



Broward MPO

Joint Certification – CY 2020

February 12, 2021

Part 1 – Metropolitan Planning Organization

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Purpose

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

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

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Certification Process

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

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

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

Part 1

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

Part 1 Section 1: MPO Overview

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

Please Check: Yes No

Yes, the Broward MPO has the agreements listed in this question and they are provided as follows: (1) Interlocal Agreement for the Creation of Metropolitan Planning Organization: execution date - July 1977–March 2000; 1st amendment - February 2001; 2nd amendment – December 2002; new Interlocal Agreement – November 2003; amendment to add City of West Park – June 2005; amendment to increase the MPO Board membership from nineteen (19) to twenty-five (25) members – February 2016. This agreement will be amended as needed. (2) Interlocal Agreement Between the Broward MPO and the City of Fort Lauderdale for Administrative Services to the MPO: execution date - October 8, 2015; amended October 17, 2017. This agreement is in effect until 2022. (3) Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (TP # 525-010-03) between the Florida Department of Transportation, the Broward MPO, the Broward County Board of County Commissioners, the South Florida Regional Planning Council (SFRPC) and the South Florida Regional Transportation Authority (SFRTA): execution date – November 20, 2007. Based on the information in the question above from FDOT, the Broward MPO is now aware that there is a new template for this Agreement and staff will work with our partners to update the current Agreement. (4) Tri-county Interlocal Agreement for the Creation of the Southeast Florida Transportation Council (SEFTC) for Regional Transportation Planning and Coordination in South Florida: execution date – January 2006; amendment – September 2009; amendment - July 2011. This agreement will be amended as needed. (5) Metropolitan Planning Organization Agreement (G1057): effective July 1, 2020 through June 30, 2022. This agreement expires and is replaced every two years and is for the allocation of FHWA/PL and STP/STBG/SU funds to the MPO. (6) Public Transportation Grant Agreement (G1633), execution date – March 1,

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2019; amended September 13, 2019; effective until December 31, 2023 as per the extension requested by the MPO. This agreement is for the allocation of 5305d funds to the MPO. (7) Florida Commission for the Transportation Disadvantaged Planning Agreement: Executed annually on July 1 and effective until June 30. This agreement is for the allocation of TD funds to the MPO. (8) Interlocal Agreement for Transportation Surtax Services between the Broward MPO and Broward County Board of County Commissioners: executed April 25, 2019; effective until December 31, 2024. This agreement is for the allocation of Surtax Funds to the MPO to cover surtax services provided to the County.

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

Please Check: Yes No

The Southeast Florida Transportation Council (SEFTC) was created by the three MPOs (Broward, Palm Beach, and Miami-Dade) to specifically address and coordinate regional transportation issues on behalf of the residents of this large and complex region. SEFTC facilitates transportation planning by engaging the public and fostering strong partnerships between the three MPOs with other agencies, local governments, and communities. One of SEFTC's most important responsibilities is developing and implementing its Regional Transportation Plan (RTP) in coordination with other regional and local plans, while moving toward an agreed-upon vision for transportation in South Florida. This plan is updated every five years to adapt to population and other changes in or affecting the region. The responsibility for administering the RTP rotates between the three MPOs that make up SEFTC. For this cycle, the Broward MPO has led and managed the 2045 RTP to successful adoption in August 2020. In preparation for the 2050 RTP and respective LRTPs, the Broward MPO is closely coordinating with our partners across various fields to efficiently leverage resources and minimize duplicative efforts at the county and regional levels.

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

*FDOT Joint Certification***Please Check:** Yes No

The Broward MPO planning process considers the following 10 Planning Factors: (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (2) Increase the safety of the transportation system for motorized and nonmotorized users; (3) Increase the security of the transportation system for motorized and nonmotorized users; (4) Increase accessibility and mobility of people and freight; (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; (7) Promote efficient system management and operation; (8) Emphasize the preservation of the existing transportation system; (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and (10) Enhance travel and tourism. These 10 Planning Factors are addressed by several tasks within the current UPWP as follows: Task # 1.0 MPO Administration, Board/Committee Coordination and Public Participation/Outreach addresses all 10 Planning Factors; 2.0 Data Collection and Analysis addresses Planning Factors 1 – 2, 4 and 6 – 10; 3.0 Metropolitan, Regional and Intermodal/Freight Planning addresses all 10 Planning Factors; 4.0 Complete Streets, Transit Planning and Congestion Management addresses all 10 Planning Factors; 5.0 Transportation Improvement Program addresses all 10 Planning Factors; 6.0 Regional Transportation Model and Data addresses Planning Factors 1 – 2, 4, 6 – 8, and 10; 9.0 Broward County and Municipal Services addresses all 10 Planning Factors.

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

Please Check: Yes No

The Broward MPO pursues a strong working relationship with all its transportation partners, following the three C's of transportation planning. The organization cooperates with FHWA and FDOT to guide its comprehensive approach to transportation planning,

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communicating on a continuing basis the expectations for the organization at the federal and state level. At the local level, the Broward MPO seeks to engage its member governments, which include Broward County, in several ways. Agenda items that go to the MPO Board are previously on the agenda for the Technical Advisory Committee (TAC) and Citizens' Advisory Committee (CAC) to give the opportunity for technical staff and community representatives to provide feedback to the elected officials before they take formal actions. With the development of the MPO's UPWP, in addition to presentations to the TAC and CAC members for input, MPO staff implemented a formal "call for plans & studies" process and work directly with key partners to ensure their federally funding planning efforts are represented in the UPWP as required. In addition, MPO staff continues the tradition of organizing one-on-one meetings with elected officials and staff from nearly all its member governments (Broward County and its municipalities) to coordinate on projects, ensure understanding of requirements, and identify local needs during updates to plans such as the Metropolitan Transportation Plan (MTP), Complete Streets projects or competitive grant programs, such as the Complete Streets and other Localized Initiatives Program (CSLIP) to name a few. This past year, the coordination meetings regarding CSLIP were especially important due to the new direction FDOT is taking with regard to the implementation of CSLIP projects and the Local Agency Program requirements. MPO staff also recently established an annual evaluation cycle for MTP amendments and worked with MPO advisory committees, the MPO Board, and planning partners to communicate deadlines and coordinate proposed amendments. Finally, on an ongoing basis through meetings, conference calls, emails, etc., MPO staff coordinates with local and regional partners (including Broward County) on a daily basis to ensure the timely delivery of complete streets and other transportation improvements projects.

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

*FDOT Joint Certification***Please Check:** Yes No N/A

The CMP was last updated during the development of the 2045 Metropolitan Transportation Plan (MTP). The MTP utilized model outputs from the Southeast Florida Regional Planning Model (SERPM) v8.0 to identify over-congested roadway segments and propose projects to address these issues. These projects were incorporated as part of the MTP needs assessment that became the foundation for the MTP Cost Feasible Plan.

Staff has since redesigned the CMP program using new performance measures and hired a consultant to create a data analytics service to measure performance of the network and the system as a whole. This redesign is part of an 18-month revamp which is about halfway completed. Once the data analytics service is completed, staff will begin analyzing the facilities and recommending projects for inclusion into the next TIP or MTP cycle depending on cost/funding availability. The MPO is expecting this update to be completed by the end of 2021. Once completed, the CMP will be updated every three years.

6. Has the MPO recently reviewed and/or updated its Public Participation Plan? If so, when?

Please Check: Yes No

The MPO's Public Participation Plan (PPP) was fully updated and adopted by the Board in February 2019. Administrative updates are made as needed to ensure all links and webpages are correct. Additionally, an administrative update was performed on the current Plan to address procedural changes required for in-person meetings and related actions in response to the COVID-19 pandemic. The next PPP will be fully reviewed, updated and presented to the Board for approval in February 2023. Any feedback or comments received will be addressed. The MPO's PPP provides guidelines for achieving optimum public participation. Public participation begins early in the planning process and continues throughout each of the planning stages, helping to avoid, minimize and mitigate impacts while providing the best solutions.

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

Please Check: Yes No

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To ensure all interested persons residing in Broward had the opportunity to review and comment on the MPO's PPP, a public comment period of more than 45 days was provided prior to the MPO Board's approval of the PPP at their February 14, 2019 meeting. The draft PPP was posted on the Broward MPO website and advertised in three local newspapers: South Florida Times, Sun Sentinel and El Sentinel.

8. Does the MPO utilize one of the methods of procurement identified in [2 C.F.R. 200.320 \(a-f\)](#)?

Please Check: Yes No

The Broward MPO utilizes and adheres to methods of procurement identified in 2 C.F.R. 200.320. Depending on the amount of the procurement, the MPO chooses the best option of the following methods: Method (a): micro-purchases are used for procurement of supplies or services. This purchasing method is validated by purchase orders or purchase cards. Even though the requirements for micro-purchases are more relaxed when compared to other purchase types, the MPO understands the importance and keeps the records of these purchases well documented. Method (b): small purchases are relatively simple procurements used for securing office supplies, services or other materials. A small purchase may include competitive quotations from qualified sources (typically 3 quotes). Unlike with micro-purchases, small purchases require that a price or cost analysis is used to determine the award and to ensure that the proposed price is fair and reasonable. Method (c): procurement by sealed bids (formal advertisement) is a competitive bidding process that utilizes a written solicitation in order to request and receive sealed bids. Bids are evaluated against terms and conditions. Method (d): procurement by competitive proposals is a process of requesting and receiving two or more proposals. This method utilizes written competitive sealed proposals and various combinations, version of services may be proposed by a responsive vendor to meet the terms and conditions of the solicitation document. Method (f) procurement by noncompetitive proposal is a process exempt from competitive bid and proposal requirements. This method may be used only in an emergency or when the services provided by a single vendor are not available from any other vendor. In 2020, procurement methods (a), (b), (d) and (f) were utilized.

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

Note: this documentation is required by 2 C.F.R. 200.324 (a) to be available upon request by the Federal awarding agency, or pass-through entity when deemed necessary.

Please Check: Yes No

The history and records are maintained in an electronic procurement and contract folder. These records include, but are not limited to, rationale for the method of procurement, official contract agreements, advertisement notices, written proposals and oral presentation handouts, public meeting notes of the selection process, written questions and agenda posted to website, cone of silence documents, contractor selection or rejection notices and e-mail correspondence.

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

Please Check: Yes No

The Broward MPO has several intergovernmental or inter-agency agreements with Broward County and various municipalities/agencies. Examples of some of the agreements in place are as follows: the City of Hollywood Subrecipient agreement for Hollywood Boulevard/State Road 7 Mobility Hub; the City of Fort Lauderdale Downtown Mobility Hub agreement, Interlocal Agreement (ILA) for Administrative Services, and Piggyback agreement for Minutes Services; the Broward County Interlocal Agreement for Transportation Surtax Services, and Piggyback Agreement for Interpreter Services; the Downtown Fort Lauderdale Transportation Management Association (TMA) Agreement for Administrative Services; the Palm Beach Transportation Planning Agency Interlocal Agreement for Administrative Services; and Interlocal Agreements for Transportation Planning Services with seven municipalities and two more pending. Other agreements are with Maricopa County for Temporary Staffing, the City of Tamarac for Office Depot, and the State of Florida for Copier and PCard Services. The Broward MPO is pursuing other subrecipient agreements with local municipalities as a means to advance the implementation of projects.

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

Please Check: Yes No

Each month consultants and contractors are expected to submit standardized invoices for the services provided. This invoice lists the tasks related to the respective contract's scope of work and the amount invoiced to each task for the billing period along with a summary of progress and deliverables from the consultant or contractor. Supporting documentation is also included to justify direct or other expenses. This invoice and summary is then used by the Broward MPO project manager to compare with the actual work performed and delivered per the terms, conditions and specifications of their contracts. Once the Broward MPO project manager is satisfied that all requirements have been met, they will approve the invoice to recommend payment. This invoice is then reviewed by appropriate division directors and financial staff to ensure other related requirements are being met. When the MPO receives the invoices they are entered into the MPO's Financial Management System – BS&A Software. The system allows for electronic tracking of the invoice from receipt to check disbursement. As noted above, the approval process is multilevel, and includes review and approval of the Project Manager, Deputy Director, Finance, Procurement, and Executive Director/Chief of Staff.

Part 1 Section 2: Finances and Invoicing

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

The MPO has implemented processes and procedures to ensure compliance with the proper management of federal funds. Based on the various laws and regulations, costs are eligible when they are in accordance with the approved UPWP, incurred subsequent to the authorization date of FHWA, and are attributable to the project. To aid in compliance, the agency has integrated an Enterprise Resource Planning (ERP) financial management system to track all expenditures by Grant, and allows for a multistep approval process prior to payment disbursement. Additionally, the FDOT Program Management Handbook is reference material used extensively during the biennial UPWP development and approval process, and for proper invoicing. Further, if MPO staff feels unsure about an expenditure, we will reach out to our federal and state partners for feedback and direction. To date, we have not had issues identified by the Division Administrator of FHWA.

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

The Broward MPO currently submits invoices on a monthly basis.

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

The Broward MPO is a standalone entity, a direct recipient of federal funds and is subject to an annual single audit. The last annual audit did not identify any findings and was approved by the MPO Board on January 28, 2021.

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

The Broward MPO financial management systems are in compliance with the requirements set forth in 2 C.F.R. Part 200.302. The ERP system is GAAP compliant. Thus, system accounts are properly identified detailing federal award revenues and expenditures, which allows information gathering and reporting for financial statement results, budgeted to actual expenditures and year-end audit reporting. The systems are designed to ensure that expenditures comply with federal and state requirements in accordance with cost principles. They also ensure that expenditures are properly accounted for to the level of detail necessary to determine the grants charged, and that those charges are in accordance with the grant terms and conditions. The systems include the handling of financial records, accounting systems and financial reporting, internal controls, record retention and other written procedures.

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

The aforementioned ERP collects all costs in separate account records in the system. That information can be accessed at any time. Additionally, records of costs detailing all expenditures are created at the time of submission of monthly reimbursement documents to FDOT. These documents are maintained electronically and are accessible at any time, as evidenced by the recent FDOT request and MPO submittal for this request in advance of the due date.

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

Yes. The detailed supporting documentation contains all source or backup data for the expenditures submitted for reimbursement.

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

The MPO complies with applicable Federal law pertaining to the use of Federal-aid funds as described in question one of this section. The MPO requires its consultants and contractors to comply with the same law through the inclusion of the necessary federal compliance language in all MPO solicitation packages. It is a requirement that this language be agreed to by any proposer prior to final selection. The following language is included in contracts: 2-12 FEDERAL TRANSIT ADMINISTRATION REQUIRED PROVISIONS This Project may be funded with assistance from the Federal Transit Administration (“FTA”). If so, the BMPO will follow, and require the Successful Proposer(s) to comply with, all applicable 3rd party procurement policies in accordance with FTA Circular C4220.1f (Third Party Contracting Guidance). Proposers are hereby advised that the applicable FTA required contractual provisions set forth in Exhibit “C-1” to the Sample Contract shall be set forth in any Contract resulting from this RFP. By submitting a Proposal, Proposers acknowledge and agree that the Successful Proposer(s) shall be required to comply with the provisions in Exhibit “C-1” of the Sample Contract if awarded the Contract. 2-13 FEDERAL HIGHWAY ADMINISTRATION REQUIRED PROVISIONS This Project may be funded with assistance from the Federal Highway Administration (“FHWA”). If so, the BMPO will follow, and require the Successful Proposer(s) to comply with, all applicable 3rd party procurement policies in accordance with the Regulations of the U.S. Department of Transportation Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time. Proposers are hereby

advised that the applicable FHWA required contractual provisions set forth in Exhibit “C-2” to the Sample Contract shall be set forth in any Contract resulting from this RFP. By submitting a Proposal, Proposers acknowledge and agree that the Successful Proposer(s) shall be required to comply with the provisions in Exhibit “C-2” of the Sample Contract if awarded the Contract. These Federal law requirements are also incorporated into the official standard written agreement – Section 1 Scope of Services: 1.1 The CONTRACTOR must meet the requirements and perform the services identified in the Request for Qualifications for the BMPO’s RFQ No. , dated _____, (“RFQ”), referenced hereto and made a part hereof, as Exhibit “A”, and the CONTRACTOR’S Offer, attached hereto and made a part hereof, as Exhibit “B”; and 1.2 The Federal Transit Administration (“FTA”) Required Contractual Provisions (attached hereto as Exhibit “C-1”), and the Federal Highway Administration (“FHWA”) Required Contractual Provisions (attached hereto as Exhibit “C-2), collectively hereafter referred to as the “Federal Contractual Provisions” are attached hereto and made a part hereof, collectively as Exhibit “C”. Prior to beginning the performance of any services under this Agreement, the CONTRACTOR will be provided with a Notice to Proceed from the BMPO. This Notice to Proceed will specify the applicable Federal Contractual Provisions which will apply to this Agreement and the services to be provided accordingly. 1.3 The parties agree that the Services and the Federal Contractual Provisions, as specified in Exhibits “A”, “B” and “C”, (hereinafter collectively referred to as the “Scope of Services” or “Services”) contain the description of Contractor’s obligations and responsibilities and are deemed to include preliminary considerations and prerequisites, and all labor, materials, equipment and tasks which are such an inseparable part of the work described that exclusion would render performance by Contractor impractical, illogical, or

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unconscionable. 1.4 CONTRACTOR agrees and acknowledges that CONTRACTOR is prohibited from exempting provisions of the Scope of Services and this Agreement in any of CONTRACTOR's Services pursuant to this Agreement.

Part 1 Section 3: Title VI and ADA

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

Please Check: Yes No

Yes, this Assurance/Agreement is annually updated. The Title VI Coordinator assigned is Erica Lychak. The Assurance and complaint filing procedure is posted to our website for public view.

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

Please Check: Yes No

The MPO solicitation packages and contracts have the appropriate language as shown in the appendices of the Nondiscrimination Agreement. Further, the MPO requests and receives a signed, notarized document of the nondiscrimination affidavit from all consultants and contractors.

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

Please Check: Yes No

The MPO has a procedure in place, which complies with the Department's procedure, and is laid out in the MPO's Title VI Discrimination Complaint Procedures in English and Spanish in the "Important Links" call-out box on the MPO website at

<http://browardmpo.org/index.php/title-vi-dbe>.

The procedures match (in both procedure and format) with that of FDOT. As part of our triennial update to Title VI program, MPO staff brings the program to the TAC and CAC who review, provide feedback and advise the Broward MPO Board who must ultimately vote on its approval. FDOT is represented on the TAC and is a non-voting member of the

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MPO Board, and as such is a part of the official process. Currently the MPO is required to list an FHWA Civil Rights contact for any complaints as part of the Title VI program, but would be happy to coordinate with an FDOT District Four contact if there is someone specific functioning in that capacity.

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

Please Check: Yes No

The MPO developed and uses a demographic profile for the years 2015 and 2045 for its Metropolitan Transportation Plan (MTP). The 2015 profile is primarily based on US Census data and the 2045 profile is based on estimates developed by the Bureau of Economic and Business Research (BEBR) at the University of Florida. These demographic profiles are used to inform our travel demand forecasts for the year 2045 and are one of the tools to assess the need for transportation investments throughout our

planning area. The Broward MPO has introduced an online map application which visualizes the above demographic information and makes this data accessible to both the public and technical staff. The Interactive Transportation Analysis Zones (TAZ) Viewer can be found at: <https://reports.mysidewalk.com/246ec5165b>. In order to enhance our equity analyses, the MPO has developed a process to more consistently and comprehensively evaluate its plans and programs in conjunction with federal Environmental Justice (EJ) and Title VI regulations. This process is known as Transportation Planning Equity Assessment and is recognized by our federal partners as a best practice. The Broward MPO's 2045 Metropolitan Transportation Plan (MTP) update was the first of the MPO's plans and programs to utilize this tool as part of the needs assessment and cost feasible plan evaluation. With this first successful application, the MPO has begun to use the Transportation Planning Equity Assessment tool and maps for the development of other MPO core products and plans. For more information, refer to our Transportation Planning Equity Assessment page on our website at <http://browardmpo.org/index.php/title-vi-transportation-planning-equity-assessment>.

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

Please Check: Yes No

In October of 2019, a number of MPO staff attended a Title VI workshop and peer exchange offered by AASHTO. In December of 2019, MPO staff were asked to present at an AASHTO Community of Practice National webinar. All Broward MPO staff are also provided with Title VI training as part of the onboarding process.

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

Please Check: Yes No

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The MPO keeps a summary Excel spreadsheet of Title VI/ADA complaints filed. There have been no complaints filed since October 2013.

Part 1 Section 4: Disadvantaged Business Enterprises

1. Does the MPO have a FDOT-approved Disadvantaged Business Enterprise (DBE) plan?

Please Check: Yes No

The MPO follows the guidelines outlined in the FDOT DBE Program for any projects or initiatives using FHWA funds. As a direct recipient of FTA funds, the MPO updated its DBE Program in 2020 and it is in review by the FTA. The DBE Plan can be found on the MPO website at <http://browardmpo.org/index.php/title-vi-dbe>. The website clearly states the MPO utilizes two DBE Goals: one for FHWA funded projects and one for projects that utilize FTA funding. While there is no specific contact at FDOT District Four currently with which to coordinate the efforts around DBE, the Broward MPO is happy to do so should there be contact serving in that capacity. Currently all DBE plans and efforts are presented to the TAC and MPO Board of which FDOT District Four has a non-voting representative on each and as such has the opportunity to review and provide feedback.

2. Does the MPO use the Equal Opportunity Compliance (EOC) system or another FDOT process to ensure that consultants are entering bidders opportunity list information, as well as accurately and regularly entering DBE commitments and payments?"

Please Check: Yes No

The MPO tracks participation by receipt of completed forms requested during the solicitation process and participation data is updated in our Bidders Opportunity List. This information is monitored by MPO staff, provided on our website and forwarded to FDOT. The MPO provides a copy of DBE payments directly to FDOT who we believe in turn reports the DBE payments through the EOC system. The MPO cannot report payments through the EOC system directly because the MPO does not have access to the EOC system.

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

Please Check: Yes No

MPO contracts have the following DBE policy language in contracts: Disadvantaged Business Enterprise (DBE) Program. The contractor, sub-recipient, or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR, Part 26 in the award and administration of FTA-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deem appropriate. The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than 30 days from the receipt of each payment the prime contract receives from The BMPO. The prime contractor agrees further to return retainage payments to each subcontractor within 30 days after the subcontractors work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the BMPO. This clause applies to both DBE and non-DBE subcontracts. The following language is also included in contracts: D. Disadvantaged Business Enterprise. To the extent authorized by Federal law, the Contractor agrees to facilitate participation by Disadvantaged Business Enterprises (DBEs) in the Project and assures that each subcontractor, lessee, third party contractor, or other participant at any tier of the Project will facilitate participation by DBEs in the Project to the extent applicable as follows: (1) The Contractor agrees and assures that it shall comply with section 1101(b) of SAFETEA-LU, 23 U.S.C. § 101 note, and U.S. DOT regulations, "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs," 49 C.F.R. Part 26. (2) The Contractor agrees and assures that it shall not discriminate on the basis of race, color, sex, or national origin in the award and performance of any subagreement, lease, third party contract, or other arrangement supported with Federal assistance derived from U.S. DOT in the administration of its DBE program and shall comply with the requirements of 49 C.F.R. Part 26. The Contractor agrees to take all necessary and reasonable steps as set forth in 49 C.F.R. Part 26 to ensure nondiscrimination in the award and administration of all subagreements, leases, third party contracts, and other arrangements supported with

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Federal assistance derived from U.S. DOT. As required by 49 C.F.R. Part 26, the Contractor's DBE program approved by U.S. DOT, if any, is incorporated by reference and made part of the Grant Agreement or Cooperative Agreement for the Project. The Contractor agrees that it has a legal obligation to implement its approved DBE program, and that its failure to carry out that DBE program shall be treated as a violation of the Grant Agreement or Cooperative Agreement for the Project and the Master Agreement. Upon notification by U.S. DOT to the Contractor of the Contractor's failure to implement its approved DBE program, U.S. DOT may impose the sanctions as set forth in 49 C.F.R. Part 26 and may, in appropriate cases, refer the matter to the appropriate Federal authorities for enforcement under 18 U.S.C. § 1001, or the Program Fraud Civil Remedies Act, 31 U.S.C. §§ 3801 et seq., or both.

Part 1 Section 5: Noteworthy Practices & Achievements

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

Over the past year, the Broward MPO has advanced many noteworthy practices from past years and continually improves upon them to maximize benefits to communities. Other noteworthy practices have been added this year. The following highlights the many Broward MPO premier events and noteworthy practices, some of which are recognized nationally.

Public Outreach and Engagement Initiatives

Engaging those who live, work and play in Broward is the cornerstone of all MPO Plans, Projects & Initiatives. Public Outreach is more than holding the obligatory public meetings for projects, as public meetings are notorious for having poor attendance. For the Broward MPO, public outreach focuses on utilizing a toolbox of different engagement methods and approaches (1) to teach about the role of the MPO, (2) receive extensive feedback from residents and businesses to inform its plans, programs, and projects, and to (3) truly engage our communities on their terms, on their turf, and in a way that is most meaningful to them. The following describes the Broward MPO's comprehensive approach to public outreach and engagement, including adaptive approaches under the COVID-19 pandemic.

Public Engagement Efforts

The Broward MPO's grassroots public engagement initiative, also known as Speak Up Broward, continues a dialogue with the public to educate South Florida communities about the importance the transportation system has on quality of life. This multi-faceted initiative is nationally recognized and seeks to bring the message of the MPO beyond the walls of the office from the more traditional meeting place to places where people prefer

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to go (i.e., farmers markets, street fairs and online) at times when it is most convenient to them.

During the COVID-19 pandemic, this initiative explored new virtual venues to solicit feedback that helps the Broward MPO continue to provide Broward with a safe, convenient, and efficient multimodal transportation system. Speak Up Broward Online events were created to accommodate social distancing and stay at home orders. These events facilitated an interactive conversation with the community and focused on a different topic each month. The topics covered included first/last mile connections, climate change/resiliency, regional freight, and MPO Core Products/Long Range Planning.

This past year, other continuing education efforts included virtual efforts on Broward Complete Streets Projects, which helped to promote a better understanding of how the MPO's Complete Streets projects are improving quality of life for those who live, work, and play in Broward. Speak Up Broward also spearheaded an initiative on Regional Freight to educate on how moving goods throughout South Florida is the backbone of a stronger economy, and assisted in outreach and deliverables for the MPO's Core Products and the MPO's visioning plan: Vision 2100. The MPO also produced an ESRI StoryMap during the year that displays all of the Organization's in-person and virtual outreach activities in Broward (the results were then used to determine where additional outreach activities were needed in the future).

While the MPO's approach to social media continues to be recognized nationally as a best practice (MPO staff presented at national peer exchanges on effective and innovative social media engagement), this year this medium served an integral part in MPO Communication & Outreach efforts with the emergence of the COVID-19 worldwide pandemic. Social media posts focused on highlighting items such as COVID-19 messaging (MPO operations due to COVID and active transportation messaging), MPO news and updates (updates on MPO Core Products, Initiatives, and Projects), and news from health and transportation partnering agencies. As of February, 9, 2021, we have 7,139 followers on Facebook, 2,630 followers on Twitter, 1,508 followers on Instagram,

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and 1,597 followers on LinkedIn. Twitter, Instagram and LinkedIn have seen extensive growth in followers over the past year and the public has been engaged with all platforms.

2021 Board Engagement Forum

As part of the Broward MPO's ongoing efforts to inform the public and MPO Board on current initiatives and projects, the MPO planned over the course of several months a virtual Board Engagement Forum held on January 14, 2021. The Forum was virtually attended by several Board members and newly appointed Board Members. The Board Engagement Forum consisted of in-depth sessions related to the Strategic Business Plan update, an overview of the Fort Lauderdale Transportation Management Association, a technology presentation on a notable project concept in our community, a "how to" navigate the Transportation Improvement Program (TIP), and other current topics. Board Members also participated in a robust discussion regarding the formation of a Resiliency and Attainable Housing Ad Hoc Committee to make recommendations and suggestions to our Board of Directors.

Funding & Grants Opportunities Outreach

In an effort to increase revenue for transportation improvements, the MPO continues to identify funding opportunities through active research and analysis of a wide range of grants from federal, state, and private foundation resources. MPO staff distributes these opportunities to our interested partners in a monthly e-newsletter/e-blast. Subscribers are primarily local, with some coming from outside the region and state. The MPO also provides support to these partners by conducting research for niche funding opportunities as well as hosting or referring partners for grantsmanship trainings to help increase the capacity of grant applicants and the number of successful submittals.

mySidewalk

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The Broward MPO continues to expand its use of the mySidewalk software to communicate data sets. This software provides the MPO the ability to more efficiently track, analyze, map and share the many data sets that it currently produces and the many other data sets that are available through the US Census, Department of Transportation and other sources. mySidewalk provides the public the ability to download any data that is shown in a table, chart, dashboard, etc. The MPO has developed dashboards for the federally mandated performance measure targets using mySidewalk as well as community profiles for the 31 municipalities in Broward. These dashboards and community profiles are imbedded on the MPO website and can also be shared with the public through social media and other means. The MPO has also transitioned its Traffic Analysis Zones (TAZ) Viewer to the mySidewalk platform.

Metropolitan Transportation Plan (MTP) Initiatives

This year the MPO decided to provide more structure and guidance on the MTP amendment process to create efficiencies and better align with the Multimodal Priorities List development and Work Program cycles. On June 11, 2020 the Broward MPO Board amended the MPO Rules to establish an annual MTP amendment cycle. Starting in 2020 (and each subsequent year), MTP amendment requests must be submitted to the Broward MPO by November 10. This will ensure that MTP amendments have adequate time to undergo a financial constraint analysis and public review prior to being adopted by the MPO Board and included in the year's upcoming FDOT Work Program/Transportation Improvement Program development cycle. The annual MTP amendment cycle requires that MPO member governments and partner agencies submit formal MTP amendment requests (in writing) to the MPO for any projects to be added, deleted, or modified in the 2045 MTP. In addition, MTP amendment requests must meet the program-ready criteria (Scope of Work, Cost Estimate, Partner Collaboration, and Resolution of Support) established by the Broward MPO Board in order to be considered. MPO staff met with planning partners to discuss prospective amendments and ensure they met the necessary criteria and thresholds for an MTP amendment.

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Vision 2100

This plan builds off of the foundation set in the Commitment 2045 MTP and seeks to outline a vision for Broward out to 2100. The Vision includes a robust discussion on Land Use, Transportation, Technology, and Resiliency and how to address these elements in our future plans, programs, and policies. The 2045 MTP helped to create a transit network for 2100 that was not cost constrained and took into account future potential transit markets and available technologies. Vision 2100 was unveiled at the Southeast Florida Transportation Summit (hosted by the Fort Lauderdale Chamber of Commerce) on December 9, 2020 and will become a key element of future outreach effort for the Broward MPO as part of the next phase of the Speak Up Broward effort. The intent of the Vision 2100 plan is to establish a guiding document for future MTP updates to ensure consistency in the investment and identification of transportation projects.

Implementing Complete Streets and Improving Safety

The Broward MPO has taken a leadership role in implementing Complete Streets in Broward. The vision for Complete Streets is to create a safe and efficient transportation network that promotes the health and mobility of all citizens and visitors by providing high-quality pedestrian, bicycle, transit and automobile access to various everyday destinations while prioritizing historically disenfranchised and underrepresented communities throughout Broward. The following describes the Broward MPO's comprehensive approach to implementing Complete Streets and improving safety.

Complete Streets Master Plan (CSMP)

The Broward MPO Board unanimously approved the CSMP in an effort to continue creating a safe/balanced transportation system, healthier communities and enhance the economic vitality of the region. The CSMP developed a prioritized list of projects based

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on an equity and demand analysis. This included selecting areas with a high number of vulnerable populations using nationally recognized equity indicators such as income, age and race. This ensured traditionally underserved communities are not only considered during the planning process but also prioritized when programming investments. The results of the analysis identified 12 “bundle” areas based on higher demand for walking and biking as well as a high concentration of vulnerable populations that create a tight network of multimodal facilities. Since the Plan’s adoption, MPO staff has continued to work with our local partner governments to ensure projects identified in the CSMP move forward into the implementation phase in the order established in the Plan. To date, the Broward MPO has included 13 CSMP projects into the Multimodal Priorities List (MMPL) with five projects partially funded in the Transportation Improvement Program. Staff is currently working with our local partners on the next phase of CSMP projects and expects to add another 13 CSMP projects to the MMPL this upcoming cycle. Essential to this process is meeting the “program-ready” requirements established by the MPO. These requirements were set in place to ensure projects have the necessary political and public support in order for them to move forward into programming. This process ensures only program-ready, feasible projects move forward into the next phase while increasing the likelihood of implementing successful projects that meet the vision of the local governments and communities. The program-ready requirements are: scope of work, cost estimates, political and public support, and partner collaboration.

Complete Streets Initiatives and Education

The Complete Streets Initiative, guided by the Complete Streets Advisory Committee (CSAC), promotes the Complete Streets concept and provides the necessary tools to our local governments to implement Complete Streets. The Initiative also serves as a platform to move forward active transportation projects identified in our plans, initiatives and studies from the planning stage to construction. As such, Broward MPO staff were invited by FHWA to present at a national webinar STEP UP (Safe Transportation for Every Pedestrian Program). This webinar highlighted the Broward MPO’s current

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planning efforts (Complete Streets Master Plan and Bicycle and Pedestrian Safety Action Plan) to enhance the safety of the most Vulnerable Road Users (VRU). The Broward MPO's efforts were also highlighted by FHWA in a national "Safe Transportation for Every Pedestrian Program Case Study" and the Broward MPO's Walking Audit Program was recognized by FHWA as a Vision Zero Noteworthy Practice. Further, the MPO was recognized by the FDOT and received two Planning Innovation of the Year TransPlex awards in 2020 for the Complete Streets Master Plan and the Complete Streets Guidelines.

The Safe Streets Summit continues to be a MPO noteworthy practice. The main intent of the Summit is to promote Complete Streets concepts, seek "buy-in" from local public officials, and provide municipal technical staff with the necessary tools to implement Complete Streets. It also highlights the Broward MPO's and its partners' ongoing efforts. The event features nationally recognized experts and panelists who speak on the economic, health, and safety benefits of streets designed for all users. The 2020 Safe Streets Summit was held in partnership with the Palm Beach TPA and Miami-Dade TPO on February 6 & 7, 2020 in the city of Fort Lauderdale. This Summit was highlighted by urban designer and author Mikael Colville-Andersen and keynote speaker, author and placemaker Jay Pitter. The Summit was a success and was attended by 500 elected officials, technical staff, and transportation advocates. In addition, the Summit featured multiple interactive mobile workshops that highlighted various projects around Broward that allowed participants to experience Complete Streets from the user's perspective and hear directly from the planners and engineers who implemented these projects. It also introduced, for the first time, concurrent breakout sessions to provide more in-depth training to attendees. The 2020 Safe Streets Summit received praise from presenters as well as attendees and attracted participants from all over the country. Many attendees compared the 2020 Summit to national conferences such as NACTO and Walk, Bike Places.

Mobility Program

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This past year, the Broward MPO continued to move forward with the implementation of projects despite the conditions caused by the COVID -19 pandemic. The COVID-19 pandemic had minor impacts on construction projects, however all projects were able to proceed forward with FDOT, MPO, County and local agency coordination. The implementation program, made possible by a partnership with the FDOT, completed 7 projects for \$33 million and adding over 15 miles of bike and pedestrian facilities to the active transportation network. By the end of last year, there were 14 projects in construction for \$66 million, 17 projects for \$133 million construction dollars were in design, and an additional 9 projects for \$67 million construction dollars were programmed in 2020. Last year, the Complete Streets demonstration project along Hollywood Boulevard was successfully completed. This project received the coveted People's Choice Award at the 2020 Safe Streets Summit.

Complete Streets Community Engagement Activities

On March 7, 2020, the MPO held its 7th annual Let's Go Biking! event in the City of Tamarac in collaboration with the Broward County Sheriff's Office and the City of Tamarac. The event included a bike rodeo for kids and an eight-mile ride to experience and highlight biking facilities in Tamarac. The Let's Go Biking! event encourages and engages people of all ages in active transportation, and seeks to maximize community awareness and engagement around Complete Streets and active living.

Due to the COVID-19 pandemic, the MPO has postponed in-person events. However, to continue raising awareness and maintaining interest in active transportation and Complete Streets projects, the MPO conducted a Let's Go Broward Scavenger Hunt. This event was held in partnership with FDOT, South Florida Commuter Services, Joe DiMaggio's Children's Hospital, local governments and other transportation partners in support of FDOT's Annual Mobility Week. A Broward-wide social media challenge was launched in October to encourage the public to get to know their community, explore the

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Broward region, find landmarks and learn about existing Complete Streets projects. The virtual challenge attracted an online audience through the MPO's official Speak Up Broward account: 66k social media impressions, 2k engagements, 1,559 unique website page views and 14 challenge winners.

Thinking about alternative ways to engage the public during COVID-19, the Broward MPO developed a spark page for the virtual groundbreaking for the Prospect Road Complete Streets Project. This virtual platform served as an educational tool to engage the communities in the Cities of Oakland Park, Tamarac and Fort Lauderdale to help them learn about the transformational design elements along Prospect Road, from a car-centered roadway to one that serves users of all types and ages. This Complete Streets project includes several modes of transportation and elements that can greatly improve pedestrian, bicyclist, and motorist safety. This project also improves the pedestrian and bicyclist's overall experience by creating a welcoming street environment that revitalizes the communities it serves.

Tactical Urbanism Program

Following the recommendations of the set of priority action items identified in the Bicycle & Pedestrian Safety Action Plan and Complete Streets Master Plan, the MPO established a Quick Build Program known as BTactical. This is part of the MPO Complete Streets Initiative's efforts to quickly implement multimodal safety improvements. The Program focuses on delivering Quick Build projects while also working on comprehensive longer-term street projects. The intent is to support partner agencies implementing pilot projects that test innovative treatments, generate public awareness, and support efforts to increase multimodal safety, accessibility, and connectivity. The MPO kicked off this exciting new Program by hosting a national webinar highlighting various interventions that took place in Fort Lauderdale, Tampa and Charlotte to assist in reopening their local economies. Using the Quick Build Program, the MPO team is currently working to identify and prioritize a list of interventions to be

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implemented in the Broward region. The first pilot project is planned to be implemented in 2021.

Complete Streets and other Localized Initiatives Program (CSLIP)

The MPO continues to implement CSLIP in close coordination with our State and local governments. The Program expedites the implementation of much needed local mobility projects. Bicycle/pedestrian facilities, crosswalk improvements, Mobility Hubs, bus shelters, greenways and traffic light synchronizations are just a few examples of mobility projects targeted for funding. The CSLIP application is automated/online and requires minimal effort by the applicant to complete. The prioritization of projects is also automated and is based on objective criteria. MPO staff, in partnership with FDOT staff, conduct annual training sessions to demonstrate how to complete a Program application and submit it for funding consideration. The past five cycles featured a video created by MPO staff demonstrating the ease of filling out an application. This video is posted on our website to be easily accessible to potential applicants. This past year, based off observations and comments from previous CSLIP Cycles, MPO staff adjusted the application and policies for Cycle 5. A total of 16 applications from 11 different agencies have been submitted for CSLIP Cycle 5.

Updating of the application and evaluation tool is underway. This effort is being led and executed by internal staff without the assistance of consultants. This will allow the MPO to have the most flexibility and control over the changes that are made. It will also give us the ability to modify the tool as new information and data is available. This new application and tool will be implemented as part of our upcoming CSLIP Cycle 6.

Local and Regional Freight Initiatives

The safe and efficient movement of freight is key to our local economy. The Broward MPO is a recognized leader in its comprehensive approach to addressing issues

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affecting freight transportation within Broward and the State. To accomplish this, the Broward MPO Freight Transportation Advisory Committee (FTAC) is tasked with promoting the importance of freight mobility and ensuring that freight priorities are represented in the MPO's MTP and TIP. The FTAC is comprised of members that are directly involved in the movement, storage and distribution of freight. The FTAC was integral in the development of the MPO's MTP and continues to provide the MPO with much needed input from the freight and logistics community, particularly in light of the COVID-19 pandemic. Further, the Broward MPO continues to lead an effort through the MPOAC to identify and promote high-priority, freight-related projects within each of the 27 Florida MPOs that will improve the movement of goods throughout the state. This effort ensures that these high-priority freight projects satisfy localized planning processes and are consistent, repeatable and well-documented. Through the Freight Prioritization Program (FPP), every MPO in Florida is afforded an opportunity to submit their highest priority freight related transportation projects to the MPOAC who in turn assembles a statewide MPO priority list and shares it with FDOT for funding consideration. The 2020 MPOAC Freight Priorities Project List was approved by the MPOAC Freight Committee, Staff Directors Committee and the MPOAC Governing Board and was submitted to FDOT for funding consideration.

Non-traditional MPO Initiatives

The Broward MPO seeks to be in the forefront of everything we do. We strive to go beyond an MPO's traditional transportation planning responsibilities. The following describes some of Broward MPO's unique initiatives and noteworthy practices which will have a positive impact on the transportation systems of Broward.

Regional Transportation Plan (RTP) and Southeast Florida Transportation Council

The Southeast Florida Transportation Council (SEFTC) was created by the three MPOs (Broward, Palm Beach, and Miami-Dade) to specifically address and coordinate regional

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transportation issues on behalf of the residents of this large and complex region. SEFTC facilitates transportation planning by engaging the public and fostering strong partnerships between the three MPOs with other agencies, local governments, and communities. One of SEFTC's most important responsibilities is developing and implementing its Regional Transportation Plan (RTP) in coordination with other regional and local plans, while moving toward an agreed-upon vision for transportation in South Florida. This plan is updated every five years to adapt to population and other changes in or affecting the region. The responsibility for administering the RTP rotates between the three MPOs that make up SEFTC. For this cycle, the Broward MPO has led and managed the 2045 RTP to successful adoption in August 2020. In preparation for the 2050 RTP and respective LRTPs, the Broward MPO is closely coordinating with our partners across various fields to efficiently leverage resources and minimize duplicative efforts at the county and regional levels.

Mobility Hub Development Initiatives

The Broward MPO continues to advance the planning and implementation of Mobility Hubs. The City of Fort Lauderdale is finalizing construction on the Downtown Fort Lauderdale Mobility Hub Streetscape project, which addresses transportation connectivity and safety with \$3.5 million in improvements. The City of Hollywood has started design work on the \$1 million Mobility Hub at Hollywood Boulevard and State Road 7 with construction expected to begin in the fall of 2021. The MPO, in collaboration with local partners, completed Mobility Hub Master Plans for Pembroke Pines City Center, Plantation Midtown, the Sawgrass Mills/Corporate Park area of Sunrise and Coral Springs Downtown. The MPO is working with the City of Pembroke Pines to move into Phase II of their Mobility Hub Master Plan development, which will allow for further design and implementation of transit improvements constructed around City Center, Pines Boulevard, and Washington Street.

TIP User Friendly Enhancements

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The MPO continues to make improvements to its Interactive TIP Tool which helps save time and personnel requirements in the development of the annual TIP document. The Tool also provides project location maps, detailed financial information features, and TIP city reports not available prior to the implementation of this interactive software. A TIP city report includes projects in the TIP that fall within a specific city and helps cities review their projects in the TIP. Additionally, to assist its transportation partners in using the Interactive TIP Tool, the MPO provides training classes upon request. Further, the TIP document was enhanced by updating the executive summary to provide the general public with an overall funding picture for multimodal transportation modes over the next five years, including projects and programs highlights.

Newly Formatted Multimodal Priorities List (MMPL)

In order to guarantee that the transportation investments are balanced among the transportation modes, the approved 2045 MTP six funding programs (Complete Streets and other Localized Initiatives Program, Complete Streets Master Plan, Mobility Hubs, Roadway, Systems Planning/Safety, and Transit) were fully integrated into the MMPL. To accommodate the six programs, the MPO introduced an innovative new format for the MMPL that emphasizes transparency and program readiness. Utilizing Microsoft Access's report function, user-friendly reports are customized to provide Board Members, the general public, and planning partners with critical and clear information. As a result, it supports decision-makers in helping them to make informed decisions and facilitates the programming of projects by FDOT.

Virtual Meetings

In response to the unusual circumstances brought on by the COVID-19 pandemic, MPO staff worked hard over the past year to ensure that the quality and integrity of virtual board/committee meetings were held to the highest standard. Challenges such as state

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and federal regulations, ADA compliance, and public involvement were researched and overcome to enable the Organization to host online virtual meetings. Staff studied the distinctions between the available technology, created manuals for board/committee members and presenters, and provided detailed user manuals and training for staff on virtual public meeting guidelines. The MPO also began conducting regular dry run sessions prior to meetings to help prepare presenters and familiarize them with the technology and meeting layout. When the State of Emergency was lifted for Florida and meetings were transitioned from an online-only setting to a hybrid, or partially virtual, setup, the established procedures continued to be followed.

Fare Interoperability

The Federal Transit Administration (FTA) provided funding to the Broward MPO for the implementation of Fare Interoperability. The intent of the program is to provide a seamless transportation experience for transit riders to plan a trip, pay for fares and reload value on a mobile device. The interoperable component seeks to facilitate transit transfers and the payment of fares among the multiple transit systems in South Florida.

The Broward MPO entered into a subrecipient agreement with Broward County Transit (BCT) to implement the program in collaboration with partners at Miami-Dade Transit, Palm Tran and South Florida Regional Transportation Authority (SFRTA). BCT launched the Broward County Transit Mobile Ticketing App to allow for the purchase of transit tickets and has come to agreement with other transit providers for the interoperable component of the system, allowing riders to pay for fares for interoperable use of the other transit systems. BCT also installed new fareboxes on its buses to accommodate the use of the mobile ticketing app.

The Broward MPO and BCT have completed the subrecipient agreement. The Broward MPO is seeking to use the remaining funds in the grant to advance fare interoperability and is currently coordinating with the SFRTA to increase the mobile ticketing and interoperable capacity of their fare collection and payment systems.

Part 1 Section 6: MPO Comments

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

The MPO understands the many challenges of the past year and, as always, stands ready to support our partners at FDOT. As such, we have made it a priority to complete this Joint Certification document by the tight deadline provided. To ensure that our responses are both complete and of a consistent quality, the MPO would kindly request that the District consider providing additional time to complete the Joint Certification document in future years. Thank you.



Broward MPO

Joint Certification – CY 2020

February XX, 2021

Part 2 – FDOT District

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FDOT Joint Certification
Part 2 – FDOT District

Purpose

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

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

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Part 2 – FDOT District

Certification Process

Please read and answer each question within this document.

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

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

Note: This certification has been designed as an entirely electronic document and includes interactive form fields. Part 2 Section 9: Attachments allows you to embed any attachments to the certification, including the [MPO Joint Certification Statement](#) document that must accompany the completed certification report. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and attach it to the completed certification in Part 2 Section 9: Attachments.

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

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

Risk Assessment Process

Part 2 Section 1: Risk Assessment evaluates the requirements described in [2 CFR §200.331 \(b\)-\(e\)](#), also expressed below. It is important to note that FDOT is the recipient and the MPOs are the subrecipient, meaning that FDOT, as the recipient of Federal-aid funds for the State, is responsible for ensuring that Federal-aid funds are expended in accordance with applicable laws and regulations.

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

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

(c) Consider imposing specific subaward conditions upon a subrecipient if appropriate as described in §200.207 Specific conditions.

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

- (1) Reviewing financial and performance reports required by the pass-through entity.*
- (2) Following-up and ensuring that the subrecipient takes timely and appropriate action on all deficiencies pertaining to the Federal award provided to the subrecipient from the pass-through entity detected through audits, on-site reviews, and other means.*

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Part 2 – FDOT District*

(3) Issuing a management decision for audit findings pertaining to the Federal award provided to the subrecipient from the pass-through entity as required by §200.521 Management decision.

(e) Depending upon the pass-through entity's assessment of risk posed by the subrecipient (as described in paragraph (b) of this section), the following monitoring tools may be useful for the pass-through entity to ensure proper accountability and compliance with program requirements and achievement of performance goals:

(1) Providing subrecipients with training and technical assistance on program-related matters; and

(2) Performing on-site reviews of the subrecipient's program operations;

(3) Arranging for agreed-upon-procedures engagements as described in §200.425 Audit services.

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

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

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

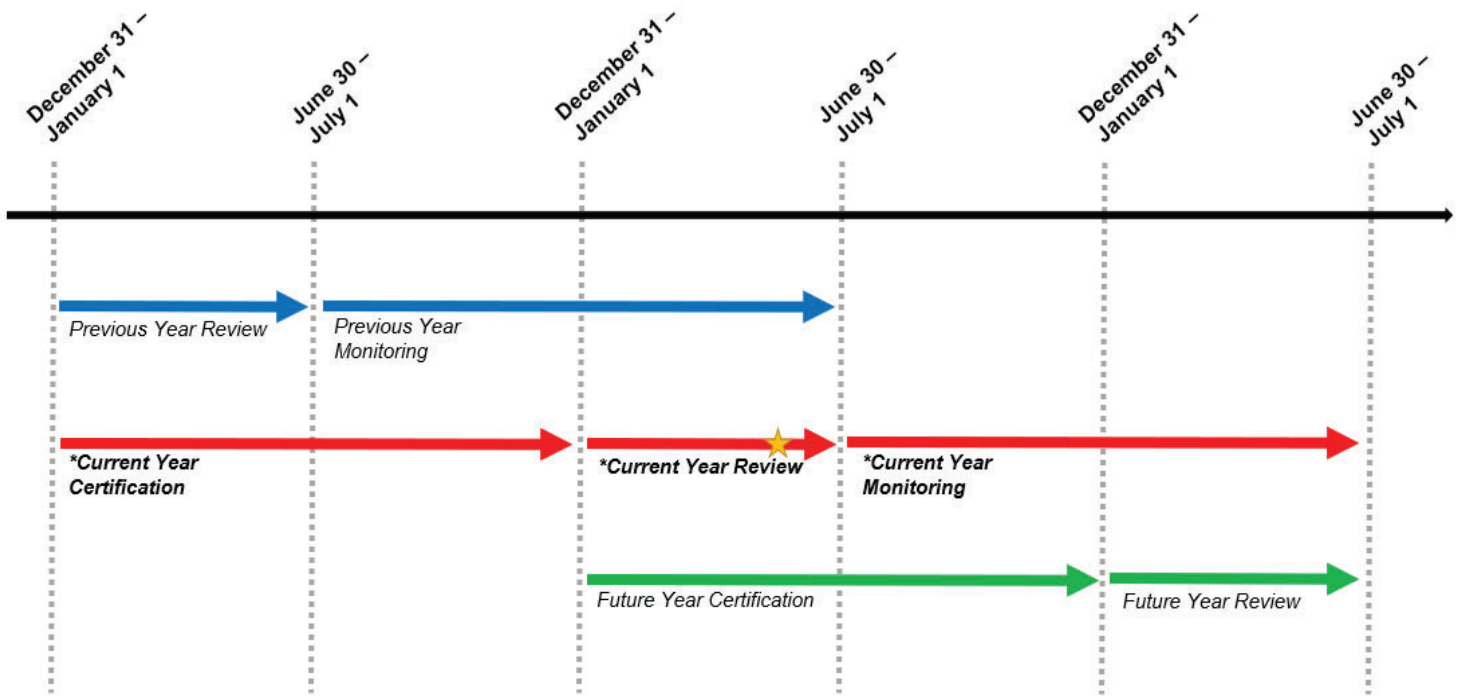
Table 1. Risk Assessment Scoring

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

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The Risk Assessment that is part of this joint certification has two main components – the Certification phase and the Monitoring phase – and involves regular reviewing, checking, and surveillance. The first step is to complete this Risk Assessment during the joint certification for the current year (*The red line in Figure 1*). The current year runs for a 12-month period from January 1 to December 31 of the same year (**Example: January 1, 2018 through December 31, 2018**). There is a 6-month period when the joint certification for the current year is reviewed before the Risk Assessment enters the Monitoring phase. The joint certification review runs from January 1 to June 30 (**Example: January 1, 2019 through June 30, 2019**). After the review has been completed, the Risk Assessment enters the Monitoring phase, where the MPO is monitored for a 12-month period (**Example: July 1, 2019 to June 30, 2020**). The entire Risk Assessment runs for a total of 30-months. However, there will always be an overlapping of previous year, current year, and future year Risk Assessments. **Figure 1** shows the timeline of Risk Assessment phases and how Risk Assessments can overlap from year to year.

Figure 1. Risk Assessment: Certification Year vs. Monitoring



★ June 1st - Joint Certifications are due to FDOT

Part 2

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

FDOT Joint Certification
Part 2 – FDOT District

Part 2 Section 1: Risk Assessment

MPO Invoice Submittal

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

Table 2. MPO Invoice Submittal Summary

Invoice #	Invoice Period	Date the Invoice was Forwarded to FDOT for Payment	Was the Invoice Submitted More than 90 days After the End of the Invoice Period? (Yes or No)
G0Y80-18	12/01/2019 – 12/31/2019	01/16/2020	No
G0Y80-19	01/01/2020 – 01/31/2020	02/20/2020	No
G0Y80-20	02/01/2020 – 02/29/2020	03/18/2020	No
G0Y80-21	03/01/2020 – 03/31/2020	04/09/2020	No
G0Y80-22	04/01/2020 – 04/30/2020	05/12/2020	No
G0Y80-23	05/01/2020 – 05/31/2020	06/08/2020	No
G0Y80-24	06/01/2020 – 06/30/2020	08/14/2020	No
G1O57-1	07/01/2020 – 07/31/2020	08/26/2020	No
G1O57-2	08/01/2020 – 08/31/2020	09/18/2020	No
G1O57-3	09/01/2020 – 09/30/2020	11/10/2020	No
G1O57-4	10/01/2020 – 10/31/2020	11/24/2020	No
MPO Invoice Submittal Total			
Total Number of Invoices that were Submitted on Time			11
Total Number of Invoices Submitted			11

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MPO Invoice Review Checklist

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

- Submitting unallowable, unreasonable or unnecessary expenses or corrections that affect the total amounts for paying out.
- Exceeding allocation or task budget.
- Submitting an invoice that is not reflected in the UPWP.
- Submitting an invoice that is out of the project scope.
- Submitting an invoice that is outside of the agreement period.
- Documenting budget status incorrectly.

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

- Typos.
- Incorrect budgeted amount because an amendment was not recorded.
- Incorrect invoice number.

Table 3. MPO Invoice Review Checklist Summary

MPO Invoice Review Checklist	Number of Correct Materially Significant Finding Questions
G0Y80-18	7 / 7
G0Y80-19	7 / 7
G0Y80-20	7 / 7
G0Y80-21	7 / 7
G0Y80-22	7 / 7

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G0Y80-23	7 / 7
G0Y80-24	7 / 7
G1O57-1	7 / 7
G1O57-2	7 / 7
G1O57-3	7 / 7
G1O57-4	7 / 7
MPO Invoice Review Checklist Total	
Total Number of Materially Significant Finding Questions that were Correct	77 / 77

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

MPO Supporting Documentation Review Checklist

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

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

Table 4. MPO Supporting Documentation Review Checklist Summary

MPO Supporting Documentation Review Checklist	Number of Correct Materially Significant Finding Questions
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G1O57-1	25 / 25
MPO Supporting Documentation Review Checklist Total	
Total Number of Materially Significant Finding Questions that were Correct	25 / 25

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

Technical Memorandum 19-04: Incurred Cost and Invoicing Practices

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

Please Check: Yes No N/A

Risk Assessment Score

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

Table 5. Risk Assessment Scoring

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

Risk Assessment Percentage: 100%

Level of Risk: Low

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

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

Please Check: Yes No

If yes, please ensure any correspondence or comments related to the draft and final LRTP and the LRTP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 2 Section 9: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

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

N/A

Part 2 Section 3: Transportation Improvement Program (TIP)

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

Please Check: Yes **No**

If yes, please ensure any correspondence or comments related to the draft and final TIP and the TIP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 2 Section 9: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

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

- TIP FY 21-25 Final Draft.pdf – 06/08/2020
- Broward MPO TIP Checklist.docx – 07/15/2020
- TIP FY 21-25 Final approval.pdf – 07/15/2020
- FM # 441579-1 FM#4399931 Modification Package.pdf – 11/04/2020

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

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

Please Check: Yes No

If yes, please ensure any correspondence or comments related to the draft and final UPWP and the UPWP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 2 Section 9: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

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

- Broward MPO UPWP DRAFT.pdf – 03/16/2020
- 2020-4-8 Broward Draft 21-22 UPWP Federal Review Comments.pdf – 04/16/2020
- UPWP Checklist Excel Broward MPO.xlsx – 04/16/2020
- 06242020 – Broward MPO 2021-2022 UPWP Approval Letter FINAL.pdf – 06/16/2020
- FINAL Broward MPO UPWP 2020-2022.pdf – 06/16/2020
- Letter to FHWA re FYs 21 & 22 SE Florida UPWPs.pdf – 06/16/2020
- BMPO G1057 UPWP Revision 1.pdf – 09/30/2020

Part 2 Section 5: Clean Air Act

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

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

Title(s) of Attachment(s)

N/A

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

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

Please Check: Yes No N/A

Part 2 Section 7: District Questions

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

1. Calendar year (CY) 2020 has been a challenging year for all agencies in many ways. How has the MPO adapted during changing conditions to maintain a Continuing, Comprehensive, and Collaborative (3C) program during the COVID-19 pandemic? How was public input collected during and after COVID-19 office closures? What delays, if any, were encountered in your operations or functions? Has your agency implemented any new protocols that you plan to continue after COVID? Discuss any new best practices adopted during CY 2020 and discuss if the MPO sees additional opportunities to improve efforts in engaging with partners in the 3C process.

The Broward MPO has been fortunate in that for the last several years it has been equipped (from an information technology standpoint) to handle emergency situations and natural disasters such as the hurricanes and tropical storms which frequently bombard our coastline. Although COVID-19 is a different type of disaster, when the MPO's Continuity of Operations Plan (COOP) was put into effect in March of last year, the result was that the entire MPO staff was able to instantly transition to telework/remote working with little disruption to the Organization. This transition was no doubt made even easier by the annual dry runs of the MPO's COOP (which all staff are required to participate in) and the fact that the COOP is regularly updated to keep pace with the MPO's current technology. The result of all this was that very little adaptation was required on the MPO's part to adjust to the conditions of the pandemic, maintain normal operations, and avoid delays. Further, during the pandemic situation, the MPO took the opportunity to update its COOP to incorporate modifications for lessons learned from the COVID-19 experience that can be applied to any future pandemic conditions. The MPO has also updated its policies regarding telework as we anticipate that robust telework options will continue for MPO staff even after the current pandemic situation is over. Telework combined with hotel office accommodations will eliminate our need to lease

additional office space to accommodate our growing agency. We have seen that telework and virtual meetings do not negatively impact MPO functions or interfere with the 3C's. As noted below, we have seen increased partner and public participation. Further, we understand the benefits of telework as a transportation demand management (TDM) strategy which we intend to promote to partners and local businesses.

Perhaps the biggest and most tangible change the pandemic brought about was the shift to virtual public meetings. Fortunately, this was another area the MPO was able to rise to the challenge and develop potential best practices. Staff immediately went to work researching virtual meeting software, state and federal regulations, Americans with Disabilities Act compliance, and drafted manuals and guidance documents to help ease the transition for Board Members, presenters, and other staff. In addition, the MPO began the practice of conducting dry runs prior to some of its larger meetings to ensure that presenters are comfortable with and able to use the available technology. Later in the year, when the governor's order expired and a physical quorum became a requirement, technology was installed on the computers in the MPO's Board Room to allow members to join a meeting from the MPO office and therefore meet the physical quorum requirement. The Centers for Disease Control and Prevention guidelines were followed in preparing the Board Room to conduct meetings again, with masks and temperature checks being required, chairs and equipment being sanitized, and members being seated at least six feet apart. Socially distanced seating and a terminal was also set up for any members of the public who wished to join a meeting in-person, but nearly all have taken advantage of the online option thus far (with a surprising increase in attendance). It is expected that the MPO will have to continue with this hybrid, or partially virtual, meeting arrangement for most of 2021. As an additional benefit, the MPO has noted better attendance at our virtual advisory committee and Board meetings by members and the public. MPO staff has noted that virtual meetings with our local member governments and partners have been more productive and better attended. Downtime travel between meetings and office is eliminated for all parties.

The pandemic has forced many agencies to rethink their approach to public engagement. Like with its public meetings, many of the MPO's public outreach events needed to be

converted over to a virtual format (for example, the annual Let's Go Walking! event became the Let's Go Broward! Scavenger Hunt as part of FDOT Mobility Week and something similar will be done for the annual Let's Go Biking! event). The MPO also leveraged its significant online presence to introduce a new webinar series with panel discussions on many elements and aspects of transportation. This webinar series has since expanded to feature more involvement by the MPO's partner agencies. As with the virtual public meetings, strong attendance was noted for some of the online events. This is something the MPO (and hopefully other agencies as well) will take note of as a best practice to improve upon outreach methods and seek out new, innovative ways to reach both partners and the public. In addition, the MPO has experienced increased activity across all its social media platforms during the pandemic, further indicating our ability to reach a bigger audience even during a pandemic.

With all activities going virtual in light of the COVID-19 pandemic, the MPO has continued to provide access to those legally blind or with Limited English Proficiency (LEP) through various methods. All meetings are closed captioned and the MPO website has undergone extensive updates so that all content is ADA accessible. In addition, staff have remained available (including land-line accessible) in a virtual environment to provide language and translator services. Inventory on the languages spoken and understood is done regularly to be as up to date as possible. While traditional methods to reach those without web/phone were made even more limited through COVID as libraries, community centers, etc. were closed, the Broward MPO continued to make our meeting calendar available through posting outside of our physical office for the public.

2. The Florida Transportation Plan (FTP) embraces a vision of how our transportation system meets the changing needs of our state. It also focuses on how we can work together to accomplish these seven goals: 1) safety for all modes of transportation; 2) maintaining infrastructure; 3) enhance mobility; 4) expand transportation choices; 5) invest in the economy; 6) support quality places and communities; all while 7) minimizing impacts on the environment. In CY 2020, explain how and where the following were addressed and incorporated: Safety; Resiliency and Sustainability; and Autonomous, Connected, Electric, and Shared (ACES) mobility options and impacts.

In May 2020, the Broward MPO approved its FY 2020/2021 – 2021/2022 UPWP that includes funding for efforts and projects related to safety, resiliency and sustainability, and ACES. The following explains how these efforts have advanced.

The MPO's 2045 Metropolitan Transportation Plan (MTP) included significant new funding for both on and off-system safety projects consistent with the MPO and FDOT vision zero Safety Performance Measures. The Plan conducted a countywide safety analysis of on and off-system signalized intersections, unsignalized intersections, and corridors with high crash severity to begin programming safety studies and capital projects to address these areas. In addition, the 2045 MTP identified new safety funding from the 10% State Arterial funding eligible for off-system improvements to address the mutual performance measure targets of the MPO and FDOT. MPO staff is actively coordinating with FDOT staff from the Safety Office to identify on-off safety system projects and seek ways to involve local planning partners in this process. The MPO looks forward to working with FDOT during the upcoming Multimodal Priorities List (MMPL) cycle to begin programming these projects and focus the 10% State Arterial Funding on off-system safety projects as specified in the 2045 MTP.

On resiliency and sustainability, the MPO identified eight priority corridors for resiliency improvements in the 2045 MTP and has included these projects in the MMPL. The MPO identified funding in the UPWP for a joint Transportation Resiliency Framework Study with various stakeholders including FDOT. The study kicked off in February 2021. It will produce a framework to address vulnerabilities in the transportation network by taking a holistic approach to resiliency and serve as a bridge between the MPO and future FDOT

studies. A working group including FDOT representatives was established to steward the study. The fiscal year (FY) 2022-26 Draft Tentative Work Program includes funding for the planning phase for five of the eight MPO priority corridors. The MPO will work with local municipalities to address the off-system corridor improvements.

With regard to ACES, the MPO has set a framework for smart and connected cities in its 2045 MTP and included strategies in its vision document (known as Vision 2100) that seek to leverage emerging technologies through Smart Cities/Corridors. These strategies incorporate the use of smart infrastructure improvements to lay the foundation for ACES. Further, with input from the MPO Board at the 2020 Board Engagement Forum, staff has expanded the MPO's Strategic Business Plan to include Visionary Opportunities, a new section that looks at emerging issues in the industry and opportunities to lead the way by establishing National Best Practices by looking into areas such as: linking affordable housing to transportation, preparation for an autonomous future, data collection for SMART decision making, integrating SMART solutions (e.g., communications between vehicles and infrastructure), advocating for seamless transferability and interoperability between regional transportation networks, and incorporating an Intergovernmental Partnership Model. The Forum also highlighted the Smart Cities Infrastructure concept working in conjunction with consultant support from Deloitte who worked with the MPO in 2019 to develop the Smart Pilot Corridor along Hollywood/Pines Boulevard. This effort brought together partners from FDOT, Broward County Traffic Engineering, and Broward County Transit to build smart infrastructure capacity for the future.

Other ACES-related efforts included work on two ITS4US Grants (one that focused on using various technologies to combat congestion along the identified Hollywood/Pines Boulevard Smart Pilot Corridor mentioned above, the other in support of a Florida Atlantic University proposal for a unified, open access, open-source platform where data flows are standardized across the region, allowing travelers to plan, book, and pay for multimodal trips seamlessly), participation at technical seminars and conferences (such as the Florida Automated Vehicles Summit and the National Shared Mobility Summit) to introduce staff to new information on ACES and help them incorporate it into their plans and projects, and participation as a stakeholder on the Florida Department of Agriculture

and Consumer Services' Florida Electric Vehicle Roadmap study as well as FDOT's Infrastructure Master Plan where staff provided review and comment. Finally, staff provided a letter of support for FDOT's grant application for EV charging stations along evacuation corridors in Broward County.

3. Describe the MPO's relationship between FDOT and other partner agencies (i.e.: SFRTA, Broward County/Transit, Local Municipalities, etc.) over the past year. What is working well? What areas can be improved? What ideas could be identified to enhance the relationships?

Despite the impacts of COVID, the MPO has maintained our relationships with all our partner agencies through the use of virtual meetings and other online platforms. In some ways, the virtual setting facilitated greater collaboration. For instance, the use of SharePoint allowed for this year's Transportation Regional Incentives Program priority list to be edited collaboratively by the three MPOs that make up the Southeast Florida Transportation Council (SEFTC).

In addition, coordination between SFRTA, the Broward MPO and the Palm Beach Transportation Planning Agency through SEFTC resulted in \$10 million of funding for Tri Rail rolling stock. Further, FDOT coordination with MPO on programming issues will benefit from planned recurring collaboration meetings in 2021.

The biggest challenge has been achieving a physical quorum for regional meetings. The Regional Transportation Technical Advisory Committee and its subcommittees are spread between Miami-Dade, Broward, and Palm Beach. Additionally, there are few facilities which can safely accommodate a physical meeting and has the necessary technology to facilitate. We recommend allowing regional bodies to conduct all meetings virtually.

Despite this challenge, our relationship with our partners has not suffered during a challenging CY 2020. For the most part, the social distancing and virtual environment demonstrated that we were prepared for this type of event and we were easily able to

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adapt and, in some cases, improve upon our ability to connect with communities and with our local and regional partners.

Part 2 Section 8: Recommendations and Corrective Actions

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

Status of Recommendations and/or Corrective Actions from Prior Certifications

N/A

Recommendations

None

Corrective Actions

None

Part 2 Section 9: Attachments

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

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

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FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

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

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

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on 02/22/2021.

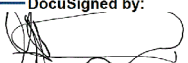
Based on a joint review and evaluation, the Florida Department of Transportation and the Broward MPO recommend that the Metropolitan Planning Process for the Broward MPO be certified.

DocuSigned by:


 .135C31FECBB44E3... O'Reilly
 Title: District Secretary (or designee)

6/3/2021 | 9:58 AM EDT

 Date

DocuSigned by:


 730F5B938C89496...
 Title: MPO Chairman (or designee)

5/25/2021 | 7:51 AM EDT

 Date