

Heartland Regional Transportation Planning Organization

Unified Planning Work Program

Fiscal Years 2020/21-2021/22
July 1, 2020 through June 30, 2022



www.heartlandregionaltpo.org

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HRTPO Chair

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Date

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Introduction

Definition of the HRTPO Unified Planning Work Program

The Unified Planning Work Program (UPWP) describes the transportation planning projects to be performed within the Heartland Regional Transportation Planning Organization (HRTPO) study area.

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

The TPO's plans and programs are designed to meet the current and future transportation needs of the Heartland Region. Pursuant to Titles 23 and 49, Code of Federal Regulations (CFR), and Chapter 339.175, Florida Statutes (F.S.) and the Federal Transit Act, the Fiscal Year 2020/21 – 2021/22 Unified Planning Work Program (UPWP) is the basis for allocating federal, state and local funds for transportation planning purposes in the Heartland. The UPWP documents all planning tasks and related activities for the period of July 1, 2020 through June 30, 2022 developed by the HRTPO and other transportation planning agencies.

Designated on November 17, 2014 by Governor Rick Scott of Florida as the Heartland Regional Transportation Planning Organization (HRTPO), the federally mandated transportation policy-making organization includes the six counties of DeSoto, Glades, Hardee, Hendry, Highlands and Okeechobee and the urbanized area of Highlands County including the cities of Sebring and Avon Park.



HRTPO planning activities are ongoing and continuous from previous efforts. The status of on-going planning activities are highlighted below:

Long Range Transportation Plan (LRTP)

The LRTP is one of the key products of the planning process and addresses the state and federal requirements that are the responsibility of the TPO as the organization authorized to carry out the transportation planning process. The 2040 LRTP for the Heartland region was adopted at the TPO Board meeting on March 16, 2016, and amended on June 8, 2016, and approved by the Federal Highway Administration on August 10, 2016, and amended April 18, 2018.

The 2045 update to the LRTP is required to be adopted by the HRTPO by March 21, 2021. The HRTPO prepared existing roadway network data, developed future network alternatives, and prepared 2045 socio economic forecast by traffic analysis zones for the FDOT District One Regional Planning Model.

Public Participation Plan

The HRTPO's updated Public Participation Plan (PPP) was adopted by the HRTPO Board at their meeting on November 28, 2018, after a 45-day comment period and reviewed and recommended by the Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC).

The plan outlines the primary tools used to interact with stakeholders and the community. On an annual basis, public participation activities are evaluated and compiled into a report and will be made available for review by the HRTPO Board, committees, and general public. Since the adoption of the first plan in August

2015, the organization has averaged 750 website visits per month, hosted 21 outreach events, increased Facebook page likes to 176, engaged with 48 focus group participants in three counties, and formed both the 24-member Technical Advisory Committee and 13-member Citizen Advisory Committee. In the 2017-18 communications survey, 100% of respondents strongly or somewhat agree that overall, they are satisfied with the communication efforts of the HRTPO. With the update of the plan, the HRTPO looks forward to enhancing their communication efforts to expand outreach into communities and neighborhoods throughout the region.

Regional Sidewalk Inventory

the HRTPO developed a six county, eleven municipality GIS regional sidewalk inventory in 2018 that will be available for use by local and regional partners. This is the first time that many of the local governments in the region will have access to a GIS inventory of their communities sidewalks and is a critical first step as the HRTPO works to develop a Bike/Pedestrian Safety Plan in 2019 and prioritize future bike/pedestrian projects.



The local and regional planning priorities of the HRTPO area are reflected in this UPWP. The objectives of this UPWP are to address the planning priorities of the HRTPO area as follows:

- Provide socio-economic, network, and technical input for the planning and development of the HRTPO area’s transportation network.
- Facilitate educational opportunities for the HRTPO Board and its advisory committees to enhance and reinforce their understanding of transportation planning decision making and the HRTPO process.
- Utilize, evaluate, and where possible, improve public participation and input in the transportation planning proposals and goals on a local and regional scale.
- Participate in the development of and updates to the Florida Strategic Intermodal System (SIS) plan.
- Prepare, maintain and update the annual Transportation Improvement Program (TIP) seeking creative, supportable project priorities that meet community needs.
- Continue to work towards receiving regional project funding for the HRTPO through grant programs.

To facilitate these activities and continue to conduct a successful 3-C (Comprehensive, Cooperative and Continuing) transportation planning process in the Heartland Region, the HRTPO has identified the following Work Program Tasks for this UPWP:

- 1) Administration
- 2) Transit Planning
- 3) Transportation Disadvantaged Program
- 4) System Performance
- 5) Long Range Planning
- 6) Transportation Improvement Program
- 7) Regional Coordination and Training
- 8) Public Participation



Transit Planning

Transit planning tasks are performed with funds under Titles 23 and 49 of the Federal Transit Act through the activities in Task 2: Transit Planning, as well as activity under Task 3: Transportation Disadvantaged. The long-term objective and efforts to clarify future spending and para-transit and fixed route transit integration will continue through both the Heartland Rural Mobility Plan and the Transit Development Plan (TDP) adopted for the Highlands County. The HRTPO is the official planning agency to receive Transportation Disadvantaged (TD) trust funds for planning activities of the TD program in the six counties.

Air Quality

As the HRTPO is an attainment area for the National Ambient Air Quality Standards, this TPO is not required to undertake an air quality planning program, nor does any other agency do air quality planning for the HRTPO counties.

FDOT Soft Match

Section 120 of Title 23, U.S.C., permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a “soft-match” provision that allows the federal share to be increased up to 100% to the extent credits are available. The “soft match” amount being utilized to match the FHWA funding in the UPWP is 18.07% of FHWA program funds for a total of \$99,707 in FY 20/21 and \$86,824 in FY 21/22 for a total of \$186,531.

Indirect Cost Rate

The Central Florida Regional Planning Council (CFRPC) provides staff services to the HRTPO. The CFRPC and TPO have a staff services agreement for services to be provided by each entity. The CFRPC provides services in support of the TPO’s operations including procurement, human resources, budget and management services, accounts payable/receivable, payroll and IT services. The referenced services provided by the CFRPC are reflected in the TPO’s UPWP through the form of an indirect cost to the TPO. The TPO’s FY 2020/21 – 2021/22 UPWP was prepared based on an indirect cost rate of 50.29 percent. See Appendix D for Certificate of Indirect Costs. Indirect costs are shown as “Staff Services Fee” in budget tables within this document.

Public Participation including Title VI

Consistent with federal requirements, the HRTPO places an emphasis on public involvement. Citizens will be provided opportunities to comment on all content and aspects of this UPWP. The draft UPWP is available at www.heartlandregionaltpo.org, via social media, and notice will be distributed to local newspapers and as an agenda item in the HRTPO Board, TAC, and CAC meeting agenda packets. Additionally, the draft UPWP is provided to local government agencies to solicit their comments. The HRTPO adopts the final UPWP only after all comments have been addressed, and where appropriate, integrated into the Work Program. The final adopted UPWP is posted on the website, with additional printed copies of the document available at the HRTPO office.

The Heartland Regional Transportation Planning Organization (HRTPO) values diversity and welcomes input from all interested parties, regardless of cultural identity, background or income level. Moreover, the HRTPO believes that the best programs and services result from careful consideration of the needs of all of its communities and when those communities are involved in the transportation decision making process. Thus, HRTPO does not tolerate discrimination in any of its programs, services or activities. Pursuant to Title VI of the Civil Rights Act of 1964 and other federal and state authorities, the HRTPO will not exclude from participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or family status.



MAP-21 requires ten (10) factors be considered in the development of transportation plans and programs. Factors 9 and 10 are new and a result of the FAST Act.

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

The HRTPO will address each of these planning factors and the following emphasis areas below, as shown in Appendix B.



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 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.

The HRTPO has considered the following topics when updating their Unified Planning Work Plan which are shown in Appendix B.

Safety

Safety has been a federal planning priority over numerous iterations of federal transportation legislation. As stated within the FAST Act planning factors, metropolitan areas should "increase safety for motorized and non-motorized users." As a Vision Zero state, Florida has expanded on this concept with a stated goal within the Florida Transportation Plan of zero fatalities across the state's transportation system. FDOT adopted their Strategic Highway Safety Plan in 2016, which provides more information about how the state intends to address transportation safety in the coming years.

System Connectivity

Connectivity is a concept that is emphasized both at the federal and state levels. Within the FAST Act, one of the ten planning factors states, "enhance the integration and connectivity of the transportation system, across and between modes, for people and freight." Within the Florida Transportation Plan, system connectivity is addressed within four different goals:

- 1) Make our economy more competitive
- 2) Increase opportunities for access to transit and other modes
- 3) Provide a more efficient and mobile transportation system
- 4) Meet the needs of a growing and changing population

A connected system is often more cost-effective and better able to address natural and manmade constraints.

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.

ACES (Automated/Connected/Electric/Shared-use) Vehicles

According to the Federal Highway Administration, “Transportation is in the midst of disruptive change from new technologies (automated and connected vehicles); new institutions (shared mobility firms); and changing attitudes (reduced car ownership). Across the nation, transportation planners are under pressure to develop performance-oriented policies, plans, and investment decisions that consider an increasingly complex transportation landscape. In the process, planners need to consider, but cannot yet reliably predict, the potential impact of disruptive and transformational Connected Vehicle (CV) and Automated Vehicle (AV) technologies on safety, vehicle ownership, road capacity, VMT, land-use, roadway design, future investment demands, and economic development, among others. While some forms of CV and AV are already being deployed across the United States, significant unknowns exist regarding the rate of technology adoption, which types of technologies will prevail in the marketplace, the interaction between CV/AV vehicles and various forms of shared mobility services, and the impacts of interim and widespread levels of CV/AV usage.”

Planning Studies in Heartland Regional Area

TPOs must include district-wide studies if they are specific to the TPO’s location as an informational item. The HRTPO is currently monitoring and participating in the following studies:

Name and Study Description	Lead Agency	Fiscal Year Initiated	Source of Funds
NE Polk US 27 Mobility Study	FDOT	FY 2019	FDOT
SR 70 Corridor Vision and Action Plan	FDOT	FY 2019	FDOT
Multi-use Corridors of Regional Economic Significance (M-CORES)	FDOT	FY 2019	FDOT



The HRTPO is the primary agency responsible for transportation planning in DeSoto, Glades, Hardee, Hendry, Highlands and Okeechobee Counties. The HRTPO Board consists of 12 voting members representing

eight local governments and one non-voting member from FDOT District 1. The HRTPO Board is charged to: develop, adopt, and maintain plans; recommend priorities for improvements to the transportation systems in the six-county region; program and administer federal and state planning grants; ensure that transportation decisions reflect the region's shared vision for the future; and engage the citizens of the Heartland in transportation decisions.

The HRTPO Board Membership:

- Commissioner Elton Langford, DeSoto County
- Commissioner Tim Stanley, Glades County
- Commissioner Colon Lambert, Hardee County
- Commissioner Darrell Harris, Hendry County
- Commissioner James L. Brooks, Highlands County
- Commissioner Don Elwell, Highlands County
- Commissioner William Ron Handley, Highlands County
- Commissioner R. Greg Harris, Highlands County
- Commissioner Arlene Tuck, Highlands County
- Commissioner Terry Burroughs, Okeechobee County
- Mayor Garrett Anderson, Avon Park
- Councilman Curt Ivy, Sebring

Non-Voting Advisory Member:

- Florida Department of Transportation, District One, Secretary L.K. Nandam

The HRTPO Board appointed members to the Citizens Advisory Committee (CAC). This committee ensures the public has the opportunity to review and evaluate all proposed transportation plans and programs. The members of this committee provide their opinions, concerns, and recommendations to the HRTPO Board on behalf of their communities. Members provide a diverse cross section of the population of the six counties. The Committee is governed by Bylaws and is responsible for providing the HRTPO and its staff with public participation in the transportation planning process.

The HRTPO Board's Technical Advisory Committee (TAC) is composed of technically qualified representatives of agencies responsible for maintaining, controlling, developing and improving the transportation system within the Heartland Region, including the Cities of Avon Park and Sebring, the six counties, the Sebring Airport Authority, the Central Florida Regional Planning Council, the Southwest Florida Regional Planning Council, and public school boards. Other municipalities within the six counties are invited to participate, including those operating municipal airports. Committee duties include coordination of transportation plans and programs arising from the review of all transportation technical studies and reports.

The HRTPO established the Mobility Advisory Committee (MAC) on April 19, 2017 to serve initially as the steering committee to help guide and direct the Transit Development Plan (TDP) for Highlands County and then guided the update of the Heartland Rural Mobility Plan in 2018. MAC membership may be expanded in the future to assist in developing and guiding multimodal input including bicycle, pedestrian, trails, transit and other mobility modes.

The HRTPO is the official planning agency to receive Transportation Disadvantaged (TD) trust funds for planning activities of the TD program in the six counties. The HRTPO staffs two Transportation Disadvantaged Local Coordinating Boards (LCB), one for Glades and Hendry Counties and one for the four counties of DeSoto, Hardee, Highlands and Okeechobee.

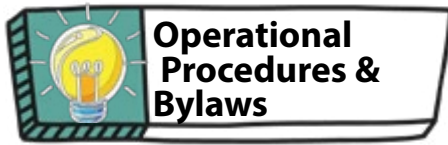
The HRTPO Board directs the staff in managing HRTPO operations. The staff coordinates all planning projects and activities, and administers all tasks to assure proper fulfillment of state and federal requirements. The staff works with the TAC and the CAC, as well as other committees or groups dealing with transportation issues; acts as the primary local liaison to FDOT, the FHWA, and the FTA, as well as other agencies; and works with the staffs of local agencies and neighboring jurisdictions on transportation projects and mobility opportunities.



The HRTPO has executed the following agreements in order to establish the organization and to promote the 3-C (Comprehensive, Continuing and Cooperative) planning process. Agreements currently in place are:

- Designation, Planning Area Boundary and Board Apportionment Plan for the Establishment of the Heartland Regional Transportation Planning Organization (HRTPO) approved by Governor Scott on November 17, 2014.
- Interlocal Agreement for Creation of the Heartland Regional Transportation Planning Organization (HRTPO) entered into between the Florida Department of Transportation (FDOT) and the Counties of DeSoto, Glades, Hardee, Hendry, Highlands and Okeechobee, and the Cities of Sebring and Avon Park, on April 28, 2015
 - Recorded in Polk County on May 1, 2015
 - Recorded in DeSoto County on May 14, 2015
 - Recorded in Glades County on June 9, 2015
 - Recorded in Hardee County on May 27, 2015
 - Recorded in Hendry County on June 3, 2015
 - Recorded in Highlands County on June 11, 2015
 - Recorded in Okeechobee County on May 13, 2015
- Staff Services Agreement between the Central Florida Regional Planning Council (CFRPC) and HRTPO; executed on May 13, 2015.
- Joint Participation Agreement for Intergovernmental Coordination and Review (ICAR) and Public Transportation Coordination entered into between the HRTPO, CFRPC, Southwest Florida Regional Planning Council (SWFRPC), Sebring Airport Authority, and FDOT.
 - Executed by the HRTPO on June 24, 2015
 - Executed by the CFRPC on May 13, 2015
 - Executed by the SWFRPC on May 11, 2015
 - Executed by the SAA on June 25, 2015
 - Executed by FDOT on August 11, 2015

- Metropolitan Planning Organization (MPO) Agreement between the HRTPO and the Florida Department of Transportation – The HRTPO entered into an agreement with FDOT on June 19, 2019 and the agreement was amended on June 27, 2019. A new agreement for FY 2020/21 - 2021/22 will be executed prior to July 1, 2020.
- Public Transportation Joint Participation Agreement (JPA between the Florida Department of Transportation and the HRTPO for FTA 5305(d) funds) – Financial Project No. 439215-1-03; this JPA was executed on April 30, 2019 and has an expiration date of December 31, 2020.



The HRTPO is an independent, separate legal entity authorized pursuant to Florida Law. The HRTPO will operate under a duly adopted set of bylaws. Support service staff will provide administrative, legal, financial, purchasing, and personnel support.

The Heartland Regional Transportation Planning Organization (HRTPO) Board consists of local elected officials from county and city constituencies. This Board will meet a minimum of four times per year to establish transportation policies and evaluate and review transportation needs within the HRTPO's area. The HRTPO Board operates under a set of formal bylaws adopted in 2015. Additionally, the HRTPO will have three standing Advisory Committees. These are the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), and the Mobility Advisory Committee (MAC). The TAC and CAC will meet a minimum of four times per year. The MAC meets on an as needed basis.

The HRTPO is the designated official planning agency to receive Transportation Disadvantaged (TD) Trust Funds utilized for planning activities of the TD program in urbanized areas. The HRTPO is the official planning agency to receive Transportation Disadvantaged (TD) trust funds for planning activities of the TD program in the six counties. The HRTPO will staff two Transportation Disadvantaged Local Coordinating Boards (LCB), one for Glades and Hendry Counties and the other one for the four counties of DeSoto, Hardee, Highlands and Okeechobee.

Required Certifications and Assurances may be found in Appendix D of this document.

The Official Records are located at the office of the HRTPO:

Heartland Regional Transportation Planning Organization
 555 E. Church Street
 Bartow, FL 33830

All HRTPO records are available for public inspection during regular business hours (Monday through Friday, 8:00 a.m. to 5:00 p.m., except holidays). The HRTPO operational procedures fully comply with the Public Records laws and the Sunshine Laws of the State of Florida.

Within the main sections of the Unified Planning Work Program, the specific transportation planning activities to be undertaken in the two fiscal years by the TPO staff are organized into eight major sections, each of which may include a number of individual activities.

Work Tasks Overview for Fiscal Years 2020/21-2021/22

1. Administration

Provide the staff and necessary resources to conduct a successful 3-C (Comprehensive, Cooperative and Continuing) transportation planning process. This includes the monitoring and managing of local planning tasks to ensure that the planning process complies with all state and federal requirements.

2. Transit Planning

Provide the staff and necessary resources to conduct a successful 3-C (Comprehensive, Cooperative and Continuing) planning process for supporting multimodal transportation including public transit in the Sebring-Avon Park Urbanized Area and coordination of rural public transit planning in rural areas.

3. Transportation Disadvantaged Program

Serve as the designated official planning agency for the Transportation Disadvantaged (TD) Program in the 6-county service area, provide staff to the Local Coordinating Boards (LCBs), and submit and administer TD Planning grants. Coordinates and conducts special needs transportation planning in the six county Heartland region.

4. System Performance

Provide the staff and necessary resources to 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.

5. Long Range Planning

Provide the staff and necessary resources to maintain and amend as necessary the 2040 LRTP and begin development of the 2045 LRTP. Guided by the Federal Planning Factors, the long-range plan encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that foster economic growth and development while supporting regional tourism.

6. Transportation Improvement Program

Provide the staff and necessary resources to develop, maintain, and amend a Transportation Improvement Program containing all regionally significant projects in the region.

7. Regional Coordination and Training

To carry out the metropolitan transportation planning process in coordination with the regional, statewide, and federal transportation planning process required by 23 U.S.C. 135 and 49 U.S.C. 5304 and provide training to TPO staff, Governing Board Members, and advisory committees to support metropolitan transportation planning in the region.

8. Public Participation

Provide the staff and necessary resources to actively involve all affected parties in an open, cooperative and collaborative process that provides meaningful opportunities to influence transportation decisions.

**Task 1
Activities****Administration****Purpose**

Provide the staff and necessary resources to conduct a successful 3-C (Comprehensive, Cooperative and Continuing) transportation planning process. This includes the monitoring and managing of local planning tasks to ensure that the planning process complies with all state and federal requirements.

Previous Work

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

Task 1 Activities for Fiscal Years 2021 and 2022

Description of the planning work	Resulting products	Completion Date
Perform financial tasks including audit report, budget, financial record keeping, preparation of invoices, grant reconciliations, etc.	Budgets, contracts and financial records, FDOT audits, invoices	Ongoing
	Audit report	Annually in February
Administer TPO Governing Board and Technical, Citizens, and Mobility Advisory Committees meetings.	Agenda packages, minutes, audio files, presentations, meeting summaries, website postings	Monthly
Monitor the two-year UPWP, process modifications and amendments, coordinate tasks with participating agencies, submit progress reports and invoices to FDOT, and adopt the FY 2020-22 UPWP.	Progress Reports	Monthly
	Amendments	As Needed
	FY 2022-2024 UPWP	May 2022
Monitor, review and update the COOP. Review and coordinate plans for transportation services following natural or man-made emergencies.	Updated COOP	As needed
Participate in state certification review.	Responses to certification questions	Annually as directed by FDOT
Legal services.	Contracts, resolutions, documents, procedures approved for legal sufficiency	As needed

Responsible Agency: Heartland Regional Transportation Planning Organization

**Task 1
Budget**

Administration

Task 1 - Administration								
Estimated Budget Detail for FY 2020/2021								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$45,539	\$0	\$0	\$0	\$0	\$0	\$45,539
	Subtotal:	\$45,539	\$0	\$0	\$0	\$0	\$0	\$45,539
D. Other Direct Expenses								
	Printing	\$4,500	\$0	\$0	\$0	\$0	\$0	\$4,500
	Postage	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
	Advertising	\$900	\$0	\$0	\$0	\$0	\$0	\$900
	Legal Fees	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
	Audit	\$0	\$0	\$0	\$0	\$2,500	\$0	\$2,500
	Office Supplies	\$500	\$0	\$0	\$0	\$0	\$0	\$500
	Subtotal:	\$16,900	\$0	\$0	\$0	\$2,500	\$0	\$19,400
E. Indirect Rate								
	Approved Rate 50.29%	\$22,301	\$0	\$0	\$0	\$0	\$0	\$22,301
	Subtotal:	\$22,301	\$0	\$0	\$0	\$0	\$0	\$22,301
	Total:	\$84,740	\$0	\$0	\$0	\$2,500	\$0	\$87,240

Task 1 - Administration								
Estimated Budget Detail for FY 2021/2022								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$43,000	\$0	\$0	\$0	\$0	\$0	\$43,000
	Subtotal:	\$43,000	\$0	\$0	\$0	\$0	\$0	\$43,000
D. Other Direct Expenses								
	Printing	\$3,500	\$0	\$0	\$0	\$0	\$0	\$3,500
	Postage	\$500	\$0	\$0	\$0	\$0	\$0	\$500
	Advertising	\$900	\$0	\$0	\$0	\$0	\$0	\$900
	Legal Fees	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
	Audit	\$0	\$0	\$0	\$0	\$2,500	\$0	\$2,500
	Office Supplies	\$250	\$0	\$0	\$0	\$0	\$0	\$250
	Subtotal:	\$15,150	\$0	\$0	\$0	\$2,500	\$0	\$17,650
E. Indirect Rate								
	Approved Rate 50.29%	\$21,576	\$0	\$0	\$0	\$0	\$0	\$21,576
	Subtotal:	\$21,576	\$0	\$0	\$0	\$0	\$0	\$21,576
	Total:	\$79,726	\$0	\$0	\$0	\$2,500	\$0	\$82,226

**Task 2
Activities**

Transit Planning

Purpose

Provide the staff and necessary resources to conduct a successful 3-C (Comprehensive, Cooperative and Continuing) planning process for supporting multimodal transportation including public transit in the Sebring-Avon Park Urbanized Area and coordination of rural public transit planning in rural areas.

Previous Work

Preparation and adoption of Transit Development Plan for Highlands County. Submission and administration of Section 5305(d) grants.

Task 2 Activities for Fiscal Years 2021 and 2022

Description of the planning work	Resulting products	Completion Date
Coordinate with designated transit providers for all six counties serving urbanized areas and rural systems including coordination with regional Commuter Services.	Locations for potential park and ride lots in transportation plans	As needed
Coordinate Transit Asset Management with FDOT and local Tier 2 local agencies	Updated agreements with transit providers to include performance measures	As directed by FDOT
Plan the urbanized area transit system in Highlands County including the destination process, initiation of operations plan and funding plan.	Submission of application and administration of Section 5305 (d) Transit Planning Grant	Annually in May
	Coordination and monitor funding opportunities to meet eligibility requirements for the 5307 program	Ongoing
	Conduct a Mobility As a Service (MAaS) study for urbanized area	June 2021
	Identify public/private partnership and opportunities to meet transit needs in the urbanized area	June 2022
	Using coordination and outreach, strive to identify additional local funding avenues to meet eligibility requirements for the 5307 program	Ongoing
	Transit Development Plan Progress Report	Annually in September
	Draft of Transit Development Plan for FY 2022-2027	June 2022

Responsible Agency: Heartland Regional Transportation Planning Organization

**Task 2
Budget**

Transit Planning

Task 2 - Transit Planning								
Estimated Budget Detail for FY 2020/2021								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$0	\$0	\$8,072	\$1,009	\$1,009	\$0	\$10,090
	Subtotal:	\$0	\$0	\$8,072	\$1,009	\$1,009	\$0	\$10,090
B. Consultant Services								
	Consultant Services	\$0	\$0	\$30,000	\$3,750	\$3,750	\$0	\$37,500
	Subtotal:	\$0	\$0	\$30,000	\$3,750	\$3,750	\$0	\$37,500
E. Staff Services Fee								
	Approved Rate 50.29%	\$0	\$0	\$4,533	\$567	\$567	\$0	\$5,666
	Subtotal:	\$0	\$0	\$4,533	\$567	\$567	\$0	\$5,666
	Total:	\$0	\$0	\$42,605	\$5,326	\$5,326	\$0	\$53,257

Task 2 - Transit Planning								
Estimated Budget Detail for FY 2021/2022								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$0	\$0	\$30,000	\$3,750	\$3,750	\$0	\$37,500
	Subtotal:	\$0	\$0	\$30,000	\$3,750	\$3,750	\$0	\$37,500
B. Consultant Services								
	Consultant Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
E. Staff Services Fee								
	Approved Rate 50.29%	\$0	\$0	\$12,605	\$1,576	\$1,576	\$0	\$15,756
	Subtotal:	\$0	\$0	\$12,605	\$1,576	\$1,576	\$0	\$15,756
	Total:	\$0	\$0	\$42,605	\$5,326	\$5,326	\$0	\$53,257

**Task 3
Activities****Transportation
Disadvantaged
Program****Purpose**

Serve as the designated official planning agency for the Transportation Disadvantaged (TD) Program in the six county service area, provide staff to the Local Coordinating Boards (LCBs), and submit and administer TD Planning grants. Coordinates and conducts special needs transportation planning in the six county Heartland region.

Previous Work

Ongoing transportation disadvantaged coordination between the HRTPO, urban transit planning, and the Local Coordinating Boards. Held regional TD Summit in October 2019.

Task 3 Activities for Fiscal Years 2021 and 2022

Description of the planning work	Resulting products	Completion Date
Plan the Transportation Disadvantaged system, including Transportation Disadvantaged Service Plan (TDSP) update, Community Transportation Coordinator (CTC) evaluations, and support of the LCBs for the DeSoto, Hardee, Highlands, Okeechobee service area, and submit and administer TD Planning grants.	TDSP Update	Annually
	CTC Selection	June 2021
	CTC Evaluation	June 2022
	TD Planning grant	Annually
Plan the Transportation Disadvantaged system, including TDSP updates, selection of Community Transportation Coordinator, CTC evaluations, and support of the LCB for the Glades/Hendry service area, and submit and administer TD Planning grants.	TDSP Update	Annually
	CTC Evaluation	Annually
	TD Planning grant	Annually
Host biennial mobility, transit, and transportation disadvantaged forum.	Forum Meeting materials	June 2022

Responsible Agency: Heartland Regional Transportation Planning Organization

**Task 3
Budget**

**Transportation
Disadvantaged
Program**

Task 3 - Transportation Disadvantaged								
Estimated Budget Detail for FY 2020/2021								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$18,886	\$0	\$0	\$0	\$0	\$77,170	\$96,056
	Subtotal:	\$18,886	\$0	\$0	\$0	\$0	\$77,170	\$96,056
C. Travel								
	Travel Expenses	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000
D. Other Direct Expenses								
	Printing	\$0	\$0	\$0	\$0	\$0	\$500	\$500
	Postage	\$0	\$0	\$0	\$0	\$0	\$250	\$250
	Advertising	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,500
	Legal Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Office Supplies	\$0	\$0	\$0	\$0	\$0	\$503	\$503
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$2,753	\$2,753
E. Staff Services Fee								
	Approved Rate 50.29%	\$9,354	\$0	\$0	\$0	\$0	\$39,997	\$49,350
	Subtotal:	\$9,354	\$0	\$0	\$0	\$0	\$39,997	\$49,350
	Total:	\$28,240	\$0	\$0	\$0	\$0	\$121,920	\$150,160

Task 3 - Transportation Disadvantage								
Estimated Budget Detail for FY 2021/2022								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$13,600	\$0	\$0	\$0	\$0	\$77,170	\$90,770
	Subtotal:	\$13,600	\$0	\$0	\$0	\$0	\$77,170	\$90,770
C. Travel								
	Travel Expenses	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000
D. Other Direct Expenses								
	Printing	\$0	\$0	\$0	\$0	\$0	\$500	\$500
	Postage	\$0	\$0	\$0	\$0	\$0	\$250	\$250
	Advertising	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,500
	Legal Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Office Supplies	\$0	\$0	\$0	\$0	\$0	\$503	\$503
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$2,753	\$2,753
E. Staff Services Fee								
	Approved Rate 50.29%	\$6,640	\$0	\$0	\$0	\$0	\$39,997	\$46,637
	Subtotal:	\$6,640	\$0	\$0	\$0	\$0	\$39,997	\$46,637
	Total:	\$20,240	\$0	\$0	\$0	\$0	\$121,920	\$142,160

**Task 4
Activities****System
Performance****Purpose**

Provide the staff and necessary resources to 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.

Previous Work

Development of Transportation Trends Report, Safety Element, adoption of Safety Measures and Targets, and updated data for D1 Regional Planning Model.

Task 4 Activities for Fiscal Years 2021 and 2022

Description of the planning work	Resulting products	Completion Date
Update Congestion Management Process	Congestion Management Process	June 2022
Refine the Prioritization Process to consider performance measures as targets are developed for compliance with Federal regulations.	Performance based ranking criteria	December 2021
Compile and analyze vehicular traffic, non-motorized activity statistics related to safety on the transportation system.	Transportation Trends Report: Safety Element	Annually in February
Develop, monitor, and report on performance standards and measures and targets.	Develop and Adopt Targets	As directed by FHWA
	Monitoring	Ongoing
	Develop online dashboard of all adopted measures and targets	June 2021
Provide input into, and/or propose projects for, the FDOT District One Congestion Management Process (CMP) for SIS.	Identified Projects	Ongoing

Responsible Agency: Heartland Regional Transportation Planning Organization

Task 4 Budget **System Performance**

Task 4 - System Performance								
Estimated Budget Detail for FY 2020/2021								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$64,900	\$0	\$0	\$0	\$0	\$0	\$64,900
	Subtotal:	\$64,900	\$0	\$0	\$0	\$0	\$0	\$64,900
E. Staff Services Fee								
	Approved Rate 50.29%	\$32,727	\$0	\$0	\$0	\$0	\$0	\$32,727
	Subtotal:	\$32,727	\$0	\$0	\$0	\$0	\$0	\$32,727
	Total:	\$97,627	\$0	\$0	\$0	\$0	\$0	\$97,627

Task 4 - System Performance								
Estimated Budget Detail for FY 2021/2022								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$64,900	\$0	\$0	\$0	\$0	\$0	\$64,900
	Subtotal:	\$64,900	\$0	\$0	\$0	\$0	\$0	\$64,900
E. Staff Services Fee								
	Approved Rate 50.29%	\$32,727	\$0	\$0	\$0	\$0	\$0	\$32,727
	Subtotal:	\$32,727	\$0	\$0	\$0	\$0	\$0	\$32,727
	Total:	\$97,627	\$0	\$0	\$0	\$0	\$0	\$97,627

**Task 5
Activities**

**Long Range
Planning**

Purpose

Provide the staff and necessary resources to maintain and amend as necessary the 2040 LRTP and develop and adopt the 2045 LRTP. Guided by the Federal Planning Factors, the long-range plan encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that foster economic growth and development while supporting regional tourism.

Previous Work

- Development and adoption of the 2040 LRTP and amendments as required.
- Development of the 2045 LRTP network data for FDOT District One Regional Planning Model.
- Regional Bike/Pedestrian Safety Plan and GIS Sidewalk Inventory

Task 5 Activities for Fiscal Years 2021 and 2022

Description of the planning work	Resulting products	Completion Date
Update the 2040 Long Range Transportation Plan (LRTP) by amendment as needed.	Amendments	As needed
Development and adoption of the 2045 LRTP.	2045 LRTP	March 2021
Planning screen reports for ETDM projects [screened internally and not through the Environmental Technical Advisory Team (ETAT)] that move forward from the LRTP.	Recommendations if needed	Ongoing
Plan the non-motorized transportation system, including development of a sidewalk inventory and Bike/Ped Safety Plan, maintenance of associated GIS datasets and associated activities.	Regional Trails Plan	June 2022
	GIS Datasets	Ongoing
Plan the freight system, including updates to the regional freight plan, participation in various freight committees, coordination with freight stakeholders, maintenance of GIS datasets and associated activities.	GIS datasets	Ongoing
Conduct and collaborate on studies to evaluate safety, identify complete street infrastructure investment opportunities, and visitor/tourism modal choice, including coordination with FDOT District One Planning Studio activities	Recommendations if necessary	Ongoing

Responsible Agency: Heartland Regional Transportation Planning Organization

Task 5 Budget **Long Range Planning**

Task 5 - Long Range Planning								
Estimated Budget Detail for FY 2020/2021								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$65,593	\$0	\$0	\$0	\$0	\$0	\$65,593
	Subtotal:	\$65,593	\$0	\$0	\$0	\$0	\$0	\$65,593
E. Staff Services Fee								
	Approved Rate 50.29%	\$33,223	\$0	\$0	\$0	\$0	\$0	\$33,223
	Subtotal:	\$33,223	\$0	\$0	\$0	\$0	\$0	\$33,223
	Total:	\$98,816	\$0	\$0	\$0	\$0	\$0	\$98,816

Task 5 - Long Range Planning								
Estimated Budget Detail for FY 2021/2022								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$37,645	\$0	\$0	\$0	\$0	\$0	\$37,645
	Subtotal:	\$37,645	\$0	\$0	\$0	\$0	\$0	\$37,645
B. Consultant Services								
	Consultant Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
E. Staff Services Fee								
	Approved Rate 50.29%	\$19,171	\$0	\$0	\$0	\$0	\$0	\$19,171
	Subtotal:	\$19,171	\$0	\$0	\$0	\$0	\$0	\$19,171
	Total:	\$56,816	\$0	\$0	\$0	\$0	\$0	\$56,816

**Task 6
Activities** **Transportation
Improvement
Program**

Purpose

Provide the staff and necessary resources to develop, maintain, and amend a Transportation Improvement Program containing all regionally significant projects in the region.

Previous Work

Annual development of the Priority Project List and Transportation Improvement Plan and all required amendments. Interactive map of major projects maintained on website.

Task 6 Activities for Fiscal Years 2021 and 2022

Description of the planning work	Resulting products	Completion Date
Develop an annual Priority Project List identifying the unfunded highway, transit, bicycle, and pedestrian projects that have been prioritized for funding by the TPO. This activity includes review of applications and associated activities.	Application Sufficiency Review	Annually in February
	Priority Project List	Annually in June
Review FDOT Draft Tentative Work Program for consistency with the LRTP and adopted priorities of the TPO Governing Board.	Review Letter if needed	Annually
Prepare and adopt the TIP, including the list of federally funded projects, a project map, performance measures and targets, and process required amendments.	Transportation Improvement Program	Annually in July
	TIP Amendments	As Needed
Refined and reformatted GIS data for HRTPO programs, projects and publications.	Datasets	Ongoing

Responsible Agency: Heartland Regional Transportation Planning Organization

**Task 6
Budget** **Transportation
Improvement
Program**

Task 6 - Transportation Improvement Plan								
Estimated Budget Detail for FY 2020/2021								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
	Subtotal:	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
E. Staff Services Fee								
	Approved Rate 50.29%	\$7,167	\$0	\$0	\$0	\$0	\$0	\$7,167
	Subtotal:	\$7,167	\$0	\$0	\$0	\$0	\$0	\$7,167
	Total:	\$22,167	\$0	\$0	\$0	\$0	\$0	\$22,167

Task 6 - Transportation Improvement Plan								
Estimated Budget Detail for FY 2021/2022								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
	Subtotal:	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
E. Staff Services Fee								
	Approved Rate 50.29%	\$7,167	\$0	\$0	\$0	\$0	\$0	\$7,167
	Subtotal:	\$7,167	\$0	\$0	\$0	\$0	\$0	\$7,167
	Total:	\$22,167	\$0	\$0	\$0	\$0	\$0	\$22,167

**Task 7
Activities****Regional
Coordination and
Training****Purpose**

To carry out the metropolitan transportation planning process in coordination with the regional, statewide, and federal transportation planning process required by 23 U.S.C. 135 and 49 U.S.C. 5304 and provide training to TPO staff, Governing Board Members, and advisory committees to support metropolitan transportation planning in the region.

Previous Work

Participated in meetings of the Metropolitan Planning Organization Advisory Council (MPOAC), West Central Florida MPOs Chairs' Coordinating Committee (CCC), Model Task Force, Florida Transportation Plan (FTP)/ Strategic Intermodal System (SIS) Steering/ Implementation Committee, ACES Sub-Committee, FDOT/FHWA/FTA/MPO Statewide Conferences, District 1 Coordinated Urban Transportation Studies (CUTS) Committee, the U.S. 27 Mobility Stakeholders Working Group, and M-CORES Task Force for the Southwest Corridor Connector. Attended the TRANSPLEX and Florida Transportation Forum Conferences.

Task 7 Activities for Fiscal Years 2021 and 2022

	Resulting products	Completion Date
Participation in the Metropolitan Planning Organization Advisory Council (MPOAC), Association of Metropolitan Planning Organizations (AMPO), National Association of Regional Councils (NARC), FTP/ SIS Meetings, Model Task Force and Rural Planning Organizations (RPO) America and other related conferences and trainings.	Attendance and Participation	Ongoing
Coordination efforts with Hillsborough, Charlotte-Punta Gorda, Sarasota/Manatee, Lee, Collier, Palm Beach, and Martin MPOs, MetroPlan Orlando and the St. Lucie and Polk TPOs.	Monitoring and attendance	Ongoing
Monitoring of, and continued participation in, all regional and statewide plans/studies and programs that have an impact on the HRTPO including M-CORES.	Attendance and Participation	As needed
Attendance at state and local conferences on HRTPO related issues, as needed each year provided by USDOT, FDOT, and other approved training courses, and the procurement of educational materials as provided.	Attendance, training, materials	As needed

Responsible Agency: Heartland Regional Transportation Planning Organization

**Task 7
Budget** **Regional
Coordination and
Training**

Task 7 - Regional Coordination								
Estimated Budget Detail for FY 2020/2021								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$29,600	\$0	\$0	\$0	\$0	\$0	\$29,600
	Subtotal:	\$29,600	\$0	\$0	\$0	\$0	\$0	\$29,600
C. Travel								
	Travel Expenses	\$2,500	\$0	\$0	\$0	\$0	\$0	\$2,500
	Subtotal:	\$2,500	\$0	\$0	\$0	\$0	\$0	\$2,500
E. Staff Services Fee								
	Approved Rate 50.29%	\$14,805	\$0	\$0	\$0	\$0	\$0	\$14,805
	Subtotal:	\$14,805	\$0	\$0	\$0	\$0	\$0	\$14,805
	Total:	\$46,905	\$0	\$0	\$0	\$0	\$0	\$46,905

Task 7 - Regional Coordination								
Estimated Budget Detail for FY 2021/2022								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$29,600	\$0	\$0	\$0	\$0	\$0	\$29,600
	Subtotal:	\$29,600	\$0	\$0	\$0	\$0	\$0	\$29,600
C. Travel								
	Travel Expenses	\$2,500	\$0	\$0	\$0	\$0	\$0	\$2,500
	Subtotal:	\$2,500	\$0	\$0	\$0	\$0	\$0	\$2,500
E. Staff Services Fee								
	Approved Rate 50.29%	\$14,805	\$0	\$0	\$0	\$0	\$0	\$14,805
	Subtotal:	\$14,805	\$0	\$0	\$0	\$0	\$0	\$14,805
	Total:	\$46,905	\$0	\$0	\$0	\$0	\$0	\$46,905

**Task 8
Activities****Public
Participation****Purpose**

Provide the staff and necessary resources to actively involve all affected parties in an open, cooperative and collaborative process that provides meaningful opportunities to influence transportation decisions.

Previous Work

The TPO developed, updated, and used a public participation plan that provided reasonable opportunities for all to be involved in the metropolitan transportation planning process.

Task 8 Activities for Fiscal Years 2021 and 2022

Description of the planning work	Resulting products	Completion Date
Purchase and distribute educational materials (i.e. flyers, brochures, safety items, USB drives etc.) at public and partner events to encourage input.	Inventory of Items	Annually
Continually identify and implement ways to improve the public participation processes and conduct annual stakeholder survey to invite and encourage feedback on efforts.	Public Involvement Report	Annually in September
Present information and seek input from local governments, chambers of commerce, civic organizations, Community Traffic Safety Teams, neighborhood associations, etc.	List of presentations	Ongoing
Conduct special events as host or partner to solicit input and provide education, enhance usage of the transportation system, and/or improve safety for the public.	Meeting materials	As needed
Monitor DBE, Title VI, and ADA compliance.	Public Involvement Report	Annually

Responsible Agency: Heartland Regional Transportation Planning Organization

**Task 8
Budget** **Public
Participation**

Task 8 - Public Participation								
Estimated Budget Detail for FY 2020/2021								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$48,885	\$0	\$0	\$0	\$0	\$0	\$48,885
	Subtotal:	\$48,885	\$0	\$0	\$0	\$0	\$0	\$48,885
E. Staff Services Fee								
	Approved Rate 50.29%	\$24,693	\$0	\$0	\$0	\$0	\$0	\$24,693
	Subtotal:	\$24,693	\$0	\$0	\$0	\$0	\$0	\$24,693
	Total:	\$73,578	\$0	\$0	\$0	\$0	\$0	\$73,578

Task 8 - Public Participation								
Estimated Budget Detail for FY 2021/2022								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	Staff Salaries, fringe benefits	\$46,700	\$0	\$0	\$0	\$0	\$0	\$46,700
	Subtotal:	\$46,700	\$0	\$0	\$0	\$0	\$0	\$46,700
E. Staff Services Fee								
	Approved Rate 50.29%	\$23,484	\$0	\$0	\$0	\$0	\$0	\$23,484
	Subtotal:	\$23,484	\$0	\$0	\$0	\$0	\$0	\$23,484
	Total:	\$70,184	\$0	\$0	\$0	\$0	\$0	\$70,184

Summary Budget Table Agency Participation

Table 1 Agency Participation

Year 1 - FY 2020/2021									
Agency Funding Participation									
	Responsible Agencies	FHWA	FTA	Soft Match	State Match	Local Match	Trans. Disad.	Total	Potential Consultant Fee
Task 1 - Administration	HRTPO	\$84,740	\$0	\$18,690	\$0	\$2,500	\$0	\$105,930	\$0
Task 2 - Transit Planning	HRTPO	\$0	\$42,605	\$0	\$5,326	\$5,326	\$0	\$53,257	\$30,000
Task 3 - Transportation Disadvantaged	HRTPO	\$28,240	\$0	\$6,228	\$0	\$0	\$121,920	\$156,388	\$0
Task 4 - System Performance	HRTPO	\$97,627	\$0	\$21,532	\$0	\$0	\$0	\$119,159	\$0
Task 5 - Long Range Planning	HRTPO	\$98,816	\$0	\$21,794	\$0	\$0	\$0	\$120,610	\$0
Task 6 - Transportation Improvement Plan	HRTPO	\$22,167	\$0	\$4,889	\$0	\$0	\$0	\$27,056	\$0
Task 7 - Regional Coordination	HRTPO	\$46,905	\$0	\$10,345	\$0	\$0	\$0	\$57,250	\$0
Task 8 - Public Participation	HRTPO	\$73,578	\$0	\$16,228	\$0	\$0	\$0	\$89,806	\$0
Total Cost to HRTPO		\$452,073	\$42,605	\$99,707	\$5,326	\$7,826	\$121,920	\$729,457	\$30,000

Year 2 - FY 2021/2022									
Agency Funding Participation									
	Responsible Agencies	FHWA	FTA	Soft Match	State Match	Local Match	Trans. Disad.	Total	Potential Consultant Fee
Task 1 - Administration	HRTPO	\$79,726	\$0	\$17,584	\$0	\$2,500	\$0	\$99,810	\$0
Task 2 - Transit Planning	HRTPO	\$0	\$42,605	\$0	\$5,326	\$5,326	\$0	\$53,257	\$0
Task 3 - Transportation Disadvantaged	HRTPO	\$20,240	\$0	\$4,464	\$0	\$0	\$121,920	\$146,624	\$0
Task 4 - System Performance	HRTPO	\$97,627	\$0	\$21,532	\$0	\$0	\$0	\$119,159	\$0
Task 5 - Long Range Planning	HRTPO	\$56,816	\$0	\$12,531	\$0	\$0	\$0	\$69,347	\$0
Task 6 - Transportation Improvement Plan	HRTPO	\$22,167	\$0	\$4,889	\$0	\$0	\$0	\$27,056	\$0
Task 7 - Regional Coordination	HRTPO	\$46,905	\$0	\$10,345	\$0	\$0	\$0	\$57,250	\$0
Task 8 - Public Participation	HRTPO	\$70,184	\$0	\$15,479	\$0	\$0	\$0	\$85,663	\$0
Total Cost to HRTPO		\$393,665	\$42,605	\$86,824	\$5,326	\$7,826	\$121,920	\$658,166	\$0

Table 2 Funding Sources

Year 1 - FY 2020/2021									
Funding Source by Task									
	Responsible Agencies	FHWA PL	FTA 5305	Soft Match 18.07%	Cash Match	FTA State Match	FTA Local Match	Trans. Disad.	Total (minus Soft match)
Task 1 - Administration	HRTPO	\$84,740	\$0	\$18,690	\$0	\$0	\$2,500	\$0	\$87,240
Task 2 - Transit Planning	HRTPO	\$0	\$42,605	\$0	\$0	\$5,326	\$5,326	\$0	\$53,257
Task 3 - Transportation Disadvantaged	HRTPO	\$28,240	\$0	\$6,228	\$0	\$0	\$0	\$121,920	\$150,160
Task 4 - System Performance	HRTPO	\$97,627	\$0	\$21,532	\$0	\$0	\$0	\$0	\$97,627
Task 5 - Long Range Planning	HRTPO	\$98,816	\$0	\$21,794	\$0	\$0	\$0	\$0	\$98,816
Task 6 - Transportation Improvement Plan	HRTPO	\$22,167	\$0	\$4,889	\$0	\$0	\$0	\$0	\$22,167
Task 7 - Regional Coordination	HRTPO	\$46,905	\$0	\$10,345	\$0	\$0	\$0	\$0	\$46,905
Task 8 - Public Participation	HRTPO	\$73,578	\$0	\$16,228	\$0	\$0	\$0	\$0	\$73,578
Total Cost to HRTPO		\$452,073	\$42,605	\$99,707	\$0	\$5,326	\$7,826	\$121,920	\$629,750

Year 2 - FY 2021/2022									
Funding Source by Task									
	Responsible Agencies	FHWA PL	FTA 5305	Soft Match 18.07%	Cash Match	FTA State Match	FTA Local Match	Trans. Disad.	Total (minus Soft match)
Task 1 - Administration	HRTPO	\$79,726	\$0	\$17,584	\$0	\$0	\$2,500	\$0	\$82,226
Task 2 - Transit Planning	HRTPO	\$0	\$42,605	\$0	\$0	\$5,326	\$5,326	\$0	\$53,257
Task 3 - Transportation Disadvantaged	HRTPO	\$20,240	\$0	\$4,464	\$0	\$0	\$0	\$121,920	\$142,160
Task 4 - System Performance	HRTPO	\$97,627	\$0	\$21,532	\$0	\$0	\$0	\$0	\$97,627
Task 5 - Long Range Planning	HRTPO	\$56,816	\$0	\$12,531	\$0	\$0	\$0	\$0	\$56,816
Task 6 - Transportation Improvement Plan	HRTPO	\$22,167	\$0	\$4,889	\$0	\$0	\$0	\$0	\$22,167
Task 7 - Regional Coordination	HRTPO	\$46,905	\$0	\$10,345	\$0	\$0	\$0	\$0	\$46,905
Task 8 - Public Participation	HRTPO	\$70,184	\$0	\$15,479	\$0	\$0	\$0	\$0	\$70,184
Total Cost to HRTPO		\$393,665	\$42,605	\$86,824	\$0	\$5,326	\$7,826	\$121,920	\$571,342

APPENDIX A: Glossary of Acronyms

ACES	Automated, Connected, Electric, Shared Vehicles
ADA	Americans with Disabilities Act
AER	Annual Expenditure Report
AMPO	Association of Metropolitan Planning Organizations
BoCC	Board of County Commissioners
BEBR	Bureau of Economic and Business Research
CAC	Citizens Advisory Committee
CFR	Code of Federal Regulations
CFASPP	Continuing Florida Aviation System Planning Process
CFRPC	Central Florida Regional Planning Council
CMP	Congestion Management Process
COOP	Continuity of Operations Plan
CTC	Community Transportation Coordinator
CTD	Florida Commission for the Transportation Disadvantaged
CTST	Community Traffic Safety Team
CUTR	University of South Florida Center for Urban Transportation Research
CUTS	Coordinated Urban Transportation Studies
DBE	Disadvantaged Business Enterprise
DOPA	Designated Official Planning Agency
E+C	Existing plus committed network (used in modeling)
EJ	Environmental Justice
ETDM	Efficient Transportation Decision Making
FAA	Federal Aviation Administration
FAC	Florida Administrative Code
FDOT	Florida Department of Transportation
FAP	Federal Aid Program
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FM	Financial Management
FHERO	Florida Heartland Economic Region of Opportunity
FSUTMS	Florida Standard Urban Transportation Model Structure
FS	Florida Statutes
FTA	Federal Transit Administration
FTP	Florida Transportation Plan
FY	Fiscal Year
GIS	Geographic Information Systems
HRTPO	Heartland Regional Transportation Planning Organization
ICAR	Intergovernmental Coordination and Review
ITS	Intelligent Transportation System
JPA	Joint Participation Agreement
LCB	Local Coordinating Board
LEP	Limited English Proficiency
LOS	Level of Service
L RTP	Long Range Transportation Plan
MAC	Mobility Advisory Committee
MAP-21	Moving Ahead for Progress in the 21st Century
MOA	Memorandum of Agreement
MPO	Metropolitan Planning Organization

MPOAC	Metropolitan Planning Organization Advisory Council
NARC	National Association of Regional Councils
NHS	National Highway System
PPP	Public Participation Plan
PL	FHWA Transportation Planning Funds
RAO	Rural Area of Opportunity
SIS	Strategic Intermodal System
STIP	State Transportation Improvement Program
SWFRPC	Southwest Florida Regional Planning Council
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TD	Transportation Disadvantaged
TDM	Travel Demand Management
TDP	Transit Development Plan
TDSP	Transportation Disadvantaged Service Plan
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPO	Transportation Planning Organization
TRB	Transportation Research Board
TRIP	Transportation Regional Incentive Program
TSM	Transportation System Management
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation
UA	Urbanized Area
YOE	Year of Expenditure

APPENDIX B: Compliance With Planning Factors and State Emphasis Areas

	Task 1 Administration	Task 2 Transit Planning	Task 3 Transportation Disadvantaged	Task 4 Systems Performance	Task 5 Long Range Planning	Task 6 Transportation Improvement Program	Task 7 Regional Coordination and Training	Task 8 Public Participation
MAP-21 and FAST Act Planning Factors								
Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	X	X		X	X	X	X	
Increase safety of transportation system for motorized and non-motorized users.	X	X	X	X	X	X	X	
Increase security of transportation system for motorized and non-motorized users.	X	X		X	X	X	X	
Increase accessibility and mobility options for people and for freight.	X	X	X	X	X	X	X	X
Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements; state and local planned growth and economic development patterns.	X	X	X	X	X	X	X	X
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	X	X	X	X	X	X	X	X
Promote efficient system management and operation.	X	X	X	X	X	X	X	
Emphasize the preservation of the existing transportation system.	X			X	X	X	X	
Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation	X	X		X	X	X	X	
Enhance travel and tourism	X	X		X	X	X	X	X
State of Florida Planning Emphasis Areas								
Safety	X	X	X	X	X	X	X	X
System Connectivity	X	X	X	X	X	X	X	X
Resilience	X	X	X	X	X	X	X	X
ACES (Automated/Connected/Electric/Shared-use) Vehicles	X	X	X	X	X	X	X	X

APPENDIX C: District Planning Activities

This appendix lists planning activities/studies being conducted within the six county Heartland Region by the Florida Department of Transportation (FDOT) District One.

1. GIS Application Development and System Maintenance
2. Systems Planning and Reviews
3. Interchange Reviews
4. Travel Demand Model Development
5. ETDM/Community Impact Assessment
6. Statistics
7. Federal Functional Classification
8. Traffic Counts Program
9. Modal Development Technical Support
10. Transportation Alternatives Program Development
11. Commuter Services
12. State Highway System Corridor Studies
13. Complete Streets Studies
14. Growth Management Impact Reviews
15. Promoting and coordinating Safety for all modes of transportation, including bicycle and pedestrian

APPENDIX D. Certificate of Indirect Costs



United States Department of the Interior

OFFICE OF THE SECRETARY

Washington, DC 20240

State and Local Governments Indirect Cost Negotiation Agreement

EIN: 59-1520550

Date:

Organization:

Central Florida Regional Planning Council
555 East Church Street
Bartow, FL 33830

Report No(s):

Filing Ref.:
Last Negotiation Agreement
dated April 5, 2019

The indirect cost rate contained herein is for use on grants, contracts, and other agreements with the Federal Government to which 2 CFR Part 200 applies subject to the limitations in Section II.A. of this agreement. The rate was negotiated by the U.S. Department of the Interior, Interior Business Center, and the subject organization in accordance with the authority contained in applicable regulations.

Section I: Rate

Type	Effective Period		Rate*	Locations	Applicable To
	From	To			
Fixed Carryforward	10/01/19	09/30/20	50.29%	All	All Programs

***Base:** Total direct salaries and wages, excluding fringe benefits. The rate applies to all programs administered by the non-federal entity. To determine the amount of indirect costs to be billed under this agreement, direct salaries and wages should be summed and multiplied by the rate. All other program costs, including fringe benefits associated with direct salaries and wages, should be eliminated from the calculation.

Treatment of fringe benefits: Fringe benefits applicable to direct salaries and wages are treated as direct costs; fringe benefits applicable to indirect salaries and wages are treated as indirect costs.

Section II: General

Page 1 of 3

A. Limitations: Use of the rate(s) contained in this agreement is subject to any applicable statutory limitations. Acceptance of the rate(s) agreed to herein is predicated upon these conditions: (1) no costs other than those incurred by the subject organization were included in its indirect cost rate proposal, (2) all such costs are the legal obligations of the grantee/contractor, (3) similar types of costs have been accorded consistent treatment, and (4) the same costs that have been treated as indirect costs have not been claimed as direct costs (for example, supplies can be charged directly to a program or activity as long as these costs are not part of the supply costs included in the indirect cost pool for central administration).

B. Audit: All costs (direct and indirect, federal and non-federal) are subject to audit. Adjustments to amounts resulting from audit of the cost allocation plan or indirect cost rate proposal upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation.

C. **Changes:** The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was submitted. Changes in the method of accounting for costs which affect the amount of reimbursement resulting from use of the rate(s) in this agreement may require the prior approval of the cognizant agency. Failure to obtain such approval may result in subsequent audit disallowance.

D. **Rate Type:**

1. **Fixed Carryforward Rate:** A fixed carryforward rate is based on an estimate of the costs that will be incurred during the period for which the rate applies. When the actual costs for such periods have been determined, an adjustment will be made to the rate for future periods, if necessary, to compensate for the difference between the costs used to establish the fixed rate and the actual costs.

2. **Provisional/Final Rates:** Within six (6) months after year end, a final indirect cost rate proposal must be submitted based on actual costs. Billings and charges to contracts and grants must be adjusted if the final rate varies from the provisional rate. If the final rate is greater than the provisional rate and there are no funds available to cover the additional indirect costs, the organization may not recover all indirect costs. Conversely, if the final rate is less than the provisional rate, the organization will be required to pay back the difference to the funding agency.

3. **Predetermined Rate:** A predetermined rate is an indirect cost rate applicable to a specified current or future period, usually the organization's fiscal year. The rate is based on an estimate of the costs to be incurred during the period. A predetermined rate is not subject to adjustment. (Because of legal constraints, predetermined rates are not permitted for Federal contracts; they may, however, be used for grants or cooperative agreements.)

E. **Rate Extension:** Only final and predetermined rates may be eligible for consideration of rate extensions. Requests for rate extensions of a current rate will be reviewed on a case-by-case basis. If an extension is granted, the non-Federal entity may not request a rate review until the extension period ends. In the last year of a rate extension period, the non-Federal entity must submit a new rate proposal for the next fiscal period.

F. **Agency Notification:** Copies of this document may be provided to other federal offices as a means of notifying them of the agreement contained herein.

G. **Record Keeping:** Organizations must maintain accounting records that demonstrate that each type of cost has been treated consistently either as a direct cost or an indirect cost. Records pertaining to the costs of program administration, such as salaries, travel, and related costs, should be kept on an annual basis.

H. **Reimbursement Ceilings:** Grantee/contractor program agreements providing for ceilings on indirect cost rates or reimbursement amounts are subject to the ceilings stipulated in the contract or grant agreements. If the ceiling rate is higher than the negotiated rates in Section I of this agreement, the negotiated rates will be used to determine the maximum allowable indirect cost.

I. **Use of Other Rates:** If any federal programs are reimbursing indirect costs to this grantee/contractor by a measure other than the approved rate(s) in this agreement, the grantee/contractor should credit such costs to the affected programs, and the approved rate(s) should be used to identify the maximum amount of indirect cost allocable to these programs.

J. **Central Service Costs:** If the proposed central service cost allocation plan for the same period has not been approved by that time, the indirect cost proposal may be prepared including an amount for central services that is based on the latest federally-approved central service cost allocation plan. The difference between these central service amounts and the amounts ultimately approved will be compensated for by an adjustment in a subsequent period.

K. **Other:**

1. The purpose of an indirect cost rate is to facilitate the allocation and billing of indirect costs. Approval of the indirect cost rate does not mean that an organization can recover more than the actual costs of a particular program or activity.

2. Programs received or initiated by the organization subsequent to the negotiation of this agreement are subject to the approved indirect cost rate(s) if the programs receive administrative support from the indirect cost pool. It should be noted that this could result in an adjustment to a future rate.

3. Indirect cost proposals must be developed (and, when required, submitted) within six (6) months after the close of the governmental unit's fiscal year, unless an exception is approved by the cognizant agency for indirect costs.

Section III: Acceptance

Listed below are the signatures of acceptance for this agreement:

By the State or Local Government:

By the Cognizant Federal Government Agency:

Central Florida Regional Planning Council
State/Local Government

U.S. Department of Commerce, EDA
Cognizant Agency

 /s/

_____/s/

Signature
Patricia M Steed
Name (Type or Print)

Signature
Craig A. Wills
Name

Executive Director
Title

Division Chief
Indirect Cost Services Division
Title

1/22/2020
Date

Negotiated by Shaun House
Telephone (916) 930-3819

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