rd (SR 35)
Construction 2026

SR 35 (US 301) to the Hernando/Sumter County Line
Construction 2025





Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

Lake County Project Status Update as of March 31, 2024

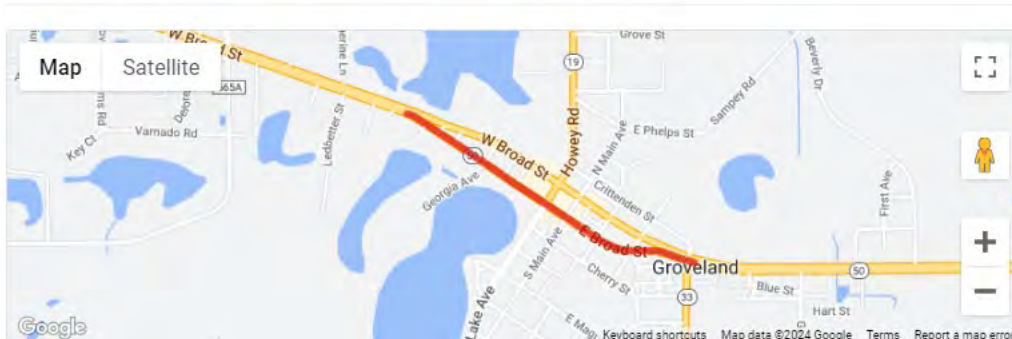
The following is a brief status update on major FDOT road construction projects in Lake County as of the March cutoff. The next cutoff date is April 30, 2024. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

LAKE COUNTY

UPCOMING PROJECTS:

447093-1 | Resurfacing of S.R. 33/S.R. 50 from West of Groveland Bifurcation to Crittenden Street

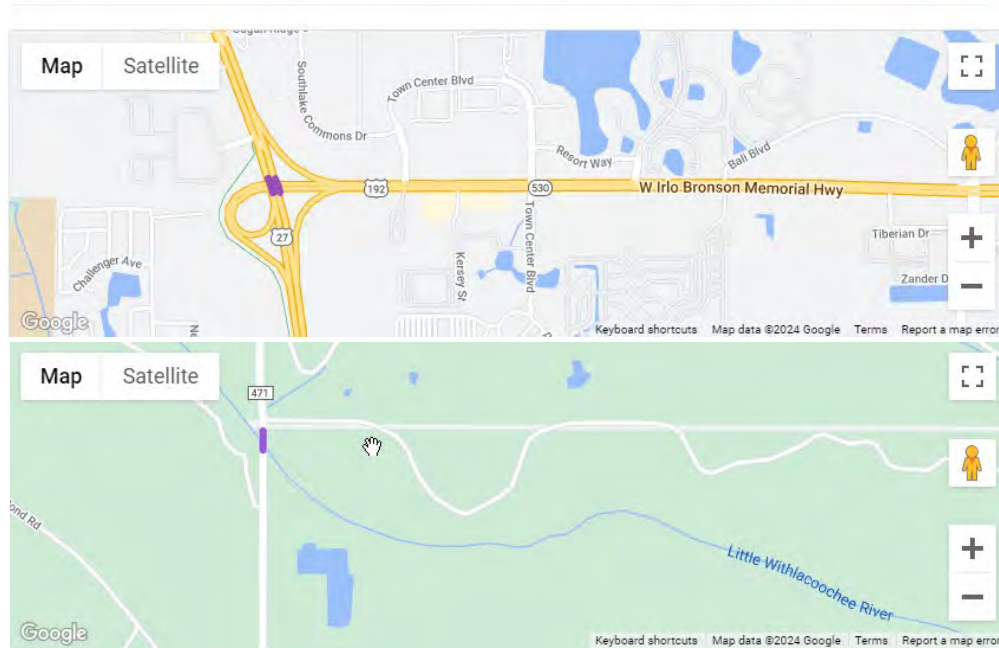
447093-1 SR 33 / SR 50 from west of Groveland bifurcation to Crittenden St



- Contract: E51F4
- Contractor: Blacktip Services Incorporated
- Estimated Start Date: May 2024
- Estimated Completion Date: Fall 2024
- Construction Cost: \$2.9 million
- Description: This project will mill and resurface the eastbound travel lanes of State Road (S.R.) 33/S.R. 50 from the point they branch apart from the westbound travel lanes. The result will be the forming of a one-way pair approaching the Groveland City Center and up to Crittenden Street.
- Update: This project is expected to begin in May 2024.

[449856-1](#) (no CFLRoads page yet) | Bridge Repair on U.S. 27 Over U.S. 192 and on S.R. 471 Over the Little Withlacoochee River Deck

449856-1 US 27 Over US 192 & SR 471 Over Little Withlacoochee River Deck

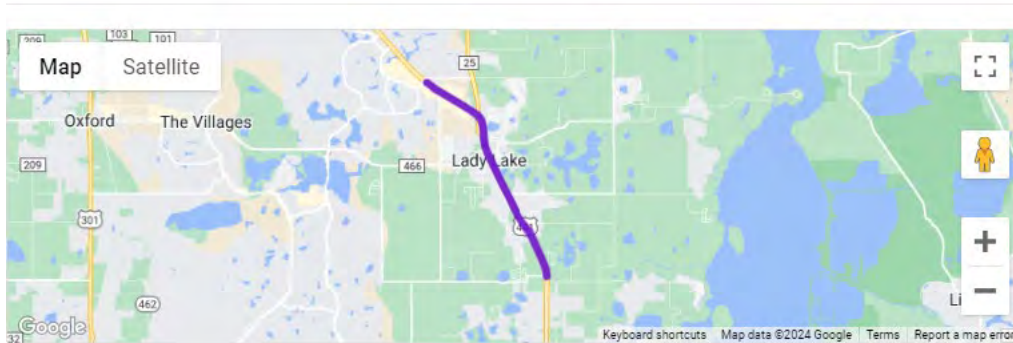


- Contract: E50F0
- Contractor: Olympus Painting Contractors, Inc.
- Estimated Start Date: April 2024
- Estimated Completion Date: Summer 2024
- Construction Cost: \$512,000
- Description: This project will perform epoxy concrete overlay and miscellaneous repairs to the U.S. 27 bridge over U.S. 192 in Lake County and the State Road (S.R.) 471 bridge over Little Withlacoochee River Deck in Sumter County.
- Update: This project is expected to begin in April 2024.

CURRENT PROJECTS:

238395-5 | U.S. 441 Widening from Lake Ella Road to Avenida Central in Lady Lake

238395-5 US 441 Widening from Lake Ella Road to Avenida Central

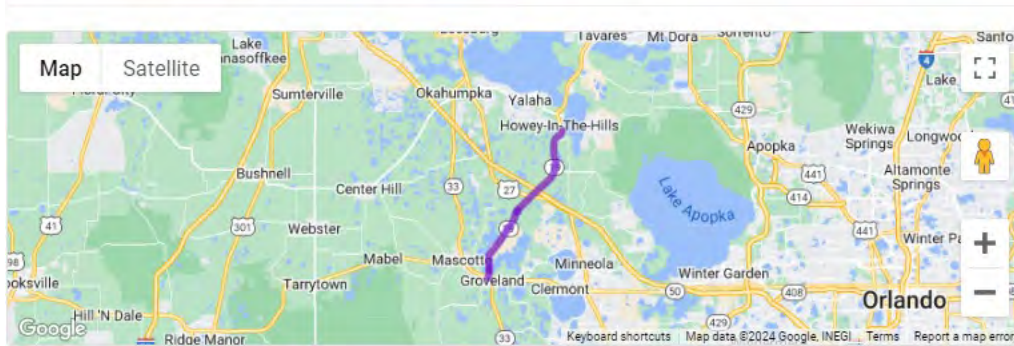


- Contract: T5650
- Contractor: Southland Construction, Inc.
- Start Date: July 27, 2020
- Estimated Completion Date: Spring 2024
- Construction Cost: \$45 million
- Description: This is a project to widen U.S. 441/U.S. 27/State Road (S.R.) 500 from four to six lanes between Lake Ella Road and Avenida Central. Both northbound and southbound U.S. 441 will be expanded from two to three lanes, and bicycle lanes and sidewalks will be added along the length of the project. The FDOT will also do drainage work, add signage, make lighting upgrades, make median access changes, and improve the aesthetics of the roadway with new landscaping. A key aspect of the project will be the removal of U.S. 441 bridges over County Road (C.R.) 25, and the creation of a new, at-grade intersection at that location. C.R. 25 will connect with U.S. 441 on the east side of the highway via a signalized intersection but will end as a cul-de-sac on the west side of U.S. 441.
- Update: The contractor opened three travel lanes each in the northbound and southbound directions from Hermosa Street to Avenida Central, reflecting final configuration. Reconstruction of the southbound side roadway from Griffin View Drive to Hermosa Street continues with sidewalk, drainage, widening and curb work. Reconstruction at C.R. 25 continues with signal installation. Overnight paving is ongoing as weather allows. Signal work is ongoing.

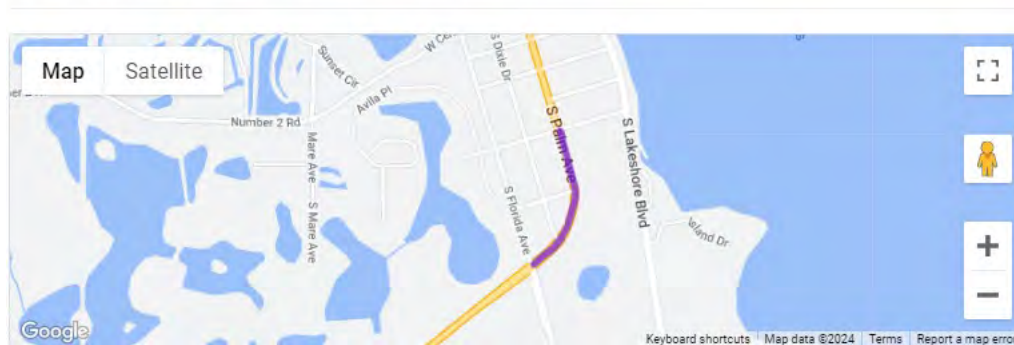
[432332-1](#) | S.R. 19 Resurfacing from north of S.R. 50 to West Oleander Avenue

[448876-1](#) | S.R. 19 Sidewalk Construction from Florida Avenue to East Lakeview Avenue

432332-1 SR 19 from N. of SR 50 to West Oleander Avenue



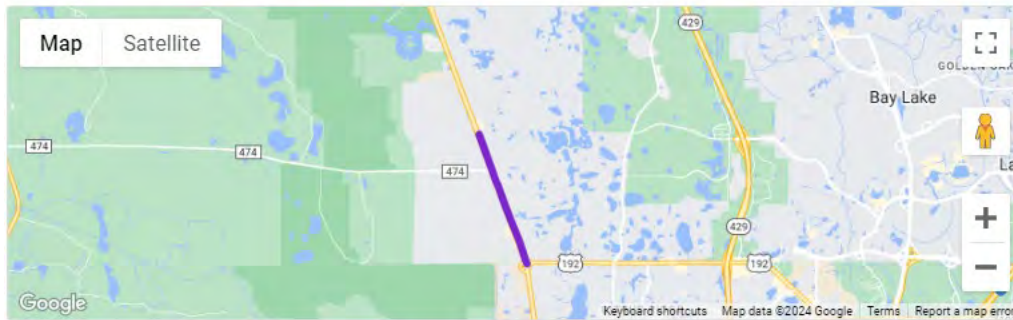
448876-1 SR 19 from Florida Ave to Lakeview Ave



- Contract: T5811
- Contractor: C.W. Roberts Contracting, Inc.
- Start Date: February 11, 2024
- Estimated Completion Date: Fall 2024
- Construction Cost: \$15.3 million
- Description: The intent of this project is to rehabilitate the asphalt pavement and improve operations and safety along State Road (S.R.) 19. Sidewalk improvements are also planned from South Florida Avenue to East Lakeview Avenue. In addition to repaving this 12-mile segment of S.R. 19, the project proposes to widen S.R. 19 in the area of County Road (C.R.) 478 to provide a new southbound left turn lane. Other roadside improvements such as reducing side slopes and adjusting driveway connections are planned. Bridge safety improvements will be made at the U.S. 27 and Florida's Turnpike overpasses.
- Update: Overnight paving operations have begun in the southbound lane. Temporary barrier wall was placed at Cherry Lake Road, Wynn Road, and at the U.S. 27 overpass for paving and widening operations. Excavation, embankment, clearing, grubbing, and drainage operations are ongoing at Cherry Lake Road.

[437056-1](#) | S.R. 25 / U.S. 27 Roadway Lighting from U.S. 192 to Greater Groves/Golden Eagle

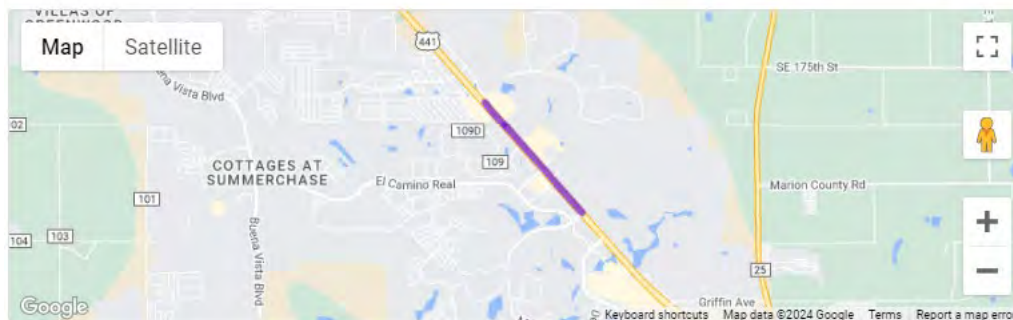
437056-1 US 27 from US 192 to Greater Groves/Golden Eagle



- Contract: E54B8
- Contractor: Traffic Control Devices, LLC
- Start Date: July 5, 2023
- Estimated Completion Date: Spring 2024
- Construction Cost: \$2 million
- Description: This project will enhance safety along the corridor by installing new roadway lighting on S.R. 25/U.S. 27 from U.S. 192 to Golden Eagle Boulevard/Greater Groves Boulevard. Improvements to pedestrian lighting at signalized intersections will also be constructed.
- Update: Concrete pad installation is ongoing around pole bases and pull boxes. Light pole connections should begin by the end of April.

[445304-1](#) | U.S. 27/U.S. 441 (S.R. 25/500) Milling & Resurfacing from Morse Boulevard to North of Southeast 178th Place

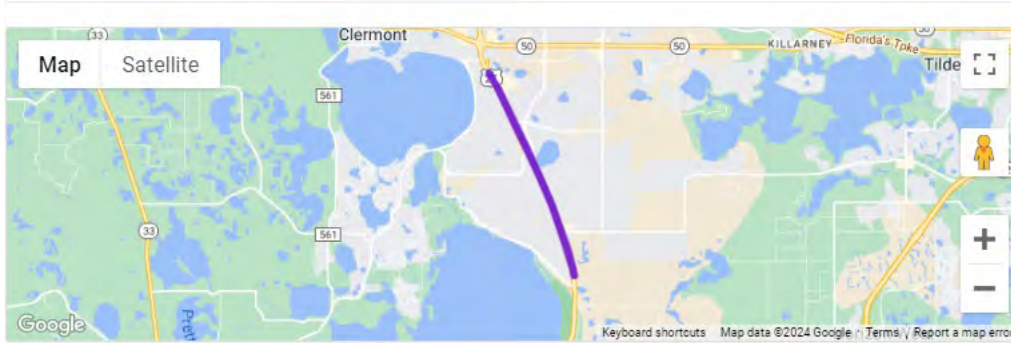
445304-1 US 27/US 441 (SR 25/500) from Morse Blvd to north of SE 178th Place



- Contract: E50B9
- Contractor: Ranger Construction Industries, Inc
- Start Date: February 11, 2023
- Estimated Completion Date: Spring 2024
- Construction Cost: \$8.2 million
- Description: The purpose of the project is to rehabilitate the asphalt pavement to extend the service life of the existing roadway, including necessary roadside improvements.
- Update: The contractor continues with signal work. Paving and concrete corrections are being made.

[447098-1](#) | U.S. 27 (S.R. 25) Resurfacing from Lake Louisa Road to Cluster Oak Drive

447098-1 US 27 (SR 25) from Lake Louisa Rd to Cluster Oak Drive



- Contract: T5806
- Contractor: Superior Asphalt, Inc.
- Start Date: January 26, 2024
- Estimated Completion Date: Fall 2024
- Construction Cost: \$9.8 million
- Description: The intent of this project is to resurface the segment of U.S. 27 (State Road (S.R.) 25) from north of Lake Louisa Road to north of Cluster Oak Drive in Clermont. To enhance bicycle safety, the travel lanes will be restriped to create 7-foot-wide buffered bicycle lanes on each side of the road. Pedestrian enhancements include upgrading pedestrian curb ramps to current Americans with Disabilities Act (ADA) standards and constructing sidewalk along the southwest corner of Brogden Drive. This project will also require minor drainage and signal improvements to satisfy the needs of the project.
- Update: Milling and paving operations are underway. As the community has voiced their concerns over excessive debris in the roadway, FDOT and the contractor worked together to increase sweeping frequency to help mitigate adverse effects.

SUMTER COUNTY

UPCOMING PROJECTS:

[None]

CURRENT PROJECTS:

[435471-2](#) | S.R. 471 South Sumter Trail (Bike Path/Trail) from S.R. 50 to C.R. 478

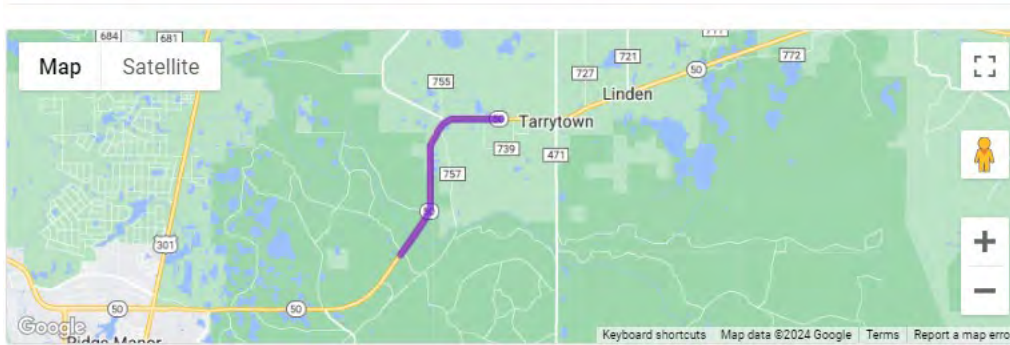
435471-2 South Sumter Trail SR 471 from SR 50 to CR 478



- Contract: T5789
- Contractor: Ranger Construction Industries, Inc.
- Start Date: September 8, 2023
- Estimated Completion Date: Fall 2024
- Construction Cost: \$8.4 million
- Description: This project will construct a 10-foot-wide shared-use path as part of the proposed South Sumter Trail along the west side of State Road (S.R.) 471 from S.R. 50 to County Road (C.R.) 478. The project will include paving the trail and adding drainage improvements, lighting, and new signs and pavement markings. A new pedestrian crossing south of Central Avenue will also be constructed.
- Update: Drainage and subgrade operations continue. Utility conflicts are being resolved. Paving is ongoing as weather and crew availability allow.

[435859-3](#) | Widening of S.R. 50 from Hernando/Sumter County Line to East of C.R. 478A

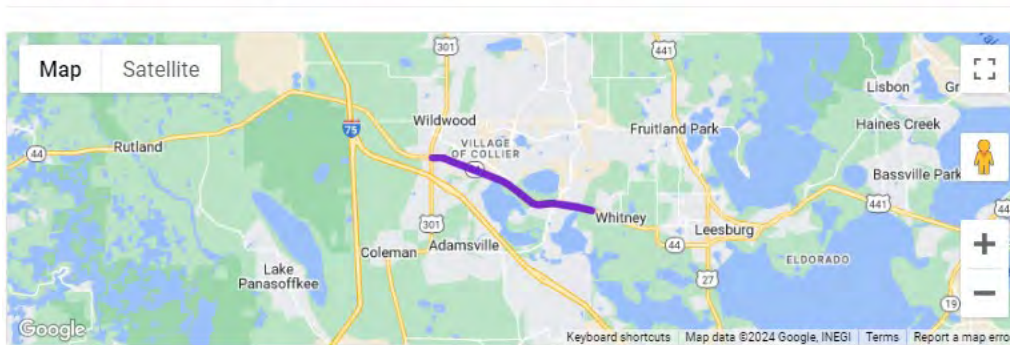
435859-3 SR 50 from Hernando/Sumter County Line to east of CR 478A



- Contract: E56A6
- Contractor: Ranger Construction Industries, Inc.
- Start Date: November 2, 2021
- Estimated Completion Date: Spring 2024
- Construction Cost: \$26.3 million
- Description: The purpose of this project is to widen State Road (S.R.) 50 from two to four lanes. This will provide increased capacity and improved safety. The project begins at the Hernando/Sumter County line and ends just east of County Road (C.R.) 478A.
- Update: The estimated completion date has changed due to unanticipated drainage complications at S.R. 50 and C.R. 751. Paving is delayed until pipe videos are produced. The contractor intends to work on punch list items until other conflicts are resolved. Paving corrections are being identified.

[442875-1](#) | S.R. 44 Milling & Resurfacing from east of S.R. 35 (Main Street) to Lake County Line

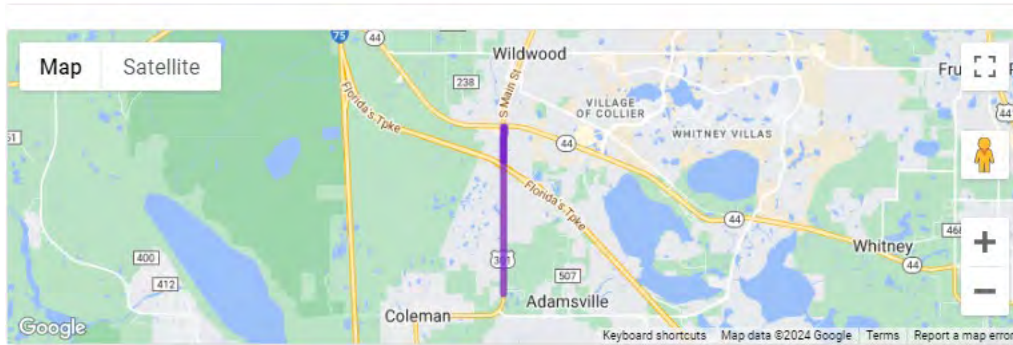
442875-1 SR 44 from east of SR 35 (Main Street) to Lake County line



- Contract: T5721
- Contractor: Anderson Columbia Co., Inc.
- Start Date: June 15, 2022
- Estimated Completion Date: Summer 2024
- Construction Cost: \$16.4 million
- Description: The purpose of this project is to resurface State Road (S.R.) 44 from east of S.R. 35 / U.S. 301 (Main Street) to the Lake County line. This project also will make safety enhancements at the intersection of S.R. 44 and U.S. 301, including adding a second left turn lane from westbound S.R. 44 to southbound U.S. 301, and extend the northbound U.S. 301 left turn lane to westbound S.R. 44.
- Update: The estimated completion date changed from Spring to Summer 2024 due to paving delays as a result of weather challenges. Sidewalks were opened on S.R. 44 from U.S. 301 to Morse Boulevard on the south side of the street and just west of Morse on the north side. Pedestrian signals along that span are operational. Punch list items are underway, including resodding and concrete and grading corrections. Paving to resume in April.

**[445190-1](#) | S.R. 35/U.S. 301 Milling & Resurfacing from C.R. 521 to S.R. 44
451222-1 (no CFL Roads page) | U.S. 301 Traffic Signal Installation**

445190-1 US 301 (SR 35) from CR 521 to SR 44



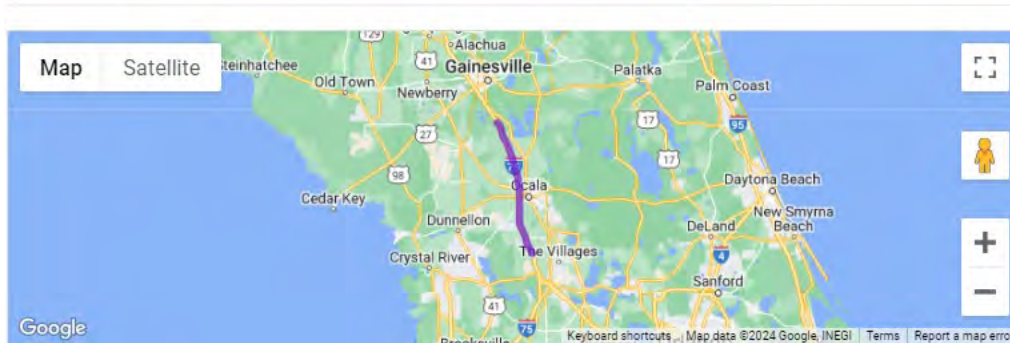
- Contract: E50B7
- Contractor: CWR Contracting
- Start Date: September 21, 2023
- Estimated Completion Date: Spring 2024
- Construction Cost: \$5.6 million
- Description: The project will repave U.S. 301 from County Road (C.R.) 521 to State Road (S.R.) 44 between the cities of Coleman and Wildwood to extend the life of the existing roadway. Safety enhancements include adding asphalt to help prevent depressions or grooves in the road at several locations where the side road or driveway is unpaved. The project also will widen the asphalt shoulder through the interchange with Florida's Turnpike to increase the separation between the travel lanes and barrier wall.
- Update: Overnight lane closures are active within the project limits for paving, concrete operations, and traffic signal installation. A full ramp closure for the northbound Florida's Turnpike off-ramp to Wildwood/U.S. 301 (Exit 304) will be in effect through most of April for ramp reconstruction. Concrete mow pads were poured and sod placement is ongoing.

[449764-1](#) (no CFLRoads page) | I-75 ITS Deployment from Mile Marker 322 in Sumter County to Mile Marker 349 in Marion County

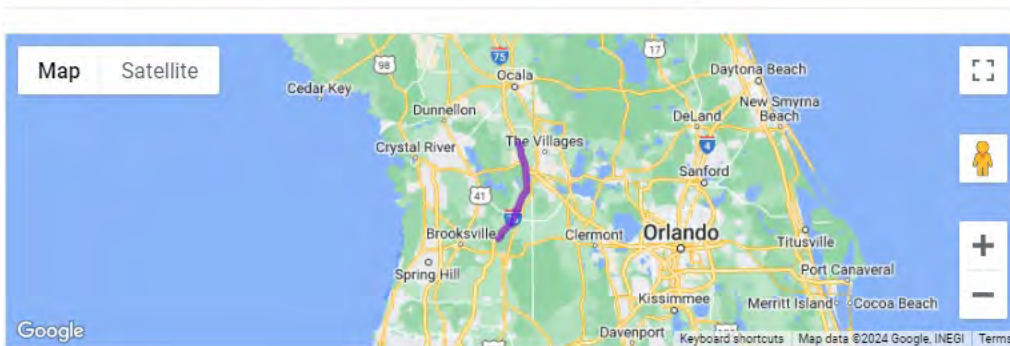
- Contract: T5790
- Contractor: Chinchor Electric, Inc.
- Start Date: November 18, 2023
- Estimated Completion Date: Spring 2024
- Construction Cost: \$750,000
- Description: The improvements under this project will deploy Intelligent Transportation System (ITS) Advanced Incident (queue and stopped vehicle) Warning System along I-75 in Marion and Sumter counties. Deployment seeks to provide early detection of traffic incidents so as to provide travelers with vital notifications of unsafe traffic conditions ahead as a way to reduce secondary crashes.
- Update: The contractor received the flashing beacons that were delayed and will begin installing these components.

[450506-1](#) and [450507-1](#) | Deployment of Five Dynamic Message Signs (DMS) on I-75 in Marion County and Sumter County

450506-1 I-75 DMS Deployment in Marion County



450507-1 I-75 DMS Deployment in Sumter County

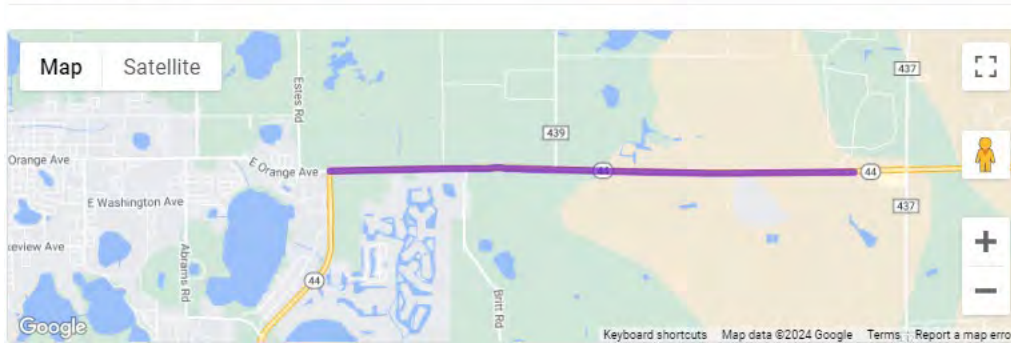


- Contract: E58B9
- Contractor: Traffic Control Devices, Inc.
- Start Date: September 30, 2023
- Estimated Completion Date: Spring 2024
- Construction Cost: \$2.4 million
- Description: This project will install five Dynamic Message Signs (DMS) on I-75—three between milepost 0 and milepost 29 in Sumter County and two between milepost 0 and milepost 38 in Marion County.
- Update: The contractor installed the DMS and cantilever structures at each site throughout March. Due to weather, the installation at the two Marion County sites will continue into early April. Electrical connections and service installation is ongoing at the five locations.

RECENTLY COMPLETED:

439142-1 | S.R. 44 Resurfacing from Orange Avenue to East of Green Forest Drive

439142-1 SR 44 from Orange Avenue to 500-ft east of Green Forest Drive



- Contract: E55B1
- Contractor: P&S Paving, Inc.
- Start Date: March 9, 2023
- Description: This project will resurface State Road (S.R.) 44 from Orange Avenue to 500 feet east of Green Forest Drive. The project includes providing bicycle keyhole lanes at several intersections and making necessary roadside improvements.
- Update: This project was final accepted on March 26, 2024.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

Turkey Lake Service Plaza
Mile Post 263 | Bldg. #5315
P.O. Box 613069, Ocoee, Florida 34761

JARED W. PERDUE, P.E.
SECRETARY

April 2, 2024

Contact: Siao Si Fine siaosi.fine@dot.state.fl.us
(407) 264-3494

FLORIDA DEPARTMENT OF TRANSPORTATION, FLORIDA'S TURNPIKE ENTERPRISE LAKE/SUMTER MPO CONSTRUCTION UPDATE REPORT

PROJECT: NORTHERN TURNPIKE MAINLINE/SR 91 WIDENING PROJECT FROM SR 50/CLERMONT TO HANCOCK ROAD/MINNEOLA (MILEPOSTS 273 TO 279)

DETAILS: Florida's Turnpike Enterprise is widening Florida's Turnpike/State Road (SR) 91 from four to eight lanes from Clermont/SR 50 to Minneola/ Hancock Road, in Lake and Orange counties.

DESCRIPTION: This project includes constructing a new Fosgate Road bridge over the Turnpike. The bridges at County Road (CR) 438 and CR 455 will also be replaced, as well as the Turnpike bridges over Jones Road, Old Highway 50, and Blackstill Lake Road. The West Orange Trail bridge over the Turnpike will be replaced with a prefabricated structure. New electronic tolling gantries and buildings will be installed, and the existing toll booths and canopies at the SR 50/Clermont entrance and exit ramps will be demolished. Safety improvements for this project include a new Intelligent Transportation System (ITS), new signage, new pavement markings, new signalization, new lighting, and new drainage systems.

The construction cost of the project is estimated at \$162.3M. The project is anticipated to be completed in mid-2026.

CURRENT ACTIVITIES: Current project activities include ongoing median construction involving drainage installation, subgrade preparation, asphalt placement, box culvert rehabilitation/reconstruction, and bridge demolition, continuing until April 2024. Fosgate Road bridge construction is also underway, slated for completion by late 2024.

Additionally, work within the project area encompasses pond construction, both temporary and permanent lighting installation, box culvert extensions, embankment, subgrade and base placement, temporary asphalt, fencing, temporary and permanent retaining wall construction, as well as temporary and permanent drainage systems. Demolition of existing bridges/culverts is also underway.

The toll building at the northbound exit ramp to SR 50 (milepost 272) is set for completion by mid-2024, while the toll building foundation at the southbound entrance ramp from SR 50 has commenced and is expected to be completed by late 2024.

PROJECT CONTACT:

Yasir Mercado, M.A., Community Outreach Specialist
Yasir.Mercado@dot.state.fl.us
(954) 934-1138

CONTRACTOR: Jr. Davis Construction Company

PROJECT: NORTHERN TURNPIKE MAINLINE/SR 91 WIDENING PROJECT FROM MINNEOLA TO O'BRIEN ROAD (MILEPOSTS 279 TO 286)

DETAILS: Florida's Turnpike Enterprise is widening Florida's Turnpike/SR 91 from four to eight lanes from Minneola/Hancock Road to O'Brien Road, in Lake County.

DESCRIPTION: This project will widen Florida's Turnpike from two to four lanes in each direction, for a total of eight lanes within the project limits. It also includes reconstruction of all bridges within the project limits, interchange improvements at US 27 South, and installation of new continuous LED lighting from the Minneola interchange to the US 27 South interchange and under Turnpike bridges over CR 561 and SR 19. This project also includes the installation of taller guardrails, highly reflective signage, Closed Circuit Television devices, ITS, and pavement markings.

The construction cost of the project is estimated at \$233M. The project is anticipated to be completed in mid-2028.

CURRENT ACTIVITIES: The contractor has made significant progress in various aspects of the project. Clearing and grubbing operations are mostly complete, with sub-soil excavation finished in the northbound lanes. The remaining excavation will commence after traffic has transitioned to the new northbound lanes. Earthwork is ongoing, shaping material for slopes along the roadway and in ponds. Lime rock base and structural asphalt are being laid on the northbound outside lanes, with a new northbound roadway section already opened.

Temporary pavement is being installed at the southbound off-ramp to Exit 279 in preparation for asphalt resurfacing. Stormwater drainage system construction is underway, including the installation of box culverts and MSE wall construction at specified locations. Additionally, progress includes the installation of temporary ITS and conduits for fiber optic lines.

Phase 1 of the US 27 bridge is now accessible via the new northbound exit ramp at Exit 285, while demolition of the existing US 27 bridge has commenced.

PROJECT CONTACT:

Tina Thomas, Community Outreach Specialist
Tina.Thomas@dot.state.fl.us
(407) 264-3064

CONTRACTOR: The Lane Construction Corporation

PROJECT: FLORIDA'S TURNPIKE/SR 91 AND CLAUDE PEPPER MEMORIAL HIGHWAY/US 27 INTERCHANGE IMPROVEMENT PROJECT (MILEPOST 289)

DETAILS: Florida's Turnpike Enterprise is improving traffic operations at the interchange of Florida's Turnpike/SR 91 and Claude Pepper Memorial Highway/US 27 at milepost 289 in Lake County.

DESCRIPTION: This project will add a new left turn lane at the exit from Florida's Turnpike to Claude Pepper Memorial Highway. Additional improvements include installing mast arm signals, new drainage structures, and wrong way driving counter measures.

The construction cost of the project is estimated at \$2.6M. The project is anticipated to be completed in mid-2024.

CURRENT ACTIVITIES: The Contractor has installed all drill shafts, mast arms and signal heads. Underground conduit installation for signalization and ITS is complete. One of the two power transformers has been installed and the second one is expected to be installed in late March to early April. Structural pavement has been completed, and friction course will be scheduled within two weeks.

PROJECT CONTACT:

Tina Thomas, Community Outreach Specialist

Tina.Thomas@dot.state.fl.us

(407) 264-3064

CONTRACTOR: C.W. Roberts Contracting, Inc.

LANE CLOSURE INFORMATION:

Lane closures will generally take place during off-peak hours to minimize traffic congestion and delays for most drivers. Closures will be announced in advance in the Central and West Central Florida Weekly Lane Closures and Work Zone Advisory. <https://floridasturnpike.com/traveler-resources/construction-updates/>.

LAKE COUNTY OFFICE OF TRANSIT SERVICES

LAKE-SUMTER MPO REPORT

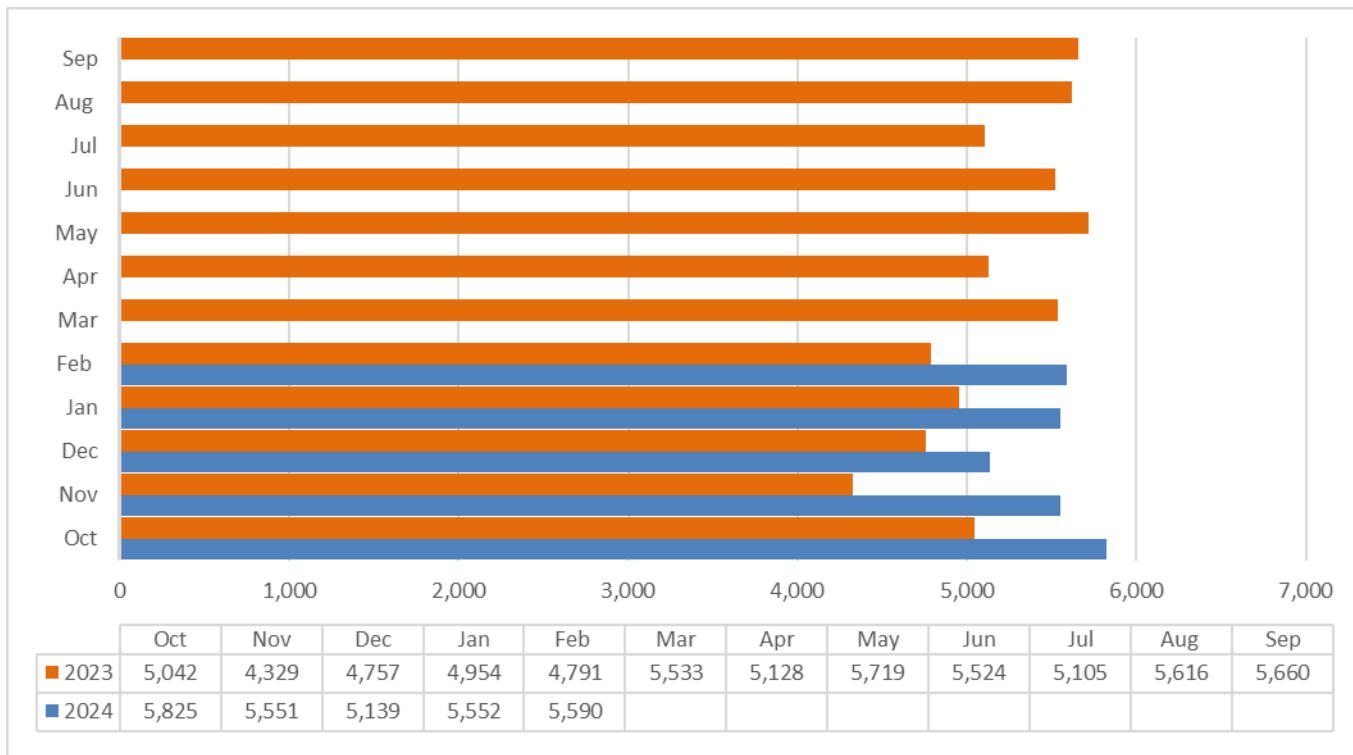
APRIL 24, 2024



Prepared by:
Lake County Office of Transit Services
2440 U.S. Highway 441/27
Fruitland Park, FL 34731
Phone: 352-323-5733
Website: RideLakeXpress.com

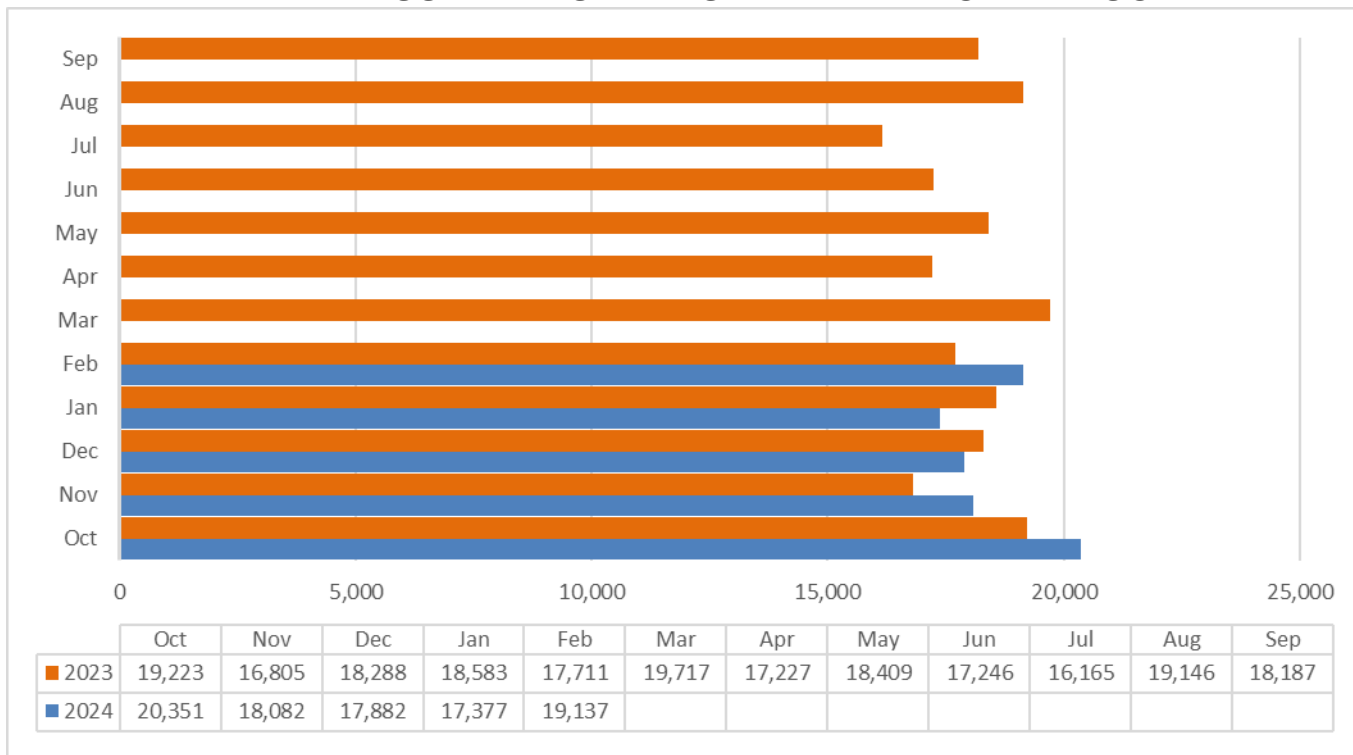


LAKE COUNTY CONNECTION RIDERSHIP COMPARISON



Fiscal Year 2024 ridership YTD is 27,657. This is a 15.85% increase from the same period last year.

LAKEXPRESS RIDERSHIP FISCAL YEAR COMPARISON



Fiscal Year 2024 ridership YTD is 92,829. Overall, 2.45% increase from the same period last year.

Transportation Projects

- **Transportation Disadvantaged Service Plan (TDSP)**

Florida's Transportation Disadvantaged (TD) program was created in 1979 and re-enacted in 1989. The 1989 act created the Florida Commission for the Transportation Disadvantaged (CTD) to enhance local participation in planning and delivery of coordinated transportation services through the creation of Local Coordinating Boards (LCBs) and Community Transportation Coordinators (CTCs). In November 2000, the Board of County Commissioners became the Community Transportation Coordinator for Lake County, Florida.

The TDSP is a 5-year plan that guides the Community Transportation Coordinator as to how transportation services will be provided in Lake County. Each year the TDSP is updated to ensure the plan meets all local, state, and federal regulations.

The plan is expected to be approved by the Lake County Transportation Disadvantaged Coordinating Board and the Lake County Board of County Commissioners in June 2024.

- **CTC Evaluation**

As the planning agency for Lake County, the Lake~Sumter MPO is required to annually conduct an evaluation on the Community Transportation Coordinator. The evaluation began in January 2024 and will be completed by June 2024. The Lake~Sumter MPO reviews several aspects of the paratransit door-to-door services such as the day to day operations, eligibility applications, complaints, operator monitoring reports, operator contracts, driver training records, drug and alcohol policy, coordination contractors, operator manual, vehicle inspection, ride a vehicle during service hours, conduct survey's, review system safety program plan, etc.

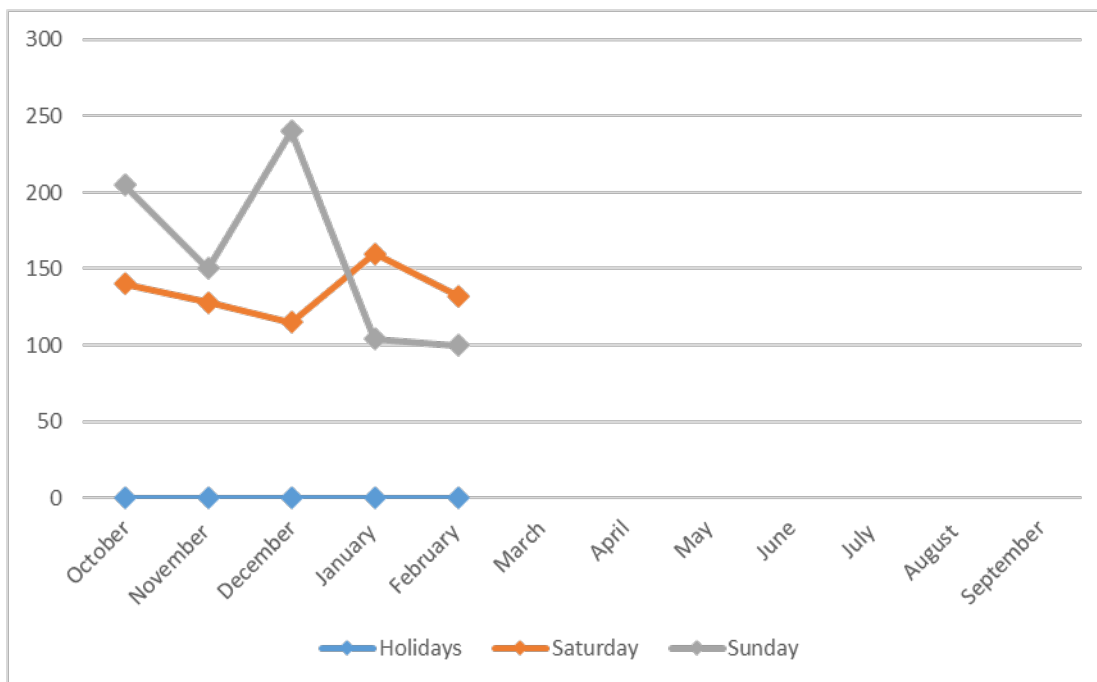
- **ADA Accessible Bus Stop Pads**

In Fiscal Year 2023, 33 ADA-accessible LakeXpress bus stop pads were installed throughout the system. In Fiscal Year 2024, 29 accessible bus stop pads have been built with additional pads to be built based on grant funding availability.

- **Bus Stop Inventory**

In August 2023, a systemwide bus stop inventory was completed. The inventory reviewed all 496 LakeXpress bus stops, recording access; ADA accessibility; amenities such as benches, shelters, trash cans, and lighting; and any necessary repairs.

LYNX ROUTE 55 AVERAGE RIDERSHIP FOR LAKE COUNTY



*Weekday service provided by LakeXpress beginning December 12, 2022.

The average daily weekend ridership between October 2023 and February 2024 is 34.28 trips.

VAN POOL UPDATE

Enterprise continues to operate two vans in Lake County, while VRide utilizes one van.

SECTION 5 - NATURAL RESOURCES/ENVIRONMENT/GROWTH MANAGEMENT/TRANSPORTATION

2069	FIXED CAPITAL OUTLAY		
	MATERIALS AND RESEARCH		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND		24,917,958
2069A	FIXED CAPITAL OUTLAY		
	LOCAL TRANSPORTATION PROJECTS		
	FROM GENERAL REVENUE FUND	137,928,207	
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND		249,215,073

From the funds in Specific Appropriation 2069A, \$30,100,000 of nonrecurring funds from the State Transportation Trust Fund is provided for the Loop Road Connector - Phase 4 (HF 3666) (SF 3331). From the General Revenue Fund, \$24,950,000 in nonrecurring funds is provided for the Palm Coast Parkway Extension Loop Road - Phase 3 (HF 3665) (SF 3245) and \$24,950,000 in nonrecurring funds is provided for Matanzas Woods Parkway Extension Loop Road - Phase 2A (HF 3667) (SF 3243). The project phases include Project Development & Environmental (PD&E), Design, Utility Relocation, Construction, and Construction Engineering Inspection (CEI). The funding is intended to complement the Flagler County and/or the City of Palm Coast right-of-way contribution needed to support the westward access loop connector to promote economic opportunities in the region.

The remaining nonrecurring funds from the General Revenue Fund in Specific Appropriation 2069A shall be allocated as follows:

Black Creek Bike Trail (HF 3562) (SF 1617).....	375,000
City of Bonita Springs - Rosemary Drive Stormwater Drainage and Pedestrian Safety Improvement Project (HF 3082) (SF 3289).....	1,400,000
City of Bunnell - Road Rehabilitation Projects (HF 3643) (SF 2393).....	1,500,000
City of Fort Lauderdale - Breakers Avenue Resiliency and Pedestrian Traffic Improvements (HF 2199) (SF 1149)....	500,000
County Road 2209 Central Segment - Phase 2 (HF 3315) (SF 2472).....	6,500,000
Downtown West Palm Beach Signalization Upgrades - Phase 1 (HF 1931) (SF 3057).....	2,750,000
Ellis Road Widening Project Pre-construction Activities (HF 2697) (SF 1983).....	5,769,432
Estero - Broadway Avenue West Improvements Design (HF 3087) (SF 3478).....	300,000
Fort Denaud Bridge Rehabilitation Project (HF 1971) (SF 3452).....	5,400,000
General Aviation Terminal Project (HF 2747) (SF 2413)....	5,000,000
Gulf County Airport Site Work/Construction (HF 3451) (SF 2232).....	1,000,000
JAXPORT Crane Modernization Program (HF 3692) (SF 3384)...	23,000,000
Lee County - SR 82 Traffic Safety Improvements - Benchmark Ave (SF 3672).....	2,673,775
Manatee County - Moccasin Wallow Road Expansion Segment 5 (HF 3225) (SF 1049).....	3,500,000
Miami Beach Intersection and Beach Walk Safety Improvements (HF 1795) (SF 1737).....	1,850,000
North Ridge Trail (HF 1396) (SF 3119).....	2,500,000
NW Bell Street Extension - Columbia County (HF 3417) (SF 1571).....	1,000,000
Pensacola International Airport Passenger Terminal Building Expansion and Renewal (HF 1737) (SF 3356).....	5,000,000
Port St. Joe - Workforce Housing Access Road (HF 3522) (SF 3411).....	1,000,000
Putnam County - Bardin Bridge Reconstruction (HF 3625) (SF 2385).....	2,500,000
Putnam County - Docking Infrastructure (HF 3626) (SF 2449)	600,000
Rainbow Village Redevelopment Road Improvements (HF 1145) (SF 2716).....	750,000
Santa Rosa County - Intersection Improvements (HF 3210) (SF 1233).....	500,000
State Road 16 Phase I - St. Johns County (HF 3317) (SF 3233).....	7,500,000
State Road 64 PD&E Study - Manatee County (HF 2981) (SF 1279).....	600,000
US 92 New Intersection (HF 1893) (SF 3231).....	4,000,000
Winter Haven North Lake Shipp Drive Corridor Improvements	

SECTION 5 - NATURAL RESOURCES/ENVIRONMENT/GROWTH MANAGEMENT/TRANSPORTATION

(HF 1397) (SF 1850)..... 560,000

The remaining nonrecurring funds from the State Transportation Trust Fund in Specific Appropriation 2069A shall be allocated as follows:

94th Avenue Traffic and Pedestrian Safety Improvements - Tamarac (HF 1730) (SF 2364).....	716,533
Accessible Journeys - Connecting the IDD Community (HF 2638) (SF 3643).....	250,000
Acree Road Off Grade Railroad Crossing (HF 3572) (SF 3262)	1,500,000
Avon Park Executive Airport Infrastructure Improvements (HF 2174) (SF 3525).....	2,500,000
Barracuda Boulevard Roadway Improvement (HF 1807) (SF 1270).....	250,000
Black Creek Bike Trail (HF 3562) (SF 1617).....	375,000
Bonita Beach Road at US 41 Intersection Improvements (HF 3148) (SF 3618).....	5,500,000
Bonita Beach Road Improvements - Vanderbilt Road to Hickory Drive (HF 3150) (SF 3617).....	2,000,000
Boynton Beach Sky Lake Neighborhood Road Resurfacing (HF 2650) (SF 2711).....	1,018,400
Caroline Street Roadway Improvements Project (HF 1039) (SF 1015).....	400,000
Central Palm Beach County Infrastructure Improvements (HF 1581) (SF 1789).....	1,000,000
Chase Road and Main Street Intersection Improvements - Windermere (HF 3345) (SF 1373).....	3,250,000
Citrus Grove School Pedestrian Safety Initiative (HF 2116) (SF 1479).....	1,978,000
City of Anna Maria - Multi-Use Path Expansion (HF 2599) (SF 1512).....	250,000
City of Belle Glade Sidewalk Replacement (HF 1416) (SF 2152).....	250,000
City of Bonifay - Weeks Street Roadway Improvements (HF 1246) (SF 2927).....	1,967,647
City of Bonita Springs - Goodwin Street Stormwater Drainage and Pedestrian Safety Improvement Project (HF 3078) (SF 3291).....	1,300,000
City of Bradenton - Transportation Safety Improvements (HF 2902) (SF 1281).....	5,000,000
City of Bunnell - Road Rehabilitation Projects (HF 3643) (SF 2393).....	3,500,000
City of Callaway Roadway Repairs and Miscellaneous Asphalt Paving (HF 1661) (SF 2903).....	1,000,000
City of Coral Springs - Everglades Greenway Loop (HF 2859) (SF 2805).....	800,000
City of Doral - Complete Streets Program (HF 2504) (SF 1741).....	250,000
City of Fort Lauderdale - Breakers Avenue Resiliency and Pedestrian Traffic Improvements (HF 2199) (SF 1149).....	2,500,000
City of Fort Lauderdale Sidewalk Repairs & ADA Upgrades (HF 2500) (SF 2015).....	1,500,000
City of Fort Myers - Frontage Acquisition (HF 2586) (SF 3287).....	5,034,927
City of Greenacres - Chickasaw Road Expansion Project (HF 1217) (SF 1640).....	250,000
City of Kissimmee - Thacker Avenue Roadway Improvement Project (HF 1598) (SF 3330).....	250,000
City of Lynn Haven Roadway Repairs (HF 1663) (SF 2913).....	1,000,000
City of Maitland - North Independence Lane Extension (HF 1231) (SF 1545).....	750,000
City of North Port - Price Boulevard Mitigation and Mobility Project (HF 3381) (SF 1871).....	1,000,000
City of Oldsmar - South Oldsmar Infrastructure Renovation (HF 2240) (SF 2607).....	1,000,000
City of Palm Beach Gardens RCA Boulevard Roadway Improvements (HF 2100) (SF 1787).....	400,000
City of St. Cloud Seaplane Base Phase 2 (HF 1320) (SF 3370).....	1,500,000
City of Tampa - Harbour Island Access Improvements (HF 1993) (SF 2151).....	312,500
City of Tampa - MacDill Air Force Base Access Improvements (HF 1415) (SF 2145).....	2,000,000
City of Wauchula Municipal Airport Runway and Taxiway Alpha Extension Project (HF 2198) (SF 3113).....	5,500,000
City of Wauchula Municipal Airport T Hangars Improvements (HF 2177) (SF 3116).....	5,000,000

SECTION 5 - NATURAL RESOURCES/ENVIRONMENT/GROWTH MANAGEMENT/TRANSPORTATION

City of West Palm Beach Traffic Signal Hardening (HF 2080) (SF 1179).....	475,000
City of Winter Park - Fairbanks and Denning Intersection Improvements (HF 1230) (SF 1547).....	500,000
Clarcona Ocoee Road Traffic and Pedestrian Safety Project (HF 2737) (SF 2855).....	1,000,000
Cooper City Hiatus Road Traffic Safety Improvement - Phase II (HF 1771) (SF 3056).....	470,000
Coral Gables Citywide Sidewalk Construction and Replacement (HF 2534) (SF 1798).....	800,000
County Road 2209 Central Segment - Phase 2 (HF 3315) (SF 2472).....	3,500,000
CR 107 Widening & Intersection Improvements - Preliminary Design & Engineering (HF 1684) (SF 1901).....	750,000
CR 108 Extension - Nassau County (HF 1685) (SF 1902).....	3,700,000
CR 209 Safety Improvements - Clay County (HF 3567) (SF 1623).....	1,500,000
CR 217 Bridge Safety Improvements and Replacement - Clay County (HF 3565) (SF 1625).....	2,500,000
CR 218 Extend 4 Lane Road - Clay County (HF 3569) (SF 1624).....	1,500,000
CR 220 Extension - Clay County (HF 3568) (SF 1616).....	1,500,000
CR 579 Little Manatee River-South Fork Bridge - Hillsborough County (HF 2878) (SF 1502).....	1,500,000
CR 710 Realignment (HF 3050) (SF 2704).....	3,550,000
Crandon Boulevard - Multimodal Traffic Flow and Safety Improvements (HF 1646) (SF 1793).....	212,500
Cross Prairie Parkway Connector (HF 1322) (SF 3238).....	4,000,000
Dixie Highway Safety and Resilience Project (HF 2016) (SF 1161).....	1,000,000
East Lake Road at Keystone Road Intersection Improvements (HF 2246) (SF 2613).....	1,000,000
Ellis Road Widening Project Pre-construction Activities (HF 2697) (SF 1983).....	4,230,568
Ellisville I-75 Interchange/US 41 Improvement Project (HF 3414) (SF 1879).....	3,000,000
Ester - Broadway Avenue West Improvements Design (HF 3087) (SF 3478).....	1,000,000
First Coast High School Pedestrian Signal (SF 3386).....	500,000
Fort Hamer Bridge Design Permitting & Construction (HF 3226) (SF 1057).....	2,000,000
Fort Hamer Road 4-Lane Design Permitting & Construction (HF 3227) (SF 1056).....	3,000,000
Fort Pierce - 13th Street Revitalization Phase 2 (HF 1081) (SF 2570).....	2,000,000
Fort Walton Beach Hill Avenue & Anchors Street Complete Street Project Design (HF 1707) (SF 2953).....	187,500
Gulf Breeze Shared-Use Overpass (HF 1734).....	2,453,000
Halls River Multi-Use Path Phase 2 (HF 3268) (SF 2501)....	2,000,000
Hardee County Center Hill Bridge Improvements (SF 3117)...	1,400,000
Hillsborough County Lithia-Pinecrest Transportation Project (HF 2880) (SF 1832).....	2,000,000
Hillsborough County Pebble Beach Bridge (HF 3035) (SF 3002).....	750,000
Historic Vilano Beach Main Street Improvements (HF 3316)..	125,000
Honore Avenue Widening from Fruitville Road to North of 17th Street (HF 1187) (SF 2649).....	1,000,000
Indian Creek Village Island Bridge Project Phase 1 (HF 3103) (SF 1123).....	400,000
Indian Rocks Road Bridge Replacement - Belleair (HF 1403) (SF 2605).....	3,000,000
Jackson County - Pooser Road Paving (HF 1018) (SF 2946)...	500,000
Jacksonville SR 104 (Dunn Ave.) at V.C. Johnson Rd.- Intersection Improvements (SF 3385).....	1,000,000
JAXPORT Crane Modernization Program (HF 3692) (SF 3384)...	3,000,000
Land's End Pedestrian Walkway - Blind Pass/Sunset Beach (HF 1069) (SF 1944).....	599,087
Lee County - Permanent Repairs Little Pine Island Bridge (HF 3084) (SF 3077).....	1,200,000
Madeira Beach - Milling and Resurfacing Area 9 Streets (HF 1739) (SF 2715).....	1,000,000
Manatee County - 44th Avenue East Connection (HF 2982) (SF 1055).....	1,000,000
Manatee County - Moccasin Wallow Road Expansion Segment 5 (HF 3225) (SF 1049).....	2,500,000
Marion County Roadway Improvements - NW 49th Street (HF 1208) (SF 2508).....	1,500,000

SECTION 5 - NATURAL RESOURCES/ENVIRONMENT/GROWTH MANAGEMENT/TRANSPORTATION

McIntosh Road at Clark Road (SR 72) Intersection Realignment (HF 1186) (SF 3320).....	3,500,000
Melbourne Orlando International Airport Operations Center (HF 1994) (SF 1980).....	5,000,000
Miami Beach Intersection and Beach Walk Safety Improvements (HF 1795) (SF 1737).....	3,000,000
Miami Lakes - NW 154th Street Turn Lane Extension Transportation Improvements (HF 1349) (SF 2807).....	630,000
Miami Springs - Miller Drive Roadway Improvements (HF 3144) (SF 1722).....	1,000,000
Miami-Dade Roadway Resurfacing Project - SW 160 Street (HF 1987) (SF 1805).....	387,500
Miramar Citywide Streetlight Improvements (HF 2335) (SF 1835).....	300,000
Miramar Town Center - Pedestrian Underpass (HF 2683) (SF 1836).....	500,000
NE 28th Street Bridge Replacement (HF 2195) (SF 1538).....	320,000
Nelson Seawall and Outfitting Berth (HF 1660) (SF 2900)...	2,000,000
Non-Vehicular Traffic Lane Safety Hardening Project (HF 1036) (SF 2330).....	150,000
North Bay Village - Harbor Island Roadway Improvements (HF 1819) (SF 1679).....	425,000
North Miami Beach Traffic Calming Projects (HF 3651) (SF 2744).....	1,400,000
North Street Roadway Improvements Phase 1 (HF 1228) (SF 3402).....	500,000
Northern Way Bridge Replacement Project (HF 1610) (SF 1862).....	212,500
NW 3rd Street Expansion and Water Plant Access Project (HF 1782) (SF 2736).....	920,300
NW Bell Street Extension - Columbia County (HF 3417) (SF 1571).....	500,000
NW/NE 71st Street Roadway Improvements (HF 2045) (SF 2766)	750,000
Okeechobee Pedestrian Overpass Improvements (HF 3353) (SF 3552).....	200,000
Parkway Boulevard Sidewalk Project - Pasco (HF 1546) (SF 1626).....	585,000
Pasco Pedestrian Overpass Bridge (HF 3265) (SF 3626).....	3,000,000
Pensacola Beach Northern Gateway - Design (HF 1736) (SF 1214).....	125,000
Pine Tree Lane Bridge Replacement Phase 2 (HF 1306) (SF 1642).....	250,000
Pinellas Park Roadway and Intersection Improvements - 60th Street/Park Boulevard (HF 1100) (SF 1937).....	400,000
Plant City - City Roadway Improvements (HF 3705) (SF 1631)	9,500,000
Plant City - Collins Street Complete Streets (HF 3707) (SF 1632).....	2,000,000
Plant City - Transportation Network Study (HF 3706) (SF 1636).....	500,000
Plant City - Turkey Creek Road Improvements (HF 3702) (SF 1637).....	375,000
Punta Gorda Airport Infrastructure/Access Road (HF 3590) (SF 3313).....	3,750,000
Putnam County - Docking Infrastructure (HF 3626) (SF 2449)	600,000
Rainbow Village Redevelopment Road Improvements (HF 1145) (SF 2716).....	750,000
Redstone Intersection Improvements Project (HF 1673) (SF 2966).....	312,500
Riverland Road Traffic Safety Improvements - Fort Lauderdale (HF 2786) (SF 2721).....	60,000
Riviera Beach - Shore, Palm, Riviera Drive Pavement Restoration (HF 2970) (SF 2020).....	350,000
Robinson Road Vehicle and Pedestrian Extension and Improvement Project (HF 1135) (SF 2321).....	600,000
Royal Palm Beach - Park Road North Pedestrian and Parking Upgrades (HF 2910) (SF 2571).....	500,000
Safety Harbor - Roadway Improvements and ADA Infrastructure Compliance (HF 2241) (SF 2177).....	1,000,000
Sanibel - East Periwinkle Way Bridge Reconstruction Hurricane Ian (HF 3163) (SF 3409).....	2,500,000
Sanibel - Road Reconstruction Hurricane Ian (HF 3164) (SF 3412).....	1,000,000
Santa Rosa County - Glover Lane & Hamilton Bridge Road Intersection Improvements (HF 3212) (SF 1232).....	250,000
Santa Rosa County - Intersection Improvements (HF 3210) (SF 1233).....	500,000
Smart North Florida Pilot Program (HF 1517) (SF 1916).....	450,000

SECTION 5 - NATURAL RESOURCES/ENVIRONMENT/GROWTH MANAGEMENT/TRANSPORTATION

South Miami - Bike Lanes Project (HF 2571) (SF 1612).....	800,000
South Miami - Manor Lane Culvert Replacement & Bridge Repairs (HF 3243) (SF 1613).....	235,000
Spanish River Boulevard - El Rio Trail Underpass (HF 1677) (SF 1267).....	500,000
St. Johns Power Park Regional Economic Transformation and Connection - Transportation Study (HF 1519) (SF 2371)...	500,000
Stahlman Intersection Improvement Project - City of Destin (HF 1675) (SF 2962).....	200,000
State Road 16 Extension - Clay County (HF 3566) (SF 1619).	750,000
State Road 24 - Archer Road 4-lane Widening Design (HF 3721) (SF 3711).....	2,250,000
State Road 64 PD&E Study - Manatee County (HF 2981) (SF 1279).....	600,000
Surfside - Inclusive Mobility and Accessibility Enhancement Project (HF 3096) (SF 2849).....	200,000
SW 12th Avenue Improvements - South Bay (HF 2900) (SF 2566).....	1,000,000
SW 8th Avenue Roadway Restoration - Delray Beach (HF 2648) (SF 3221).....	500,000
Tarpon Dock Bridge Refurbishment (HF 1348) (SF 3416).....	400,000
The South Dade Trail Multi-Use/Mobility Corridor (HF 1513) (SF 1804).....	750,000
The Underline Multi-Use/Mobility Corridor (HF 2888) (SF 1808).....	950,000
Town of Greensboro - Street Signs (HF 3174).....	12,600
Treasure Island - Roadway and Drainage Improvements (HF 1946) (SF 2720).....	500,000
Triangle Park and Children's Academy Pedestrian Safety Initiative (HF 1035) (SF 1081).....	1,200,000
US 41 Widening Preliminary Engineering (HF 2162) (SF 2614)	2,000,000
Veterans Park Greenway Access (HF 3570) (SF 1614).....	1,000,000
Village of Key Biscayne Traffic Data Analysis (HF 1642) (SF 1794).....	137,500
Village of Virginia Gardens Roadway Improvements (HF 3141) (SF 2740).....	600,000
Vision Zero Pedestrian Safety Improvements - Grand Avenue and Douglas Road (HF 3246) (SF 1810).....	375,000
Vision Zero Pedestrian Safety Improvements - SW 2 Street (HF 1137) (SF 2626).....	250,000
Walton County Pedestrian Master Plan (HF 1817) (SF 3006)..	1,000,000
Washington County - Dumajack Road Phase II (HF 1124) (SF 3026).....	781,378
Washington Street Improvements - Tampa (HF 1313) (SF 2989)	2,000,000
Watson Road Phase II (HF 3276) (SF 2772).....	3,600,000
Western Indiantown Road Improvement (HF 2132) (SF 2056)...	2,425,000
Wigmore Street Vehicle Overpass (HF 1640) (SF 3336).....	3,000,000
Wilton Way Extension - 2 Lane Road (HF 3263) (SF 3601)....	5,130,133
Winter Haven North Lake Shipp Drive Corridor Improvements (HF 1397) (SF 1850).....	560,000
2070 FIXED CAPITAL OUTLAY BRIDGE INSPECTION FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND	19,752,350
2071 FIXED CAPITAL OUTLAY TRAFFIC ENGINEERING CONSULTANTS FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND	299,298,382
2072 FIXED CAPITAL OUTLAY LOCAL GOVERNMENT REIMBURSEMENT FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND	13,941,784
TOTAL: PROGRAM: HIGHWAY OPERATIONS FROM GENERAL REVENUE FUND	137,928,207
FROM TRUST FUNDS	8,113,720,846
TOTAL POSITIONS	3,016.00
TOTAL ALL FUNDS	8,251,649,053
EXECUTIVE DIRECTION AND SUPPORT SERVICES	
APPROVED SALARY RATE	52,108,407



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

April 3, 2024

Dear Metropolitan Planning Organization Partners,

As the Florida Department of Transportation (FDOT) continues our collaboration with and in support of Florida's Metropolitan Planning Organizations (MPOs), we remain committed to providing updates on recent events to ensure clarity and transparency regarding FDOT's actions.

As you are aware, on December 7, 2023, USDOT issued a Final Greenhouse Gas (GHG) Rule requiring state DOTs and MPOs to establish and report on declining carbon dioxide targets biennially as part of the Transportation Performance Management (TPM) program. The Rule required state DOTs to submit declining GHG targets by February 1, 2024. However, the Infrastructure Investment and Jobs Act (IIJA) did not explicitly authorize USDOT to assess environmental performance and FHWA exhibited broad overreach in the promulgation of the GHG Rule.

Furthermore, the high level of efforts and costs associated with the GHG Rule compliance is burdensome and an economic hardship to our agency partners. This was especially important due to the language in the Rule that relates to MPOs, as Florida has the highest number of MPOs in the nation – 27 MPOs and 33 UZAs (urbanized areas with populations over 50,000).

Florida has the best air quality on record and consistently commits to projects that protect our natural resources, including protecting our water quality and restoring the Everglades. Florida is the most populous state to meet or exceed the existing Environmental Protection Agency (EPA) benchmarks for air quality.

On December 21, 2023, Florida joined 20 other states and filed a complaint in Kentucky federal court requesting relief from the GHG Rule requiring states to submit declining GHG targets. Shortly after the filing, FHWA postponed the original target submission deadline to March 17, 2024, and ultimately to April 1, 2024.

The state of Texas initiated a separate challenge in a Texas federal court and received an Order from the District Judge on March 27 determining that the 2023 GHG Rule was promulgated in excess of USDOT's statutory authority. The judge vacated the Rule and provided relief to all impacted pending a 7-day administrative stay permitting USDOT to seek relief.

On April 1, the Kentucky federal court entered an Order finding that the GHG Rule exceeds FHWA's statutory authority and is arbitrary and capricious. Currently, no appeals have been filed in either case.

Thank you for your partnership throughout this very worthy process. As we move forward, we will continue to collaborate with our MPO partners and deliver a transportation system that will meet the needs of our growing state, support Florida's economic growth, and ensure resiliency of our network into the future.

Regards,

A handwritten signature in black ink, appearing to read 'JWP', with a stylized flourish extending to the right.

Jared W. Perdue, P.E.
Secretary