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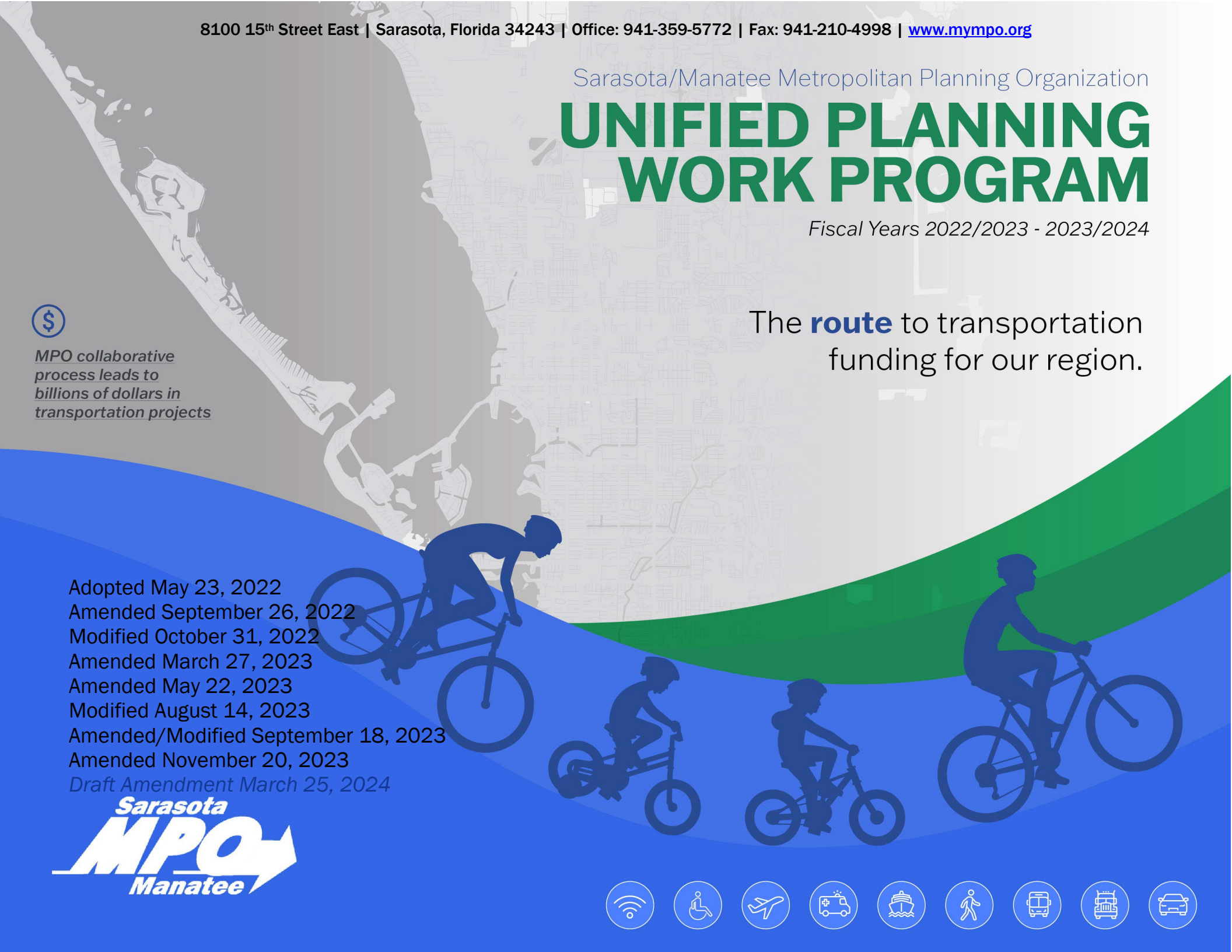
Sarasota/Manatee Metropolitan Planning Organization

UNIFIED PLANNING WORK PROGRAM

Fiscal Years 2022/2023 - 2023/2024

MPO collaborative process leads to billions of dollars in transportation projects

The **route** to transportation funding for our region.



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Sarasota MPO Manatee

UNIFIED PLANNING WORK PROGRAM

Fiscal Year 2022/2023 - 2023/2024

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Adopted on May 23, 2022

In accordance with Federal, State and other authorities, the MPO does not tolerate discrimination and encourages broad participation regardless of race, color, national origin, sex, age, disability, religion or family status. (Title VI of Civil Rights Act of 1964, 42 U.S.C. § 2000d, and the Civil Rights Restoration Act of 1987, P.I. 100.259). For more information on our commitment to inclusion and nondiscrimination, click here or call 941-359-5772. Para más información sobre nuestro compromiso de inclusión y no discriminación, presione aquí o llama al 941-359-5772.

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UNIFIED PLANNING WORK PROGRAM

Fiscal Year 2022/2023 - 2023/2024

Cost Analysis Certification

Sarasota/Manatee MPO

Unified Planning Work Program – FY 22/23 – FY 23/24

Status: Amended Date: May 22, 2023

Revision Number: Revision 4

I hereby certify that the cost for each line-item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by Section 216.3475, F.S. Documentation is on file evidencing the methodology used and the conclusions reached.

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Signature

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INTRODUCTION

The Sarasota/Manatee Metropolitan Planning Organization (MPO) is the regional transportation planning entity for Sarasota and Manatee Counties. MPOs are established by state and federal laws and through interlocal agreements to provide a process for local governments within a Transportation Management Area (TMA) to coordinate with the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). A TMA is an urbanized area with a population over 200,000 as determined by the latest decennial census. The MPO is a transportation policy-making body and oversee the region's transportation planning, facilitating collaboration between governments, interested parties and residents in the planning process. The MPO makes decisions about the allocation of certain federal transportation dollars within the metropolitan area and identifies project priorities influencing other State funding decisions. The dollars may fund roadway, transit, freight, bicycle and pedestrian and other regionally significant transportation projects.

The MPO develops the Unified Planning Work Program (UPWP) every other year in accordance with the current Florida Department of Transportation (FDOT) MPO Program Management Handbook. The UPWP is submitted to federal and state review agencies according to the dates, processes and agencies described in the handbook. The MPO planning process is continuing, comprehensive and cooperative.

The Federal definition of a UPWP is ***"a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds"*** *(23 CFR 450.104).* Federal and state laws provide additional guidance on the development of the UPWP; 23 C.F.R. 450.314, F.S. 339.175 (9).

Air Quality

The MPO is currently in an attainment area for all National Ambient Air Quality Standards (NAAQS). The MPO monitors air quality statistics and considers opportunities to maintain ambient air quality when selecting transportation projects.

Soft Match

Beginning in FY 22/23, the Sarasota/Manatee MPO and the FDOT participate in a Consolidated Planning Grant Program (CPG) and FDOT will no longer separate funding from the Federal Transit Administration 5305(d). FTA funds will no longer come to the MPO as separate funds but will come to the MPO as PL funds**. FDOT provides toll credits as a soft match (not spendable) to satisfy federal matching funds requirements; the UPWP budget includes local contributions from Manatee and Sarasota counties equivalent to previously required match or ten percent of the FTA portion of the CPG as detailed in the source of funds tables.** The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida's FHWA Metropolitan Planning (PL) and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division.

FHWA and FTA funding is annually apportioned to FDOT as the direct recipient and allocated to the MPO by FDOT utilizing formulas approved by MPOs, FDOT, FHWA, and FTA in accordance with 23 CFR 420.109 and 49 U.S.C. Chapter 53. 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.

Please note that all eligible expenses will be reimbursed on an actual cost basis and therefore an indirect rate will not be utilized at this time.

UPWP Work Elements

The five (5) tasks within this UPWP ensure that the Sarasota/Manatee MPO UPWP addresses all requirements and needs established at the federal, state, and local levels and are accompanied by a budget table identifying the proposed funding sources and budgeted funds. Each of the work elements includes a description of activities, deliverables, and anticipated completion dates.

- Task 1.00: Administration and Management
- Task 2.00: Systems Planning
- Task 3.00: System Performance and Analytics
- Task 4.00: Public Participation
- Task 5.00: Regional Task – SCTPA Support and Shared Task

Planning Area

The MPO is part of the North Port-Sarasota-Bradenton UZA/TMA with the primary planning area being the whole of Manatee and Sarasota counties as identified in Figure 1. Figure 2 identifies the regional road network that the Sarasota/Manatee MPO influences. An interlocal agreement between Sarasota/Manatee MPO and Charlotte County-Punta Gorda MPO was established to ensure joint planning and coordination efforts as each MPO is responsible for a small geographic area in the other's county.

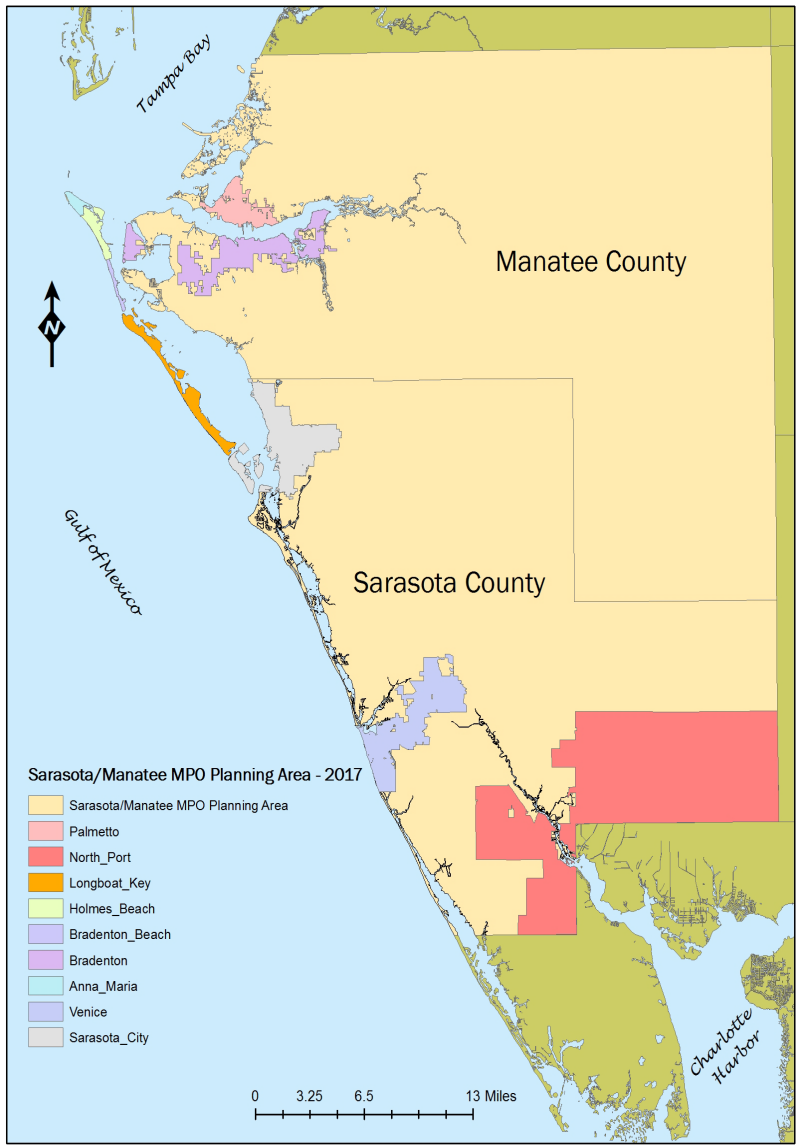


Figure 1 Sarasota/Manatee MPO Planning Area

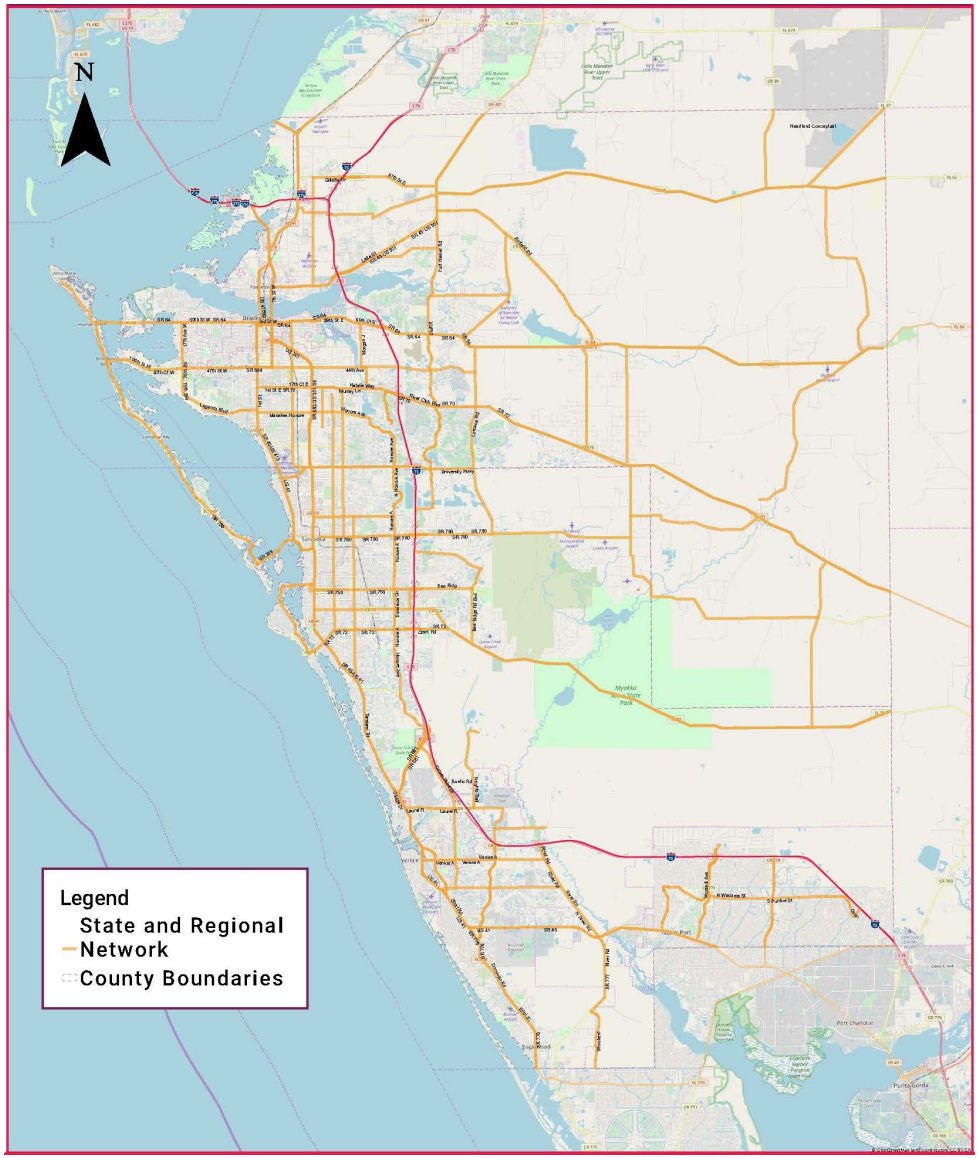


Figure 2 Sarasota/Manatee MPO Regional Road Network

Planning Priorities, Emphasis Areas, and Factors

Local Priorities

In 2012, Congress passed Moving Ahead for Progress in the 21st Century Act (MAP-21), which changed the way communities must document the allocation and use of federal funds. In April 2018 the MPO reevaluated the correlation between National, State, and MPO goals and objectives. In order to more effectively score projects, the MPO assessed project prioritization criteria and updated various criteria to better align with specific mandates as new information and data became available. In January 2019, the MPO began updating the Long Range Transportation Plan for 2045 and a reorganization of focus areas was necessary in order to better align the goals of the MPO with the requirements of federal and state legislation. During this process the MPO identified the following planning goals and objectives:

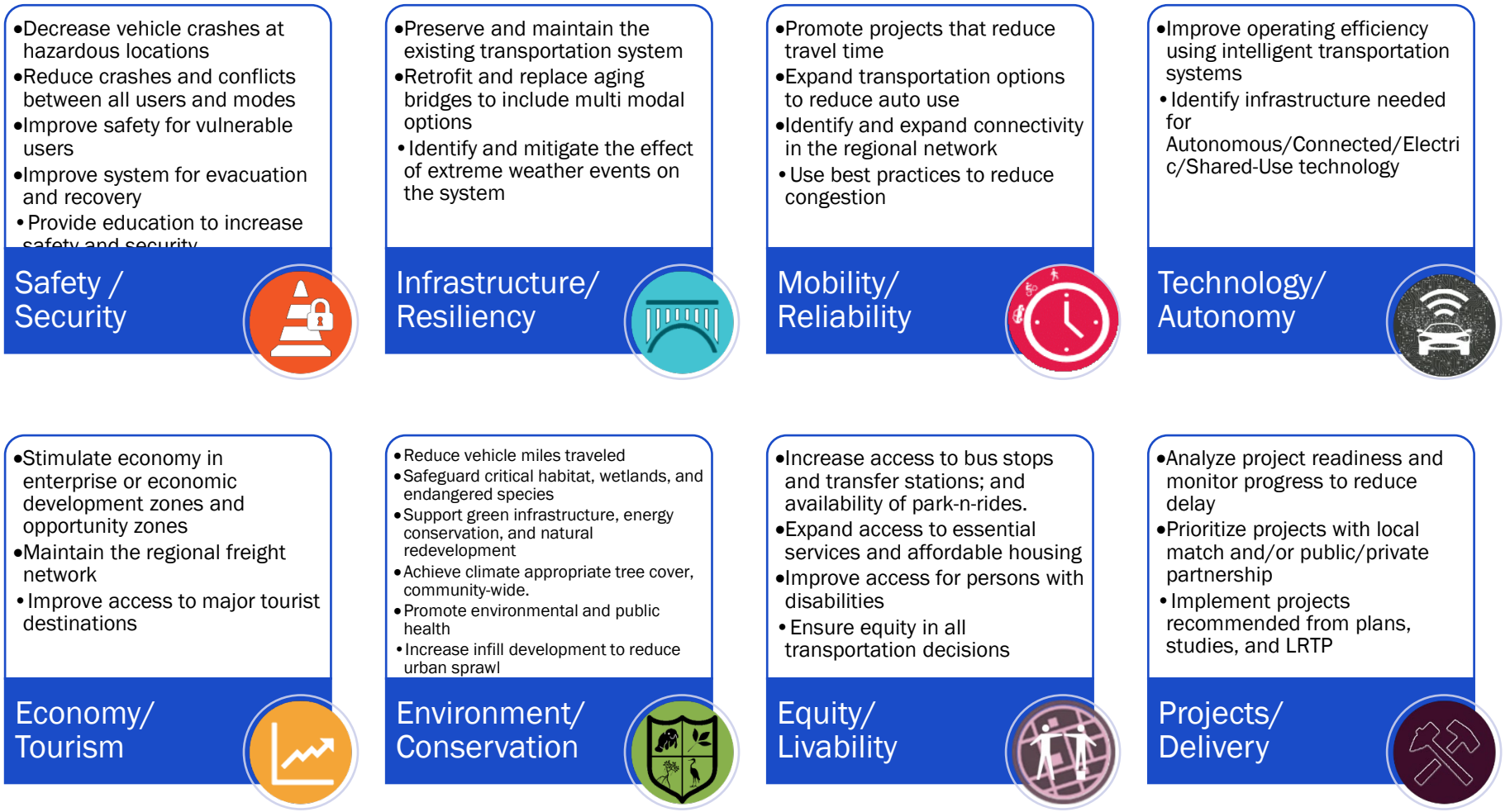


Figure 3 MPO Planning Goals and Objectives

Federal Priorities

As exhibited in **Figure 4: Planning Factors Matrix,** the MPO has worked diligently to align the organization's goals, objectives, and project priorities with the federal planning factors in MAP-21 (Moving Ahead for Progress in the 21st Century) and the FAST Act (Fixing America's Surface Transportation Act). All planning activities proposed in this UPWP will continue the MPO's commitment to investing resources in projects to achieve individual targets that collectively will make progress toward national and state goals.

Federal Planning Emphasis Areas – 2021

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning have jointly issued updated Planning Emphasis Areas (PEAs) in 2021. The 2021 PEAs are outlined below:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. State DOTs and MPOs are encouraged to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change.

Equity and Justice40 in Transportation Planning

Ensure public involvement in the planning process and that plans, and strategies reflect various perspectives, concerns, and priorities from impacted areas. Encourage the use of strategies that:

- Improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; and
- Plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; and
- Reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; and
- Offer reduced public transportation fares as appropriate; and
- Target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and
- Consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Complete Streets

Efforts to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks 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. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. MPOs, State DOTs, and providers of public transportation are encouraged to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage TPAs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower

National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies.

Federal Land Management Agency (FLMA) Coordination

Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, TPAs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and TPA long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environmental Linkages (PEL)

Implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

Data in Transportation Planning

Encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

State Priorities

FDOT Planning Emphasis Areas

The Florida Department of Transportation Office of Policy Planning develops Planning Emphasis Areas on a two-year cycle in coordination with the development of Metropolitan Planning Organizations' respective unified planning work programs. Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven (7) goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes, and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources. Florida MPOs should consider emphasizing the following four (4) planning topics when updating their UPWPs.

Safety

The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Equity

Executive Order 14008, Tackling the Climate Crisis at Home and Abroad, created the "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The Florida Transportation Plan seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. The MPOs are key to identifying and implementing improvements based on data-driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community. The UPWP should address approaches to furthering transportation equity.

Resilience

With the passage of the FAST Act, resilience was introduced as a federal planning factor: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts. MPOs can address resilience within their planning processes by leveraging tools such as the FHWA Resilience and Transportation Planning Guide and the FDOT Quick Guide: Incorporating Resilience in the MPO LRTP. It should be noted that while these documents focus primarily on the development of MPO LRTPs and TIPs, addressing resilience should be a consideration within every planning document prepared by an MPO. MPOs should place a particular emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, MPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure. Proactive resiliency planning will help the MPO develop planning documents that are ultimately more realistic and cost-effective.

Emerging Mobility

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of all seven goals of the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging mobility. 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.

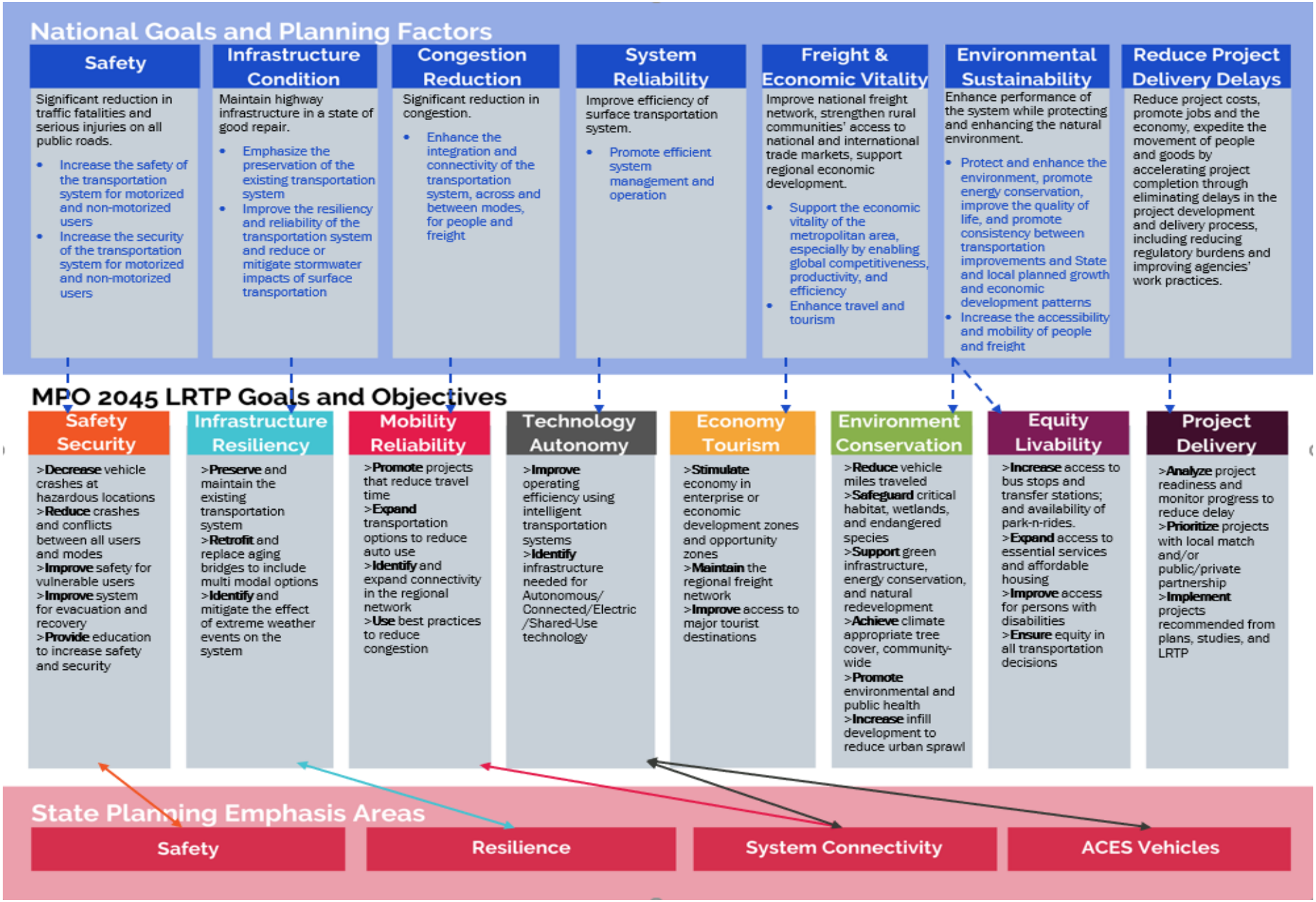
MPO Goal, National Goal, and Planning Factors, FDOT Planning Emphasis Area	MPO Activity
MPO – Safety | Security Federal - Safety and Security • Increase the safety of the transportation system for motorized and non-motorized users • Increase the security of the transportation system for motorized and non-motorized users FDOT - Safety	Working with FDOT and local jurisdictions, the MPO has identified safety improvements for implementation at twenty (20) high crash locations and is currently studying possible improvements at thirty (30) high crash locations on US 41 as part of a larger corridor analysis. The MPO will update safety performance targets in January of 2023 and 2024. MPO staff will increase involvement with the Community Traffic Safety Team (CTST) to better coordinate education and enforcement activities. Additionally, the MPO has completed the Destination Zero study policy action plan.
MPO - Mobility | Reliability Federal - Congestion Reduction • Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight Federal - System Reliability • Promote efficient system management and operation FDOT – Emerging Mobility	The MPO is heavily involved in the improvement of mobility and the reduction of congestion in the region. The MPO updated the Congestion Management Plan (CMP) which has provided information related to the reliability of the system as well as guidance for setting future performance targets. An element of the CMP evaluated Transportation Systems Management and Operations (TSM&O) and ITS deployment as key means to improve connectivity through the implementation of new technology. A US 41/MMEC Corridor Study/Gap Analysis was completed in 2020 and is being used to identify what has been done, what is planned, and what is still needed to fully develop the corridor as a multi modal facility. The study included an analysis of land uses as requested by FDOT. The MPO is currently undertaking a Concept of Operations Study for the US 41 Corridor. The MPO also played an integral role in both the Barrier Island Traffic Study as well as the Central Manatee Network Alternatives Analysis. Both provided in-depth analysis of existing conditions and included short- and long-term strategies to address congestion in these areas. The goal of these efforts is to create a more connected system that provides relief through alternate routes and improves system performance and efficiency through the implementation of new technology.

MPO Goal, National Goal, and Planning Factors, FDOT Planning Emphasis Area	MPO Activity
MPO – Economy | Tourism Federal - Freight Movement and Economic Vitality • Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency • Enhance travel and tourism	The MPO will continue to work closely with Port Manatee and the Sarasota Bradenton International Airport to support projects identified in their master plans. Community partners identified DeSoto Bridge reliability, barrier island traffic, and I-75 interchange development at SR 681 and at Yorkshire Street as priorities for economic development. During the LRTP process the MPO updated the Economy/Tourism chapter in the 2045 LRTP to meet all state and federal requirements as well as guide investment based around context, accessibility, and economic trends.
MPO - Infrastructure | Resiliency Federal - Infrastructure Condition • Emphasize preservation of the existing transportation system • Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation FDOT - Resilience	The MPO continues to monitor the conditions of roads and bridges in the region compliant with both state and federal law. The MPO is further developing plans for targeting storm surge zones and flood prone areas through a Resiliency/Vulnerability Assessment. This includes reviewing projects in vulnerable areas for appropriate stormwater mitigation. The MPO has an ongoing relationship with the Tampa Bay Regional Planning Council and is actively involved with efforts related to education and awareness around system vulnerability. Several of the priority bridges have funding in the work program for the next phase of development. The MPO will work closely with FDOT and the community to build consensus for preferred alternatives and to advance the best projects to serve local needs by updating data to score and prioritize resiliency projects.
MPO – Environment | Conservation Federal - Environmental Sustainability • 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	The MPO will continue to work with regional planning councils, estuary programs, and other groups to further evaluate the impact of transportation on the natural environment. During the LRTP process, the environment element has been updated and informs decision-making based on land use, projected future water inundation, and the presence of protected lands and endangered species.

MPO Goal, National Goal, and Planning Factors, FDOT Planning Emphasis Area	MPO Activity
	The MPO has also completed the Regional Accessibility Analysis that identified areas that have poor access to jobs and services, which will be addressed in the LRTP and future accessibility plans.
MPO – Equity | Livability Federal - Environmental Sustainability • Increase the accessibility and mobility of people and freight FDOT - Equity	The MPO has adopted a goal based around equity and livability to better address community transportation needs. As previously mentioned, the MPO will continue to study accessibility. A way of evaluating this measure was through the development of the 2019 Active Transportation Plan. The ATP was developed to improve connectivity of transit to bicycle and pedestrian facilities. The plan explores alternative and creative transit options including variable fixed route, on demand, hub based, and vanpool services, as well as public-private partnerships. The MPO utilized Streetlight origin-destination data to better understand travel patterns and determine areas and corridors that should be prioritized for alternative mode improvements.
MPO – Technology | Autonomy Federal – System Reliability • Promote efficient system management and operation	The MPO is actively involved implementing new technology and preparing for increased use of emerging mobility technologies throughout the state. The MPO held several forums for the LRTP. One of the topics solely addressed engaged the impact of technology on transportation. The MPO invited experts from around the state to assist and provide information and guidance. The CMP contained TSM&O implementation strategies that included a discussion on the impact of ACES and the infrastructure and technology needed for an ever-growing market share of these vehicles. The MPO recently formed a new TSM&O committee to expand the discussion and coordination between FDOT and local jurisdictions due to the vital importance of this topic. The US 41 Concept of Operations, which includes transit signal prioritization and

MPO Goal, National Goal, and Planning Factors, FDOT Planning Emphasis Area	MPO Activity
	technology elements, is currently under development prior to demonstration.
MPO - Project Delivery	The MPO understands the importance of timely project delivery and is working with the state and local partners to improve communication and coordination with the goal of increasing efficiency. The MPO developed an interactive TIP to track project delivery and meets weekly with the FDOT liaison for continued coordination. Additionally, the MPO completes an annual Town Tour where staff visits each jurisdiction to better understand community needs and prepare for upcoming projects. MPO staff also attends quarterly FDOT coordination meetings with the local jurisdictions to ensure that any assistance the MPO can provide during the project management process is being provided.

Figure 4 Planning Factors Matrix



**MPO 2045 LRTP Goals and Objectives adopted 09/23/2019—currently being updated for new Federal and State PEAs.*

	Task 1.0: Administration and Management		Task 2.0: Systems Planning				Task 3.0: System Performance and Analytics			Task 4.0: Public Outreach		Task 5.0: Regional Task
	Administration	Legislative Issues	Short Term Planning	Long Term Planning	Public Transportation Planning	Special Project Planning	Performance Management & System Monitoring	Greenways, Trails, and Bicycle, Pedestrian Systems	Transportation Disadvantaged B	Public Participation	Regional Coordination	Regional Shared Task
MAP 21/FAST Act Planning Factors												
Safety/Security	X	X	X	X	X	X	X	X	X	X	X	X
Infrastructure/Resiliency	X	X	X	X	X	X	X	X		X	X	X
Mobility/Reliability	X	X	X	X	X	X	X		X	X	X	X
Technology/Autonomy	X	X	X	X	X	X	X		X	X	X	X
Economy/Tourism	X	X	X	X	X	X	X	X		X	X	X
Environment/Conservation	X	X	X	X	X	X	X	X	X	X	X	X
Equity/Livability	X	X	X	X	X	X	X	X	X	X	X	X
Project Delivery	X	X	X	X	X	X	X	X	X	X	X	X
Florida Planning Emphasis Areas - 2021												
Safety	X	X	X	X	X	X	X	X	X	X	X	X
Equity	X	X	X	X	X	X	X	X	X	X	X	X
Resilience	X	X	X	X	X	X	X	X	X	X	X	X
Emerging Mobility	X	X	X	X	X	X	X	X	X	X	X	X
Federal Planning Emphasis Areas												
Climate Crisis	X	X	X	X	X	X	X	X	X	X	X	X
Equity/Justice40	X	X	X	X	X	X	X	X	X	X	X	X
Complete Streets	X	X	X	X	X	X	X	X	X	X	X	X

	Task 1.0: Administration and Management		Task 2.0: Systems Planning				Task 3.0: System Performance and Analytics			Task 4.0: Public Outreach		Task 5.0: Regional Task
	Administration	Legislative Issues	Short Term Planning	Long Term Planning	Public Transportation Planning	Special Project Planning	Performance Management & System Monitoring	Greenways, Trails, and Bicycle, Pedestrian Systems	Transportation Disadvantaged B	Public Participation	Regional Coordination	Regional Shared Task
Federal Planning Emphasis Areas (Continued)												
Public Involvement	X	X	X	X	X	X	X	X	X	X	X	X
STRAHNET/DOD Coordination	X	X	X	X	X	X	X			X	X	X
FLMA Coordination	X	X	X	X	X	X	X	X	X	X	X	X
Planning and Environmental Linkages	X	X	X	X	X	X	X	X	X	X	X	X
Data in Transportation Planning	X	X	X	X	X	X	X	X	X	X	X	X

Table 1: Federal and State Planning Factors by UPWP Task Matrix

Florida Department of Transportation
District Wide Planning Activities /Contracts
(FY 2022 – FY 2023)

Contract Work
GIS Application Development and Systems Maintenance
Systems Planning Reviews
Interchange Reviews
Travel Demand Model Development
ETDM/Community Impact Assessment
Statistics
Federal Functional Classification
Traffic Count Program
Modal Development Technical Support
Commuter Services
State Highway Systems Corridor Studies
Complete Street Studies
Freight Mobility Support
Promoting and coordinating Safety for all modes of Transportation, including bicycle and pedestrian

Public Participation Process

The public is provided with the following opportunities to review and comment on the draft UPWP:

- The draft UPWP is posted on the MPO website at www.mympo.org along with an opportunity for online submittal of comments.
- Printed copies are made available for public review at the MPO office during regular business hours.
- Written comments may be submitted by mail, email, or electronically online via the MPO website.
- Verbal comments may be made during the public comment portion of the agenda during regularly scheduled MPO Board or committee meetings, and/or during a properly noticed MPO Board meeting where adoption of the UPWP is scheduled on the agenda.

Availability of the draft UPWP for public review and comment, as well as the MPO Board meeting to consider its adoption, shall be publicly noticed as follows:

- Posted on the MPO website (www.mympo.org) in accordance with the MPO's Public Participation Plan,
- Distributed by news release to all major newspaper and television media outlets serving the area,
- Social media outlets.

When significant public comments are received on a draft UPWP as a result of public involvement, a summary, analysis, and report on the disposition of comments will be made a part of the final UPWP. If the final UPWP differs significantly from the one made available for public comment or raises new material issues, an additional opportunity for public comment will be made available following adoption.

ORGANIZATION AND MANAGEMENT

Participants

The Sarasota/Manatee Metropolitan Planning Organization (MPO) seventeen-member governing board is made up of local elected representatives from the two (2) counties and the nine (9) cities within both counties, and a representative of the Sarasota Manatee Airport Authority. The mayors of the three (3) small municipalities on Anna Maria Island meet separately as the Island Transportation Planning Organization, which has one seat on the MPO Board. The Florida Department of Transportation (FDOT) District One Secretary serves as a non-voting advisor.

MPO Board Members from the Sarasota and Manatee County Commissions represent the public transit entities operated by their respective counties. Port Manatee is represented by the MPO Board Members who serve on the Manatee County Commission. The MPO Board meets at least quarterly to establish transportation policies and evaluate transportation needs for the bi-county MPO area. The number of representatives selected to serve on the Sarasota/Manatee MPO Governing Board is based on an apportionment plan approved by the Governor of Florida. The MPO Governing board is comprised of elected officials from:

- City of Bradenton (2 representatives)
- Island Transportation Planning Organization (Anna Maria, Holmes Beach & Bradenton Beach) (1 representative)
- Town of Longboat Key (1 representative)
- Manatee County (3 representatives)
- City of North Port (2 representatives)
- City of Palmetto (1 representative)
- City of Sarasota (2 representatives)
- Sarasota County (3 representatives)
- Sarasota-Manatee Airport Authority (1 representative)
- City of Venice (1 representative)

NOTE: The Florida Department of Transportation (FDOT) District 1 Secretary serves as a non-voting advisor.

The MPO has three standing advisory committees (★), as well as its own planning and administrative staff. In addition, the MPO Board occasionally establishes short-term committees to address special projects.

- *Technical Advisory Committee ★ (TAC):* Made up of planning and engineering staff from state, county, city and regional entities, and meets regularly on the second Monday of each month.
- *Citizens Advisory Network ★ (CAN):* Composed of citizens representing each member jurisdiction of the MPO and meets regularly, usually on the first Thursday of each month in which the MPO Board meets. CAN members are recommended for appointment by their local jurisdiction body and confirmed by the MPO Board.
- *Bicycle/Pedestrian and Trails Advisory Committee ★ (BPTAC):* Membership includes citizens and staff of MPO member jurisdictions. The BPTAC meets quarterly at a minimum.

- *Transportation Resiliency Advisory Group (TRAG):* Made up of state, county, city and regional entities, planning, environmental, and stormwater staff focused on implementing projects taken from the resiliency study.
- *Transportation Systems Management & Operations Committee (TSM&OC):* Membership includes the local jurisdictions, FDOT, and the Regional Traffic Management Center (RTMC). The focus of this committee is on the management and implementation of ITS and TSM&O projects in the region.
- *Destination Zero Advisory Group (DZAG):* Fatality and serious injury reduction plan implementation advisory committee.

Sarasota / Manatee MPO Organizational Chart

Agreements

The MPO is federally required to establish and maintain agreements with its member governments as well as its grantors. The agreements fall into four (4) categories: 1) agreements required to establish, organize, and operate the MPO; 2) agreements involving federal "pass through" and state matching funds; 3) agreements involving 100% state grant funds; and 4) agreements involving MPO financial support of local government planning activities. Such agreements include:

- Interlocal Agreement for the Creation of the Sarasota/Manatee Metropolitan Planning Organization (November 3, 2014)
- Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (June 23, 2015)
- State of Florida Department of Transportation Metropolitan Planning Organization Agreement (July 1, 2016, amended October 11, 2017). A new agreement covering this UPWP will be in place effective July 1, 2022.
- Multi-year Joint Participation Agreements for the annual Transportation Disadvantaged planning funds; (Sarasota CTD Planning Grant and Manatee CTD Planning Grant) will be in place for the period covering this UPWP.
- Interlocal Agreement for Joint Regional Transportation Planning and Coordination between the Sarasota/Manatee Metropolitan Planning Organization (MPO) and the Charlotte County-Punta Gorda MPO, January 22, 2018, and auto renews every 5 years.
- Interlocal Agreement for Administrative Services by and between Manatee County and the Sarasota/Manatee Metropolitan Planning Organization, December 17, 2002, and auto renews every year.
- Fifth Amended and Restated Interlocal Agreement for Regional Transportation Planning and Coordination in West Central Florida, by the Sarasota/Manatee MPO on January 27, 2020, and auto renews every 5 years for the West Central Florida MPOs Chairs Coordinating Committee, now known as Suncoast Transportation Planning Alliance (SCTPA), Interlocal Agreement 2021.

Operational Procedures and Bylaws

The MPO is an independent, legal entity authorized pursuant to Florida Law. It is responsible for its own personnel administration and facility operations. The MPO currently has an Interlocal Agreement with Manatee County for support services such as payroll, fringe benefits, and administration.

The MPO is the designated planning agency to receive Transportation Disadvantaged (TD) trust funds for planning activities of the Transportation Disadvantaged Program in the urbanized area. The MPO has two standing Transportation Disadvantaged Local Coordinating Boards (Sarasota and Manatee counties) that are chaired by elected officials from the jurisdiction in which the board serves or a municipality within.

The MPO Board, TAC, and CAN operate under policies approved by the MPO Board. On a regular basis the committees provide recommendations to the MPO Board regarding short and long-range planning, implementation projects, and related issues. The full policy handbook can be viewed at https://www.mympo.org/documents-library#140-policies

Local transportation needs are evaluated annually by the MPO Board. Based on this evaluation, project priorities are established and submitted to FDOT for inclusion in its Five-Year Work Program. FDOT then programs these projects considering local and MPO priorities, production schedules, and funding constraints. If FDOT is unable to fund all the MPO's priorities, FDOT then reports back to the MPO Board to explain why its priorities cannot be met.

By Federal and State law, all multi modal transportation improvement projects must be consistent with the MPO's Long Range Transportation Plan (LRTP) and included in the MPO's Transportation Improvement Program (TIP) to be funded with Federal and State dollars. The MPO's TIP is the primary plan that reflects all state and federally funded transportation improvements in the two-county area.

Forms, Certifications, Assurances

Copies of the following Federal and State required documents are included in Appendices A through J:

A. FDOT District and Local Planning Activities
B. Joint Certification Package
C. Statements and Assurances
D. Title VI Nondiscrimination Agreement
E. Acronyms
F. Comments Received and MPO Responses
G. Resolution Approving the UPWP

2022 STRATEGIC PRIORITIES

Planning
2022 Project Priorities
Tentative Work Program (Annual)
Transportation Improvement Program (Annual)
MAP-21 Safety target setting (Annual)
LRTP Destination Zero Action Plan
Vision Zero Leadership Team
LRTP Resiliency/Vulnerability Assessment Study
Two Trail Studies (Manatee Ave. and Fruitville Rd.)
US 41 Transit Choices Concept of Operations
2022 State of the System Report
Collaboration with Partners

Implementation
Transportation Resiliency Advisory Group and Project Priorities
Long Range Transportation Plan Priorities
Destination Zero Priorities
CMP/TSM&O Priorities
US 41 Transit Choices Study

Administration
FDOT State Certification (Annual)
Sarasota/Manatee MPO scheduled policy reviews
47 committee meetings and 5 board meetings
2022/23-2023/24 Unified Planning Work Program
Top 10 Accomplishments

Engagement
Volunteer recognition program (Annual)
Sarasota/Manatee MPO website review/update
MPO Board orientation program
Committees' orientation program
Public Participation Enhancement

TASK 1.00 ADMINISTRATION AND MANAGEMENT

The Administration and Management Section tasks provides the overall management and general implementation of the transportation planning process in Sarasota and Manatee Counties. Time is allocated for staff to organize and help conduct MPO Board and committee meetings, maintain financial systems, and participate in intergovernmental activities. Provisions are also made for staff training. This task includes preparing and submitting annual administrative reports, including the UPWP and amendments as needed, maintaining office and computer equipment, and all activities and functions required to operate the MPO and perform responsibilities. In January 2008, the MPOAC voted unanimously to switch to a two-year UPWP. The UPWP now includes tasks for two years and the MPO adopts a new UPWP every other year.

Local administrative activities are financed, in part, by FHWA Consolidated Planning Grant Program (CPG/PL) Funds and Local Funds. This funding source and a local match comprise the total administrative costs. An independent single audit of MPO programs is conducted annually in October under the auspices of the Manatee County Clerk of the Circuit Court.

Administration and Management Tasks include:

1.01 Agency Administration
1.02 Legislative Issues

1.01 – AGENCY ADMINISTRATION

PURPOSE:

Ensure an adequately trained professional staff and resources to facilitate the decision-making process for implementing the LRTP transportation vision of the MPO Board and Sarasota/Manatee MPO region and to maintain continuing, comprehensive, and cooperative transportation planning for the MPO area.

PREVIOUS WORK:

- Provided ongoing staff support to the MPO Board and its advisory committees, updated necessary documents, submitted quarterly/monthly progress reports and reimbursement requests.
- Two new committees added in 2021: Transportation Resiliency Advisory Group (TRAG) and Destination Zero Advisory Group (DZAG).
- MPO Office moved to a new location, providing a more welcoming space, and is still located on the county line. The new location provides space for MPO committee meetings, community meetings, workshops, etc.
- Submitted grant application and reimbursement packages in accordance with established procedures and agreements on an ongoing basis.
- Quadrennial FHWA/FTA Federal Certification completed with noteworthy practices.
- Created a new policy manual that encompasses employees, ADA compliance, social media, MPO Governing Board, MPO Committees, cell phones, public record, codes of conduct, etc. The full policy handbook can be viewed at https://www.mympo.org/documents-library#140-policies.

1.02 - LEGISLATIVE ISSUES

PURPOSE:

To engage in activities to educate and/or advocate legislative positions to local, state, or federal officials on matters impacting the operation of the MPO consistent with MPO Board action and subsequent action taken by Sarasota County and Manatee County Commissions. The MPO receives funding from each county to cover these costs and other non-reimbursable expenses such as refreshments.

PREVIOUS WORK:

- MPO staff worked to develop the MPO's Legislative Issues and presented them to the MPO Board.
- Participated in and assisted in development of the MPO Advisory Council (MPOAC).

Task 1.00 Activities for Fiscal Years 2022/23 and 2023/24

Activity		Deliverable(s)	Completion Date
Task 1.01			
A	Administer MPO Governing Board and advisory committees	Agendas, minutes, presentations	As scheduled
B	Provide training for MPO staff and MPO Governing Board members at conferences, workshops, etc. Attend business meetings as required. Training is beneficial to all staff as it keeps employees appraised of latest data, best practices, and procedures related to the transportation planning process. Participate in professional organizations, annual meetings, conferences, and events.	Training, conference, meeting, and event attendance	As needed
C	Monitor the two-year UPWP for FY 23-24, process modifications and amendments, coordinate tasks with participating agencies, submit progress reports and invoices to FDOT, and adopt the FY 25-26 UPWP	• Progress Reports, Invoices • FY 25-26 UPWP	• At least quarterly • May 2024
D	Maintenance and improvements to Office space lease, furniture, audio-visual and IT equipment, software, hardware, utility agreements	Office space	As needed
E	Acquire and utilize software such as ArcGis, Office 365, Adobe Creative Cloud, PublicInput	MPO products	Annually
F	Procure services, supplies, and equipment (scopes of services, RFPs, contracts, etc.)	Executed contracts	As needed
G	Complete General Planning Consultant (GPC) competitive procurement process	GPC selection	July 2024
H	Perform financial tasks including grant reimbursements, audit reports, budget, supporting FDOT audit(s), grant reconciliations, timekeeping, inventory, contract management, invoice payments	• Audit report, County budget • FDOT audit(s)	• Annually • Annually
I	Maintain office supplies to support and execute everyday business including, but not limited to, printers, paper, pens, paperclips, state of the art technology, software. Replacement of the plotter and update accounting system software.	Office supplies and equipment	As needed

Activity		Deliverable(s)	Completion Date
J	Modify/establish agreements, policies, and COOP. Modify procedures to stay in compliance with state and federal rules/laws.	Agreements	As needed
K	Preparation for the 2025 Federal Certification Review.	Ensure compliance with federal guidelines	Ongoing
L	Prepare for and participate in Joint FDOT/MPO annual certification reviews	Ensure compliance with state guidelines	Ongoing
M	Update Apportionment Plan and MPO Designation Documents	Updated documents	Ongoing, as needed
N	Consultant Support Services (per scopes approved by FDOT and FHWA)	Consultants to provide in-house support for MPO staff as assigned.	Ongoing, as needed
TASK 1.02			
O	Development and adoption of the MPO legislative issues	Legislative Issues	Annually
P	Training and orientation for legislative officials	Meeting organization and participation	Annually
Q	Attend Legislative Delegation meetings to provide information about the MPO process	Meeting attendance	As needed

RESPONSIBLE AGENCY: Sarasota/Manatee MPO

Task 1.0 Funding Sources
FISCAL YEAR 2022/2023
FHWA (PL) $660,250.99

Task 1 Administration and Management						
2023						
Funding Source	**FHWA**		**Local**			FY 2023 Total
Contract Number	**G1**		**G3**			
Source Level	**PL**	***Total***	**Sarasota County**	**Manatee County**	***Total***	
MPO Budget Reference	**CPG**					
Lookup Name	**2023 FHWA G1 (PL)**	***FHWA G1 (Total)***	**2023 Local G3 (Sarasota County)**	**2023 Local G3 (Manatee County)**	***Local G3 (Total)***	
Personnel (salary and benefits)						
Personnel	$ 368,628.89	-	$ -		-	$ 368,628.89
Personnel (salary and benefits)	**$ 368,628.89**	**$ 368,628.89**	**$ -**	**$ -**	**$ -**	$ 368,628.89
Consultant						
Consultant Services	$ 22,289.89	-	$ -	$ -	-	$ 22,289.89
Consultant Subtotal	**$ 22,289.89**	**$ 22,289.89**	**$ -**	**$ -**	**$ -**	$ 22,289.89
Travel						
Travel	$ 25,503.07	-	$ -	$ -	-	$ 25,503.07
Travel Subtotal	**$ 25,503.07**	**$ 25,503.07**	**$ -**	**$ -**	**$ -**	$ 25,503.07
Direct Expenses						
Equipment	$ 1,770.00	-	$ -		-	$ 1,770.00
Supplies	$ 16,438.54	-	$ 2,284.57	$ 2,284.57	-	$ 21,007.68
Contractual	$ 40,717.59		$ -			
Software	$ 48,996.04		$ -	$ -		
Building/Equipment Rentals	$ 78,060.34	-	$ -		-	$ 78,060.34
Manatee County Administrative	$ 31,508.68	-	$ -		-	$ 31,508.68
Other Administrative	$ 26,337.95		$ 159.27	$ 159.27		
Internal Accounting Upgrade	$ -					
Audio Visual Technology Upgrade	$ -					
Plotter	$ -					
		-			-	$ -
Direct Expenses Subtotal	**$ 243,829.14**	**$ 243,829.14**	**$ 2,443.84**	**$ 2,443.84**	**$ 4,887.68**	$ 248,716.82
Total	**$ 660,250.99**	**$ 660,250.99**	**$ 2,443.84**	**$ 2,443.84**	**$ 4,887.68**	**$ 665,138.67**

* Reallocating remaining balance of $23,535 from FY19 FHWA grant contract #G0Y74.
* Reducing the Audio-Visual Technology line by $8,045 from $40,000.00 to $31,955.00 and reducing the Plotter line from $12,000.00 to $0 totaling $20,045.00.
* Adding $20,045.00 to the Software.
* Closing out year 1 of the UPWP to reflect actual expenditures in FY23. Remaining funds in FY23 are being allocated in FY24.

FISCAL YEAR 2023/2024
FHWA (PL) $1,270,416.01

2024						
Funding Source	**FHWA**		**Local**			FY 2024 Total
Contract Number	**G1**		**G3**			
Source	**PL**	***Total***	**Sarasota County**	**Manatee County**	***Total***	
MPO Budget Reference	**CPG**					
Lookup Name	**2024 FHWA G1 (PL)**	***FHWA G1 (Total)***	**2024 Local G3 (Sarasota County)**	**2024 Local G3 (Manatee County)**	***Local G3 (Total)***	
Personnel (salary and benefits)						
Personnel	$ 644,834.91	-	$ -		-	$ 644,834.91
Personnel (salary and benefits)	**$ 644,834.91**	**$ 644,834.91**	**$ -**	**$ -**	**$ -**	$ 644,834.91
Consultant						
Consultant Services	$ 10,000.00	-	$ 19,717.54	$ 19,717.54	-	$ 49,435.07
Consultant Subtotal	**$ 10,000.00**	**$ 10,000.00**	**$ 19,717.54**	**$ 19,717.54**	**$ 39,435.07**	$ 49,435.07
Travel						
Travel	$ 50,000.00	-	$ 2,000.00	$ 2,000.00	-	$ 54,000.00
Travel Subtotal	**$ 50,000.00**	**$ 50,000.00**	**$ 2,000.00**	**$ 2,000.00**	**$ 4,000.00**	$ 54,000.00
Direct Expenses						
Equipment	$ 10,000.00	-	$ -		-	$ 10,000.00
Supplies	$ 14,000.00		$ 9,715.43	$ 9,715.43		
Contractual	$ 100,000.00		$ -			
Software	$ 100,000.00		$ 10,000.00	$ 10,000.00		
Building/Equipment Rentals	$ 100,000.00		$ -			
Manatee County Administrative	$ 36,000.00		$ -			
Other Administrative	$ 50,000.00		$ 8,840.73	$ 8,840.73		
Direct Expenses Subtotal	**$ 410,000.00**	**$ 410,000.00**	**$ 28,556.16**	**$ 28,556.16**	**$ 57,112.32**	$ 467,112.32
Total	**$ 1,114,834.91**	**$ 1,114,834.91**	**$ 50,273.70**	**$ 50,273.70**	**$ 100,547.39**	**$ 1,215,382.30**

* Increasing the PL allocation by $7,125.00 due to additional funds received. The increase is shown in the Personnel (Salary & Benefit) line.
* Incorporating balance roll forward from year-1 (FY23) to the year-2 (FY24).
* Increasing the PL allocation by $200,000.00 from the $354,809.00 in carry forward fund from previous UPWP cycle contract #G1M99.
* To De-obligate $155.581.10 in PL funds to allow for reallocation in the first fiscal year (2024/25) of the new UPWP.

TASK 2.00 – SYSTEMS PLANNING

The Sarasota/Manatee MPO transportation planning process uses data and analysis to verify how transportation resources are invested in projects that work towards achieving transportation performance measure targets to make progress toward national goals.

The MPO will carry out varying types of planning activities including the development of the TIP, Project Priorities, the LRTP as well as other regional studies that will provide guidance in the allocation of state and federal funds. Federal Legislation also requires the MPO to adopt targets related to specific performance measures and data collection is vital in the process of establishing these targets and reporting accurately. The MPO also enlists three general planning consultants that assist in the development of these plans and documents.

Systems Planning Tasks include:

2.01 Short Term Planning
2.02 Long Term Planning
2.03 Public Transportation Planning
2.04 2050 LRTP Planning Studies

2.01 – SHORT TERM PLANNING

PURPOSE:
Develop short term planning documents and strategies including the Transportation Improvement Program (TIP), Project Priorities, and other regional studies that implement the vision established in the Long Range Transportation Plan (LRTP) and provide guidance related to near term decision-making.

PREVIOUS WORK:
- Developed the TIP on an annual basis, and was representative of the work program generated by FDOT and the projects submitted by local jurisdictions
- Developed the annual project priorities based on applications submitted by local jurisdictions. This process utilized an online mapping tool, which improved accuracy and efficiency.
- Prioritize Barrier Island Traffic Committee Projects
- Support TSM&O Advisory Group and strategies for funding projects
- Updated the 2019 Congestion Management Plan (CMP), and included a new element related to the future implementation of Transportation Systems Management and Operations (TSM&O) and Intelligent Transportation Systems (ITS) technology throughout the region. The plan prioritized corridors based on objective criteria and provided mitigation strategies based on the type of delay.
- Developed the 2019 Active Transportation Plan (ATP) with the intent of improving connectivity of transit to bicycle and pedestrian facilities. The plan explores alternative and creative transit options including variable fixed route, on demand, hub based, and van pool services as well as public-private partnerships.

2.02 – LONG TERM PLANNING

PURPOSE:
Provide Staff with the necessary resources to maintain, amend, and develop the LRTP on a cyclical basis. Through guidance from federal legislation, the Long Range Plan promotes the safe and efficient development, management, and operation of regional transportation systems to serve the mobility needs of people and freight.

PREVIOUS WORK:
- The MPO held several forums, workshops, and outreach events to develop the foundation of the 2045 LRTP update. Through technical assistance from local jurisdictions and public input from citizens, the MPO developed several scenarios, as well as a guiding vision that represents the future identity of the region. The LRTP was adopted in October of 2020.
- Participated in the development and review of the FDOT District 1 model for the current LRTP cycle. Incorporation of the model runs will assist in work already completed by the MPO and consultants related to future land use and transportation network modeling.
- LRTP Studies funded: Destination Zero Action Plan, Resiliency/Vulnerability Assessment Study, US 41 Concept of Operations Study, SR 64/Manatee Avenue Area Trails Study, Fruitville Road/University Parkway Area Trails Study
- Implementation of LRTP Priorities: TSM&O applications and US 41 Transit Choices Adoption
- Funding identified for LRTP Projects: Desoto Bridge Construction, Fruitville Road/I-75 Interchange, US 41 Safety Implementation Projects

2.03 – PUBLIC TRANSPORTATION PLANNING

PURPOSE:

Provide the necessary resources to successfully plan multimodal and active transportation, including transit, throughout the Sarasota/Manatee Region. The MPO acts as partner and liaison to local transit agencies, while also planning for these activities to increase safety, efficiency, and mode share.

PREVIOUS WORK:

- The MPO completed FY 2021/2022 Section 5305(d) Application (June 2021 and 2022).
- The MPO hosted Quarterly Public Transportation Task Force meetings as a means for elected officials and local jurisdiction staff to provide reports related to public transit throughout the region.
- The MPO assisted and supported in the development and implementation of the Transportation Development Plan (TDP) in both Sarasota and Manatee Counties.
- Adopted US 41 Transit Choices Study. US 41 Concept of Operations is underway with potential for future demonstration project,
- Added a new annual element in the TIP which includes a project and program description, planned costs and anticipated revenues, and assurances that coordination with local public transit and local planning agencies has been completed.
- Completed the Active Transportation Plan (ATP) with the intent of improving connectivity of transit to bicycle and pedestrian facilities. The plan explored alternative and creative transit options including variable fixed route, on demand, hub based, and van pool services as well as public-private partnerships. The MPO utilized Streetlight origin-destination data to better understand travel patterns and determine areas and corridors that should be prioritized for alternative mode improvements.

MANATEE COUNTY AREA TRANSIT

Manatee County Short Range Public Transportation Planning Activities

FTA Section 5307 funding will be used by Manatee County to complete various public transportation planning activities which will include, but not be limited to: system wide and route level assessments including service and equity analyses, Transit Development Plan (TDP) annual updates, Transportation Disadvantaged Service Plan (TDSP) annual updates, a Civil Rights/Title VI Program update, Market Research, FTA Section 5310, 5307/5339 grant applications, National Transit Database (NTD) Annual Report updates, Asset Management Plan updates, and special projects or studies which will be undertaken with the respect to the delivery of transit service in Manatee County. Manatee County short range public transportation planning activities will be included in each 5307 Grant application under grant activity line item (ALI) 44.24.00

SARASOTA COUNTY AREA TRANSIT

Sarasota County Public Transportation Planning Activities

FTA Section 5307 funding will be used by Sarasota County to complete various public transportation planning activities which will include, but not be limited to: system wide and route level assessments including service and equity analyses, Transit Development Plan (TDP) annual updates, Transportation Disadvantaged Service Plan (TDSP) annual updates, a Civil Rights/Title VI Program update, Market Research, FTA Section 5310, 5307/5339 grant applications, National Transit Database (NTD) Annual Report updates, Asset Management Plan updates, and special projects or studies which will be undertaken with respect to the delivery of transit service in Sarasota County. Sarasota County public transportation planning activities will be funded using 5307 grants under ALI 44.22.00 and 44.23.01.

SARASOTA MANATEE AIRPORT AUTHORITY
Masterplan update and implementation is ongoing.

2.04 – 2050 LRTP Planning Studies (CONSULTANT ACTIVITIES)

PURPOSE:
Procure, manage, coordinate, and compensate professional planning consultants to assist in the development of the federal and state required transportation plans, documents, updates and needed amendments. Specific activities will be assigned using Work Task Assignments. Includes special project planning and consultant services in support of systems planning products including system performance management and monitoring, data development and network modeling, LRTP, TIP, and Congestion Management.

PREVIOUS WORK:

- Efforts related to the update of the LRTP for 2045 including support of MPO staff at forums, conferences, and workshops as well as the development of appendices, specific scenarios, and vision.
- Updated the Congestion Management Process and developed a new component related to the implementation of TSM&O and ITS technology.
- Provided assistance with regards to safety data analysis, target setting, and reporting for both committees and the MPO governing board.
- Assisted in the development of the ATP and provided highly detailed analysis of origin-destination data related to alternative modes of transportation

	Activity	Deliverable(s)	Completion Date
TASK 2.01 – SHORT TERM PLANNING			
A	Prepare the TIP, including an interactive online map, and process TIP amendments as needed. Monitor and report on mandated performance measures as needed.	TIP Document	Annually (June)
B	Develop project priorities by soliciting for projects, prioritize using MPO scoring criteria, and submitting to FDOT for consideration. Incorporate updated performance measures as needed to ensure accurate project selection.	Project Priorities	Annually (December)
C	Prepare a list of projects for which Federal funds have been obligated in the preceding year and make it available for public review	Obligated Funds list	Annually (December)
D	Review FDOT Draft Work Program for consistency with LRTP and other documents adopted by the MPO governing board	Review Work Program	Annually (December)
TASK 2.02 – LONG TERM PLANNING			
E	Update the LRTP for the year 2050 and process amendments as needed. Monitor and report on mandated performance measures as needed throughout the life of the LRTP. (This will include the expansion of the safety, equity, and resiliency elements as the MPO incorporates completed planning efforts and incorporates new state and federal guidance.)	• Adopted LRTP • Amendments	• June 2024 (extends to October 2025) • As needed
F	Review and Implementation of the FDOT District 1 regional travel demand model in the 2050 LRTP	LRTP Data Sets	Ongoing
G	Monitor, analyze, and incorporate the 2020 census data into ongoing and upcoming essential MPO documents	2020 census data	Ongoing
H	Update the Active Transportation Plan (ATP) (The MPO will complete an update of the active transportation plan that will incorporate updated alignments for trail segments, completed studies from local jurisdictions, and updated guidance from federal and state agencies. This effort will feed directly into the 2050 LRTP.)	ATP	Mid 2024

	Activity	Deliverable(s)	Completion Date
I	Update the Congestion Management Plan/Process (CMP) (The MPO will update the federally mandate process to ensure concurrence with updated guidance as well as provide local jurisdictions with updated mobility data. This will create a foundation for the mobility element in the 2050 LRTP.)	CMP	Mid 2024
J	Update other planning documents as described in 2045 LRTP	Updated documents	Ongoing, as needed
TASK 2.03 – PUBLIC TRANSPORTATION PLANNING			
K	Conduct Public Transportation Task Force Meetings	Prepare an agenda and record minutes	Quarterly
L	Coordinate with transit providers to coordinate for compliance on all federal requirement documents and agreements	Compliance with documents and agreements	Annually
TASK 2.04 – 2050 LRTP PLANNING STUDIES (CONSULTANT SERVICES)			
M	Continue the LRTP Resiliency/Vulnerability Assessment based on recommendations made in the adopted 2045 LRTP ($50,000 dollars from FY21/22 will be allocated in the first year of the UPWP to complete Phase 1 of the resiliency study. The purpose of this study is to perform a vulnerability assessment of critical assets throughout the region and prioritize using data-based process for funding in the 2050 LRTP.)	Vulnerability Assessment	Late 2022
N	Prepare the US 41 Transit Demonstration Project based on the 2045 LRTP US 41 Concepts of Operations Study (The demonstration project will implement recommendations made from the ongoing US 41 concept of operations study for funding in the 2050 LRTP. This will likely include adjustments to signal timing as well as testing technology such as transit signal priority (TSP) within the corridor.)	US 41 Transit Demonstration Project	Mid 2023
O	Prepare the 7th Street W/E & Haben Boulevard Ext Complete Streets. (For funding in the 2050 LRTP, this study will evaluate complete streets alternatives in area of Palmetto experiencing a significant amount commercial growth. The MPO will work with FDOT and local partners to provide viable alternatives that correspond with the shifting dynamics of the corridor.)	7th Street W/E & Haben Boulevard Ext Complete Streets	Mid 2023

	Activity	Deliverable(s)	Completion Date
P	Project priorities tool mid-update including safety and resiliency (The MPO currently utilizes a web-based project priority scoring tool that needs to be updated as new data becomes available for funding in the 2050 LRTP. This will include the implementation of new safety and resiliency measures as well as operational updates that will improve the functionality of the tool.)	Project priorities tool mid-update	Early 2024
Q	Prepare the US 41 Venice to Charlotte Trail Study (The study will evaluate potential alternatives to connect the Gulf Coast Trail to Charlotte County for funding in the 2050 LRTP. Lack of right-of-way and increasing construction costs require an evaluation of proposed routes to ensure viability prior to adoption on any MPO or State trails map.)	US 41 Venice to Charlotte Trail	Mid 2024
R	Prepare the LECOM Baseball Study (The 2045 LRTP identified 3 baseball access studies as tourism hubs that would require roadway improvements in order to improve traffic flow and to better accommodate the surrounding land uses. The LECOM study will evaluate an area just south of downtown Bradenton and will look to incorporate improved walking and biking concepts as well as decrease recurring congestion near the stadium for funding in the 2050 LRTP.)	LECOM Baseball Study	Mid 2024
S	LRTP Serious Injury and Fatality Reduction Plan Implementation	Project Implementation	Ongoing, as needed
T	Prepare the Ed Smith Stadium Baseball Study (The 2045 LRTP identified 3 baseball access studies as tourism hubs that would require roadway improvements in order to improve traffic flow and to better accommodate the surrounding land uses. The Ed Smith study will evaluate an area just east of downtown Sarasota and will look to incorporate improved walking and biking concepts as well as decrease recurring congestion near the stadium for funding in the 2050 LRTP.)	Ed Smith Stadium Baseball Study	Mid 2025
U	LRTP Resiliency/Vulnerability Assessment Phase 2 (Phase II builds on Phase I of the study to refine the priority project list, develop targeted mitigation strategies that reduce or eliminate damage and disruption to high-risk infrastructure, and integrate resilience into elements of the LRTP, including the Cost Feasible Plan. The study will incorporate insights gained from the experience of Hurricane IAN, which impacted the region in September 2022.)	Vulnerability Assessment	Mid 2024

RESPONSIBLE AGENCY: Sarasota/Manatee MPO

Task 2.00 Funding Sources

FISCAL YEAR 2022/2023

FHWA (PL) $266,622.98

Task 2 Systems Planning					
2023					
Funding Source	**FHWA**			**CTD**	FY 2023 Total
Contract Number	**G1**			**G2**	
Source Level	**PL**	**SU**	***Total***	***Total***	
MPO Budget Reference	**CPG**	**CPG-SU**			
Lookup Name	**2023 FHWA G1 (PL)**	**2023 FHWA G1 (SU)**	***FHWA G1 (Total)***	***CTD G2 (Total)***	
Personnel (salary and benefits)					
Personnel	$ 236,622.98		-	-	$ 236,622.98
Personnel (salary and benefits) Subtotal	**$ 236,622.98**	**$ -**	**$ 236,622.98**	**$ -**	$ 236,622.98
Consultant					
2.04 2050 LRTP Planning Studies (described above table) De Obligated Amounts	$ -	$ 285,040.00	-	-	$ 285,040.00
Resiliency/Vulnerability Assessment FY 22			-	-	$ -
Fatality/Injury Reduction FY 22			-	-	$ -
US 41 Concept of Operations FY 22					
US 41 Transit Demonstration Project FY 22			-	-	$ -
Manatee Ave Trails FY 22					
Fruitville Rd Trails FY22					
2.04 2050 LRTP Planning Studies (described above table)		$ 89,505.20			
7th Street & Haben Blvd FY 23					
Project Priorities Tool Update FY 23-24					
US 41 Venice to Charlotte Trail Study FY 23-24					
LECOM Baseball Stadium Access Study FY 23-					
Destination Zero Action Plan Implementation					
Additional LRTP Implementation and Update			-	-	$ -
SE Data Purchase from MFM	$ 30,000.00				
			-	-	$ -
Consultant Subtotal	**$ 30,000.00**	**$ 374,545.20**	**$ 404,545.20**	**$ -**	$ 404,545.20

*We are expecting the De-obligated amount of $349,800 in SU funds from FY 2021/2022. This is not currently included in the amounts above for the Consultant Services.
* De-obligated amount of $349,800 in SU funds from FY 2021/2022 are being reallocated to Task 2.04.
* To reduce the total amount of new SU funds received by $450,000.00 from the agreed upon $1,000,000.00 to $550,000.00.
* To breakout De Obligated amount of $349,000.00 in SU funds from the new SU allocation for clarification purposes in Task 2.04.
* To include the purchase of SE Data from Metro Forecasting Models with PL funds in the amount of $150,000.00.
* Closing out year 1 of the UPWP to reflect actual expenditures in FY23. Remaining funds in FY23 are being allocated in FY24.

FISCAL YEAR 2023/2024

FHWA (PL) $697,217.02

Total	$ 266,622.98	$ 374,545.20	$ 641,168.18	$ -	$ 641,168.18
2024					
Funding Source	**FHWA**			**CTD**	FY 2024 Total
Contract Number	**G1**			**G2**	
Source	**PL**	**SU**	***Total***	***Total***	
MPO Budget Reference	**CPG**	**CPG-SU**			
Lookup Name	**2024 FHWA G1 (PL)**	**2024 FHWA G1 (SU)**	***FHWA G1 (Total)***	***CTD G2 (Total)***	
Personnel (salary and benefits)					
Personnel	$ 417,217.02		-	-	$ 417,217.02
Personnel (salary and benefits) Subtotal	**$ 417,217.02**	**$ -**	**$ 417,217.02**	**$ -**	$ 417,217.02
Consultant					
2.04 2050 LRTP Planning Studies (described above table)	$ 10,000.00	$ 64,760.00	-	-	$ 74,760.00
Manatee Ave Trails FY 22					
Fruitville Rd Trails FY22					
2.04 2050 LRTP Planning Studies (described above table)		$ 1,211,082.80			
Project Priorities Tool Update FY 23-24					
LECOM Baseball Study FY 23-24					
Destination Zero Action Plan Implementation					
Resiliency/Vulnerability Phase II					
Ed Smith Stadium Study					
Additional LRTP Implementation and Update			-	-	$ -
SE Data Purchase from MFM	$ 220,000.00		-	-	$ 220,000.00
Consultant Subtotal	**$ 230,000.00**	**$ 1,275,842.80**	**$ 1,505,842.80**	**$ -**	$ 1,505,842.80

* To include the purchase of SE Data from Metro Forecasting Models with PI funds in the amount of $100,000.00.
* Increasing total SU allocation from $1,000,000 to $1,200,000.
* Incorporating balance roll forward from year-1 (FY23) to the year-2 (FY24).
* Removing Resiliency Phase I, Fatal Injury, US41 ConOp's, US41 Transportation Demonstration completed in FY23 and 7th St. & Haben Blvd and Venise to Charlotte Trails Study
* Adding lines for the Resiliency Phase II Study and the Ed Smith Stadium Study.
* Increasing the PL allocation by $154,809.00 from the $354,809.00 in carry forward fund from previous UPWP cycle contract #G1M99.
* To De-obligate $50,000.00 in PL funds and $449,412.00 in SU funds to allow for reallocation in the first fiscal year (2024/25) of the new UPWP.

TASK 3.00 SYSTEM PERFORMANCE AND ANALYTICS

Plans remain valid only if their forecast assumptions are constantly monitored. This requires tracking travel demand conditions on the transportation system network and land use trends (the source of travel demand). The trends in actual conditions are compared to forecast assumptions; large discrepancies may be an indication that plan assumptions and/or schedules need to be revised.

MPO policy calls for all available modes of travel to be utilized to their fullest to meet travel demand. Accordingly, activities have been developed to monitor and support the use of mass transit in addition to multiple modes of travel, such as walking, biking, transit, trails, transportation disadvantaged, etc. In this regard, implementation of improvement plans for all modes of transportation will be closely monitored. The plans, projects, reports, and data that are monitored are then analyzed to determine the effectiveness of each of these strategies.

System Performance and Analytics Tasks include:

3.01 Performance Management and System Monitoring
3.02 Greenways, Trails and Bicycle/Pedestrian Systems
3.03 Transportation Disadvantaged (TD) Planning

3.01 - PERFORMANCE MANAGEMENT (PM)

PURPOSE:

Monitor area travel characteristics and factors affecting travel such as socioeconomic, community and land use data; transportation system data; natural, physical, and human environmental concerns and issues; performance management and performance measures monitoring, reporting, and target setting; tasks related to Intelligent Transportation Systems (ITS), Transportation Systems Management & Operations (TSM&O) Development and Congestion Management are included in this process. Incorporate visualization tools

PREVIOUS WORK:

- Integrated Performance Measures (PM) into Planning/Projects:
  - Safety/Security: Safety report and FTA All Hazards Recovery planning grant
  - Infrastructure Condition: Bridge and Pavement Assessments
  - Mobility/Congestion/Reliability: Updated the CMP and includes TSM&O element
  - Economy/Freight: New appendix in the 2045 LRTP highlighting context, accessibility, and economic trends
  - Environment/Livability: Developed and adopted the Active Transportation Plan
  - Project Delivery: Advanced the prioritization process by utilizing an automated scoring tool
- Responded to various inquiries and transmitted traffic counts, Florida Standard Urban Transportation Model Structure (FSUTMS), socio-economic data, network data files, planning data, transportation analysis zone maps, Sarasota-Manatee Area Transportation Study (SMATS) total system miles, vehicle miles of travel (VMT), and reports to local governmental agencies, consulting firms, developers, and the general public

3.02 - GREENWAYS, TRAILS, AND BICYCLE/PEDESTRIAN SYSTEMS

PURPOSE:

Ensure consistency between all MPO plans and documents as related to the planning, development, and implementation of bicycle, pedestrian, greenways, and trails efforts throughout the region.

PREVIOUS WORK:

- Reviewed various Greenways, Trails and Bicycle/Pedestrian Plans and programs from the public and private sector
- Served as a member of the West Central Florida's Chair's Coordinating Committee's Regional Trails subcommittee
- Incorporated Bicycle and Pedestrian planning and implementation into the 2045 LRTP
- Coordinated activities and events in cooperation with local bicycle and pedestrian advocacy groups
- Hosted Gulf Coast Safe Streets Summit 2021—BLVD Bike Rides mobile workshop
- Developed and adopted the Active Transportation Plan (ATP) with the intention of improving connectivity between multiple modes of transportation including bicyclists, pedestrians, and transit riders

3.03 – TRANSPORTATION DISADVANTAGED PLANNING

PURPOSE:

Conduct proactive Public Involvement/Public Information activities that provide complete information, timely public notice, full public access to key decisions and supports early and continuing involvement of the public in the transportation disadvantaged planning process. Ensure the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons for Sarasota and Manatee Counties as required by Chapter 427, FS and 41-2 FAC.

PREVIOUS WORK:

- Continued monitoring of state legislative action regarding Transportation Disadvantaged planning and operational funding to provide transportation services to people who are transportation disadvantaged in Sarasota and Manatee Counties
- Attended the Joint FPTA/TD Conference
- Coordinated the first Joint Sarasota and Manatee Transportation Disadvantaged Workshop

Task 3.00 Activities for Fiscal Years 2022/23 and 2023/24

	Activity	Deliverable(s)	Completion Date
TASK 3.01			
A	Monitor the CMP for project identification	Identified projects	Annually
B	Continue to refine project prioritization process	Updates to criteria	As needed
C	Develop, monitor, and report on performance measures and targets	Targets Report	Annually Annually
D	Data collection related to traffic volumes, speed, travel time, and origin-destination	Data sets	Annually
E	Monitor ATP for project identification	Identified projects	Annually
F	Support and prioritize projects from MPO/FDOT studies including the Central Manatee Network Alternatives Analysis and Barrier Island Traffic Study	Project prioritization	Annually
G	Organize and support the Barrier Island Traffic Study Implementation Committee	Meeting support	As scheduled
H	Organize and support the TSM&O Coordination Committee and leverage funding to engage in active performance management and data gathering;	Meeting support and data management	As scheduled
I	Monitor the development of local, regional, and statewide greenways, trails, and bicycle/pedestrian plans and programs to ensure consistency with MPO plans and programs	Plan consistency	Annually
J	Enhance the quality, usability, and value of data by continuing to coordinate regional performance measures and related data gathering among MPOs and with FDOT. Begin creating a unified set of regional spatial and tabular data formats and metadata. standards. Acquire and analyze transportation system and other	Data Platform	Ongoing

	Activity	Deliverable(s)	Completion Date
	relevant data. Continue coordination efforts to develop a consistent approach to the sharing and use of data.		
TASK 3.02			
K	Organize and support the MPO's Bicycle/Pedestrian/Trails Advisory Committee	Meeting Support	As scheduled
L	Assist local jurisdictions with plan development related to greenways, trails, bicycle, and pedestrians	Local Support	As needed
Task 3.03			
M	Jointly develop and annually update the Transportation Disadvantaged Service Plans (TDSP) with the community transportation coordinators (CTC) and the LCBs	Complete initial TDSP or annual updates	Annually (June 30th)
N	Solicit and recommend CTCs to the Commission by planning agency staff or their designee as needed	Planning agency's letter of recommendation and signed resolution	Every 5 years
O	Provide staff support to the LCBs in conducting an annual evaluation of the CTCs, including local developed standards as delineated in the adopted TDSPs. Assist the Commission in joint reviews of the CTCs	LCB and planning agency selected CTC evaluation worksheets pursuant to the most recent version of the Commission's CTC Evaluation Workbook	Annually
P	Organize and provide staff support and related resources for at least four (4) LCB meetings per year, holding one meeting during each quarter. Provide program orientation and training for newly appointed LCB members.	LCB Meeting agendas; minutes; membership roster; attendance report; copy of public notice of meetings	Quarterly
Q	• Host one LCB public workshop, and • Assist the Commission, as requested, in co-sponsoring public workshops.	Public workshop agenda and minutes of related workshop	• Annually • As requested

	Activity	Deliverable(s)	Completion Date
R	Develop and annually update by-laws for LCBs approval.	Copy of LCB approved by-laws with date of update noted on cover page	Annually
S	Develop, annually update, and implement LCBs grievance procedures in accordance with the Commission's most recent LCB and Planning Agency Operating Guidelines.	Copy of LCB approved Grievance Procedures with date of update noted on cover page	Annually
T	Review and comment on the Annual Operating Report (AOR) for submittal to the LCBs, and forward comments/concerns to the Commission.	Cover Page of AOR, signed by CTC representative and LCB Chair	Annually
U	Research and complete the Actual Expenditures Report (AER) for direct federal and local government transportation funds.	Completed AER in accordance with the most recent Commission's AER instructions	Annually (September 15th)
V	Complete quarterly progress reports addressing planning accomplishments for the local transportation disadvantaged program as well as planning grant deliverables.	Complete Quarterly Progress Reports submitted with invoices	Quarterly
W	Planning agency staff shall attend at least one Commission sponsored training, including but not limited to, the Commission's regional meetings or annual training workshop.	Documentation related to attendance at such event(s)	Annually

RESPONSIBLE AGENCY: Sarasota/Manatee MPO

Task 3.00 Funding Sources

FISCAL YEAR 2022/2023

FHWA (PL) $156,290.99

2023										
Funding Source	FHWA			CTD			Local			FY 2023 Total
Contract Number	G1			G2			G3			
Source Level	PL	SU	*Total*	State		*Total*	Sarasota County	anatee Coun	*Total*	
MPO Budget Reference	CPG	CPG-SU		CTD			Local			
Lookup Name	2023 FHWA G1 (PL)	2023 FHWA G1 (SU)	*FHWA G1 (Total)*	2023 CTD G2 (State)		*CTD G2 (Total)*	2023 Local G3 (Sarasota County)	2023 Local G3 (Manatee County)	*Local G3 (Total)*	
Personnel (salary and benefits)										
Personnel	$ 156,290.99		-	$ 57,231.00		-			-	$ 213,521.99
Personnel (salary and	**$ 156,290.99**	**$ -**	**$ 156,290.99**	**$ 57,231.00**	**$ -**	**$ 57,231.00**	**$ -**	**$ -**	**$ -**	$ 213,521.99
Consultant										
3.01 Performance Management	$ -		-			-			-	$ -
Consultant Subtotal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ -
Total	**$ 156,290.99**	**$ -**	**$ 156,290.99**	**$ 57,231.00**	**$ -**	**$ 57,231.00**	**$ -**	**$ -**	**$ -**	**$ 213,521.99**

* Closing out year 1 of the UPWP to reflect actual expenditures in FY23. Remaining funds in FY23 are being allocated in FY24.

FISCAL YEAR 2023/2024

FHWA (PL) $248,307.01

2024										
Funding Source	FHWA			CTD			Local			FY 2024 Total
Contract Number	G1			G2			G3			
Source	PL	SU	*Total*	State		*Total*	Sarasota County	Manatee Count	*Total*	
MPO Budget Reference	CPG	CPG-SU		CTD			Local			
Lookup Name	2024 FHWA G1 (PL)	2024 FHWA G1 (SU)	*FHWA G1 (Total)*	2024 CTD G2 (State)		*CTD G2 (Total)*	2024 Local G3 (Sarasota County)	2024 Local G3 (Manatee County)	*Local G3 (Total)*	
Personnel (salary and benefits)										
Personnel	$ 138,888.11		-	$ 60,261.00		-			-	$ 199,149.11
Personnel (salary and benefits)	**$ 138,888.11**	**$ -**	**$ 138,888.11**	**$ 60,261.00**	**$ -**	**$ 60,261.00**	**$ -**	**$ -**	**$ -**	$ 199,149.11
Consultant										
3.01 Performance Management	$ 15,000.00		-			-			-	$ 15,000.00
3.03 TDSP	$ -		-			-	$ 20,500.00	$ 20,500.00	-	$ 41,000.00
Consultant Subtotal	**$ 15,000.00**	**$ -**	**$ 15,000.00**	**$ -**	**$ -**	**$ -**	**$ 20,500.00**	**$ 20,500.00**	**$ 41,000.00**	$ 56,000.00
Total	**$ 153,888.11**	**$ -**	**$ 153,888.11**	**$ 60,261.00**	**$ -**	**$ 60,261.00**	**$ 20,500.00**	**$ 20,500.00**	**$ 41,000.00**	**$ 255,149.11**

* Incorporating balance roll forward from year-1 (FY23) to the year-2 (FY24).
* Revising TD amount from $57,231.00 to $60,261.00 to reflect actual allocation received for FY24.
*Adding line item under consultant for the possible development of TDSP should either County Transit Agency need assistance using Local Funds.
* * To De-obligate $94,418.90 of PL funds to allow for reallocation in the first fiscal year (2024/25) of the new UPWP.

TASK 4.00 PUBLIC OUTREACH

The purpose of the Public Outreach Tasks is to implement the public involvement process. This process ensures that no person is discriminated against and that all citizens are provided equal access in the transportation decision-making. The MPO established a proactive public involvement process providing comprehensive information, timely public notice, public access to key decisions, which supports early and continuing involvement of the public in developing plans and programs. This public involvement process provides for special emphasis to include and engage historically under-served and under-represented populations. The MPO process is open, transparent, and public comments are acknowledged as well as considered in the MPO's decision-making.

Following Title VI of the Civil Rights Act, this process is specifically designed to provide attention to the needs of people who are traditionally underserved and underrepresented (e.g., people who are visually and/or hearing-impaired) in the transportation planning process. In addition, the MPO adopted a Limited English Proficiency (LEP) Plan to ensure public involvement opportunities are available to people with Limited English Proficiency. This public involvement process also includes a public outreach program that is integrated throughout all MPO activities and programs.

Public Outreach Tasks include:
4.01 Public Participation
4.02 Regional Coordination

4.01 - PUBLIC PARTICIPATION

PURPOSE:

Consult the public through an open process including regular public meetings of the MPO Board and advisory committees. Support demographically representative, early and continuing public involvement in the development of plans and programs. Conduct proactive Public Participation activities that provide complete information, timely public notice, full public access to key decisions and support early and continuing involvement of the public in the transportation planning process. To maintain and expand the public participation and education program to audiences both familiar and unfamiliar with the transportation planning process.

PREVIOUS WORK:

- Completed the mympo.org website redesign to enhance the user experience.
- Continually present MPO information to the public, elected officials, community organizations, and other interested parties.
- Maintained and expanded social media platforms to effectively reach more residents following the Long Range Transportation Plan update.
- Hosted the Tuesday Traffic JAM! Webcast, winner of runner-up for 15th Annual John and Jane Q. Public Award, which included topics such as Destination Zero and the Talking Transit Series

- Presented the Tuesday Traffic JAM! Webcast Program at TRB Conference in Washington, DC on January 11, 2022, and received the award for runner-up for 15th Annual John and Jane Q. Public Award.
- Hosted six (6) forums/community workshops and distributed two (2) community surveys in relation to the 2045 Long Range Transportation Plan (LRTP) update.
- Received over 2,000 responses on the LRTP General survey that was open from April 22, 2019, to August 31, 2019, and 205 responses on the Scenario Survey that was open from October 21, 2019, to January 7, 2020.
- Social media campaigns
- Updated the PPP
- Destination Zero Survey
- Transit Choices Outreach Events

4.02 – REGIONAL COORDINATION

PURPOSE:

Maintain and enhance the ongoing multi-county collaborative transportation planning process and participate in other regional and statewide planning activities and organizations that have an impact on the regional multi modal transportation system. Ensure a forum for coordination between the Charlotte County-Punta Gorda and Sarasota/Manatee MPOs regarding regional transportation planning and maintain collaborative relationships with neighboring and other MPOs along the Gulf Coast, West Central Florida, Central Florida, and the greater megaregion.

PREVIOUS WORK:

- Participated in regular and special meetings of the Tampa Bay Regional Planning Council (TBRPC); MPO Chairs Coordinating Committee (CCC)/Suncoast Transportation Planning Alliance (SCTPA); statewide MPO Advisory Council; Tampa Bay Area Regional Transit Authority (TBARTA); Corridor Management entities for Courtney-Campbell Causeway and Suncoast Parkway; Florida Aviation System Planning Process; Tampa Bay Partnership; Florida Transportation Commission; and Southwest Connect (I-75).
- Held public meetings of the CCC, Joint CAC, Regional Multi-Use Trails Committee, and MPO Staff Directors.
- Participated in the Regional Transportation Interagency Exchange facilitated by FDOT.
- Participated in the development and implementation of the Tampa Bay Regional Strategic Freight Plan with the FDOT Regional Goods Movement Advisory Committee.

	Activity	Deliverable(s)	Completion Date
TASK 4.01			
A	On-going organizational and meeting support of the MPO Board and Committees.	Agendas, minutes, memos, and related information for all public meetings. Meeting presentation and educational materials on transportation topics as time allows	As needed
B	Evaluate and maintain the MPO Public Participation Process.	Revise and update its Public Participation Plan	Every 3 years
C	Increase public awareness and participation in the transportation planning process and the implementation of plans and projects	1. Documentation of press releases and media stories related to MPO projects 2. Spanish language MPO overview one-page flyer 3. Data Analysis from survey/publicinput.com outreach efforts	1. Annually 2. As needed 3. As needed
D	Assurance of environmental justice and Title VI compliance in all work plans and activities, including the identification of underserved communities.	Revise and update its Limited English Proficiency Plan (LEP)	Every 3 years
E	Maintenance of the mympo.org website with timely information regarding the MPO's ongoing activities, scheduled events, information related to regional transportation issues, and ADA accessible planning documents.	Maintenance of the MPO website with current information on transportation topics	Quarterly
F	Sponsor education and other relevant transportation training activities.	Sponsored training and events	As needed
G	Conduct public presentations and be present at local, regional, statewide and other events to inform local and regional advocacy groups, transportation professionals, and public officials about statewide and interregional transportation planning efforts, funding issues, or innovative programs.	Public presentations	As requested
H	Actively engage the public in the transportation planning process according to the policies contained in the Public Participation Plan, following State and Federal law.	1. Current and up-to-date database of contacts 2. Email, post, or publicly notice meeting announcements and invitations	1. Monthly 2. As needed 3. As needed

	Activity	Deliverable(s)	Completion Date
		3. Employ visualization techniques to depict transportation plans 4. Respond to public comments and inquiries	4. Within 24 hours of receipt
I	Inform the public of ongoing transportation related issues and activities on a continuous basis.	1. Provide general and project-specific information 2. Newsletter 3. Social Media 4. Special Notices	1. As requested 2. Bi-Weekly 3. Weekly 4. As needed
J	Encourage the involvement of all Sarasota and Manatee County residents in the transportation planning process.	1. Hold public meetings at a site convenient to potentially affected citizens whenever possible 2. Implement its Limited English Proficiency Plan 3. Outreach in the community	1. As needed 2. As needed 3. Whenever possible
K	Participate in public participation activities for individual transportation improvement projects from the planning phase through construction.	1. Assist the Florida Department of Transportation, local governments and other transportation agencies in the development and implementation of public participation activities 2. Participate in the Efficient Transportation Decision Making (ETDM) Program	1. As requested 2. As needed
TASK 4.02			
L	Participate in the Florida MPO Advisory Council activities and meetings to share best practices, conduct statewide research tasks, and stay abreast of statewide and national policy changes	Meeting Participation	Quarterly and as needed
M	Annually review Transportation Regional Incentive Program (TRIP) and regional multiuse trails priorities, prioritize candidate projects, and make a recommendation to the TBARTA CCC/SCTPA board	TRIP Priority List	Annually
N	Support regional transit planning in coordination with TBARTA, FDOT, and local transit agencies	Meeting Participation and Support	Quarterly
O	Provide input on the Florida SIS and the Florida Transportation Plan and other State and Regional Planning efforts.	Plan Input	As Needed

	Activity	Deliverable(s)	Completion Date
P	Provide financial support to specific regional planning tasks to be conducted pursuant to the Suncoast Transportation Planning Alliance that are above and beyond regularly recurring administrative and coordinating responsibilities. Each of the six member MPOs/TPOs will be allocating funds in their budget tables. A different MPO may take responsibility for conducting such tasks in future years, subject to a modification of the UPWP.	Financial Support	Annually
Q	Support Federal, State, and Local COVID-19 recovery efforts	Support Recovery Efforts	Monthly
R	Participate in National Incident Management System (NIMS), emergency management and other training related to transportation systems performance or LRTP Goals and Objectives	Training	Annually

RESPONSIBLE AGENCY: Sarasota/Manatee MPO

Task 4.0 Funding Sources

FISCAL YEAR 2022/2023

FHWA (PL) $122,614.93

Task 4 Public Outreach							
2023							
Funding Source	**FHWA**			**CTD**			FY 2023 Total
Contract Number	**G1**			**G2**			
Source Level	**PL**	**SU**	***Total***	**State**		***Total***	
MPO Budget Reference	**CPG**	**CPG-SU**		**CTD**			
Lookup Name	**2023 FHWA G1 (PL)**	**2023 FHWA G1 (SU)**	***FHWA G1 (Total)***	**2023 CTD G2 (State)**		***CTD G2 (Total)***	
Personnel (salary and benefits)							
Personnel	$ 122,614.93		-			-	$ 122,614.93
			-			-	$ -
Personnel (salary and benefits)	**$ 122,614.93**	**$ -**	**$ 122,614.93**	**$ -**	**$ -**	**$ -**	$ 122,614.93
Consultant							
			-			-	$ -
Consultant Subtotal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ -
Total	**$ 122,614.93**	**$ -**	**$ 122,614.93**	**$ -**	**$ -**	**$ -**	**$ 122,614.93**

* Closing out year 1 of the UPWP to reflect actual expenditures in FY23. Remaining funds in FY23 are being allocated in FY24.

FISCAL YEAR 2023/2024

FHWA (PL) $107,306.07

2024							
Funding Source	**FHWA**			**CTD**			FY 2024 Total
Contract Number	**G1**			**G2**			
Source	**PL**	**SU**	***Total***	**State**		***Total***	
MPO Budget Reference	**CPG**	**CPG-SU**		**CTD**			
Lookup Name	**24 FHWA G1 (P**	**24 FHWA G1 (S**	***FHWA G1 (Total)***	**24 CTD G2 (Stat**		***CTD G2 (Total)***	
Personnel (salary and benefits)							
Personnel	$ 97,306.07		-			-	$ 97,306.07
			-			-	$ -
Personnel (salary and benefits)	**$ 97,306.07**	**$ -**	**$ 97,306.07**	**$ -**	**$ -**	**$ -**	$ 97,306.07
Direct Expenses							
4.01 Advertising	$ 10,000.00		-			-	$ 10,000.00
Direct Expenses Subtotal	**$ 10,000.00**	**$ -**	**$ 10,000.00**	**$ -**	**$ -**	**$ -**	$ 10,000.00
Total	**$ 107,306.07**	**$ -**	**$ 107,306.07**	**$ -**	**$ -**	**$ -**	**$ 107,306.07**

* Incorporating balance roll forward from year-1 (FY23) to the year-2 (FY24).
* Adding a line for advertising as part of the ongoing process of increasing public participation in projects.

TASK 5.00 SCTPA SUPPORT AND SHARED TASK – INCLUDES SHARED OR TRANSFERRED FUNDS AND AGREEMENTS/MOU

PURPOSE:

Multi-county collaborative transportation planning requiring inter-local agreements or similar and transfer of funds to further regional and statewide planning activities.

PREVIOUS WORK:

Regional Long Range Transportation Plan Summary Publication

Task 5.00 Activities for Fiscal Years 2022/23 and 2023/24

	Activity	Deliverable(s)	Completion Date
TASK 5.00			
A	Develop Regional UPWP Task		Ongoing
B	Participate in Sun Coast Transportation Planning Alliance (SCTPA)		Ongoing
C	Regional LRTP		
D	Conduct a regional assessment of mobility, safety, and resilience needs, in advance of the development of the 2050 Long Range Transportation Plans	Regional Needs Assessment	June 2024
E	Produce and create content materials, presentations, website, graphics and assist in administration of SCTPA	Social Media content, production, website maintenance and creation	Ongoing through June 2024

Consultants may assist with these tasks. FHWA, FTA, and other funds may be used in support of these tasks **(lobbying is an ineligible expense for federal funds)**. All projects are consistent with federal and state regulations and detailed in invoices submitted to FDOT for reimbursement.

Responsible Agencies:

Lead Agency: Forward Pinellas

Responsible Agencies: Hillsborough TPO, Pasco MPO, Hernando/Citrus MPO, Sarasota/Manatee MPO, and Polk TPO

Stakeholders: TBRPC, FDOT, and other regional/statewide partners

Task 5.0 Funding Sources

FISCAL YEAR 2022/2023
FHWA (PL) $10,000

Task 5 MPO Regional Activities				
2023				
Funding Source	**FHWA**			FY 2023 Total
Contract Number	**G1**			
Source Level	**PL**	**SU**	***Total***	
MPO Budget Reference				
Lookup Name	**2023 FHWA G1 (PL)**	**2023 FHWA G1 (SU)**	***2023 FHWA G1 (Total)***	
Consultant	$ 10,000	$ -	**$ 10,000**	$ 10,000
2023 Totals	**$ 10,000**	**$ -**	**$ 10,000**	**$ 10,000**

FISCAL YEAR 2023/2024
FHWA (PL) $5,000

2024				
Funding Source	**FHWA**			FY 2024 Total
Contract Number	**G1**			
Source Level	**PL**	**SU**	***Total***	
MPO Budget Reference				
Lookup Name	**2024 FHWA G1 (PL)**	**2024 FHWA G1 (SU)**	***2024 FHWA G1 (Total)***	
Consultant	$ 5,000	$ -	**$ 5,000**	$ 5,000
2024 Totals	**$ 5,000**	**$ -**	**$ 5,000**	**$ 5,000**

AGENCY PARTICIPATION SUMMARY BUDGET TABLE

Agency Participation

Funding Source	CTD		FHWA		Local	
Contract	G2		G1		G3	
Fiscal Year	2023	2024	2023	2024	2023	2024
Total Budget	$ 57,231	$ 60,261	$ 1,590,325	$ 3,304,089	$ 4,888	$ 141,547
Task 1 Administration and Management						
Personnel (salary and benefits)	$ -	$ -	$ 368,629	$ 644,835	$ -	$ -
Consultant	$ -	$ -	$ 22,290	$ 10,000	$ -	$ 39,435
Travel	$ -	$ -	$ 25,503	$ 50,000	$ -	$ 4,000
Direct Expenses	$ -	$ -	$ 243,829	$ 410,000	$ 4,888	$ 57,112
Sub Total	$ -	$ -	$ 660,251	$ 1,114,835	$ 4,888	$ 100,547
Task 2 Systems Planning						
Personnel (salary and benefits)	$ -	$ -	$ 236,623	$ 417,217	$ -	$ -
Consultant	$ -	$ -	$ 404,545	$ 1,505,843	$ -	$ -
Sub Total	$ -	$ -	$ 641,168	$ 1,923,060	$ -	$ -
Task 3 System Performance and Analytics						
Personnel (salary and benefits)	$ 57,231	$ 60,261	$ 156,291	$ 138,888	$ -	$ -
Consultant	$ -	$ -	$ -	$ 15,000	$ -	$ 41,000
Sub Total	$ 57,231	$ 60,261	$ 156,291	$ 153,888	$ -	$ 41,000
Task 4 Public Outreach						
Personnel (salary and benefits)	$ -	$ -	$ 122,615	$ 97,306	$ -	$ -
Sub Total	$ -	$ -	$ 122,615	$ 107,306	$ -	$ -
Task 5 MPO Regional Activities						
Personnel (salary and benefits)	$ -	$ -	$ -	$ -	$ -	$ -
Consultant	$ -	$ -	$ 10,000	$ 5,000	$ -	$ -
Sub Total	$ -	$ -	$ 10,000	$ 5,000	$ -	$ -
TOTAL PROGRAMMED	**$ 57,231**	**$ 60,261**	**$ 1,590,325**	**$ 3,304,089**	**$ 4,888**	**$ 141,547**

FUNDING SOURCES SUMMARY BUDGET TABLE

Funding Source

Contract	Funding Source	Source Level	2023	2024	FY 2023 Funding Source				FY 2024 Funding Source		
					Soft Match	Federal	State	Local	Soft Match	Federal	State
G2	CTD	State	$ 57,231	$ 60,261	$ -	$ -	$ 57,231.00	$ -	$ -	$ -	$ 60,261.00
			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		CTD G2 TOTAL	**$ 57,231**	**$ 60,261**	**$ -**	**$ -**	**$ 57,231**	**$ -**	**$ -**	**$ -**	**$ 60,261**
	CTD	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		CTD TOTAL	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
G1	FHWA	PL	$ 1,215,780	$ 2,028,246	$ 268,145.28	$1,215,779.89	$ -	$ -	$ 447,338.06	$2,028,246.11	$ -
		SU	$ 374,545	$ 1,275,843	$ 82,607.49	$ 374,545.20	$ -	$ -	$ 281,392.40	$1,275,842.80	$ -
		FHWA G1 TOTAL	**$ 1,590,325**	**$ 3,304,089**	**$ 350,753**	**$ 1,590,325**	**$ -**	**$ -**	**$ 728,730**	**$ 3,304,089**	**$ -**
G3	Local	Sarasota County	$ 2,444	$ 70,774	$ -	$ -	$ -	$ 2,443.84	$ -	$ -	$ -
		Manatee County	$ 2,444	$ 70,774	$ -	$ -	$ -	$ 2,443.84	$ -	$ -	$ -
		Local G3 TOTAL	**$ 4,888**	**$ 141,547**	**$ -**	**$ -**	**$ -**	**$ 4,888**	**$ -**	**$ -**	**$ -**
		TOTAL	**$ 1,652,444**	**$ 3,505,897**	**$ 350,753**	**$ 1,590,325**	**$ 57,231**	**$ 4,888**	**$ 728,730**	**$ 3,304,089**	**$ 60,261**

APPENDIX A - LOCAL PLANNING ACTIVITIES

LOCAL PLANNING ACTIVITIES

City of Holmes Beach

- The City adopted a Destination Zero Resolution.
- The City started a City Specific Risk Assessment. Task 1 of 3 has been completed. They are seeking a Florida Resilient grant for funding the other tasks.
- The City is currently collecting storm infrastructure existing data, high tide data, pavement condition, and sign infrastructure data and documenting it in GIS.
- The City is also updating their Emergency Management Plan.

Manatee County Area Transit

In FY 2023, Manatee County Area Transit (MCAT) will conduct and complete a major 2023-2032 Transit Development Plan (TDP), which is required to be submitted. The TDP is a strategic business plan and visioning document for MCAT. The project is scheduled from August 1, 2022, through September 1, 2023. The overall goal of the TDP is to address the growth needs of the County's existing transit users as follows:

(1) Define the public transportation needs in Manatee County,
(2) Evaluate the services and service levels that MCAT currently provides,
(3) Involve a robust public participation process,
(4) Coordinate and seek input from stakeholders and their existing planning efforts,
(5) Develop agency and community goals and objectives,
(6) Develop a plan of transit capital and service alternatives that address the community's transit needs, and
(7) Develop an action plan that can be monitored and updated by MCAT on an annual basis.

Manatee County

1. **Mobility Plan** – The Mobility Plan collects information with assistance from the public in the form of surveys and in-person workshops (when possible) to provide an overview of existing conditions in the County. In addition, meetings with County Departments, Cities, Sarasota-Manatee Metropolitan Planning Organization (MPO), and District One from the Florida Department of Transpiration (FDOT) help develop technical recommend dations. The result will be an updated long-range plan to assist with decision-making for transportation alternatives. Existing and future projects can follow the framework of the Mobility Plan within County guidelines that can be continuously updated. As the data is currently being prepared in conjunction with input from the public, it is expected to be in **draft form for review in late summer**.

2. **Trailways Master Plan** – Trailways in Manatee County help with making trips separated from vehicles. While it doesn't remove the need for bicycle lanes, shared lanes, and other infrastructure, it is meant to provide additional pathways to destinations such as employment centers, schools & civic areas, and convenience retail – to name a few – for pedestrians and cyclists that feel more comfort separated from traffic. It also supports recreational goals by connecting with Manatee County's Park & Natural Resources network. The first public involvement event was held at the **Convention Center in Bradenton May 19th**. The Plan will include details about constraints, a pattern book for community stakeholders to communicate their interests, and funding opportunities for future paths. It is intended to be finished in the calendar year with the next Public Involvement event coordinated with FDOT and the MPO in **late summer / early autumn**.

Note: This is raw data from the event but has not been fully reviewed (pictures were acknowledged as okay to use by participants).

3. **Public Involvement –** in coordination with Strategic Affairs, transportation is coordinating with Manatee Redevelopment, Manatee Libraries, and the public community for both healthy walking and the bicycling community to promote safety, inclusion, and awareness for all transportation users. This includes partnership with the recent **"Ride of Silence"** that our neighboring Sarasota County also coordinated with Manatee and the MPO.

4. **Concurrency Reservation System –** The intention is to be completed with Phase 2 **by the end of the calendar year or early next year**. It will help ensure that new development, or increased intensity of use - which places demands on public infrastructure - is mitigated with thorough review by the County.

Town of Longboat Key

Gulf of Mexico Drive (SR 789) Complete Streets Corridor Plan

- Development of a guidance document that will function as an action plan to modify segments and intersections along Gulf of Mexico Drive ("GMD") into a safer, more multi-modal, efficient and aesthetically pleasing roadway and trail environment.
- Expected completion of the Plan: **October/ November 2022**
- Consultant: **Kimley – Horn & Associates, Inc.**

Comprehensive Adaptation Plan (Sea Level Rise)

- Development of a guidance document that will function as an action plan to address infrastructure that is vulnerable to storm surge and recurrent flooding to become more incrementally resilient than the Town currently is as a barrier island. Infrastructure includes roadways and access.
- Four (4) Phase Action Plan: Phases 1 and 2 are complete. Phase 3 will be complete June 2022. Phase 4 is planned to be completed by October/November 2022.
- Consultant: APTIM Environmental, Inc.

APPENDIX B – JOINT CERTIFICATION PACKAGE

Dave Hutchinson

From:	Kosheleva, Dasha <Dasha.Kosheleva@dot.state.fl.us>
Sent:	Friday, March 11, 2022 3:54 PM
To:	Dave Hutchinson; Ryan Brown; Slade Downs; Rachel McClain; Wenonah Venter; Nanette Eubanks
Cc:	Merkle, Tanya; Peters, Victoria; Gaither, Wayne
Subject:	Sarasota Manatee MPO Joint Cert Part 2 FDOT & Statement for signatures
Attachments:	Joint_Certification_Part2_S_M_MPO - FDOT.docx; Joint Certification Statement Sarasota Manatee MPO.docm

Happy Friday everyone,

Please find attached JC Statement to sign at the Board meeting and Part 2 completed by FDOT. Sarasota/Manatee MPO's risk level was determined to be LOW. Excellent job in keeping all documentation in order and submitting invoices on time.

Let me know if you have any questions.

Thank you for the great cooperation,
Dasha

Dasha Kosheleva
Community Liaison
FDOT, District One

801 North Broadway Ave.,
Bartow, FL 33830
Phone: 850-825-8680
Email : *Dasha.Kosheleva@dot.state.fl.us*

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 Sarasota/Manatee 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 March 7, 2022.

Based on a joint review and evaluation, the Florida Department of Transportation and the Sarasota/Manatee MPO recommend that the Metropolitan Planning Process for the Sarasota/Manatee MPO be certified.

Sarasota/Manatee MPO be certified.

Name: Secretary LK Nandam
Title: District Secretary (or designee)

05/23/22
Date

Name: Commissioner Vanessa Baugh
Title: MPO Chair

May 23, 2022
Date

APPENDIX C – STATEMENTS AND ASSURANCES

FLORIDA DEPARTMENT OF TRANSPORTATION AND MPO JOINT CERTIFICATION

STATEMENT & ASSURANCES

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

(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 sub-contractor 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 displace or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973 (12 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et sq.), 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 U.S.C. § 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 contractor, whether such programs or activities are Federally funded or not); Titles II and III of the American 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 112898, 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 population; 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);I 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)

Florida Department of Transportation
MPO JOINT CERTIFICATION
STATEMENT & ASSURANCES

DEBARMENT AND SUSPENSION CERTIFICATION

As required by the USDOT Regulations on Governmentwide Debarment and Suspension at 49 CFR 29.510

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

(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 enumerated 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 Sarasota/Manatee 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.D.O.T.

Commissioner Vanessa Baugh
MPO Board Chair

May 23, 2022
Date

Florida Department of Transportation

MPO JOINT CERTIFICATION
STATEMENT & ASSURANCES

LOBBYING CERTIFICATION FOR GRANTS, LOANS, CONTRACTS
AND COOPERATIVE AGREEMENTS

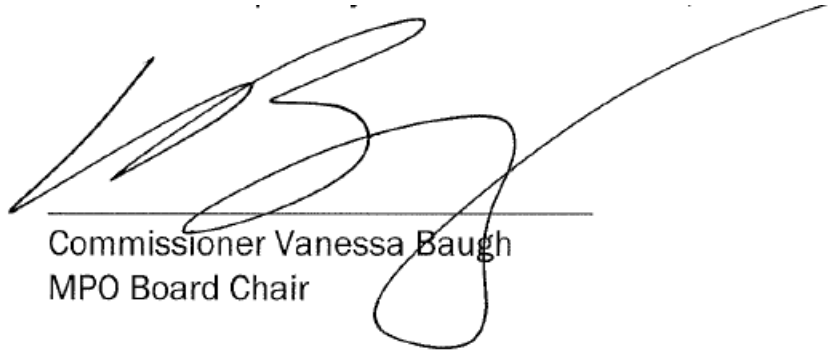
In accordance with Section 1352 of Title 31, United States Code, it is the Policy of the Sarasota/Manatee MPO that:

(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, or a Member of Congress in connection with the awarding of any Federal Contract, the making of any Federal, the making of any Federal loan, the entering into any cooperative agreement, and the extension, 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 Federal 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 subgrants, and contracts and sub-contracts under grants, sub-grants, loans, and cooperative agreements) which exceeds $100,000, and that all such subrecipients shall certify and disclose accordingly.

(4) 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 and not more than $100,000 for each failure.



Commissioner Vanessa Baugh
MPO Board Chair

May 23, 2022
Date

Florida Department of Transportation
MPO JOINT CERTIFICATION
STATEMENT & ASSURANCES

DISADVANTAGED BUSINESS ENTERPRISES UTILIZATION

It is the policy of the Sarasota/Manatee MPO that disadvantaged businesses, as defined by Code 49 of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of Sarasota/Manatee MPO contracts in a non-discriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers 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 Sarasota/Manatee 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 contract work of the Sarasota/Manatee MPO in a non-discriminatory environment.

The Sarasota/Manatee MPO shall require its consultants to not discriminate on the basis of race, color, national origin, and sex 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.

Commissioner Vanessa Baugh
MPO Board Chair

May 23, 2022
Date

APPENDIX D – TITLE VI NONDISCRIMINATION AGREEMENT

Florida Department of Transportation
MPO JOINT CERTIFICATION
STATEMENT & ASSURANCES

TITLE VI/ NONDISCRIMINATION POLICY STATEMENT

Pursuant to Section 9 of US DOT Order 1050.2A, the Sarasota/Manatee Metropolitan Planning Organization assures the Florida Department of Transportation (FDOT) 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 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Sarasota/Manatee Metropolitan Planning Organization further assures FDOT that it will undertake the following 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 Recipient'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 Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendices A* and *E* of this agreement in every contract subject to the Acts and the Regulations.
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded 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 USDOT, 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 your agency'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 Recipient.

Commissioner Vanessa Baugh
MPO Board Chair

May 23, 2022
Date

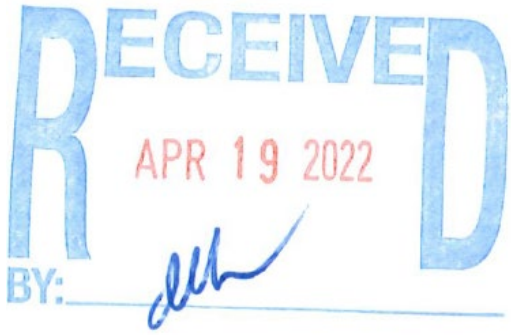
APPENDIX E – ACRONYMS

ATIS	Advance Travel Information System
ATMS	Advanced Traffic Management System
BACS	Bay Area Commuter Services
BMS	Bridge Management System
CAN	Citizens Advisory Network
CCC	Chairs Coordinating Committee (West Central Florida MPOs)
CFASPP	Coordinated Florida Aviation Systems Planning Process
C.F.R.	Code of Federal Regulations
CMP	Congestion Management Process
CMS	Congestion Management Systems
COOP	Continuity of Operations Plan
CST	Construction Phase
CTC	Community Transportation Coordinator
CTD	(Florida) Commission for the Transportation Disadvantaged
CTDP	Coordinated Transportation Development Plan
CTSP	Community Traffic Safety Program
CTST	Community Traffic Safety Team
CUTR	Center for Urban Transportation Research
FMWG	Freight Mobility Working Group
FRA	Federal Rail Administration
F.S.	Florida Statute(s)
FSUTMS	Florida Standard Urban Transportation Model Structure
FTA	Federal Transit Administration
FTP	Florida Transportation Plan
FY	Fiscal Year
GIS	Geographic Information System
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
ICAR	Intergovernmental Coordination and Review
ICE	Intergovernmental Coordination Element
IMS	Intermodal Management System
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
JCAC	Joint Citizen's Advisory Committee

	(at University of South Florida)
CUTS	Coordinated Urban Transportation Studies
DCA	(Florida) Department of Community Affairs
DEO	(Florida) Department of Economic Opportunity
DRI	Development of Regional Impact
EAR	Evaluation and Appraisal Report
ETDM	Efficient Transportation Decision Making
FAC	Florida Administrative Code
FAA	Federal Aviation Administration
FAST Act	Fixing America's Surface Transportation Act
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FIHS	Florida Intrastate Highway System
O & D	Origin & Destination
PD&E	Project Development & Environment (Study)
PE	Preliminary Engineering (Design Phase)
PEA	Planning Emphasis Area(s)
PIP	Public Involvement Plan
PL	Federal Transportation Planning Funds
PMS	Pavement Management System
PPP	Public Participation Plan
JPA	Joint Participation Agreement
LAP	Local Agency Program
LEP	Limited English Proficiency
LOS	Level of Service
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MCAT	Manatee County Area Transit
MPP	Metropolitan Planning Program
MPO	Metropolitan Planning Organization
MPOAC	Metropolitan Planning Organization Advisory Council
MMEC	Multi Modal Emphasis Corridor
NHS	National Highway System
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TBRPC	Tampa Bay Regional Planning Council
TCM	Transportation Control Measures
TD	Transportation Disadvantaged
TDM	Transportation Demand Management
TDP	Transit Development Program
TEA-21	Transportation Equity Act for the 21st Century

PTMS	Public Transportation Management System
PTSA	Public Transportation System Analysis
PTTF	Public Transportation Task Force
RLRTP	Regional Long Range Transportation Plan
ROW	Right-Of-Way
RRI	Regional Roadway Investments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCAT	Sarasota County Area Transit
SCTA	Sarasota County Transit Authority
SIS	Strategic intermodal system
STP	Surface Transportation Program
SMAQCC	Sarasota-Manatee Air Quality Coordinating Committee
SWFRPC	Southwest Florida Regional Planning Council
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMC	Transportation Management Center
TMS/H	Traffic Monitoring System for Highways
TPO	Transportation Planning Organization
TRT	Tampa Bay Regional Planning Model Technical Review Team
TRIP	Transportation Regional Incentive Program
TSM&O	Transportation Systems Management and operations
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation
VMT	Vehicle Miles of Travel
WCFAQCC	West Central Florida Air Quality Coordinating Committee
ZDATA	Zonal (land-use and socio-economic) Data

APPENDIX F – COMMENTS RECEIVED AND MPO RESPONSES



Federal Highway Administration

Florida Division Office

3500 Financial Plaza, Suite 400

Tallahassee, Florida 32312

(850) 553-2201

www.fhwa.dot.gov-fldiv

Federal Transit Administration

Region 4 Office

230 Peachtree St., NW, Suite 1400

Atlanta, Georgia 30303

(404) 865-5600

Planning Comments

Document Name: FY 22/23 23/24 Draft UPWP		MPO: Sarasota-Manatee MPO	
Date of Document: 03/15/2022	Date Received: 03/15/2022	Date Reviewed: 03/15/2022	District: 1
Reviewed by: Carlos A. Gonzalez			

	Page #	Comment Type	Comment Description
1	Cover	Critical	FAP Number is not listed
			MPO Response: FAP Number is now listed

2	31	Noteworthy	The MPO does an outstanding job presenting information. Starting with the introduction, through task activities, funding and appendices, the information is clearly presented for everyone to understand MPO work.
3	31	Other	Task 1 - $90,000 (PL) for Consultant work in 2023. FHWA must review & approve the scope of work prior to the MPO starting the task. This will be noted in the UPWP Approval Letter.
4	31	Critical	Task 1 - $42,478 (PL) for Consultant work in 2024. FHWA must review & approve the scope of work prior to the MPO starting the task. This will be noted in the UPWP Approval Letter.
5	38	Critical	Task 2 Systems Planning: The table lists $1,000,000 in SU funds in 2023 & 2024. FHWA, FDOT, and Sarasota/Manatee MPO plan to meet on 4/21/22 about this.
6	38	Critical	Task 2 - $136,624 (PL) listed for Consultant work in 2023. FHWA must review & approve the scope of work prior to the MPO starting the task. This will be noted in the UPWP Approval Letter.
7	45	Critical	Task 2 - $70,000 (PL) listed for Consultant work in 2024. FHWA must review & approve the scope of work prior to the MPO starting the task. This will be noted in the UPWP Approval Letter.
8		Critical	Task 3 - $35,000 (PL) listed for Consultant work in 2023. FHWA must review & approve the scope of work prior to the MPO starting the task. This will be noted in the UPWP Approval Letter.
9	2	Critical	Task 3 - $25,000 (PL) listed for Consultant work in 2024. FHWA must review & approve the scope of work prior to the MPO starting the task. This will be noted in the UPWP Approval Letter.
			MPO Response to 3 - 9: All Consultant scopes of work will be sent to FHWA for review prior to any work beginning.
10		FTA Region IV	Please identify any incomplete work elements or activities financed with Federal planning assistance awarded in previous fiscal years as carryover activities.
11		FTA Region IV	If any programmed 5305(d) funds are estimates, coordination with the State DOT may be required for UPWP modifications or amendment after review of FTA apportionments.

12		FTA Region IV	If funding is being carried over from the prior-year UPWP, carryover amounts, and activities should be listed in the document.
			MPO Response to 10 - 12: The MPO does not anticipate any carryover FTA funds to FY 23.
13		FTA Region IV	The metropolitan transportation planning process should provide for the establishment and use of a performance-based approach…
14		FTA Region IV	…this includes Transit Asset Management (TAM) and Public Transportation Agency Safety Plans (PTASP), which requires integration into the TIP and LRTP to the maximum extent practicable.
			MPO Response: The Sarasota/Manatee MPO does include a performance-based approach to all work consider.
15		General	Note: Any equipment purchases equal to of greater than $5,000 must have FHWA prior review and approval.
16		General	When submitting the final UPWP for approval, please include a copy of all the reviewing agencies' comments and how the MPO addressed each comment. This can be included as an appendix in the UPWP.
			MPO Response: The comments and responses will be included in the final UPWP as an appendix.

APPENDIX G – RESOLUTION APPROVING THE UPWP

RESOLUTION NO. 2022-05

A RESOLUTION OF THE SARASOTA/MANATEE METROPOLITAN PLANNING ORGANIZATION APPROVING THE UNIFIED PLANNING WORK PROGRAM, AUTHORIZING IMPLEMENTATION OF ACTIONS TAKEN BY THE BOARD, AND AUTHORIZING AMENDMENTS AND MODIFICATIONS TO THE DOCUMENTS, AGREEMENTS AND CONTRACTS, AND THE UPWP

WHEREAS, the Sarasota/Manatee Metropolitan Planning Organization (MPO) is responsible for transportation planning and programming activities for the Sarasota and Manatee MPO planning area as set forth in Chapter 339.175, Florida Statutes; and

WHEREAS, the MPO is responsible for transportation planning and programming activities for the Sarasota and Manatee MPO planning area as set forth in Chapter 339.175, Florida Statutes; and

WHEREAS, these activities include preparing, monitoring, and maintaining transportation plans and programs and the accompanying documentation; and

WHEREAS, the MPO Board meets as required by law to fulfill their statutory obligations; and

WHEREAS, Section 450.108(c) of Title 23 of the United States Code requires each MPO to develop and endorse a Unified Planning Work Program (UPWP) describing the work activities and funding sources for the urbanized area transportation planning process; and

WHEREAS, funds are authorized by the Florida Department of Transportation for programming in the UPWP; and

WHEREAS, these plans and programs may require revisions for consistency with funding allocations from the Florida Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, the Florida Commission for the Transportation Disadvantaged Commission, and other sources; and

WHEREAS, revisions and changes may be mandated by Federal or State requirements within a specific timeframe when no MPO Board meeting is scheduled.

WHEREAS, the Executive Director is responsible for the management of the organization's finances, including procurement procedures, financial recordkeeping, and invoicing grantors.

NOW, THEREFORE, BE IT RESOLVED by the Sarasota/Manatee Metropolitan Planning Organization that:

1. The MPO hereby approves and adopts the UPWP for Fiscal Year 2022/23-2023/24.

2. The MPO hereby authorizes the MPO Chair and/or Executive Director, or their designee, to execute amendments, supplements, and administrative documents, contracts, UPWPs, and other time-sensitive agreements as needed in the future to meet mandatory deadlines, to implement action taken by the MPO Board, or to reflect available funding or for de-obligation purposes.

3. The Executive Director is hereby authorized to make administrative modifications to adopted UPWPs by shifting funds among line-item tasks as needed providing that:

   a) The revision does not increase or decrease the total MPO budget in an adopted UPWP.

   b) The revision does not change the scope of the work to be accomplished within any line-item task.

   c) The revision does not add or delete a line-item task in a UPWP.

   d) All modifications are coordinated with the appropriate funding agencies

4 All amendments are approved by the Florida Department of Transportation, the Federal Highway Administration, and/or Federal Transit Administration.

5. No revision or amendment performed by the MPO Executive Director shall substantially modify any program approved by the MPO Board or result in the need to conduct a public hearing regarding such revision or amendment.

6. This Resolution shall become effective upon adoption.

DULY ADOPTED with a quorum **present** and voting this **23rd** day of May, 2022.

SARASOTA/MANATEE METROPOLITAN PLANNING ORGANIZATION

By: _____
Commissioner Vanessa Baugh, MPO Board Chair

ATTEST:

By: _____
Nanette Eubanks, Clerk to the Board

APPENDIX H –SCOPE OF SERVICES

Sarasota Manatee Metropolitan Planning Organization
Technical and Administrative Support for MPO Programs and Activities
Scope of Services
Fiscal Years 2022/23 – 2023/24

I. INTRODUCTION

The Sarasota/Manatee Metropolitan Planning Organization (MPO) is responsible for maintaining regularly scheduled planning activities as required by federal legislation and state and federal policy. The MPO staff also provides administrative support and coordination of all MPO Board and MPO Committees.

II. GOALS AND OBJECTIVES

The goal of this consultant authorization is to gain access to additional resources as needed in support of MPO Programs, administrative activities, or implementation of the 2045 LRTP. When staff positions are vacant or staff is on leave, having the ability to bring in additional resources is extremely valuable.

The objective is to have authorization in place whereby the MPO Director and staff gain access to subject areas expertise on an as-needed, on-call basis. Such authorization will eliminate delays and provide a mechanism for additional personnel, with the requisite expertise, needed to maintain the quality of products and services and can function as an extension of existing MPO staff.

III. BACKGROUND REFERENCES

- Federal Laws
  - 23 Code of Federal Regulations (CFR) 450 Subpart C – Metropolitan Transportation Planning and Programming
  - 23 Code of Federal Regulations (CFR) 490 – National Performance Management Measures
- State Laws
  - FS 339.175 Metropolitan Planning Organization

IV. SCOPE OF SERVICES

The Consultant will provide as-needed support as directed by the MPO Director or designee in support of the MPO's Core Programs. Such activities could include support for the following:

- Public Participation Plan (PPP)
- Unified Planning Work Program (UPWP)
- Transportation Improvement Program (TIP)
- Congestion Management Plan (CMP)

- Long Range Transportation Plan (LRTP)
- List of Priority Projects (LOPP)
- Performance Measures and Targets
- Public Participation in support of MPO Programs

On-call administrative support will be provided by the Consultant as directed by the MPO Director. This may include in-house support from subject area experts knowledgeable of the Metropolitan Planning Requirements as well as procedures specific to the Sarasota/Manatee MPO as well as support for special projects not considered part of the MPO's Core Programs. Attendance at, and support for, meetings will be determined by the MPO Director. Such activities may include the following:

- Interagency coordination activities
- Staff training
- MPO Board and Committee meeting administration and coordination
- In-house support

The Consultant may also be called upon to provide grant assistance. This assistance could include researching available grant opportunities or providing a review of grant applications submitted by one of the MPO's partners agencies. New funding in the form of grants is constantly being made available for transportation and infrastructure projects. As such, applications are anticipated to be completed and requested by the local jurisdictions and agencies which the MPO supports. The Consultant will provide staff resources for grant application support as requested by the MPO Staff.

Deliverables:

- On-call technical support services
- On-call administrative support
- Support for TIP, LRTP implementation, and MPO staff activities.
- In-house support as needed and directed
- Preparation of meeting notes and actions
- Documentation of grant research, as directed
- Grant application support and review, as directed

V. COST SUMMARY

All services provided by the Consultant under this Work Task Assignment are to be conducted as on-call and as-needed. There is no guarantee of work and there is an initial not-to-exceed limit of $30,000 per Consultant Firm per Fiscal Year. This is a time-and-materials task work order with billing on an hourly basis at the negotiated loaded rate per the GPC Master Contract. Submitted expenses will be subject to the limits of the GPC Master Contract.

VI. SCHEDULE

The Consultant will have successfully completed this task assignment once the authorized fee has been expended subject to the terms of the GPC as stated in Article 5 of the Master Contract, whichever comes first. Extension of this task order may be granted by the MPO Director. Such extensions will be subject to the provisions of Article 7 of the GPC Master Contract Appendix A includes a list of key deadlines associated with the MPO's anticipated activities for Calendar Year 2022.

VII. PROJECT ADMINISTRATION

Quality Assurance/Quality Control: The CONSULTANT shall be responsible for ensuring that all work products conform to FDOT standards and criteria. This shall be accomplished through an internal quality control process performed by the CONSULTANT.

Progress Reporting and Invoicing: The CONSULTANT shall provide invoices monthly for hours authorized by the client and charged by the consultant team per the loaded billing rates and allowable expenses per the master agreement. Each invoice will include an accompanying progress report.

Budget: This work will be completed as a time-and-materials task order.

Total Budget: $90,000 (To be used as needed between consultants)

Sarasota Manatee Metropolitan Planning Organization
LRTP Active Transportation Plan (ATP) Update
Scope of Services

INTRODUCTION: The MPO will complete an update of the 2019 Active Transportation Plan. The update will incorporate alignments identified in two MPO SUN Trail Alignment Studies and in completed studies by local jurisdictions. The update will incorporate updated guidance relating to pedestrian, bicycle, and transit planning from USDOT, FHWA, and FDOT. This effort will provide data for the Equity/Livability chapter of the 2050 LRTP.

PROJECT DESCRIPTION: The study area is the two-county MPO planning region. The Active Transportation Plan (ATP) will be used to guide future transportation funding decisions for transit, bicycle, and pedestrian facilities. The Active Transportation Plan provides a foundation for the development of a multi modal network of bicycle and pedestrian facilities to connect key destinations, transit services, and the Shared-Use Nonmotorized (SUN) Trail network.

The 2019 Active Transportation Plan was adopted by the MPO Board on November 18, 2019. The 2019 ATP produced a vision network and identified about 80 potential projects that will help fill the gaps in the network. The 2019 Active Transportation Plan is a supporting document in the Equity/Livability chapter of the 2045 Long Range Transportation Plan. The 2024 update of the Active Transportation Plan will support the 2050 Long Range Transportation Plan. The 2024 ATP is listed on page 40 of the 2022/23-23/24 UPWP, adopted on May 23, 2022, as a long-term planning activity for the 2050 LRTP to be completed mid-2024.

The MPO is presently working on two SUN Trail Alignment Studies. Expected completion is mid-2023. The studies are part of the 2045 Long Range Transportation Plan's Transform Tomorrow program. They are listed in the 2045 LRTP Cost Feasible Plan as the "SR 64/Manatee Avenue" (page 12) and "Fruitville Rd/University Pkwy" (page 15) off-road shared-use path studies. These segments were identified on page 56 and page 57 of the 2019 Active Transportation Plan as gaps in the vision network. Completion of these two segments will complete portions of the Western and Eastern SUN Trail Routes.

There are several studies currently underway that align with the Active Transportation Plan. FDOT is working on the Palmetto Trails Network PD&E on behalf of Manatee County for a proposed shared-use path through the City of Palmetto. This network will complete segments of the SUN Trail system western route identified in the 2019 ATP (pg. 57). The study is slated for completion in early 2023. Additionally, Manatee County is working on a Trailways Master Plan to develop a comprehensive network of greenways and trails in the county.

Sarasota County is completing a PD&E for the North Sarasota Multi Modal Connector, a four-lane overpass with 12-ft walking paths and dedicated bicycle lanes to connect Lakewood Ranch Blvd with Cattleman Rd across I-75. A new I-75 overpass was identified in the 2019 ATP (page 56). The PD&E will be completed by end 2022. The Town of Longboat Key has kicked off a Complete Streets Corridor Master Plan for Gulf of Mexico Drive. The vision includes a 12-ft wide multi use trail, 7-ft wide buffered bicycle lanes, and 6-8 ft sidewalks. This corridor is identified on page 57 of the 2019 ATP as a segment of the western route of SUN Trail.

There are also several ATP projects that are completed, funded, or underway. The City of Sarasota is currently constructing the Ring-a-ling Extension of the Legacy Trail. The project is slated for completion end 2022. This project was identified in the 2019 ATP as southern extension of the SUN Trail. The City of Bradenton completed the US 41 Green Bridge Multi Use Path, a vital connection for the SUN Trail across the Manatee River. This project completes a segment of the SUN Trail western Route identified in the 2019 ATP on page 56. The FY 2022/23-23/24 TIP, adopted May 23, 2022, includes funding for Barrier Island Complete Streets Improvements as well as two pedestrian overpasses along the Legacy Trail over SR 758/Bee Ridge Rd and SR 72/Clark Road.

PURPOSE AND NEED: The purpose of the 2024 ATP update is to identify projects that will contribute to a safe and comprehensive active transportation network that accommodates people of different ages, backgrounds, and abilities by providing a variety of routes and modes by which to access essential destinations and neighboring jurisdictions, while also providing economic and social opportunities for people.

The 2024 ATP update will address at least three performance measures in its evaluation of the regional active transportation network and identification of projects to build out and fill the network gaps. The ATP addresses *safety and security* by identifying segments that intersect with high crash locations, provides new bicycle lanes and pedestrian crosswalks in high crash locations, and are located on designated evacuation routes. *Mobility and reliability* are addressed by the ATP by identify projects that provide wide trails or sidewalks and new or improved bicycle facilities; and are located near transit routes and on travel time reliability priority segments. *Equity and livability* are addressed by identifying projects that are located within designated infill area, provides improved access for low-income and/or minority communities, are located within gap areas identified in Regional Accessibility Analysis maps, addresses ADA compliance issues at transit stops, includes transit shelters at priority stops, are located near essential services (food, medical, education), and is near a transit hub.

GOALS AND OBJECTIVES: The U.S. Department of Transportation (USDOT) Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) have provided updated guidance relating to pedestrian, bicycle, and transit planning. The main goal of the ATP is to provide jurisdictions with a list of short-term and long-term projects that will build out and fill in the active transportation network which align with state and federal active transportation guidance.

The 2024 ATP update will reevaluate the existing active transportation network and identify projects to build out and fill the network gaps. The 2024 ATP will improve multi modal transportation options, improve safety and security of non-motorized users, improve accessibility and mobility for non-motorized users, and develop connectivity of the transportation system across and between modes. The goals are to achieve a connected, safe, accessible, and comfortable network for bicyclists, pedestrian, trail users, and transit rides; improve safety of non-motorized users, promote equity in active transportation planning, design, funding, implementation, and evaluation, and to increase the number of walking, bicycle, and transit trips in the region.

The study will collect, review, and analyze data to evaluate existing conditions in the active transportation network. The analysis will be used to make recommendations for future projects to build out and fill the active transportation network. Public involvement in the ATP update will include engagement with local active transportation organizations. The ATP update will include presentations throughout the process to the Bicycle, Pedestrian, and Trails Advisory Committee (BPTAC), Technical Advisory Committee (TAC), Citizens Advisory Network (CAN), MPO Board, and Community Traffic Safety Team (CTST).

TIME FRAME: Early 2023 – Mid 2024; **MAX. EXPENDITURE:** $150,000

Sarasota Manatee Metropolitan Planning Organization
LRTP Congestion Management Plan/Process (CMP) Update
Scope of Services

INTRODUCTION: The study will update the federally mandated process to ensure concurrence with updated guidance as well as provide local jurisdictions with updated mobility data. It will also focus on developing strategies for alleviating congestion and enhancing mobility options for both people and goods. It will act as a foundation for the Mobility element in the 2050 LRTP.

PROJECT DESCRIPTION: The study will focus on the two-county MPO region. The Federal Highway Administration (FHWA) requires Metropolitan Planning Organizations (MPOs) to develop congestion management processes (CMPs) to better manage congestion. Chapter 23 of the Code of Federal Regulations, Section 450.320 discuss the requirements of a CMP.

Updating the Congestion Management Plan/process is listed in the Unified Planning Work Program for the fiscal year 2022/2023-2023/2024 on page no. 41 and is budgeted for $150,000. The UPWP was approved by FHWA, and FDOT and adopted by the MPO Governing Board on May 23, 2022.

The 2019 CMP included a new element related to the future implementation of Transportation Systems Management and Operations (TSM&O) and Intelligent Transportation Systems (ITS) technology throughout the region. The plan prioritized corridors based on objective criteria and provided mitigation strategies based on the type of delay.

The MPO worked on the Transportation Systems Management and Operations (TSM&O) master plans for Manatee County and Sarasota County and updated the mobility data to accurately reflect peak hour trends in 2020.

PURPOSE AND NEED: The purpose of the CMP study is to tackle current congestion and provide strategies to address mobility needs using technological interventions using congestion and traffic data. MPO has also used this data to develop its technology and autonomy projects

GOALS AND OBJECTIVES: The study will develop strategies to implement mobility/reliability targets in CMP

- % Reliable person-miles traveled on Interstate
- % Reliable person-miles traveled on non-Interstate NHS
- Truck Travel Time Reliability

Connect targets to project prioritization process

MAX. EXPENDITURE: $150,000; **TIME FRAME:** Late 2023 - Mid 2024

Sarasota Manatee Metropolitan Planning Organization
LRTP Bradenton LECOM/Arts District Planning Study
Scope of Services

INTRODUCTION: The 2045 LRTP identified 3 baseball access studies as tourism hubs that would require roadway improvements to improve traffic flow and to better accommodate the surrounding land uses. The LECOM study will evaluate an area just south of downtown Bradenton and will look to incorporate improved walking and biking concepts as well as decrease recurring congestion near the stadium for funding in the 2050 LRTP.

PROJECT DESCRIPTION: This study will identify Complete Street improvements for all modes of transportation to support the LECOM Baseball Stadium (LECOM) and the Bradenton Village of the Arts (VOTA) which are part of Bradenton's 14th Street Community Redevelopment Area. The primary target area is bordered by 9th Avenue W. on the north side, 6th Street W. on the east side, 15th Street W. on the west side, and 26th Avenue W. on the south side. These limits may be modified based on the preliminary evaluation.

The project is part of the 2045 Long Range Transportation Plan **Transform Tomorrow Program supporting** the economy and the diversity of the region's counties and cities. The program includes a collection of local projects like complete streets and intersection improvements that say, "Welcome to our community." There are funded studies and projects to support the areas surrounding the three Major League Baseball spring training facilities. The LECOM/VOTA project includes:

Transform Tomorrow	From	To	Improvement Type	Funding Timeframe	Funding
Baseball Access Study			Complete Streets	2030	$500,000
9th Avenue W	US 41/14th St W	3rd Street W	Complete Street	2030	$4,380,000
US 41/14th St W	9th Avenue W	17th Avenue W	Complete Street	2030	$3,650,000
17th Avenue W	US 41/14th St W	3rd Street W	Complete Street	2030	$4,380,000
6th Street W	17th Avenue W	9th Avenue W	Complete Street	2030	$3,650,000
9th Street W	9th Avenue W	17th Avenue W	Complete Street	2030	$3,650,000

The LECOM/VOTA Planning Study is listed in the Sarasota/Manatee MPO Unified Planning Work Program (UPWP) as LECOM Baseball Stadium Access Study and is budgeted in FY 2023/24 for $500,000 in the 2045 LRTP/Cost Feasible plan. The UPWP was approved by FHWA, FDOT, and adopted by the MPO Governing Board on May 23, 2022.

The target area was a part of the 2019 Central Manatee Network Alternatives Analysis (CMNAA) which includes several recommendations for the area. The US 41/14th Street W corridor has been evaluated as part of two MPO studies: US 41 Multi Modal Emphasis Corridor (MMEC) Gap and Safety Analysis and US 41 Transit Choices Study. A Complete Street project of 8th Avenue from 6th to 14th Street was recently completed. Additional projects from the CMNAA that are currently in the Work Program include the Bradenton-Palmetto Connector PD&E Study, the Desoto Bridge Replacement PD&E Study, and traffic ops improvements from 3rd St W from 9th Ave to Manatee Ave.

PURPOSE AND NEED: The purpose of the LECOM/VOTA Planning Study is to identify projects that improve travel conditions, enhance safety and multi-modal options, support economic development, and address the needs of the surrounding neighborhoods.

GOALS AND OBJECTIVES: The goal of the study is to identify short, medium, and long-range transportation projects that support the City of Bradenton's plans for the 14th Street CRA. The MPO and the consulting team will work closely with Bradenton staff and elected officials. The study will document existing conditions, identify existing and projected deficiencies, develop proposed alternative solutions using Complete Streets methodology, and engage the public to set priorities for short, medium, and long-term solutions.

MAX. EXPENDITURE: $500,000; **TIMEFRAME:** The project will begin in early 2023 and should be completed by Fall 2024 to allow the City of Bradenton time to apply for funding during the 2024 call for projects.

Sarasota Manatee Metropolitan Planning Organization
Project Prioritization Criteria and Online Application
Scope of Services

INTRODUCTION: To support local jurisdictions, the MPO will streamline the annual call for projects by creating an online application and scoring tool.

PROJECT DESCRIPTION: The MPO will create an electronic tool that will allow local jurisdictions to identify geographic performance data that qualifies projects, pre-screen a project for eligibility based on long range transportation plan (LRTP) programs, and complete the project application online for scoring and submission to FDOT for funding consideration. This will be an update and enhancement of the existing online tools that have been recognized by FHWA as a best practice. The update of the Project Priority Online Application has been approved by FHWA and FDOT in the Unified Planning Work Program that was adopted by the MPO Governing Board on May 23, 2022.

PURPOSE AND NEED: MPOs are required to establish and use a performance-based approach to transportation decision making and for the development of transportation plans. The MPO worked closely with the Technical Advisory Committee to develop a set of scoring criteria that addresses federally mandated performance measures. Weighted scoring provides balance for different sized scopes including inter-regional, regional, community, and active transportation projects. More recently, screening measures have been developed for different types of projects such as bicycle/pedestrian, technology, and, most recently, resiliency. With each refinement, the process has evolved to a more performance-based, objective selection but each iteration has also created additional work for the applicants.

GOALS AND OBJECTIVES: This project is intended to simplify the project application process by consolidating multiple existing documents, processes, and scoring systems into one online application tool. To do this, the performance measure criteria and long range transportation plan programs will be reviewed and GIS mapping tools will be updated. The MPO will again engage the Technical Advisory Committee to provide input as the online application is being developed. The final product will allow the MPO to qualify, review and score projects with the ability to submit official FDOT applications with all uploaded attachments.

MAX. EXPENDITURE: $100,000; **TIMEFRAME:** This project will begin in late 2022 or early 2023, as soon as FDOT funding is received. The first review of the application tool should be completed by May 2023 and finalized in early fall, 2023 so that it can be used for the MPO's October 2023 annual call for projects.

Sarasota Manatee Metropolitan Planning Organization
LRTP Resiliency/Vulnerability Assessment Phase 2
Scope of Services

INTRODUCTION: The study will be a continuation of the Resiliency/Vulnerability Assessment. A process for developing implementation programs based on the assessment made to incorporate risk into the MPO's project prioritization process. The resulting methods, tools, processes, and recommendations will be documented, and training will be conducted for MPO staff and jurisdictions to incorporate the methods, tools, and processes into future efforts. The study will act as a foundation for the Resiliency element in the 2050 LRTP

PROJECT DESCRIPTION: This study will focus on the two-county MPO region. The Fixing America's Surface Transportation Act expands the focus on the resiliency of the transportation system as well as activities to reduce stormwater runoff from transportation infrastructure

The Unified Planning Work Program talks about continuing the LRTP Resiliency/Vulnerability assessment on page no. 41 based on the recommendations made in the adopted 2045 LRTP (50,000 dollars from FY21/22 will be allocated in the first year of the UPWP to complete Phase 1 of the resiliency study. This study aims to perform a vulnerability assessment of critical assets throughout the region and prioritize using the data-based process for funding in the 2050 LRTP.) The UPWP was approved by FHWA, and FDOT and adopted by the MPO Governing Board on May 23, 2022

The LRTP Resiliency/Vulnerability assessment is near completion and will be presented to the board in January as a list of projects that are categorized into tiers based on their exposure and vulnerability to a disaster.

PURPOSE AND NEED: The purpose of this project is to develop and apply new methods that integrate resilience corridor planning with transportation planning and decision-making to assess and mitigate risks from all hazards that affect the Sarasota/Manatee region's transportation system.

Age of existing infrastructure, High-risk locations, and data from Hurricane Ian including storm surge analysis and alternative routing will be used to address Infrastructure and Resiliency performance measures.

GOALS AND OBJECTIVES: The goal is to prioritize existing projects based on resiliency score for maintaining infrastructure and replacement of infrastructure affected during an event

- Objectives
    - Engage stakeholders from transportation and emergency sectors to identify challenges from hurricane Ian and their needs for the study
    - Preserve and maintain the existing transportation system
    - Retrofit and replace aging bridges to include multi-modal options
    - Identify and mitigate the effect of extreme weather events on the system

MAX. EXPENDITURE: $150,000; **TIME FRAME:** Mid 2023 – Early 2024

Sarasota Manatee Metropolitan Planning Organization
LRTP Serious Injury/Fatality Reduction Implementation Plan
Scope of Services

INTRODUCTION: This task will develop an implementation plan for the set of actions and strategies that pertain to education as identified in the 2022 Destination Zero Action Plan. Development of an education-focused safety implementation plan will support FDOT's goals for traffic safety and improve roadway safety, a goal identified in the Safety/Security chapter of the 2045 LRTP.

PROJECT DESCRIPTION: Development of an education-focused safety implementation plan will address roadway safety for motorized and non-motorized users in the two-county MPO area.

Consistent with MAP-21 (2012) and the FAST Act (2015), safety is prioritized as a planning goal in the 2045 Long Range Transportation Plan. Federal and state planning mandates require MPOs to address the safety and security of the transportation system for all motorized and non-motorized users in their planning processes. FHWA's Highway Safety Improvement Program (HSIP) is legislated under Section 148 of Title 23, *United States Code* (23 U.S.C. 148) and regulated under Part 924 of Title 23, Code of Federal Regulations (23 CFR Part 924). The HSIP requires MPOs to report on five safety-related performance measures: number of fatalities, number of serious injuries, number of non-motorized fatalities and serious injuries, rates of fatalities per 100 million VMT, and rate of serious injuries per 100 million VMT.

On February 28, 2022, the MPO Board adopted the Destination Zero Action Plan. The Action Plan identifies seven sets of actions and strategies to make significant reductions in the instances of serious injury and fatal crashes. [See pages 22-30 of the Action Plan.] This Action Plan aligns with FDOT's Target Zero initiative to reduce the total number of serious injury and fatal crashes to zero. FDOT's Target Zero supports and builds on FHWA's Vision Zero initiative by focusing on roadway user behaviors. Development of an education-focused safety implementation plan targets motorized and non-motorized user understanding and knowledge of safety investments, projects, and practices to inform safer user behaviors.

Implementation of the serious injury and fatality reduction action plan [aka Destination Zero Action Plan] is included in the UPWP for FY 2022/23-23/24 on page 42.

PURPOSE AND NEED: Changing behaviors to improve roadway safety begins with education. The education-related actions and strategies of Destination Zero works to raise awareness about traffic safety while explaining the connections between specific actions that are implemented (i.e., speed management) and efforts to eliminate traffic-related deaths and serious injuries. A safe transportation system is supported by safe user behaviors, safe roadway designs, safety-centered transportation policies, safety enforcements, and emergency response.

In the ten-year period between 2011 and 2021, an average of 1,250 people per year died or were seriously injured in crashes in the two-county MPO area. The MPO's 2022 Interim Safety Report, presented to the MPO Board on September 26, 2022, showed that total fatal crashes have increased by about 72% between 2011 and 2021. The total number of non-motorized serious injury and fatal crashes increased about 52%. (Data: Signal4Analytics; September 2, 2022). While such trends are not unique to the MPO area, they do demonstrate a need for targeted actions and strategies to support a systemic approach to improving the safety of our roadways.

GOALS AND OBJECTIVES: The goal is to encourage a safe and secure transportation system for motorized and non-motorized users by focusing on education. The outcomes are a broad educational campaign that can be targeted to various audiences and focused on various topics, as well as a safety event to boost awareness of safety issues, safety projects, and roadway user best practices.

Development of this implementation plan includes background research on Vision Zero educational campaigns implemented across the country and around the world to understand innovative approaches: and, engagement with stakeholders such as the Community Traffic Safety Team (CTST), local law enforcement and emergency response, the FDOT Safety Office, and school districts.

TIMEFRAME: Late 2022 – Late 2023; **MAX. EXPENDITURE:** $150,000