



## FDOT MPO Joint Certification

# FDOT MPO Joint Certification

**MPO Name:** Polk TPO

**Calendar Year of Review Period:** January 1, 2025, through December 31, 2025

**Date Completed:** February 5, 2026

## Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) jointly certify the metropolitan transportation planning process, as described in [23 Code of Federal Regulations \(CFR\) 450.336](#). The FDOT MPO Joint Certification includes confirmation of the metropolitan transportation planning process, a summary of the MPO's noteworthy achievements, and, if applicable, a list of recommendations and/or corrective actions. The District must report corrective actions and how they were resolved by the MPO directly to the MPO Board.

The MPO completes Part 1, while the FDOT District completes Part 2. Please read and answer each question in the document. The FDOT MPO Joint Certification must be submitted to the Office of Policy Planning (OPP) by **June 1**.

## Part 1: MPO

*The MPO completes Part 1 of the Joint Certification.*

### Section 1.1: Statement of Compliance

The MPO Executive Director must review and sign the statement below to certify compliance with federal and state requirements.

#### **I acknowledge and confirm that the MPO (check all):**

- Incorporates the 10 Federal Planning Factors [\[23 CFR 450.306\]](#) into its planning process.
- Develops transportation plans and programs through a continuing, comprehensive, and cooperative process [\[23 CFR 450.306\(b\)\]](#).
- Ensures that federal-aid funds are expended in conformity with applicable federal and state laws, including [23 United States Code \(USC\) 134](#), [49 USC 5303](#), [2 CFR 200](#), and [s.339.175, Florida Statutes \(FS\)](#) and policies and procedures prescribed by FDOT and FHWA.



- Requires its consultants and contractors to comply with applicable federal and state laws pertaining to the use of federal-aid funds.
- Uses a financial management system that complies with the requirements outlined in [2 CFR 200.302](#).
- Ensures records of costs incurred under the terms of the FDOT/MPO Agreement are always maintained and readily available upon request by FDOT during the period of the FDOT/MPO Agreement, as well as for five years after final payment is made.
- Submits supporting documentation in sufficient detail for proper monitoring, when required, to FDOT.
- Maintains and updates required agreements between the MPO and FDOT, other MPOs, and local stakeholders.

**Please select options applicable to the MPO:**

- The MPO is a standalone entity, a direct recipient of federal funds, and subject to an annual single audit.
- The MPO uses a federal or state-approved indirect cost rate.

If **Yes**, please indicate which indirect cost rate the MPO uses:

- Actual indirect costs (with receipts)
- An approved Indirect Cost Allocation Plan (to be completed by the MPO, submitted to FDOT Office of Comptroller for review and approval PRIOR to contract execution)
- De Minimus Rate: A percentage of Modified Direct Costs (currently, the De Minimus rate is 15%)

- If **Yes**, please check the box if the MPO submitted a Cost Allocation Plan.
- The MPO charges all eligible costs as direct costs.

**FDOT and the MPO certify the metropolitan transportation planning process is carried out according to applicable requirements described in 23 CFR 450.336.**



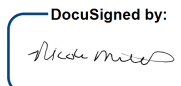
By signing below, I certify the above information is true and accurate.

**MPO Executive Director Signature:** 

**Name:** Ryan Kordek

**Title:** Director

**Date:** March 2, 2026

**FDOT Transportation Development Director Signature:**  03/19/2026 | 1:30 PM EDT  
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**Name:** Nicole Mills

**Title:** Director of Transportation Development

**Date:** March 2, 2026

### Section 1.2: Noteworthy Achievements and Practices

List the MPO’s noteworthy achievements and practices below by year.

Month	Year	Noteworthy Achievement or Practice
December	2025	Envision 2050 – Long Range Transportation Plan (LRTP)
November	2025	Transit Development Plan (TDP)
June	2025	Transportation Improvement Program (TIP)
January – December	2025	Vision Zero Polk – Safe Streets for All – Vision Zero Action Plan
March	2025	Bike Safety Event – Bartow, FL
July	2025	Best Foot Forward – Crosswalk Safety – Winter Haven
August	2025	Best Foot Forward – Crosswalk Safety - Bartow
November	2025	Bike/Walk Central Florida 2025 Wheel of Achievement Award
February	2025	Ridge Scenic Highway 20 <sup>th</sup> Anniversary
January – December	2025	Outstanding public outreach events supporting our projects and objectives.

### Section 1.3: MPO Comments

List items that require follow-up or action.

The STIP/TIP, TIP Amendments and Modifications, and Federally Obligated project reports should include detailed project descriptions, related project numbers, and GIS coordinates. Also, the GIS Shapefiles would be very helpful, as well.



Quarterly FDOT and TPO meetings for project updates and coordination should be scheduled to keep all involved more informed about the status of these projects.

Additional Information supporting Section 1.1:

#### **Staff Services Agreement**

The Polk County Board of County Commissioners (BoCC) provides staff services to the Polk TPO. The Polk TPO and BoCC have a staff services agreement for services to be provided by each entity. The BoCC provides services in support of the TPO's operations including legal services, procurement, human resources, budget and management services, accounts payable/receivable, payroll and IT services.

The referenced services provided by the BoCC in support of the TPO's operations are reflected in the TPO's UPWP through the form of an administrative service fee under other direct costs to the TPO. The administrative service fee is based on an annual Cost Allocation Study prepared by an external auditor for Polk County. Once the study is completed, Polk County then prepares a calculation for Polk TPO's proportionate share of the special revenue grant costs for utilizing central services. The administrative fee is included as a line item within each UPWP task. The administrative fee is included in the invoice within the expenditure detail report that is submitted with the TPO's reimbursement request to FDOT.

 _____ Ryan Kordek, Polk TPO Director	 _____ Date
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# Polk TPO Joint Certification Part 1

February 12, 2026

## PART 1, SECTION A: MPO OVERVIEW

The Polk TPO has the following up-to-date agreements as of February 12, 2026:

- 1) The Polk TPO's **Interlocal Agreement for the Creation of the Polk Transportation Planning Organization** was updated on September 17, 2024. This Interlocal Agreement shall remain in effect until terminated by the parties to this Interlocal Agreement. The Interlocal Agreement shall be reviewed by the parties at least every five years, concurrent with the decennial census, and/or concurrent with a new Federal Reauthorization bill and updated as necessary.
- 2) Polk TPO's **Staff Services Agreement between the Polk TPO and the Polk County Board of County Commissioners** was renewed by the TPO on April 10, 2025, and became fully executed by the Polk County BoCC on April 15, 2025. It is renewed for a term of three years commencing upon approval of the agreement by both parties. (April 15, 2028).
- 3) The **Intergovernmental Coordination and Review (ICAR) and Public Transportation Collaborative Planning Agreement (ICAR)** by and between the TPO, the Central Florida Regional Planning Council (CFRPC), the Lakeland Area Mass Transit District (LAMTD), the Polk Transit Authority (PTA), the Bartow Municipal Airport Development Authority (BMADA), and the Florida Department of Transportation was updated by the Polk TPO on August 24, 2023. This agreement has a five year term (August 23, 2028.)
- 4) The TPO Board approved a **Memorandum of Understanding (MOU) between TPO and the Polk Transit Authority (PTA), the Polk County Board of County Commissioners (BOCC) and the Lakeland Area Mass Transit District (LAMTD)** for cooperation with planning and programming public transportation projects. This Agreement was fully executed by all parties on April 8, 2015. There is no end date or renewal clause in this agreement.
- 5) On April 9, 2020, the Polk TPO executed an amendment to the **Interlocal Agreement with the Central Florida Metropolitan Planning Organization (MPO) Alliance** in regard to administrative procedures for the Alliance. From the initial document, October 19, 2005, "This agreement shall remain in effect until terminated by the parties to the agreement."
- 6) On April 9, 2020, the Polk TPO executed a **Fifth Amended and Restated Interlocal Agreement for Regional Transportation Planning and Coordination in West Central Florida**. This agreement was previously known as the "revised Interlocal Agreement for coordinated regional transportation

planning activities for the West Central Florida Chairs Coordinating Committee (CCC)," which is now the Sun Coast Transportation Planning Alliance, or (SCTPA). The SCTPA includes the Hernando/Citrus, Hillsborough, Pasco, Pinellas, Polk and Sarasota/Manatee MPO/TPOs. This Agreement shall continue in force until terminated with or without cause by a unanimous vote of the MPOs.

- 7) FDOT District One (FDOT D1) and the MPOs in District One, have a **Florida Department of Transportation District One Regional Planning Model Agreement**. The parties entered into this agreement in December 2013 for the 2040 Long Range Transportation Plan update process. The Polk TPO signed this agreement December 12, 2013. The D1RMP is still being used.
- 8) On August 28, 2025, the Polk TPO executed a **Memorandum of Understanding (MOU) for a Regional Transportation Systems Management and Operations (TSMO) Program (RTSMOP) between MetroPlan Orlando, Forward Pinellas, Hillsborough MPO, Lake Sumter MPO, Ocala/Marion County TPO, Pasco MPO, Polk TPO, Sarasota/Manatee MPO, Space Coast TPO, and Volusia/Flagler TPO** to facilitate cooperative and coordinative application for multimodal transportation strategies and technologies to increase efficiency and improve regional mobility.
- 9) The TPO has a planning grant with the **Commission for the Transportation Disadvantaged** (G3D39) which was executed July 1, 2025. It expires June 30, 2026.

As illustrated above, Polk TPO coordinates extensively with other MPOs in Central Florida as part of formal and informal processes. Due to the strategic location of Polk County at the crossroads of Central Florida, the Polk TPO has taken on a leadership role in regional coordination. The Polk TPO is a part of both the Sun Coast Transportation Planning Alliance and the Central Florida MPO Alliance, and it hosted a meeting of the SCTPA on June 2024 at Florida Department of Transportation (FDOT) District One Conference Center, in which more than 12 counties from the Tampa Bay and Orlando areas were represented. (Agreements with both organizations are referenced above.)

Polk TPO's planning process and adopted Unified Planning Work Program (UPWP) address 23 CFR § 450.306 Scope of the metropolitan transportation planning process. Envision 2050 is Polk TPO's current long range transportation plan (LRTP) and the Transportation Improvement Program (TIP) for fiscal years 2025/26 through 2029/30 include and exhibit the performance-driven, outcome-based approach to planning for municipalities and region of the Polk TPO and the ten (10) Federal Planning Factors. This may be found in the Unified Planning Work Program (UPWP) Appendix D.

The Polk TPO maintains a comprehensive, cooperative, and continuing (3C") planning process. The TPO's plans and programs are designed to meet the current and future transportation needs of Polk County and are regularly evaluated and updated as needed or required. The TPO currently has several cooperative agreements with other local and regional entities which ensure joint planning is considered in the TPO's planning process. Likewise, the composition of the Polk TPO along with our public involvement efforts ensure these plans and programs are representative of the transportation needs of Polk County.

Envision 2050, which is Polk TPO's most recently adopted long range transportation plan includes the Congestion Management Process. The TPO typically evaluates our congestion management system annually through our State of the Transportation Report, Roadway Network Database, as well as our High Injury Network (HIN) which is part of the Vision Zero Action Plan and the ongoing crash mapping and bicycle and pedestrian inventories.

The Polk TPO conducted an update of the Public Participation Plan, Limited English Proficiency Plan, Title VI and ADA Plans in 2023. These updates covered wordsmithing, data, processes. The PPP defines how the public can participate in our planning process. It guides the public involvement process for the TPO's major planning documents; long range transportation plan (LRTP) and transportation improvement program (TIP) regarding outreach strategies, and targets and measures. The TPO experienced unique and successful citizen engagements, including outreach to the traditionally underserved. The TPO conducted a 45-day public comment period on the documents being updated.

#### **PART 1, SECTION B: FINANCES AND INVOICING**

Through a Staff Services Agreement, the Polk County Board of County Commissioners provides budgeting, finance and accounting services for Polk TPO. Polk TPO uses a financial management system utilized by the Polk County BoCC, which complies with requirements set forth in Chapter 129, Florida Statutes, as well as 2 CFR §200.302. Polk County also follows Generally Accepted Accounting Principles (GAAP), as required by the Governmental Accounting Standards Board (GASB), as well as any and all policies and procedures as prescribed by the Division Administrator of FHWA.

Polk TPO currently submits invoices to the District One Polk Community Liaison on a quarterly basis; no later than 90 days from the end of the invoice period.

The Polk County BoCC receives/deposits the federal funds on behalf of Polk TPO. As part of its staff services agreement with the Polk County BoCC, Polk TPO is included in the Polk County BoCC's annual external audit conducted by an independent auditor.

Polk TPO uses a financial management system which is utilized by the Polk County BoCC, which complies with requirements set forth in Chapter 129, Florida Statutes, as well as 2 CFR §200.302. Polk County prepares a Comprehensive Annual Financial Report (CAFR) which includes the expression of an opinion by independent auditors on compliance of each major federal program. The Polk County Comptroller's Office maintains a grant database in support of the Schedule of Financial Assistance which is required for inclusion in the audited CAFR. The grant database includes the CFDA title and number, name of grantor agency, pass-through agency (if any), and other pertinent information. Each grant agreement is kept on file in the Comptroller's Office. A separate "child fund" is established in Polk County's General Ledger system for each grant agreement and includes all the accounts necessary to properly record grant related transactions including cash, receivables, obligations, program income and interest earnings, if applicable. Polk County follows Generally Accepted Accounting Principles (GAAP), as required by the Governmental Accounting Standards Board (GASB).

Polk TPO's record of costs incurred under the terms of the MPO Agreement are maintained and readily available in accordance with generally accepted accounting principles (GAAP), which are applied to governmental units as promulgated by the Governmental Accounting Standards Board (GASB) and the Financial Accounting Standards Board (FASB). Polk TPO utilizes computerized General Ledger and Accounts Payable systems and an electronic document management system. Vouchers to pay for federally funded projects are available for a minimum of five (5) fiscal years after the termination of a project, or as otherwise required.

Supporting documentation submitted to FDOT is sufficient in detail for proper pre-audit and post-audit monitoring.

As part of its staff services agreement with the Polk County BoCC, Polk TPO works in collaboration with the BoCC's Procurement Division in compliance with Polk County Ordinance 06-24, and amendments to ensure all contracted vendors comply with Florida Statute and Federal Law.

Since Polk TPO is hosted by Polk County and uses an indirect rate from the County, not the Federal Government, the indirect rate is approved by the State and federally.

## **PART 1, SECTION C: TITLE VI AND ADA COMPLIANCE**

Cindy Mitchell, Senior Planner, is the Polk TPO's Title VI and ADA Officer. An adopted policy is in place to follow a set of procedures in the event of any complaints received which are compliant with FDOT's procedure. The policies, procedures, and the forms are available on Polk TPO's website, [www.polktpo.com](http://www.polktpo.com) and are ADA compliant, as well.

The Title VI and ADA Officer, Cindy Mitchell, completed Title VI training on February 7, 2025, and ADA Compliance training on June 17, 2025, through CUTR while Angela Kaufman, Polk TPO staff, has participated and earned certifications in Title VI training through the National Transit Institutes' Title VI and Public Transit course provided in conjunction with the Federal Transit Authority in August of 2024. These courses were taught by esteemed experts, were very detailed, and provided extensive history and case studies on all the topics.

All FHWA, FTA & FDOT Certifications & Assurances were included in the Polk TPO's Procurement process and carried forward into our General Planning Consultant Master Agreements and contracts.

Although Polk TPO has never received ADA noncompliance complaints related to its planning processes, there is a procedure in place to retain any potential complaint forms for five years.

## **PART 1, SECTION D: MPO PROCUREMENT PRACTICES**

The Polk TPO has a Staff Services Agreement with the Polk County Board of County Commissioners, therefore, the BOCC Procurement Division provides Polk TPO with all services related to the procurement of goods and services. This complies with all federal, state, and local regulations. All accounting, procurement, management, and administration of contracts are maintained in accordance with 2 CFR 200.324(a).

The Polk TPO follows strict guidance and procedures through the Procurement Division and County Clerk's office to ensure that all work performed by Consultants is done in accordance with the terms, conditions and specifications of their contracts.

Procurement packages (project advertisements, notice to bidders, RFP/RFQs contract templates, and related documents) and contracts are free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled and do not include the options of points or award preferences using DBEs, MBEs, WBEs, SBEs, VBEs or any other business program not approved for use by FHWA or FDOT.

## **PART 1, SECTION E: CONTRACT(S) REVIEW**

Polk TPO utilizes all required forms as provided by FDOT and County Procurement, then, the complete procurement packet is reviewed by FDOT staff, prior to procurement being launched. And, the Polk TPO utilizes all Certifications and Agreements as provided by FTA and the FDOT, in Grant Applications and subsequent Agreements.

## **PART 1, SECTION F: DISADVANTAGE BUSINESS ENTERPRISE (DBE) PRACTICES**

Polk TPO uses a qualification based selection process that is consistent with 2 CFR 200.320 (a-c), Appendix II to Part 200 – Contract Provision, and 23 CFR 172, and Florida statute as applicable. It is the policy of Polk TPO that disadvantaged businesses, as defined by Title 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of TPO contracts in a nondiscriminatory 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.

Polk TPO 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 Polk TPO in a non-discriminatory environment.

The Polk TPO 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.

## **PART 1, SECTION G: NOTEWORTHY ACHIEVEMENTS OF THE MPO**

1. **Envision 2050** - The Polk TPO has completed the Long Range Transportation Plan and branded the plan – Envision 2050. The TPO have adopted a goal, objectives, performance measures and indicators for the plan and completed a robust public involvement campaign in support of the effort and will guide Polk County's mobility and infrastructure investments through the next 25 years. With the county's population projected to reach nearly 1.2 million residents by

2050, the plan outlines more than \$13 billion in needed transportation projects to support future growth.



Throughout the past year, the TPO emphasized public outreach, including a video series highlighting past Long Range Transportation Plan projects including Central Polk Parkway West, Lake Silver Drive in Winter Haven and the Fort Fraser Trail extension.

To support transparency and engagement, the Polk TPO hosted two live-streamed Q&A forums and maintained a dedicated project website where residents could review maps, explore plan materials and submit comments for future planning consideration. Project details can be found on [PolkTPO.com](http://PolkTPO.com).

Envision 2050 was adopted on December 9, 2025. With adoption complete, the plan now moves into the implementation phase, where the TPO will begin prioritizing projects for funding and development in coordination with local governments, Florida Department of Transportation (FDOT) and regional partners.

- 2. Transit Development Plan** - The Polk TPO adopted Citrus Connection's new Transit Development Plan (TDP) last year following their presentation at the December 2025 TPO Board meeting. The five-year plan outlines strategies to expand mobility options, modernize transit services and strengthen regional connectivity across Polk County. Developed through a collaborative process, the plan reflects significant leadership and technical support from TPO staff, who ensured consistency with regional growth, multimodal priorities and long-range transportation goals. Engineering and planning firm Benesch provided additional expertise in data analysis, route evaluation and scenario development to refine the final recommendations.

Public engagement played a central role in shaping the plan. Citrus Connection and TPO staff conducted rider surveys, community workshops, pop-up events and stakeholder meetings to gather input from residents across the county. That feedback directly informed priorities such as expanded service hours, improved stop amenities and better access to jobs and healthcare. The adopted

plan positioned Citrus Connection to deliver a more efficient, equitable and forward-looking transit network, supporting the region's continued growth under the banner of "Progress in Motion."



3. **Vision Zero Polk** - Vision Zero Polk continued to serve as Polk TPO's comprehensive safety campaign through the past year, centered on the goal of eliminating traffic deaths and serious injuries across all modes of travel. The initiative brings together data analysis, community partnerships and public outreach to build a transportation system where everyone, whether walking, biking, driving or rolling, can travel safely.

Polk TPO continued this work through development of the Vision Zero Action Plan, a framework that identified priority corridors, key safety strategies and community-driven solutions.

Public input played a major role, with residents sharing their safety concerns and ideas through surveys, community meetings and online feedback opportunities. Additional information on Vision Zero safety initiatives and studies is available online at [PolkTPO.com](http://PolkTPO.com).



Here are some of the events Polk TPO participated in that align with the Vision Zero initiative:

**Bike Safety Event** - On March 28, 2025, Polk TPO staff participated in the Cycle Celebration event in Bartow, partnering with FDOT's Commute Connector to promote transportation safety and highlight the range of travel options available to residents. Before the guided bike ride began, Bartow City Commissioner Trish Pfeiffer issued a proclamation underscoring the importance of educating commuters about their transportation choices and encouraging safer, more sustainable travel habits.



As part of the TPO's broader Vision Zero Polk efforts, the event offered an opportunity to engage directly with the community, share safety resources that make it easier for people to walk, bike, and choose alternative modes of transportation across Polk County.

**Crosswalk Safety/Best Foot Forward** - Polk TPO supported pedestrian safety in 2025 by participating in two Best Foot Forward crosswalk enforcement events. Best Foot Forward is a regional pedestrian safety initiative that works with law enforcement, local governments and

community partners to improve driver yielding behavior and reduce crashes at marked crosswalks. In June of last year, Polk TPO supported this commitment by passing a resolution in support of Best Foot Forward's pedestrian safety program.

On July 31, 2025, Polk TPO staff joined the Best Foot Forward team and the Winter Haven Police Department Traffic Unit, where officers stopped 26 drivers and educated them on Florida's law requiring motorists to yield to pedestrians in marked crosswalks.



On Aug. 6, 2025, Polk TPO partnered with Polk Vision, Bartow City Commissioner Trish Pfeiffer and the Bartow Police Department at Shumate Drive and East Clower Street in Bartow. The event emphasized safe driving and walking in school zones and busy crossing areas.



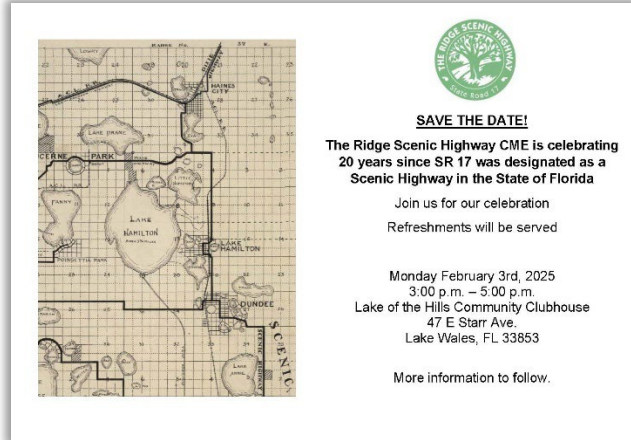
Together, these efforts reinforced Polk TPO's commitment to safer, more walkable communities and aligned directly with the goals of Vision Zero Polk.



4. **Bike/Walk Central Florida 2025 Wheel of Achievement Award** - Polk County Government and the Polk TPO earned the Bike/ Walk Central Florida 2025 Wheel of Achievement Award, recognizing the Fort Fraser Trail Extension as a standout project that improves safety and expands accessible transportation options. The award highlights initiatives that make Central Florida's streets and trails safer and easier to use for all, reflecting a shared commitment to building a more connected transportation network. Last year, Polk County Government and the Polk TPO continued work on the 2.4-mile Fort Fraser Trail extension between U.S. Highway 98 and Lakeland Highlands Road (County Road 37B). The original trail ran parallel to U.S. Highway 98 from Winter Lake Road (State Road 540) in Lakeland to State Road 60 in Bartow, with trailheads at Polk State College and in Highland City. The extension connects more than 36 miles of paved and unpaved multi-use trails, strengthening regional mobility for people walking, biking and rolling.
5. **Ridge Scenic Highway 20<sup>th</sup> Anniversary** – February 3, 2025, the Ridge Scenic Highway Corridor Management Entity (CME) celebrated their 20<sup>th</sup> Anniversary with previous members of the Corridor Advocacy Group (CAG), current members of the CME, and members of the community at the Lake of the Hills Community Club.

During the celebration, a presentation was provided by Ryan Kordek reflecting on the historically significant events and locations along the Ridge Scenic Highway. Awards were presented to individuals who pioneered, provided

support, and acknowledged their efforts that have made the Ridge Scenic Highway what it is today. The event concluded with a discussion of what the future might behold for the Ridge Scenic Highway.



6. Polk TPO has made great strides in **public outreach** over the last year by partnering with Polk County Communications department. Some of these creative efforts include videos to support the Transportation Improvement Program (TIP), Envision 2050 Long Range Transportation Plan (LRTP), Bike Safety Video, and producing more engagement through social media postings and live events.



With these additional public engagement efforts, they have provided more substantial comments from the public including 508 comments from the public during the Transportation Improvement Program's (TIP) which was a record for the TIP, 519 comments received from the public for Envision 2050 Long Range Transportation Plan, and the Transit Development Plan collected 797 public input survey responses.

**PART 1, SECTION H: MPO COMMENTS**

*Reserved for open discussion/meeting.*

The STIP/TIP, TIP Amendments and Modifications, and Federally Obligated project reports should include detailed project descriptions, related project numbers, and GIS coordinates. Also, the GIS Shapefiles would be very helpful, as well.

Quarterly FDOT and TPO meetings for project updates and coordination should be scheduled to keep all involved more informed projects throughout the TPO's region.

*Additional comments can be added during or after our joint meeting.*