



2023 Certification Report

Miami Transportation Management Area

Broward, Miami-Dade, and Palm Beach Metropolitan Planning Organizations

Prepared by:

Federal Highway Administration

Florida Division

Federal Transit Administration

Region 4

August 2023

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Executive Summary

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas (TMAs) at least every four years (a TMA is an urbanized area, as defined by the US Census, with a population over 200,000). A certification review generally consists of four primary activities: a site visit, a review of planning documents (in advance of the site visit), the development and issuance of a FHWA/FTA certification report and a certification review closeout presentation to the Metropolitan Planning Organization (MPO) governing board.

As a part of the TMA certification review process, FHWA and FTA utilize a risk-based approach containing various factors to determine which topic areas required additional evaluation during the certification review. The certification review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. This certification review was conducted to highlight best practices, identify opportunities for improvements, and ensure compliance with regulatory requirements.

The Broward MPO, Miami-Dade Transportation Planning Organization (TPO) and Palm Beach Transportation Planning Agency (TPA) are the three MPOs responsible for transportation planning for the Miami TMA. The last certification review was completed in 2019. The Federal Review Team conducted site visit reviews of the Broward MPO on April 11, 2023; the review of the Miami-Dade TPO on April 13, 2023; and the review of the Palm Beach TPA on April 4, 2023. The Federal Review Team recognizes seventeen (17) noteworthy practices, identifies no corrective action, and offers ten (10) recommendations the MPOs should consider for improving their planning processes. More information related to these findings can be found in the Findings/Conclusions section of each MPO's report. The Broward MPO report begins on page 1; Miami-Dade TPO begins on page 37; and the Palm Beach TPA begins on page 67.

Based on the overall findings of the certification review, the FHWA and FTA jointly certify that the transportation planning process of the Miami TMA, comprised by the Broward MPO, Miami-Dade TPO, and Palm Beach TPA, substantially meets the federal planning requirements in 23 CFR 450 Subpart C. This certification will remain in effect until **August 2027**.

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Broward Metropolitan Planning Organization (MPO)

Section I. Overview of the Certification Process

Under provisions of 23 CFR 450.336(b) and 49 CFR 613.100, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the planning process of Transportation Management Areas (TMAs) “not less often than once every four years.” This four-year cycle runs from the date of issuance of the previous joint certification report.

The primary purpose of a certification review is to formalize the continuing oversight and evaluation of the planning process. The FHWA and the FTA work cooperatively with the TMA planning staff on a regular basis. By reviewing and approving planning products, providing technical assistance, and promoting best practices, the formal assessment involved in a certification review provides an external view of the TMA’s transportation planning process.

A certification review generally consists of four primary activities. These activities include: 1) a “desk audit” which is a review of the TMA’s planning documents (e.g. Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP); 2) a “site visit” with staff from the TMA’s various transportation planning partners (e.g. the Metropolitan Planning Organization (MPO), Florida Department of Transportation (FDOT), local/regional transit service provider, and other participating State/local agencies), including opportunities for local elected officials and the general public to provide comments on the TMA planning process; 3) a Certification Report, which the Federal Review Team prepares, to document the results of the review process; and, 4) a formal presentation of the review findings at a future Broward Board Policy meeting.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in metropolitan areas. The certification review also helps ensure that the major issues facing a metropolitan area are being addressed. The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Since 2018, to initiate the TMA certification review process, the Federal Review Team has utilized a risk-based approach containing various factors to determine which topic areas required additional evaluation during the certification review. **Appendix A** summarizes the risk evaluation, and the report notes in the relevant sections which topic areas were not selected for review due to existing stewardship and oversight practices after considering the risk factors.

The review for the Broward MPO was held April 11, 2023. During this site visit, the Federal Review Team met with the staff of the Broward MPO, FDOT, Broward County Transit (BCT) and South Florida Regional Transportation Authority (SFRTA) staff, committee representatives, other partnering agencies, and the public. See **Appendix B** for a list of review team members and site visit participants, and **Appendix C** for the TMA Certification Meeting Agenda.

The purpose of the public engagement process is to inform the public of the Federal transportation planning requirements and allow the public an opportunity to provide input on the transportation planning process to the Federal Review Team. Public feedback and engagement on the MPO's planning process included: newsletter articles, Constant Contact, Instagram, LinkedIn, and Facebook. MPO staff also disseminated information and sought feedback through the Technical Advisory Committee and other committees. Members of the public were given 30 days from the site visit date on April 11, 2023 to mail, fax, or email their comments and/or request a copy of the certification review report. No additional comments were received by FHWA and FTA during the comment period.

Copies of public engagement notices can be found in **Appendix D**. Public input and a summary of the public comments are provided in **Appendix E**.

A summary of the 2019 corrective actions and recommendations and their status can be found in **Appendix F**.

An explanation of planning acronyms can be found in **Appendix G**.

Section II. Boundaries and Organization (23CFR 450.310, 312, 314)

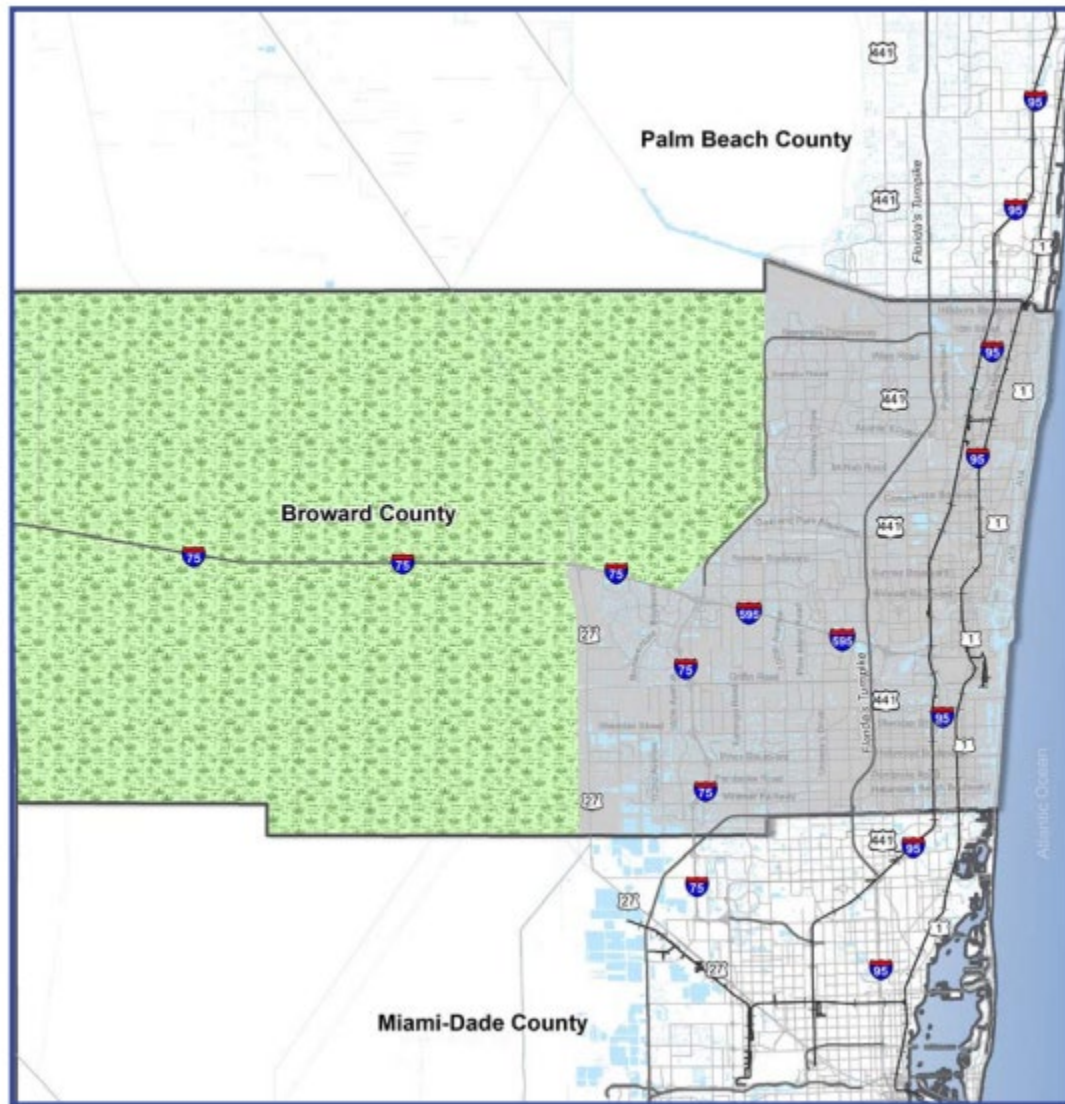
A. Description of Planning Area

Observations: The Miami Urbanized Area encompasses portions of Palm Beach, Broward and Miami-Dade counties in southeastern Florida. The planning area boundary includes all of Palm Beach County and 31 municipalities on the eastern portion of the county all of which are within census defined urbanized areas. The large area located to the west of the urbanized portions of the county is part of the Everglades Conservation Area. The planning area includes multimodal facilities including Port Everglades and the Fort Lauderdale–Hollywood International Airport serving as gateways to Latin America, the Caribbean and beyond. The county encompasses a total of 1230 square miles. Although some vacant land exists in patches in the urbanized area, the bulk of the land development that will occur in Broward in the future will be redevelopment that increases the density and intensity of the urbanized area.

Broward County's population is approximately 1.9 million people, projected to be 2.3 million in 2050. The majority of the Broward County population is comprised of various minority groups, including Black, Hispanic and Haitian, with an increase in foreign born residents since the last certification.

The 2006 Inter-local Agreement between the Broward, Miami-Dade, and Palm Beach MPOs created the Southeast Florida Transportation Council (SEFTC), under Florida Statutes Chapter 339.175, to serve as a formal forum for policy coordination and communication to carry out mutually agreed-upon regional initiatives. The agreement maintains the autonomy of each MPO for decisions that create direct impacts within its geographic area.

The Broward MPO planning boundary is visually depicted in the following map:



Broward MPO Area

B. Metropolitan Planning Organization Structure

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's boundaries and organization substantially satisfy the federal requirements as outlined in 23 CFR 450.310 and 312.

C. Agreements

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's agreements substantially satisfy the federal requirements as outlined in 23 CFR 450.314.

Section III. Transportation Performance Planning (23 CFR 450.306(a), 306(d), 314(h), 324(f), 326(c), 326(d))

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's transportation performance planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 314, 324, and 326.

Section IV. Scope of the Planning Process (23 CFR 450.306)

A. Transportation Planning Factors

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's planning process substantially satisfies the federal requirements as outlined in 23 CFR 450.306(b).

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Transportation Planning Factors. For more details about this noteworthy practice, please see Section XI.

B. Air Quality

Finding: The Broward MPO is currently designated as an attainment area for all National Ambient Air Quality Standards (NAAQS).

C. Bicycle and Pedestrian Planning Activities

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's bicycle and pedestrian planning activities substantially satisfies the federal requirements as outlined in 23 CFR 450.306(b), 324(f), and 326.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Bicycle and Pedestrian Planning Activities. For more details about this noteworthy practice, please see Section XI.

D. Transit

Observations: Transit services within the Broward MPO boundaries are provided by Broward County Transit, Tri-Rail and Brightline. **Table 1** illustrates the modes and average unlinked weekday trips of each provider.

Agency	NTD Modes	Primary Service Area	Type of Agency	Average Weekday Unlinked Trips (2021 NTD)
Broward County Transit	Demand Response and Bus	Broward County	County Government	48,716
Tri-Rail	Commuter Rail	Broward, Palm Beach, and Miami-Dade Counties	Regional Authority	7,414
Brightline	Private Company			

Table 1 – National Transit Database in the Broward MPO

By fostering a planning process that is continuous, comprehensive, and cooperative, the Broward MPO follows a planning approach that is inclusive of multimodal transportation priorities. In setting priorities, transit providers participate through the MPO agreements, cooperative development of planning products, coordination activities, and implementing transit projects.

Finding: The MPO's transit activities substantially satisfy the federal requirements as outlined in 49 CFR 613.100 as well as the transit supportive elements outlined in 23 CFR 450.

Noteworthy Practices and Recommendation: The Federal Review Team recognizes two noteworthy practices and offers one recommendation regarding Transit. For more details about these noteworthy practices and recommendation, please see Section XI.

E. Intelligent Transportation Systems (ITS)

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's ITS activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 322, and 23 CFR 940.

F. Freight Planning

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's freight planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 316, 324, and 326.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Freight Planning. For more details about this noteworthy practice, please see Section XI.

G. Security Considerations in the Planning Process

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's security planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 324(f), 324(h), and 326.

H. Safety Considerations in the Planning Process

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's safety planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 324(h), and 326.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Safety Considerations in the Planning Process. For more details about these noteworthy practices, please see Section XI.

Section V. Unified Planning Work Program (23 CFR 450.308)

Current Document Title: Broward MPO Unified Planning Work Program and Budget
Date Adopted: May 12, 2022, last amended April 14, 2023

Observations: The Broward MPO's above noted UPWP covers transportation planning activities/products for two fiscal years and contains sufficient description of the costs and activities the MPO plans to undertake to complete their planning responsibilities.

Finding: The MPO's UPWP substantially satisfies the federal requirements as outlined in 23 CFR 450.308.

Section VI. Interested Parties (23 CFR 450.316)

A. Outreach and Public Participation

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's outreach and public participation activities substantially satisfy the federal requirements as outlined in 23 CFR 450.316.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Outreach and Public Participation. For more details about this noteworthy practice, please see Section XI.

B. Tribal Coordination

Observations: The Broward MPO provides a reasonable opportunity to the Indian Tribes by involving Indian Tribal Government(s) that have tribal lands located within its jurisdiction to participate in transportation planning processes, including the development of the public participation plan, LRTP and the TIP.

Finding: The MPO's tribal coordination activities substantially satisfy the federal requirements as outlined in 23 CFR 450.316(c).

C. Title VI and Related Requirements

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's Title VI and related activities substantially satisfy the federal requirements as outlined in 49 CFR 21, 49 CFR 27, 23 CFR 200, 23 CFR 450.316 and 336(a).

Section VII. Linking Planning and NEPA (23 CFR 450.318, 320, 324(f)(10), 324(g))

Current Document Title: Broward MPO: Commitment 2045 MTP

Date Adopted: December 12, 2019; last amended February 9, 2023

Observations: The MPO's 2045 LRTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities. The discussion focuses on policies, programs and strategies for future project development. The MPO developed the discussion in consultation with Broward municipalities, Broward County Transit (BCT), the South Florida Regional Transportation Authority (SFRTA), the Seminole Tribe, and FDOT District Four.

For the adopted LRTP the MPO also consulted with appropriate state and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation by comparing their LRTP with State conservation plans and maps and a comparing the LRTP to inventories of natural or historic resources.

The Broward MPO has taken several multimodal, systems-level corridor planning study/studies in coordination with FDOT and public transit operators. The Broward MPO utilized the results in the decision-making processes for project development purposes by identifying purpose and need statements, general travel corridor or modes, preliminary screening of alternatives, providing basic environmental setting descriptions,

and preliminarily identifying environmental impacts and environmental mitigation, and providing the public a reasonable opportunity to review necessary documentation. The Broward MPO is using the Efficient Transportation Decision Making (ETDM) process in conjunction with FDOT. The MPO uses the results in the decision-making processes for project development purposes by identifying purpose and need statements, general travel corridor or modes, preliminary screening of alternatives, providing basic environmental setting descriptions, and preliminarily identifying environmental impacts and environmental mitigation, and providing the public a reasonable opportunity to review necessary documentation.

The Broward MPO has not developed programmatic mitigation plans as part of their planning process.

Finding: The MPO's linking planning and NEPA activities substantially satisfy the federal requirements as outlined in 23 CFR 450.318, 320, 324(f)(10), and 324(g).

Section VIII. Congestion Management Process (CMP) (23 CFR 450.322)

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's congestion management process substantially satisfies the federal requirements as outlined in 23 CFR 450.322.

Section IX. Long Range Transportation Plan (23 CFR 450.324)

Current Document Title: Broward MPO: Commitment 2045 Metropolitan Transportation Plan

Date Adopted: December 12, 2019; last amended February 9, 2023

A. Scope of LRTP

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The general scope of the MPO's LRTP substantially satisfies the federal requirements as outlined in 23 CFR 450.324.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Scope of LRTP. For more details about this noteworthy practice, please see Section XI.

B. Travel Demand Modeling/Data

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's travel demand modeling processes substantially satisfy the federal requirements as outlined in 23 CFR 450.324(e).

C. Financial Plan/Fiscal Constraint

Observations: Fiscal constraint is demonstrated using tables, narrative, and appendices. For the adopted LRTP, the FDOT provides an estimate of federal and state revenue available over the life of the plan, as well as an estimate of administrative, operations and maintenance costs over the life of the plan for the MPO to use. The revenue estimates are included in an appendix to the plan. The plan identifies funding revenue sources, project costs and project phases for projects from the effective date of the plan through the plan's horizon year. Year of Expenditure costs are used in the plan. The LRTP is fiscally constrained.

Finding: The financial plan/fiscal constraint of the MPO's LRTP substantially satisfies the federal requirements as outlined in 23 CFR 450.324(f)(11).

Recommendations: The Federal Review Team offers three recommendations regarding LRTP Financial Plan/Fiscal Constraint. For more details about these recommendations, please see Section XI.

Section X. Transportation Improvement Program (TIP) (23 CFR 450.326, 328, 330, 332, 334)

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's TIP substantially satisfies the federal requirements as outlined in 23 CFR 450.326, 328, 330, 332, and 334.

Recommendation: The Federal Review Team offers one recommendation regarding the TIP. For more details about this recommendation, please see Section XI.

Section XI. Findings/Conclusions

The following items represent a compilation of the findings that are included in this 2023 certification review report. These findings, which are identified as noteworthy practices, corrective actions, and recommendations, are intended to not only ensure continuing regulatory compliance of the Broward MPO's transportation planning process with federal planning requirements, but to also foster high-quality planning practices and improve the transportation planning program in this TMA. Corrective actions reflect required actions for compliance with the Federal Planning Regulations and must be completed within the timeframes noted. Recommendations reflect national trends or potential risks and are intended to assist the Broward MPO in improving the planning process. Noteworthy practices highlight efforts that demonstrate innovative ideas or best practices for implementing the planning requirements.

A. Noteworthy Practices

- 1. Transportation Planning Factors:** The Broward MPO is developing a framework for FDOT and other local partners to take a holistic approach to the inclusion of climate change preparedness and resiliency into project planning, design, and construction in the Broward MPO Planning Area. Using the framework, they strive to have a consistent evaluation method and timeline to focus on key corridors that will be affected by changing climate conditions.
- 2. Bicycle and Pedestrian Planning Activities:** The MPO established a Quick Build Program known as BTactical as a result of the recommendations identified in the Bicycle & Pedestrian Safety Action Plan and the Walkability Action Institute Plan. 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 goal 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.
- 3. Transit:** The Federal Review Team commends the Broward County Transit for its efforts to increase mobility and connectivity through the Community Shuttle Program, which provides last mile connectivity to major origins and destinations from the fixed route system.
- 4. Transit:** The Federal Review Team commends the Broward MPO with their continuous collaboration with partner agencies and local government to establish the HUB concept. The Mobility HUBs are transit access points with frequent transit service, high development potential and a critical point for trip generation or transfers within the transit system. The HUB concept supports the MPO's three main goals which are to move people, create jobs, and strengthen communities. Furthermore, employing initiatives such as the HUB fosters an opportunity for transit providers to remain active and engaged in the planning process and when creating priorities.

- 5. Freight Planning:** The Broward MPO is a recognized leader in its comprehensive approach to addressing issues affecting freight transportation within Broward County and the State. To accomplish this, the Broward MPO Freight Transportation Advisory Committee (FTAC) promotes the importance of freight mobility and ensures that freight priorities are represented in the MPO's MTP and TIP. Further, the Broward MPO continues to lead an effort through the Florida Metropolitan Planning Organization Advisory Council (MPOAC) to identify and promote high-priority, freight and rail related projects within each of the 27 Florida MPOs that will improve the movement of goods throughout the state. This 10-year effort has ensured that high-priority freight and rail projects that also satisfy local planning priorities are reflected in a consistent, repeatable, and well-documented statewide process.
- 6. Safety Considerations in Planning:** The Broward MPO takes into account their vision for Complete Streets which 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 Broward MPO received the 2021 Roadway Safety Award for the Complete Streets Master Plan (CSMP) and its implementation from the Roadway Safety Foundation and FHWA. This award recognizes agencies throughout the country who are leading in the implementation of projects or programs that are creating safer streets for all users of the road. The CSMP developed a prioritized list of projects based 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.
- 7. Outreach and Public Participation:** The Federal Review Team commends the Broward MPO on their diverse and extensive public outreach efforts. They utilize 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 the communities on their terms, on their turf, and in a way that is most meaningful to them, including adaptive approaches under the COVID-19 pandemic.

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

The Broward MPO also relaunched its Think Like A Planner workshops which engages middle and high school science, technology, engineering, and mathematics students and graduate students from Florida International University on planning concepts.

- 8. Scope of LRTP:** The Broward MPO's Program Evaluation Tool is an in-house tool programmed and designed in ArcGIS using ArcPy to create an automated application for scoring and ranking local projects submitted through the MPO's Complete Streets and Localized Initiatives Program (CSLIP). The tool utilizes readily available data (U.S. Census, Signal Four, FDOT Roadway Data, and other available local data) to create a transparent scoring and ranking methodology for objective evaluation of local projects for Accessibility, Safety, Equity, Mobility, Economic Vitality, and Environmental Stewardship.

B. Corrective Actions

There were no corrective actions identified.

C. Recommendations

- 1. Transit:** Great progress has been made regarding the transit interoperability. The Federal Review Team recommends the Broward MPO continue to collaborate and coordinate with the transit agencies to achieve greater interoperability.
- 2. LRTP Financial Plan/Fiscal Constraint:** The Federal Review Team recommends Broward MPO include realistic project progressions in their LRTP by including the time bands and the different phases of a project to be funded within the same table in the next LRTP update. This progression should be reflective of the MPOs project priorities. In the review of the MPO's current LRTP, the Federal Review Team found that the MPO identifies projects by phase in one table and projects by timeframe in another table. The Federal Review Team recommends that the MPO provide a complete picture of available funds and project costs to increase readability and transparency. Please refer to FDOT's Technical Memorandum 22-02 – Fiscal Constraint of the LRTP for examples of how the MPO can more clearly show fiscal constraint.
- 3. LRTP Financial Plan/Fiscal Constraint:** The Cost Feasible Plan has a good discussion of all revenue sources being used for most of the projects, including toll revenues, and has good definitions of the funding sources to indicate which are federal funds. The Federal Review Team recommends the Broward MPO clearly reflect the projected revenues from all sources, including university revenues, developer funds, and port funding for surface transportation, beyond the TIP time band as part of the financial constraint discussion. If the MPO has determined these are not reasonable revenue sources beyond the TIP time

band, a statement explaining why this is the case should be included in the fiscal constraint discussion.

4. **L RTP Financial Plan/Fiscal Constraint:** The Federal Review Team recommends Broward MPO expand the discussion of potential funding sources to address funding strategies that might be considered, but are not currently used, including public private partnerships, land banking, tax increment financing, etc.
5. **Transportation Improvement Program (TIP):** The Federal Review Team identified no federally funded projects from the TIP that are inconsistent with the LRTP. There may, however, be instances of nonfederal projects being added to the TIP before they are included in the. Broward MPO indicated that FDOT guidance allows for a 6-month time period before projects must be included in the LRTP. Please be aware that there is no federal allowance for this discrepancy and that all projects in the MPO's TIP must come from the MPO's LRTP.

D. Training/Technical Assistance

At the conclusion of the site visit, the Federal Review Team asked the MPO staff if they had any training or technical assistance needs. The Broward MPO identified technical assistance requests for the following topical areas: TrAMS training; an FTA subrecipient template; Title VI training to share with staff and partners (will host); training on 2 CFR Part 200 procurement requirements; and resilience training (vulnerability assessment, application, tools). FHWA and FTA will work with the MPO to provide resources in these areas.

E. Conclusion

Based on the overall findings of the certification review, the FHWA and FTA jointly certify that the transportation planning process of the Miami TMA, which is comprised in part by the Broward MPO, substantially meets the federal planning requirements in 23 CFR 450 Subpart C. This certification will remain in effect until **August 2027**.

Appendix A. Summary of Risk Assessment

Florida TMA Certification Review Risk Assessment	
MPO:	Broward
Date of Assessment:	December 2022
Cert Review Report Date:	October 2023
Topic Area	Selected for additional review?
Organization of MPO/TPO (23 CFR 450.310, 312, 314)	No
Transportation Performance Planning (23 CFR 306(a), 306(d), 314(h), 324(f), 326(c), 326(d))	No
Scope of the Planning Process (23 CFR 450.306) - Transportation Planning Factors	No
Scope of the Planning Process (23 CFR 450.306) - Air Quality	No
Scope of the Planning Process (23 CFR 450.306) - Bicycle and Pedestrian Planning Activities	No
Scope of the Planning Process (23 CFR 450.306) - Transit	Yes
Scope of the Planning Process (23 CFR 450.306) - Intelligent Transportation Systems (ITS)	No
Scope of the Planning Process (23 CFR 450.306) - Freight Planning	No
Scope of the Planning Process (23 CFR 450.306) - Security Considerations in the Planning Process	No
Scope of the Planning Process (23 CFR 450.306) - Safety Considerations in the Planning Process	No
Unified Planning Work Program (23 CFR 450.308)	No
Interested Parties (23 CFR 450.316) - Outreach and Public Participation	No
Interested Parties (23 CFR 450.316) - Tribal Coordination	No
Interested Parties (23 CFR 450.316) - Title VI and Related Requirements	No
Linking Planning and NEPA (23 CFR 450.318, 320, 324(f)(10), 324(g))	No
Congestion Management Process (23 CFR 450.322)	No
Long Range Transportation Plan (23 CFR 450.324)	No
Long Range Transportation Plan (23 CFR 450.324) - Travel Demand Modeling/Data	No
Long Range Transportation Plan (23 CFR 450.324) - Financial Plan/Fiscal Constraint	No
Transportation Improvement Program (23 CFR 450.326, 328, 330, 332, 334)	No
<p>*Note: With the exception of Transit, if all areas are a "No", then the top 3 areas will be reviewed. The additional areas are: Linking Planning and NEPA; UPWP; LRTP - Financial Plan/Fiscal Constraint</p>	

Appendix B. Site Visit Participants

Broward MPO

Greg Stuart	Bryan Caletka	Renee Cross	Carol Henderson
James Cromar	Derek Brown	Adrian Liburd	Andrew Riddle
Peter Gies	Chris Bross	Carl Ema	Paul Calvaresi
Amanda Christon	Ricardo Gutierrez	Debora Blaszek	Norma Corredor
Joseph Francis	Karen Friedman	Mark Brown	Darci Mayer
Levi Stewart-Figueroa	Juan Cañez	Roger Miranda	Paul Flavien
Christopher Restrepo	Oscar Nelson	Rebecca Shultz	Ashley Mohni
Jose Vera	Kerrie MacNeil	Fazal Qureshi	Buffy Sanders

Broward County Transit

Tim Graling
Paul Strobis

Broward County

Scott Brunner

Federal Highway Administration (FHWA)

Carlos A. Gonzalez
Erika Thompson
Cathy Kendall

Federal Transit Administration (FTA)

Brittany Lavender (remote)

Florida Department of Transportation (FDOT)

Christine Fasiska
Marsha Taylor
Romero Bill

Downtown Fort Lauderdale Transportation Management Association (TMA)

Robyn Chiarelli

Fort Lauderdale

Karen Warfel

MPOAC

Mark Reichert

South FL Commuter Services

Jeremy Millings

Broward County Traffic Engineering Division

Scott Thurman

Appendix C. TMA Certification Site Visit Agenda

Broward Metropolitan Planning Organization (MPO)

TMA Certification Review

April 11, 2023

*Broward MPO
Trade Centre South
100 West Cypress Creek Road
6th Floor, Suite 650
Fort Lauderdale, Florida 33309-2181*

AGENDA

Federal Certification Team Members	<ul style="list-style-type: none"> ➤ Cathy Kendall (FHWA), Carlos A. Gonzalez (FHWA), Brittany Lavender (FTA) 	
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Time	Item	Lead
8:00 a.m.	Welcome / Introductions / Roles/Responsibilities Key Activities of MPO and Transit Agency Staff	Federal Team
8:30 a.m.	Site Visit Overview <ul style="list-style-type: none"> ➤ Purpose of the Certification Process ➤ Discussion of Risk Assessment ➤ Review schedule and close-out process 	Federal Team
8:45 a.m.	Discussion of Previous Review Findings <ul style="list-style-type: none"> ➤ Federal TMA Certification ➤ State/MPO Annual 	Federal Team, Broward MPO, Transit Provider(s), FDOT
9:00 a.m.	Public Comments (In-person)	Members of the Public & Others

Broward MPO Certification Review

9:15 a.m.	MPO Overview including changes within MPO since last TMA Certification <ul style="list-style-type: none"> ➤ Demographics ➤ Boundaries ➤ Political ➤ Process Changes 	Broward MPO, Transit Provider(s)
9:30 a.m.	Share Noteworthy Activities / Best Practices	Broward MPO, Transit Provider(s)
10:00 a.m.	Break	
Time	Item	Lead
10:15 a.m.	Share Noteworthy Activities / Best Practices (Continued)	Broward MPO, Transit Provider(s)
11:15 a.m.	Technical Topic: Transit	Federal Team
12:00 p.m.	Lunch	
1:30 p.m.	Technical Topic: Linking Planning & NEPA	Federal Team
2:00 p.m.	Technical Topic: Financial Plan/Fiscal Constraint	Federal Team
2:30 p.m.	Technical Topic: UPWP	Federal Team
3:00 p.m.	Break	
3:15 p.m.	Technical Assistance & Training <ul style="list-style-type: none"> ➤ Future Needs ➤ Additional Questions 	Federal Team, MPO, Transit Provider(s), FDOT
3:45 p.m.	Preliminary Findings Discussion with Federal Team	Federal Team
4:45 p.m.	Preliminary Findings Discussion with MPO staff	All
5:00 p.m.	Adjourn Site Visit	



Appendix D. Public Engagement Notices

FEDERAL CERTIFICATION OUTREACH



Social Posts:

MARCH 9TH, 2023:



Post & Caption:

Every four years, our partners at the Federal Highway Administration and the Federal Transit Administration undertake an evaluation of our agency as part of their Transportation Management Area (TMA) Certification Review. This evaluation looks into everything that we work on, from transportation planning and public outreach to financial stability and upcoming projects. We invite you to share your opinion on our efforts! Please feel free to leave a comment below or email info@browardmpo.org with your feedback. #BrowardMPO #planningforthefuture #comment #speakupbrowardonline



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Mobility Monday Post:
MARCH 13TH, 2023:



Post & Caption:

Every four years, our partners at the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) undertake an evaluation of our agency as part of their Transportation Management Area (TMA) Certification Review. This evaluation looks into everything that we work on, from transportation planning and public outreach to financial stability and upcoming projects. We invite you to share your opinion on our efforts! Please email us at info@browardmpo.org with your feedback.

Broward MPO to Begin Annual Federal Certification Process

Your opinion matters.
Speak up!

HOW ARE WE DOING?

Tell us your thoughts by
MAY 12

Comment Below!

Broward MPO
Metropolitan Planning Organization

Every four years, our partners at the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) undertake an evaluation of our agency as part of their Transportation Management Area (TMA) Certification Review. This evaluation looks into everything that we work on, from transportation planning and public outreach to financial stability and upcoming projects. We invite you to share your opinion on our efforts! Please email us at info@browardmpo.org with your feedback.

Mobility Monday Post:
MARCH 20TH, 2023:



Post & Caption:

Every four years, our partners at the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) undertake an evaluation of our agency as part of their Transportation Management Area (TMA) Certification Review. This evaluation, which begins in April, looks at everything that we work on, from transportation planning and public outreach to financial stability and upcoming projects. We invite you to share your opinion on our efforts! Please email us at info@browardmpo.org with your feedback by May 12. We look forward to hearing from you!

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Social Posts:
MARCH 21ST, 2023:



Post & Caption:

Every four years, the Federal Highway Administration and the Federal Transit Administration undertakes a comprehensive review of our agency as part of their #Transportation Management Area Certification process. This year, it's happening in April. This evaluation takes into account our work on various projects such as #transportation planning, public outreach, financial stability and future endeavors. We invite your opinion on our agency's efforts!

Feel free to leave your feedback as a comment below or email us at info@browardmpo.org. We look forward to hearing from you! Deadline for comments and feedback is May 12.

#FederalCertification #BrowardMPO #TransportationManagement



Post & Caption:

Every four years, the Federal Highway Administration and the Federal Transit Administration undertakes a comprehensive review of our agency as part of their #Transportation Management Area Certification process. This year, it's happening in April. This evaluation takes into account our work on various projects such as #transportation planning, public outreach, financial stability and future endeavors. We invite your opinion on our agency's efforts!

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Feel free to leave your feedback as a comment below or email us at info@browardmpo.org. We look forward to hearing from you! Deadline for comments and feedback is May 12.

#FederalCertification #BrowardMPO #TransportationManagement



Mobility Monday Post:
MARCH 27TH, 2023:



Post & Caption:

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Broward MPO Annual Federal Certification Process Begins in April



Comment Below! 

TALK TO US!

Let us know what you think about Broward's transportation network.

Tell us your thoughts by **MAY 12**



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Social Posts:

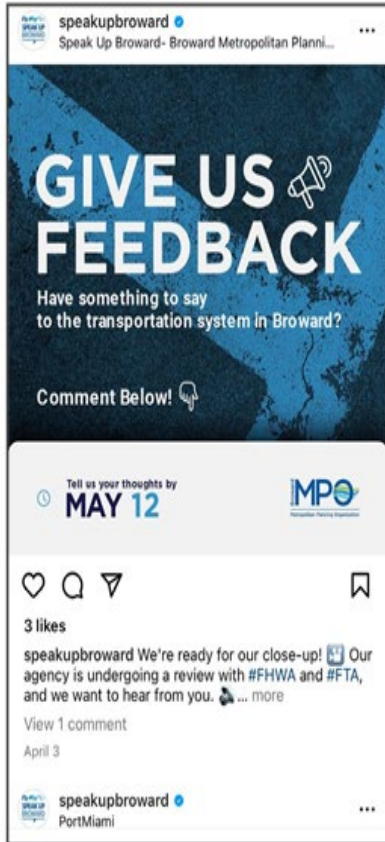
APRIL 3RD, 2023:



Post & Caption:

We're ready for our close-up! Our agency is undergoing a review with #FHWA and #FTA, and we want to hear from you.

Your voice matters! Share your thoughts on transportation planning, public outreach, and upcoming projects. #PublicInputWelcome #BrowardMPO #SpeakUpBroward



Post & Caption:

We're ready for our close-up! Our agency is undergoing a review with #FHWA and #FTA, and we want to hear from you.

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Mobility Monday Post:

APRIL 10TH, 2023:



Post & Caption:

Every four years, our partners at the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) undertake an evaluation of our agency as part of their Transportation Management Area (TMA) Certification Review. This evaluation, which begins in April, examines everything that we work on, from transportation planning and public outreach, to financial stability and upcoming projects. We invite you to share your opinion on our efforts! Please email us at info@browardmpo.org with your feedback by May 12. We look forward to hearing from you!

Broward MPO Annual Federal Certification Process Begins on April 11 📍

The graphic is a blue square with a white speech bubble in the center. Inside the speech bubble, the words "TALK TO US!" are written in large, bold, blue capital letters. To the left of the speech bubble, the text "Live, Work, or Play in Broward?" is written in white. To the right, a dark blue circular badge contains a clock icon and the text "Tell us your thoughts by MAY 12". At the bottom left of the speech bubble, it says "Comment Below!" with a speech bubble icon. At the bottom right, the "MPO" logo is displayed, with "Metropolitan Planning Organization" written in small text below it.

Live, Work, or Play in Broward?

Tell us your thoughts by **MAY 12**

TALK TO US!

Comment Below! 🗣️

MPO
Metropolitan Planning Organization

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Mobility Monday Post:
MAY 1ST, 2023:



Post & Caption:

Every four years, our partners at the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) undertake an evaluation of our agency. Public feedback is an essential part of this review. We encourage you to please share your thoughts on the transportation planning process. It is your opportunity to provide input on your experience working with the Broward MPO and to highlight successes, challenges, and improvements that could be made. Comments from the public can be submitted until May 12, 2023, via e-mail at info@browardmpo.org, through the FHWA FL Division Website, or by e-mail at carlos.a.gonzalez@dot.gov or brittany.lavender@dot.gov. For more information about the federal certification process, please visit our website.


Federal Certification Comment Period Ends May 12.
Share Your Feedback! 

Your opinion matters.
Speak up!




Tell us your
thoughts by
MAY 12

**HOW
ARE WE
DOING?**

Comment Below! 



Mobility Monday Post:

MAY 8TH, 2023:



Post & Caption:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducts an evaluation of our agency every four years and seeks feedback from the public. This is an excellent chance for you to provide your views on the transportation planning process, as well as successes, challenges, and potential improvements. Comments must be sent before May 12. There are several ways to provide your comments and feedback including by e-mail at info@browardmpo.org, carlos.a.gonzalez@dot.gov or brittany.lavender@dot.gov, or by visiting the FHWA FL Division Website. For more details regarding the federal certification process, please visit our website.

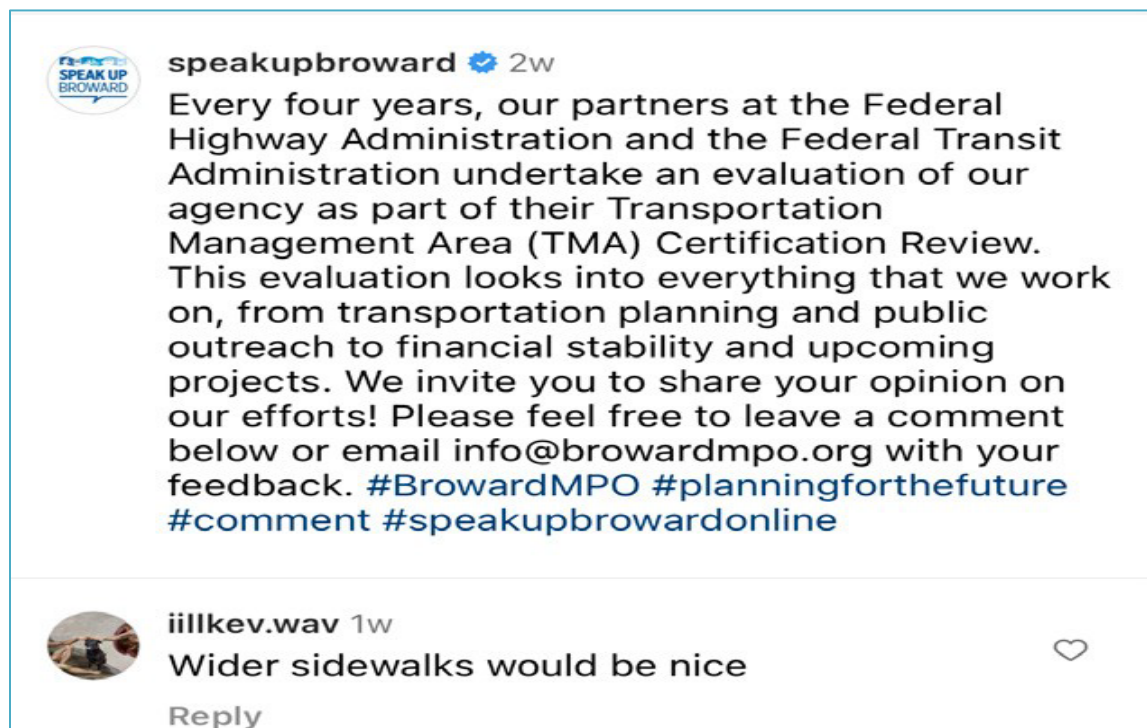
Federal Certification Comment Period Ends This Week! Share Your Feedback by May 12. 📢

A graphic with a dark blue, textured background. At the top, it says "GIVE US FEEDBACK" in large white letters, with a megaphone icon to the right of "US". Below that, it says "Have something to say to the transportation system in Broward?" in white. At the bottom left, it says "Comment Below!" with a hand cursor icon. At the bottom right, there is a white box containing a clock icon, the text "Tell us your thoughts by MAY 12", and the Broward MPO logo (Metropolitan Planning Organization).

Appendix E. Summary of Public Feedback

FHWA and FTA would like to thank everyone who participated in and contributed comments for the Broward MPO TMA Certification Review. Public comments are a vital element of the certification review, as they allow citizens to provide direct input on the transportation planning process for their transportation planning area. Public feedback and engagement on the MPO's planning process included newsletter articles, Constant Contact, Instagram, LinkedIn, Facebook. The MPO staff also disseminated information and sought feedback through the Technical Advisory Committee, the Transportation Disadvantaged Local Coordinating Board (LCB), Complete Streets Advisory Committee, and Freight Technical Advisory Committee. Public comments commended the Broward MPO staff for their competence and professionalism. Some called for the MPO to increase their focus on reducing car dependence and improving bicycling and pedestrian facilities. Overall, the public appreciates the MPO staff for keeping them informed, listening, and responding to questions and concerns. No additional comments were received by FHWA or FTA during the 30-day public comment period following the site visit. We have reviewed all comments and have taken them into consideration throughout the writing of this report. The public comments received begins immediately below.

Instagram, March 9, 2023



The image shows a screenshot of an Instagram post. The post is from the account 'speakupbroward', which has a verified badge and was posted 2 weeks ago. The post text reads: 'Every four years, our partners at the Federal Highway Administration and the Federal Transit Administration undertake an evaluation of our agency as part of their Transportation Management Area (TMA) Certification Review. This evaluation looks into everything that we work on, from transportation planning and public outreach to financial stability and upcoming projects. We invite you to share your opinion on our efforts! Please feel free to leave a comment below or email info@browardmpo.org with your feedback. #BrowardMPO #planningforthefuture #comment #speakupbrowardonline'. Below the post is a reply from the user 'iillkev.wav', posted 1 week ago, which says 'Wider sidewalks would be nice'. There is a heart icon to the right of the reply.

Outlook e-mail, April 12, 2023

From: Alejandro Munoz <alejandro0munoz@gmail.com>

Sent: Wednesday, April 12, 2023 5:59 PM

To: Info <info@browardmpo.org>

Subject: Feedback

Hi, Broward MPO!

I wanted to share that I am glad that Broward county has the help of your agency. There is a lot of work to do in Broward, but I've seen that there are at least a few steps in the right direction.

Specifically, I think that we really need to get moving with **complete streets**. Most of our current roads (or stroads) are way too wide, and way too fast. As I know you all are aware. Broward is one of the deadliest counties when it comes to our roads, and this needs to change sooner than later.

Just yesterday I was in a crash with a vehicle while I was on a bike, because the bike lanes on Johnson and Douglas road do not account for when cars turn right, and cyclists go straight. In hindsight, this design is incredibly dangerous and I'm lucky it wasn't worse. Now I will think twice before taking my bike out.

I also think that more needs to be done to get the community to understand that we cannot keep being **car-dependent**. People understand that traffic is getting worse, but they also need to know that we cannot widen our way to a solution, as FDOT seems to be doing. We should be moving people, not cars.

Thank you for the work you all are doing!

Outlook, e-mail, April 13, 2023

From: Charles Schramm <cschramm@lighthousepoint.com>

Sent: Thursday, April 13, 2023 2:37 PM

To: Info <info@browardmpo.org>

Subject: Feedback request

Good afternoon,

This note is in response to a request for feedback based on recent FHWA Certification Review.

Serving on the TAC I find the MPO staff very competent and professional. They are a benefit to the County as a whole. My only constructive criticism would be that the overall processes are time consuming and lend themselves to well-staffed larger municipalities as far as available grant dollars and applications are concerned. It would be nice if the process was more simple and there were less restrictions on what the dollars were available to be used for, such as CSLIP projects exclude drainage work. Typically, sidewalk construction, curbing, road work/bike lanes will impact drainage so it would be nice if such things were included.

Thank you,

Charles Schramm, PSM

Public Works Director

4730 NE 21st Terr.

Lighthouse Point, FL 33064

p: 954-946-7386

<http://www.lighthousepoint.com>

Outlook, e-mail, May 5, 2023

-----Original Message-----

From: Kendall, Cathy (FHWA) <Cathy.Kendall@dot.gov>

Sent: Friday, May 5, 2023 10:32 AM

To: Fern Goodhart <Fgoodhart@outlook.com>

Cc: Thompson, Erika (FHWA) <erika.thompson@dot.gov>; Gonzalez, Carlos A (FHWA) <carlos.a.gonzalez@dot.gov>

Subject: RE: Miami TMA Certification - Broward County MPO

Thank you so much for your feedback. We will incorporate your comments into our report and consider them in our findings.

Best regards,

Cathy Kendall, AICP
Planning Team Leader

-----Original Message-----

From: Fern Goodhart <Fgoodhart@outlook.com>

Sent: Friday, May 5, 2023 7:00 AM

To: Kendall, Cathy (FHWA) <Cathy.Kendall@dot.gov>

Subject: Miami TMA Certification - Broward County MPO

I am a Sunrise resident serving on the Broward MPO CAC.

I appreciate the effort the MPO staff makes in keeping us informed, listening carefully to our questions and concerns, and responding thoughtfully and thoroughly to our inquiries.

My main concerns (representing a city and then an NGO) are sustainability, access, safety, and justice. I remain concerned that we (the nation, funding mechanisms, political will) continue to support infrastructure without sufficient respect for inevitable climate change consequences. And that we are not sufficiently transformative in creating an alternative to carbon-producing transportation with impervious infrastructure, and disconnected to last mile bike/ped encouragement.


It feels to me that our funding and goals should be reversed. It seems that regulations prioritize vehicles over non-vehicular modes (bikes, peds, etc). We won't see needed change under that model. Additionally, the actual cost and long time frame to complete these projects remains unfathomable to me.

Nonetheless, given the political reality, I cannot fault the MPO. Given their restraints, I feel they work hard to address the CAC's concerns and serve their multiple masters.

Thank you for the opportunity to comment.

Fern Goodhart


LinkedIn, May 12, 2023



Ryan Gates (He/Him) • 2nd 6d ...
Senior Site Reliability Engineer at TrialSpark

The transportation system in Broward is far too driver centric and driver focused. It prioritizes the convenience of drivers over the safety of those who walk, bike or use public transportation. Often, the design of infrastructure is outright hostile towards other transportation users. Most drivers do not stop behind the line or at all at stop signs or stop lights. These behaviors endanger anyone walking or biking. Many bike lanes are not protected and end at busy dangerous intersections. Most drivers don't obey speed limits which increases the likelihood and intensity of traffic crashes.

The transportation system in Broward needs to shift towards focusing on moving people rather than cars. The transportation system needs to focus on public transportation since many people are using the service. To make walking and biking safer, road diets and traffic calming are needed to slow drivers down. There needs to be a continuous and connected network of bike lanes throughout the county. Bike lanes need to protect users with physical barriers (rather than paint) to ensure that they are accessible to everyone.

Like •  1 | Reply • 1 reply

Appendix F. Status of Previous Certification Findings

The following is a summary of the previous corrective actions and recommendations made by the Federal Review Team to the Broward MPO. The MPO's last certification review report was published in 2019.

A. Corrective Actions

There were no corrective actions identified

B. Recommendations

- 1. Transit:** The Federal Review Team commends the Broward MPO on their "State of the System" report, which provides a high-level, user friendly snapshot of the transportation network that is easily understandable by transportation stakeholders and members of the public alike. The MPO is also commended for their use of visualizations in their performance-driven, outcome-based approach to tracking system performance. In future iterations, the Federal Review Team recommends the FTA performance measures such as Transit Asset Management is in these efforts.

Update: The Broward MPO developed these two documents, include FHWA and FTA performance measures applicable to the State of Florida.

The MPO's *State of the System Report* (April 2022)

(https://browardmpo.org/images/WhatWeDo/Freight/BMPO_2022SOSReport_April_2022_DIGITAL.pdf)

The purpose of the *State of the System Report* is to provide a data-driven "snapshot" that assists Broward County in planning its efforts and those of regional planning partners. The report contains the most recent and available baseline transportation and land use data about Broward County and its multimodal transportation system. Transit Asset Management measures are included in this report.

Performance Measures Dashboard

(<https://dashboards.mysidewalk.com/broward-mpo-performance-dashboard>)

The Broward MPO Performance Measures dashboard aims to assist planners and policymakers in tracking federally-mandated performance measures (which includes Safety, Infrastructure, System Performance, & Transit Asset Management) in order to fulfill the Broward MPO vision of having measurable impact.

- 2. Transit Interoperability:** The MPO and transit providers are commended for their efforts associated with a coordinated interoperability of projects. While it appears that significant progress has been made, the federal review team encourages all agencies involved, including the MPOs, continue to coordinate the implementation of this initiative.

Update: The 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 is using the remaining funds from the grant to advance fare interoperability in coordination with the SFRTA. In October 2021, the MPO Board approved a subrecipient agreement with SFRTA to increase the mobile ticketing and interoperable capacity of their fare collection and payment systems. SFRTA is currently advancing the three primary tasks: Update and Redesign of Tri-Rail MTS App, Implementation of Mobile Ticketing Back Office Solution, and Regional Mobile Ticketing Solution.

- 3. Title VI and Related Requirements:** RFP 17-06 to procure services for developing the 2045 LRTP contains outdated and/or ambiguous procurement language, particularly with regard to Title VI and the Disadvantaged Business Enterprise (DBE) Program. The Federal Review Team recommends the MPO Broward MPO work with FDOT to ensure that its template contracting documents are accurate, up to date and consistent with FDOT requirements.

Update: The MPO worked with FDOT to ensure that its template contracting documents are accurate, up to date and consistent with FDOT requirements.

- 4. LRTP Scope:** The Federal Review Team strongly recommends the MPO fulfill its commitment to include all regionally significant transportation projects and demonstrate fiscal constraint by comparing the cost of the projects (including maintenance, operations and administrative costs) with projected revenues in the new 2045 LRTP, which is required to be adopted by December 11, 2019.

Update: The *Commitment 2045* MTP utilized the 2045 FDOT Revenue Forecast (2018) to determine the Plan's revenues for all major capital programs. The approach was documented in Technical Report #5 Financial Resources ([https://browardmpo.org/images/WhatWeDo/2045_MTP/Final_Technical_Reports/022119_BMPO_2045_MTP - Tech Report 5 - Financial Resources FINAL.pdf](https://browardmpo.org/images/WhatWeDo/2045_MTP/Final_Technical_Reports/022119_BMPO_2045_MTP_-_Tech_Report_5_-_Financial_Resources_FINAL.pdf)) and was utilized as the basis for the Cost Feasible Plan development. The development of the Cost Feasible Plan was documented in Technical Report #15 Cost Feasible Plan ([https://browardmpo.org/images/WhatWeDo/2045_MTP/Final_Technical_Reports/042220_MTP_TR_15_Cost_Feasible_Plan - Final.pdf](https://browardmpo.org/images/WhatWeDo/2045_MTP/Final_Technical_Reports/042220_MTP_TR_15_Cost_Feasible_Plan_-_Final.pdf)). All regionally significant projects from the FY 2020-2024 TIP have been included on pages 5-4 – 5-6 (Table 5-2) in the 2045 MTP. A summary of all available revenues and project costs (by MTP timeframe) is included on pages 5-8 – 5-10 (Figure 5-4 and Table 5-3). All regionally significant roadway and transit projects are included on pages 5-11 – 5-29 (Tables 5-4 and 5-5).

5. Transportation Improvement Program (TIP): During the desk review, it was noted that FTA Transit Asset Management (TAM) targets were not included in the TIP, although targets were recently endorsed by the MPO. The Federal Review Team recommends that when the Broward MPO amends their existing TIP or adopts a new TIP, that TIP reflect the TAM targets adopted by the MPO and describe how the projects in the amended or new TIP help meet the TAM targets. Please note that future TIP & LRTP approval cycles may be contingent on the inclusion of TAM targets and progress towards achieving them.

Update: On December 9, 2021, the Broward MPO established regional TAM targets for the MPO planning area. These targets were established in consultation with and reflect the targets established by BCT and SFRTA through their TAM Plans. The targets for rolling stock, particularly buses and vans, reflect a composite of all the transit agencies' targets. In instances where targets applied to one specific agency, such as locomotives and track restrictions, the MPO adopted that agency's target. The targets for the MPO's planning area are shown in Table 3-7. Please refer to pages 47-48 of the FY 2023-2027 TIP at https://www.browardmpo.org/images/WhatWeDo/TIP/2023_TIP/Final%20TIP%20FY%2023-27_7-14-2022.pdf.

Appendix G. Acronym List

ADA – Americans with Disabilities Act	NTI – National Transit Institute
AQ – Air Quality	PEA – Planning Emphasis Area
CAAA – Clean Air Act Amendments of 1990	PL – Metropolitan Planning Funds
CFP – Cost Feasible Plan (of the LRTP)	PPP – Public Participation Plan
CFR – Code of Federal Regulations	RA – Regional Administrator
CMAQ – Congestion Mitigation and Air Quality	RTIP – Regional Transportation Implementation Plan
CMP – Congestion Management Process	RTP – Regional Transportation Plan
DA – Division Administrator	SAFETEA-LU – Safe, Accountable, Efficient Transportation Equity Act: A Legacy for Users
DBE – Disadvantaged Business Enterprises	RPC – Regional Planning Commission
DHHS – Department of Health and Human Services	SFY – State Fiscal Year
EJ – Environmental Justice	SHA – State Highway Administration
ETDM – Efficient Transportation Decision Making	SHSP – Strategic Highway Safety Plan
EPA – Environmental Protection Agency	SIP – State Implementation Plan
FAST Act – Fixing America’s Surface Transportation Act	SOP – Standard Operating Procedures
FDOT – Florida Department of Transportation	SOV – Single Occupancy Vehicle
FHWA – Federal Highway Administration	SPR – State Planning and Research
FTA – Federal Transit Administration	STIP – Statewide Transportation Improvement Program
FY – Federal Fiscal Year	STP – Surface Transportation Program
GIS – Geographic Information Systems	TAM – Transit Asset Management
HSIP – Highway Safety Improvement Program	TAMP – Transportation Asset Management Plan
HPMS Reviews – Highway Performance Monitoring System	TAZ – Transportation Analysis Zone
ISTEA – Intermodal Surface Transportation Efficiency Act	TCM – Transportation Control Measure
ITS – Intelligent Transportation Systems	TDM – Transportation Demand Management
LEP – Limited English Proficiency	TDP – Transit Development Plan
LRTP – Long Range Transportation Plan	TEA-21 – Transportation Equity Act for the 21 st Century
M&O – Management and Operations	TIP – Transportation Improvement Program
MAP-21 – Moving Ahead for Progress in the 21 st Century	Title VI – Title VI of the 1964 Civil Rights Act
MOA – Memorandum of Agreement	TMA – Transportation Management Area
MOU – Memorandum of Understanding	TMIP – Travel Model Improvement Program
MPA – Metropolitan Planning Area Boundary	TPA – Transportation Planning Agency
MPO – Metropolitan Planning Organization	TPCB – Transportation Planning Capacity Building Program
MPOAC – Metropolitan Planning Organization Advisory Council	TPM – Transportation Performance Management
NAAQS-National Ambient Air Quality Standards	TPO – Transportation Planning Organization
NEPA – National Environmental Policy Act	UAB – Urban Area Boundary
NHI – National Highway Institute	UPWP – Unified Planning Work Plan
NHS – National Highway System	U.S.C. – United States Code
	UZA – Urbanized Areas
	VMT – Vehicle Miles Traveled

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Miami-Dade Transportation Planning Organization (TPO)

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Miami-Dade Transportation Planning Organization (TPO)

Section I. Overview of the Certification Process

Under provisions of 23 CFR 450.336(b) and 49 CFR 613.100, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the planning process of Transportation Management Areas (TMAs) “not less often than once every four years.” This four-year cycle runs from the date of issuance of the previous joint certification report.

The primary purpose of a certification review is to formalize the continuing oversight and evaluation of the planning process. The FHWA and the FTA work cooperatively with the TMA planning staff on a regular basis. By reviewing and approving planning products, providing technical assistance, and promoting best practices, the formal assessment involved in a certification review provides an external view of the TMA’s transportation planning process.

A certification review generally consists of four primary activities. These activities include: 1) a “desk audit” which is a review of the TMA’s planning documents (e.g. Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP); 2) a “site visit” with staff from the TMA’s various transportation planning partners (e.g. the Metropolitan Planning Organization (MPO), Florida Department of Transportation (FDOT), local/regional transit service provider, and other participating State/local agencies), including opportunities for local elected officials and the general public to provide comments on the TMA planning process; 3) a Certification Report, which the Federal Review Team prepares, to document the results of the review process; and, 4) a formal presentation of the review findings at a future Miami-Dade TPO Board Policy meeting.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in metropolitan areas. The certification review also helps ensure that the major issues facing a metropolitan area are being addressed. The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Since 2018, to initiate the TMA certification review process, the Federal Review Team has utilized a risk-based approach containing various factors to determine which topic areas required additional evaluation during the certification review. **Appendix A** summarizes the risk evaluation, and the report notes in the relevant sections which topic areas were not selected for review due to existing stewardship and oversight practices after considering the risk factors.

The review for the Miami-Dade TPO was held on April 13, 2023. During this site visit, the Federal Review Team met with the staff of the Miami-Dade TPO, FDOT, SFRTA, DTPW committee representatives, other partnering agencies, and the public. See **Appendix B** for a list of review team members and site visit participants, and **Appendix C** for the TMA Certification Meeting Agenda.

The purpose of the public engagement process is to inform the public of the Federal transportation planning requirements and allow the public an opportunity to provide input on the transportation planning process to the Federal Review Team. A public meeting for this certification review was held on April 13, 2023. Public feedback and engagement on the MPO's planning process was also obtained through the Miami-Dade TPO's website, Facebook, and Weekly Newsletter Twitter. For those that could not attend the public meeting or who did not want to speak or post publicly, contact information for the Federal Review Team was provided. Members of the public were given 30 days from the April 13, 2023, to mail, fax or email their comments and/or request a copy of the certification review report. No additional comments were received by FHWA and FTA during the 30-day comment period.

A copy of the public engagement notices can be found in **Appendix D**. Screenshots of public input, minutes from the public meeting, including a listing of commenters and a summary of the public comments is provided in **Appendix E**.

A summary of the 2019 corrective actions and recommendations and their status can be found in **Appendix F**.

An explanation of planning acronyms can be found in **Appendix G**.

Section II. Boundaries and Organization (23CFR 450.310, 312, 314)

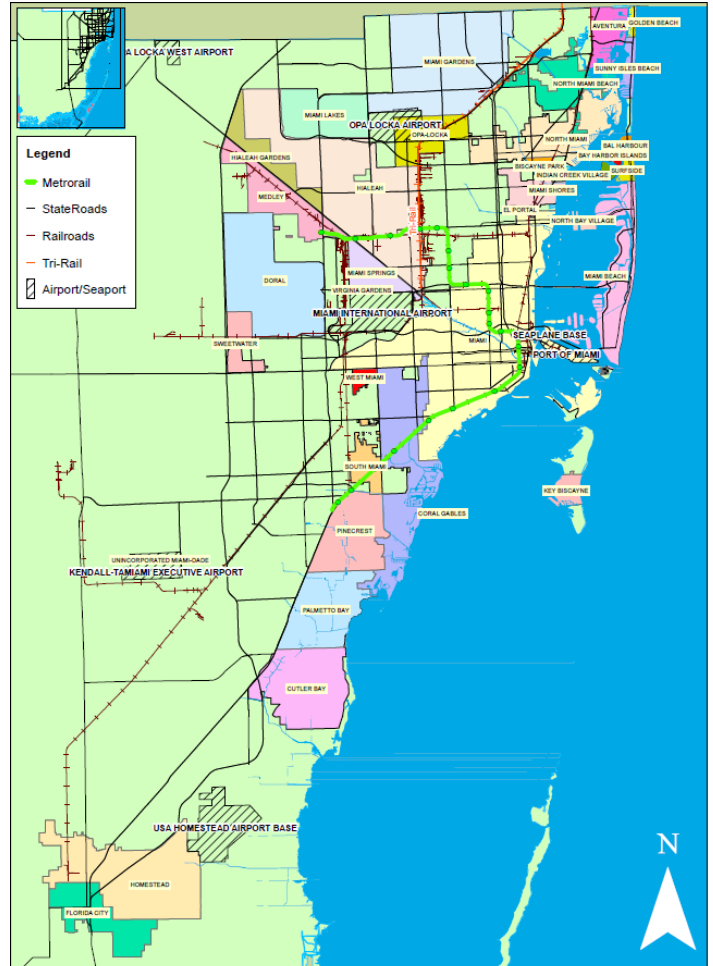
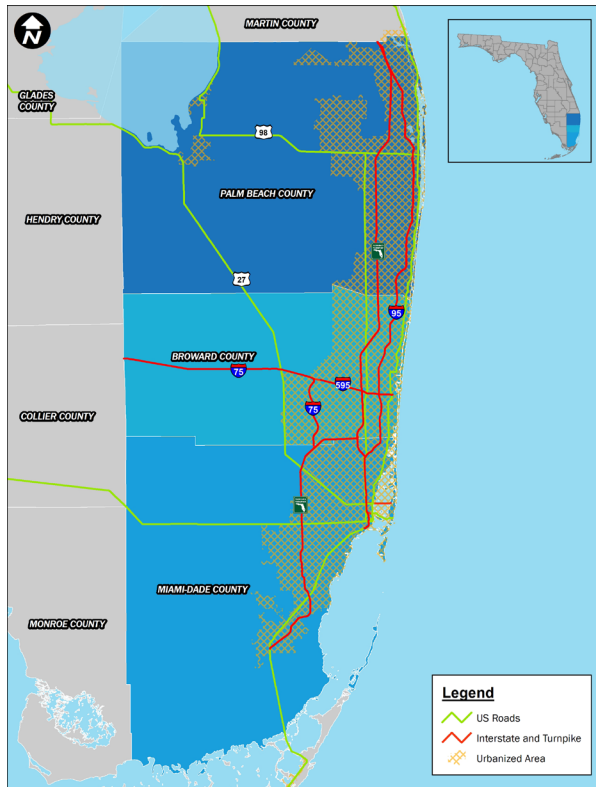
A. Description of Planning Area

Observations: The Miami Urbanized Area encompasses portions of Palm Beach, Broward and Miami-Dade counties in the southeastern part of Florida. The planning area boundary includes all of Miami-Dade County's 34 municipalities (19 cities, 6 towns and 9 villages) all of which are within census defined urbanized areas. The Miami-Dade County encompasses more than 2,000 square miles of land, but only 430 square miles of urban development that is situated between two parks: Everglades National Park and Biscayne National Park.

Miami-Dade County is the most populous county in the state. In the 2020 census the population in Miami-Dade County was approximately 2.7 million, a population growth of 8.2% from the 2010 census. There are 3.5 million residents forecasted by 2045. The population is primarily minority in composition, with 96.1% Hispanic, 17.3% black and 13.6% non-Hispanic white. Foreign born persons make up 54% of the population.

The 2006 Inter-local Agreement between the Broward, Miami-Dade, and Palm Beach MPOs created the Southeast Florida Transportation Council (SEFTC), under Florida Statutes Chapter 339.175, to serve as a formal forum for policy coordination and communication to carry out mutually agreed-upon regional initiatives. The agreement maintains the autonomy of each MPO for decisions that create direct impacts within its geographic area.

The Miami TPO planning boundary is visually depicted in the following maps:



B. Metropolitan Planning Organization Structure

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's boundaries and organization substantially satisfy the federal requirements as outlined in 23 CFR 450.310 and 312.

C. Agreements

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's agreements substantially satisfy the federal requirements as outlined in 23 CFR 450.314.

Section III. Transportation Performance Planning (23 CFR 450.306(a), 306(d), 314(h), 324(f), 326(c), 326(d))

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's transportation performance planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 314, 324, and 326.

Section IV. Scope of the Planning Process (23 CFR 450.306)

A. Transportation Planning Factors

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's planning process substantially satisfies the federal requirements as outlined in 23 CFR 450.306(b).

B. Air Quality

Finding: The Miami-Dade TPO is currently designated as an attainment area for all National Ambient Air Quality Standards (NAAQS).

C. Bicycle and Pedestrian Planning Activities

Current Document Title: Miami-Dade TPO 2045 Bicycle / Pedestrian Master Plan

Date Adopted: September 2019

Observations: The bicycle and pedestrian mode is considered throughout the MPO's transportation planning processes. The Miami Dade TPO includes representatives of users of the bicycle and pedestrian users in developing and updating the LRTP, includes bicycle and pedestrian facilities in the LRTP and related improvement projects in the TIP. The 2045 Bicycle / Pedestrian Master Plan lays out strategies to strengthen bicycle and pedestrian-friendly connections with existing and future transit facilities. This Plan lays out programs and strategies to enhance how people walk and ride bicycles, in many scenarios to get to and from places we live, work, and play.

The Strategic Miami Area Rapid Transit (SMART) Plan is a comprehensive plan which advances rapid transit corridors and bus transit corridors. The TPO collaborates with local and regional agencies to implement actions and activities at the cross section of the Bike /Ped Master Plan and the SMART Plan, these include: the SMART Trails, the SMART Plan Economic Mobility & Accessibility Studies, and Transit Hub Studies.

The Miami-Dade TPO has an active Bicycle Pedestrian Action Committee (BPAC) that reports to the TPO Governing Board on bicycle and pedestrian-related issues. The BPAC reviews transportation plans and projects for non-motorized mobility and safety, provides a forum for issues affecting bicyclists and pedestrians, and assists the Miami-

Dade TPO staff in the development of the comprehensive bicycle transport plan. The BPAC also reviews the LRTP and bicycle and pedestrian mobility projects in the TIP.

Finding: The MPO’s bicycle and pedestrian planning activities substantially satisfies the federal requirements as outlined in 23 CFR 450.306(b), 324(f), and 326.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Bicycle and Pedestrian Activities. For more details about this noteworthy practice, please see Section XI.

D. Transit

Observations: Transit services are provided by Miami-Dade County and South Florida Regional Transit Authority (SFRTA). Table 1 illustrates the operators and the respective transit modes which they operate within the Miami-Dade MPO boundaries.

Agency	NTD Modes	Primary Service Area	Type of Agency	Average Weekday Unlinked Trips (2021 NTD)
County of Miami-Dade dba Transportation & Public Work	Commuter Bus, Demand Response, Heavy Rail, Bus, Monorail/Automated, and Vanpool	Miami-Dade County	County Government	163,225
South Florida Regional Transportation Authority	Commuter Rail and Bus	Broward, Palm Beach, and Miami-Dade Counties	Regional Authority	7,414

Table 1 – National Transit Database in the Miami-Dade TPO Area

Each agency’s coordination with the MPO assists with fostering an effective multimodal approach to the transportation planning process and programs. This includes a multimodal transportation priorities list, as well as complete streets, transit-oriented development, and mobility hub initiatives which seek to improve both transit operations, mobility, and access to transit.

Through the MPO agreements, cooperative development of the planning products, coordination activities, and implementation of transit projects, the County of Miami-Dade and SFRTA are full partners in the MPO’s planning process.

Finding: The MPO’s transit activities substantially satisfy the federal requirements as outlined in 49 CFR 613.100 as well as the transit supportive elements outlined in 23 CFR 450.

Recommendations: The Federal Review Team offers two recommendations regarding Transit. For more details about these recommendations, please see Section XI.

E. Intelligent Transportation Systems (ITS)

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's ITS activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 322, and 23 CFR 940.

F. Freight Planning

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's freight planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 316, 324, and 326.

G. Security Considerations in the Planning Process

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's security planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 324(f), 324(h), and 326.

H. Safety Considerations in the Planning Process

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's safety planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 324(h), and 326.

Section V. Unified Planning Work Program (23 CFR 450.308)

Current Document Title: Miami-Dade TPO's Unified Planning Work Program for Transportation Planning Activities

Date Adopted: May 5, 2022

Observations: The Miami-Dade TPO's above noted UPWP covers transportation planning activities/products for two fiscal years and contains sufficient description of the costs and activities the MPO plans to undertake to complete their planning responsibilities.

Miami-Dade TPO, Broward MPO, and Palm Beach TPA worked in close partnership during the development of the regional tasks for the 2023-2024 UPWP. In addition to ensuring consistency in identical budget tables documenting transfer of funds and

outcome initiatives, Miami-Dade TPO agreed to take a leadership role in developing the 2050 Regional Transportation Plan. After agreeing to ensuring utilization of identical Federal fund type (PL), a memorandum of understanding was executed between the three parties to finalize and document their coordination and transfers.

Finding: The MPO's UPWP substantially satisfies the federal requirements as outlined in 23 CFR 450.308.

Section VI. Interested Parties (23 CFR 450.316)

A. Outreach and Public Participation

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's outreach and public participation activities substantially satisfy the federal requirements as outlined in 23 CFR 450.316.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Outreach and Public Participation. For more details about this noteworthy practice, please see Section XI.

B. Tribal Coordination

Observations: The Miami-Dade TPO provides a reasonable opportunity to the Indian Tribes by involving Indian Tribal Government(s) that have tribal lands located within its jurisdiction to participate in transportation planning processes, including the development of the public participation plan, LRTP and the TIP.

Finding: The MPO's tribal coordination activities substantially satisfy the federal requirements as outlined in 23 CFR 450.316(c).

C. Title VI and Related Requirements

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's Title VI and related activities substantially satisfy the federal requirements as outlined in 49 CFR 21, 49 CFR 27, 23 CFR 200, 23 CFR 450.316 and 336(a).

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Title VI and Related Requirements. For more details about this noteworthy practice, please see Section XI.

Section VII. Linking Planning and NEPA (23 CFR 450.318, 320, 324(f)(10), 324(g))

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's linking planning and NEPA activities substantially satisfy the federal requirements as outlined in 23 CFR 450.318, 320, 324(f)(10), and 324(g).

Section VIII. Congestion Management Process (CMP) (23 CFR 450.322)

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's congestion management process substantially satisfies the federal requirements as outlined in 23 CFR 450.322.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Congestion Management Process. For more details about this noteworthy practice, please see Section XI.

Section IX. Long Range Transportation Plan (23 CFR 450.324)

Current Document Title: Miami-Dade Transportation Planning Organization 2045 LRTP
Date Adopted: September 26, 2019

A. Scope of LRTP

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The general scope of the MPO's LRTP substantially satisfies the federal requirements as outlined in 23 CFR 450.324.

B. Travel Demand Modeling/Data

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's travel demand modeling processes substantially satisfy the federal requirements as outlined in 23 CFR 450.324(e).

C. Financial Plan/Fiscal Constraint

Observations: Fiscal constraint is demonstrated using tables and narrative. For the adopted LRTP, the FDOT provides an estimate of federal and state revenue available over the life of the plan, as well as an estimate of administrative, operations and

maintenance costs over the life of the plan for the MPO to use. The revenue estimates are included in the plan. The MPO has also developed estimates for local funds. The plan identifies funding revenue sources, project costs and project phases for projects from the effective date of the plan through the plan's horizon year. Year of Expenditure costs are used in the plan. The LRTP is fiscally constrained.

Finding: The financial plan/fiscal constraint of the MPO's LRTP substantially satisfies the federal requirements as outlined in 23 CFR 450.324(f)(11).

Recommendation: The Federal Review Team offers one recommendation regarding LRTP Financial Plan/Fiscal Constraint. For more details about this recommendation, please see Section XI.

Section X. Transportation Improvement Program (TIP) (23 CFR 450.326, 328, 330, 332, 334)

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's TIP substantially satisfies the federal requirements as outlined in 23 CFR 450.326,328, 330, 332, and 334.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding the TIP. For more details about this noteworthy practice, please see Section XI.

Section XI. Findings/Conclusions

The following items represent a compilation of the findings that are included in this 2023 certification review report. These findings, which are identified as noteworthy practices, corrective actions, and recommendations, are intended to not only ensure continuing regulatory compliance of the Miami-Dade TPO's transportation planning process with federal planning requirements, but to also foster high-quality planning practices and improve the transportation planning program in this TMA. Corrective actions reflect required actions for compliance with the Federal Planning Regulations and must be completed within the timeframes noted. Recommendations reflect national trends or potential risks and are intended to assist the Miami-Dade TPO in improving the planning process. Noteworthy practices highlight efforts that demonstrate innovative ideas or best practices for implementing the planning requirements.

A. Noteworthy Practices

1. **Bicycle and Pedestrian Planning Activities:** The SMART Street Transportation Enhancement Program (STEP) was created to facilitate interagency

coordination, innovation, and accelerated implementation of pedestrian and bicycle improvements that increase connectivity and enhance safety. The proposed improvements immediately advance low-cost projects which support complete streets concepts and first/last mile connections in Miami-Dade County. Projects range from implementing high emphasis crosswalks to enhance safety at intersections, using green paint to identify conflict points and keyholes along bicycle lanes, to the installation of scramble pedestrian crosswalks. Also, the Miami-Dade TPO has developed an evaluation plan to monitor and measure project success.

2. **Outreach and Public Participation:** The Federal Review Team commends the Miami-Dade TPO for their innovative approaches to engagement with the general public and the transportation industry stakeholders.

- In order to ensure participation in the planning process pre-pandemic, the Miami-Dade County Public Involvement Management Team (PIMT), comprised of all the transportation agencies within Miami-Dade County, collaborated on a regular basis to go out into the community hosting “SMART Transportation Fairs” and interacting with citizens. In lieu of in-person outreach events during the pandemic, the Miami-Dade TPO began hosting a fast-paced, virtual outreach events (VOE) with the PIMT in fall 2020 titled “Taste of Transportation: TPA Lunch Series.” The Taste of Transportation (ToT) series were based on the 2045 LRTP’s Transportation Planning Areas (TPA) and were led by Host Chance, the TPO Master Chef, and the Transportation Chefs from each transportation partner agency where project briefings were shared and citizens provided feedback and asked questions.
- The Miami-Dade TPO has actively participated in sixteen (16) peer exchanges and regularly hosts transportation industry conferences, most recently, the 2022 SMART Trends Transportation Summit and the 2023 TPO Industry Forum. These engagements foster increased dialogue and information exchanges facilitating the continuous, cooperative and comprehensive planning process among federal, state, and local stakeholders.

These are examples of how Miami-Dade TPO and transportation agencies throughout Miami-Dade County innovatively works together to provide citizens and stakeholders the opportunity to be actively involved with the transportation planning process.

3. **Title VI and Related Requirements:** The Federal Review Team commends the Miami-Dade TPO for the development and utilization of the Equity Assessment Tool. This tool is a GIS based, user friendly way to display census information which allows the MPO to assess and improve the equity of transportation projects in Miami-Dade County.

4. **Congestion Management Process:** The Miami-Dade Transportation TPO embarked on an effort to understand telecommuting trends and the possibility that telecommuting can be used as a sustained traffic mitigation strategy to “flatten the congestion curve”. The study completed in coordination with FDOT and Florida International University, resulted in several strategies including a Telecommuting Pilot Program being implemented by the South Florida Commuter Services (SFCS) to increase the number of telecommuters in the Southeast Florida region especially in sectors with low telecommuting usage. Along with an outreach campaign, for all industry sectors, this effort highlights the possibility of using telecommuting as another strategy in the MPO’s congestion management toolbox.
5. **Transportation Improvement Program (TIP):** The Federal Review Team commends the MPO’s Application Survey for the development of their List of Priority Projects. This survey provides the Miami-Dade TPO with specific information about each project related to project need, location for geographic distribution of projects, agency priorities and planning consistency.

B. Corrective Actions

There were no corrective actions identified.

C. Recommendations

1. **Transit:** As the MPO continues efforts with implementing the three C’s with DTPW and SFRTA to establish transit performance measures in the LRTP through inclusion of the TAM and development of a CMP Strategy Toolbox, the Federal Review Team encourages the MPO to monitor and evaluate the established performance measures using anticipated products identified in Tasks I, II, and/or III of the UPWP.
2. **Transit:** The MPO and transit providers have continued to demonstrate a progressive effort associated with a coordinated interoperability of projects. Although progress has been made, the Federal Review Team recommends the MPO continue coordination to implement this initiative for seamless travel from system to system. While the MPO referenced the PTASP requirements of the transit providers, the Federal Review Team also recommends the MPO coordinate with the transit providers and incorporate the PTASP into the planning process.
3. **LRTP Financial Plan/ Fiscal Constraint:** The current LRTP does a good job of identifying the many different funding sources that are used, as well as those that are available for transportation projects in the Miami-Dade TPO planning area. The LRTP also includes illustrative lists of projects that are currently unfunded. Revenues used for the funded projects are generally reflected by the Table

header for that type of project (e.g., SIS, DPW, etc.) but this does not work well for all project types that could be funded with many of the different revenues available. The Federal Review Team recommends that the MPO consider, in their next LRTP update that is now underway, a clearer method of identifying the type of funding anticipated for each project, particularly for project categories such as Bicycle/Pedestrian, which could be funded using many of the revenue sources.

D. Training/Technical Assistance

At the conclusion of the site visit, the Federal Review Team asked the MPO staff if they had any training or technical assistance needs. The Miami-Dade TPO identified technical assistance and/or peer exchange requests for the following topical areas: cool pavement technologies; housing criteria/needs and how to integrate this into the LRTP documents; planning capacity building; and bicycle, pedestrian, and complete streets. FHWA and FTA will work with the MPO to provide resources in these areas.

E. Conclusion

Based on the overall findings of the certification review, the FHWA and FTA jointly certify that the transportation planning process of the Miami TMA which is comprised in part by the Miami-Dade TPO, substantially meets the federal planning requirements in 23 CFR 450 Subpart C. This certification will remain in effect until **August 2027**.

Appendix A. Summary of Risk Assessment

A	B
Florida TMA Certification Review Risk Assessment	
MPO:	Miami-Dade TPO
Date of Assessment:	December 2022
Cert Review Report Date:	August 2023
Topic Area	Selected for additional review?
Organization of MPO/TPO (23 CFR 450.310, 312, 314)	No
Transportation Performance Planning (23 CFR 306(a), 306(d), 314(h), 324(f), 326(c), 326(d))	No
Scope of the Planning Process (23 CFR 450.306) - Transportation Planning Factors	No
Scope of the Planning Process (23 CFR 450.306) - Air Quality	No
Scope of the Planning Process (23 CFR 450.306) - Bicycle and Pedestrian Planning Activities	No
Scope of the Planning Process (23 CFR 450.306) - Transit	Yes
Scope of the Planning Process (23 CFR 450.306) - Intelligent Transportation Systems (ITS)	No
Scope of the Planning Process (23 CFR 450.306) - Freight Planning	No
Scope of the Planning Process (23 CFR 450.306) - Security Considerations in the Planning Process	No
Scope of the Planning Process (23 CFR 450.306) - Safety Considerations in the Planning Process	No
Unified Planning Work Program (23 CFR 450.308)	No
Interested Parties (23 CFR 450.316) - Outreach and Public Participation	No
Interested Parties (23 CFR 450.316) - Tribal Coordination	No
Interested Parties (23 CFR 450.316) - Title VI and Related Requirements	No
Linking Planning and NEPA (23 CFR 450.318, 320, 324(f)(10), 324(g))	No
Congestion Management Process (23 CFR 450.322)	No
Long Range Transportation Plan (23 CFR 450.324)	No
Long Range Transportation Plan (23 CFR 450.324) - Travel Demand Modeling/Data	No
Long Range Transportation Plan (23 CFR 450.324) - Financial Plan/Fiscal Constraint	No
Transportation Improvement Program (23 CFR 450.326, 328, 330, 332, 334)	No
<p>*Note: With the exception of Transit, if all areas are a "No", then the top 3 areas will be reviewed. The additional areas are: Bicycle and Pedestrian Planning Activities, UPWP, LRTP Financial Plan / Fiscal Constraint</p>	

Appendix B. Site Visit Participants

Miami-Dade MPO

Eileen Bouclé
Aleah Smith
Zainab Salim
Wilson Fernandez,
Elizabeth Rockwell
Josenie Colagene-
Bermudez
Oscar Camejo,

Paul Chance
Tewari Edmonson
Jeannine Gaslonde
Ailin Hernandez
Jessica Lopez
Vince Maya
Tawana Parker

Dachel Payrol
Christopher Rosenberg
Regina Serrano
Franchesca Taylor
Maria T. Vilches-Landa
Vivian Villaamil
Kevin C. Walford
Bradley Woodson

FHWA

Cathy Kendall
Carlos Gonzalez
Erika Thompson

FTA (Via Phone)

Aries Little
Brittany Lavender
Robert Sachnin

MPOAC

Mark Reichert

FDOT

Romero Dill
Shereen Yee Fong
Dat Huynh
Karla Rios
Megan Echols
Jerry Jackson

DTPW

Ivan Jimenez
Lisa Colmenares
Eulois Cleckley
Linda Morris
Claudia Diaz

Passenger Rail Coalition

David Marin
Lauren Pardo

BCC

Michael Smith

Miami-Dade County

Nathan Kogon

Appendix C. TMA Certification Site Visit Agenda

Miami-Dade Transportation Planning Organization (TPO)

TMA Certification Review

April 13, 2023

150 West Flagler Street, Suite 1900

Miami, FL 33130

305-375-4507

AGENDA

Zoom Meeting Information:

https://miamidade.zoom.us/meeting/register/tZcrdeyrrDktG9QJpIH_k3tt2TVXmPYU76xs

After registering, you will receive a confirmation email containing information about joining the meeting.

Federal Certification Team Members	<ul style="list-style-type: none"> ▪ Cathy Kendall, FHWA ▪ Carlos A. Gonzalez, FHWA ▪ Erika Thompson, FHWA ▪ Brittany Lavender, FTA 	
Miami-Dade TPO Leads	<ul style="list-style-type: none"> ▪ Aileen Bouclé, AICP, Executive Director 	
Time	Item	Lead
8:30 a.m.	I. Welcome/Introductions <ul style="list-style-type: none"> ▪ Roles/Responsibilities/Key Activities of TPO 	Federal Team, Miami-Dade TPO, FDOT
9:00 a.m.	II. Site Visit Overview <ul style="list-style-type: none"> ▪ Purpose of the Certification Process ▪ Discussion of Risk Assessment ▪ Review Schedule and Close-out Process 	Federal Team
9:30 a.m.	III. Discussion of Previous Review Findings <ul style="list-style-type: none"> ▪ Federal TMA Certification ▪ State/TPO Annual Joint Certification 	Federal Team, Miami-Dade TPO, FDOT
9:45 a.m.	IV. TPO Overview including changes within TPO since last TMA Certification <ul style="list-style-type: none"> ▪ Demographics ▪ Boundaries ▪ Political ▪ Process Changes 	Miami-Dade TPO
10:15 a.m.	Break	

Time	Item	Lead
10:30 a.m.	V. Share Noteworthy Activities/Best Practices <ul style="list-style-type: none"> ▪ Taste of Transportation Virtual Outreach Events ▪ SMART Demonstration Program ▪ Land Use Scenario and Visioning Planning ▪ SMART Street Transportation Enhancements Program (STEP) ▪ List of Project Priorities Application Survey ▪ Equitable Transportation Assessment Tool ▪ Industry Forums & Peer Exchanges ▪ SERPM 9 Development ▪ STOPS – Interim Calibration and On-Board Survey 	Miami-Dade TPO
11:15 a.m.	VI. Technical Topic: UPWP	Federal Team, Miami-Dade TPO, FDOT
12:00 p.m.	Lunch	
1:00 p.m.	VII. Technical Topic: Bicycle and Pedestrian Activities	Federal Team, DTPW, Miami-Dade TPO, FDOT
1:45 p.m.	VIII. Technical Topic: Transit	Federal Team, DTPW, SFRTA, Miami-Dade TPO, FDOT
2:30 p.m.	Break	
2:45 p.m.	IX. Technical Topic: LRTP Financial Plan/Fiscal Constraint	Federal Team, DTPW, Miami-Dade TPO, FDOT
3:30 p.m.	X. Technical Assistance & Training <ul style="list-style-type: none"> ▪ Future Needs ▪ Additional Questions 	Federal Team, Miami-Dade TPO, FDOT
3:45 p.m.	XI. Federal Team Convenes	Internal Federal Team Discussion
4:45 p.m.	XII. Preliminary Findings Discussion with TPO Staff	All
5:00 p.m.	Adjourn Site Visit	
6:00 - 7:00 p.m.	Public Meeting TPO Governing Board Chambers 150 West Flagler Street, Suite 1924 Miami, Florida 33130	

Miami-Dade TPO Certification Review

Appendix D. Public Engagement Notice

Weekly Newsletter and Website – April 13, 2023



The Federal Highway and Federal Transit Administrations Conduct Public Review of the Miami-Dade Transportation Planning Organization

Every four years the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conduct a review of the Miami-Dade Transportation Planning Organization (TPO) transportation planning process as required by law. The Federal Team will conduct this evaluation at the Miami-Dade TPO, 150 West Flagler Street, Suite 1900, Miami, Florida 33130 on Wednesday, April 13, 2023 from 8:30 AM to 5:00 PM. The primary purpose of the certification review is to evaluate the TPO's compliance with Federal regulations.

PUBLIC MEETING

A Public Meeting will take place on Wednesday, April 13, 2023, from 6:00 PM to 7:00 PM in the TPO Governing Board Chambers, 150 West Flagler Street, Suite 1924, Miami, Florida 33130 to provide the general public an opportunity to provide comments about the TPO's transportation planning process, allow the Federal Team to obtain a better understanding of the community's issues, and inform the public about the Federal transportation planning requirements. A Zoom Webinar option is available by registering in advance at <https://tinyurl.com/2023FedCertPublicMeeting>. All interested parties are invited to attend.

For further information contact: Elizabeth Rockwell, TPO Chief Communications Officer, Miami-Dade TPO, 150 West Flagler Street, Suite 1900, Miami, Florida 33130; phone: (305) 375-1881; or email: Elizabeth.Rockwell@mdtpo.org.

If you would like to provide comments, please submit them no later than May 13, 2023 by:

Mail: Federal Highway Administration
Attn: Carlos Gonzalez
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312
Phone: (850) 553-2221
Email: carlos.a.gonzalez@dot.gov
Website: <https://www.fhwa.dot.gov/fdiv/tma.cfm>

It is the policy of Miami-Dade County to comply with all requirements of the Americans with Disabilities Act (ADA). The facility is accessible. For sign language interpreters, assistive listening devices, or materials in accessible format, please call 305-375-1881 at least five business days in advance.



Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are assessing the Miami-Dade Transportation Planning Organization (TPO) as part of the Miami-Dade Transportation Management Area (TMA) Certification Review. TMA Certification Reviews are required to be conducted every four years by federal law.

Site Review

April 13, 2023

8:30 AM to 5:00 PM

Miami-Dade Transportation Planning Organization
150 West Flagler Street, Suite 1900
Miami, Florida 33130

Public comments are a vital element of the TMA Certification Review, as they allow citizens to provide direct input on the transportation planning process.

Public Meeting

April 13, 2023

6:00 PM to 7:00 PM

TPO Governing Board Chambers
150 West Flagler Street, Suite 1924
Miami, Florida 33130

A Zoom Webinar option for the public meeting is also available by registering in advance at <https://tinyurl.com/2023FedCertPublicMeeting>. All interested parties are invited to attend.

Comments can be submitted during the site visit, at the public meeting, through the FHWA Florida Division website at www.fhwa.dot.gov/fldiv/tma.cfm, or by email to FHWA's Carlos Gonzalez at carlos.a.gonzalez@dot.gov. Comments received by May 13, 2023, will be considered in the writing of the final report.

MIAMI-DADE TPO & TRANSPORTATION PARTNERS'

WEEKLY E-NEWSLETTER

The Mobility Planning Agency



Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are assessing the Miami-Dade Transportation Planning Organization (TPO) as part of the Miami-Dade Transportation Management Area (TMA) Certification Review. TMA Certification Reviews are required to be conducted every four years by federal law.

Site Review
April 13, 2023
8:30 AM to 5:00 PM
Miami-Dade Transportation Planning Organization
150 West Flagler Street, Suite 1900
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Public comments are a vital element of the TMA Certification Review, as they allow citizens to provide direct input on the transportation planning process.

Public Meeting
April 13, 2023
6:00 PM to 7:00 PM
TPO Governing Board Chambers
150 West Flagler Street, Suite 1924
Miami, Florida 33130

TP Miami-Dade Transportation Planning Organization
April 14 at 9:12 AM · 🌐

You can still provide comments as part of the Miami-Dade TPO Federal Certification Process until May 13th through the FHWA FL Division website at www.fhwa.dot.gov/fldiv/tma.cfm or email FHWA's Carlos A. Gonzalez at carlos.a.gonzalez@dot.gov. #miamidadetpo

Cc: [Federal Highway Administration](#)
[Federal Transit Administration \(FTA\)](#)

**It's Not Too Late For Federal Certification Public Input
Tell Us How We're Doing**

Miami-Dade TPO Quadrennial

TP

Federal Certification Review

Conducted by FHWA & FTA



Here is how:

Comments can be submitted through the FHWA FL Division website at www.fhwa.dot.gov/fldiv/tma.cfm, or by email to FHWA's Carlos Gonzalez at carlos.a.gonzalez@dot.gov

Comments received until May 13, 2023 will be considered in the writing of the final report

Like Comment Share

 Write a comment...    

Appendix E. Summary of Public Feedback

FHWA and FTA would like to thank everyone who participated in and contributed comments for the Miami-Dade TPO Certification Review. Public comments are a vital element of the certification review, as they allow citizens to provide direct input on the transportation planning process for their transportation planning area. Several public officials and members of the public praised the Miami-Dade TPO staff for their professional and competent work. Others asserted the TPO's ability to lead, cooperate, and coordinate effectively throughout the region with scores of local, regional, and state partners. No additional comments were received during the 30-day public comment period following the site visit. We have reviewed all comments and have taken them into consideration throughout the writing of this report. The public meeting minutes and the public comments received begin below.

In-Person

Christina Miskis, South Florida Regional Planning Council (SFRPC)

Karla Damian (on behalf of Javier Betancourt), Transportation Trust

Stanley Rigaud, Beacon Council

Dat Huynh, FDOT

Michael Bello, Port Miami

Jennifer Lu (FIU)

Jose Ramos, Fly Miami

Darlene Fernandez, (for) Miami Expressway Authority

Jeremy Mullings, South Florida Commuter Services

Michael Smith, Citizen

Virtual

Juan Toledo, Miami Dade Expressway Authority (MDX)

Barbara Handrahan, South Florida Regional Transportation Authority (SFRTA/ Tri-Rail

Alton Sears, Miami-Dade County Community Action and Human Services Department

Brenda Dome, Florida International University (FIU) Parking & Sustainability Division

Christina Crespi, Miami Downtown Development Authority (DDA)

Juan Toledo, Miami Dade Expressway Authority (MDX)

Isabel Cosio Carballo, S. Florida Regional Planning Council (SFRPC)

Christina Miskis, S. Florida Regional Planning Council (SFRPC)

James Murley, Miami-Dade County Dep. of Regulatory and Economic Resources (RER)

Matthey Monica, Greater Miami Chamber of Commerce

Patrice Gillespie Smith, The Underline

Ralph Casals, Town of Cutler Bay

Comments received during the Certification Review

Alton Sears, Miami-Dade County Comm Action and Human Services Dep. (CAHSD)

Alton Sears commends the TPO, its staff, and federal partners and values relationship and information conveyance on the SMART Plan and all plans. The TPO adds significant value during public engagement and appreciates the staff distributing and explaining information.

Stanley Rigaud, Beacon Council

Mr. Rigaud said the TPO provides support on issues such as turning radii for trucks, access to ports, and seaports. Director Boucle's leadership is so critical, he wrote.

Barbara Handrahan, South Florida Regional Transportation Authority (SFRTA/ Tri-Rail)

Ms. Handrahan expressed appreciation for partnerships. She is a strong supporter of local and regional transit. She is grateful because the TPO is committed to a collaborative approach for regional transit in a fast-growing area.

Brenda Dome, Florida International University (FIU) Parking & Sustainability Division

Students are seeking alternate modes for addressing campus transportation. FIU is working with the TPO to successfully provide 1st mile/last mile opportunities. She would like to expand bike lanes at campus and bridge gaps and look sforward to continue collaboration with the TPO.

Christina Crespi, Miami Downtown Development Authority (DDA)

The TPO is an essential partner to create mobility solutions and make the downtown thrive, according to Ms. Crespi. The DDA and the TPO have worked together and she appreciates Ms. Boucle and the Board for their help.

Patrice Gillespie Smith, The Underline

I am grateful for Miami-Dade TPO leadership, she said. The TPO demonstrates passion for multi-modal endeavors and TPO initiatives, for example: SMART Trails study, partnering, and collaborating on bicycle studies and projects.

Ralph Casals, Town of Cutler Bay

Mr. Casals thanks the TPO and staff. He points out the TPO's amount of outreach and communication. The TPO staff are Boots on the Ground for Cutler Bay. On-demand services is a free service and they have over 5400 residents that use it monthly. The

Town of Cutler Bay fortunate funding through these master plans for these Complete Streets projects. From a municipal standpoint, the TPO is a great partner.

Matthey Monica, Greater Miami Chamber of Commerce

Thanks to the TPO for being a great partner and advocate. Thanks to Aileen and TPO Staff for helping select priorities.

Jennifer Fu, Florida International University

On behalf of GIS FL University –Thank you for Elizabeth’s contributions. Having worked with her and the TPO for 18 years has been a pleasure. The TPO has led many initiatives, including developing the decision-making tools latest ETAP – for equity for transportation planning.

Michael Bello, Port Miami

Planning manager port Miami on behalf of Heidi Webb. The TPO is a great partner in seaport growth and brings Port Miami together with the county that optimizes the County’s plans. The LRTP and TIP take into account innovative research. Port industry forums support collaboration with federal and state grant applications. The TPO has exceptional leadership.

James Murley, Miami-Dade County Dept. of Regulatory & Economic Resources (RER)

Mr. Murley applauds the coordination the Miami-Dade TPO provides. Specifically, the document that connects major ports for resilience and gave the document to County commissioners. The TPO shows initiative and showcases innovations such as cool pavements. Next plan focuses on resilience and climate issues. Great professionalism!

Jose A. Ramos, Fly Miami

aviation Land Use planning and grants on behalf of Ralph Guttiet work with MPO and as part of the aviation council, oversee the DOT and FAA grants -good relationship with the TPO –on development of the TIP -Rosenburg, Urban air mobility study advance air mobility is new technology. Want to protect our legacy airport and working on a master plan for the airport -proper land uses.

Jeremy Mullings, South Florida Commuter Services

The TPO helps his team do well and get the cars off the road and helps make other options more attractive and make them aware of those options. Every aspect of outreach has been productive. Working with them is seamless. Marketing transit and planning is productive, accessible, seamless with how the TPO works together making transit, micro mobility more attractive with the public

Karla Damian, Citizens' Independent Transportation Trust

Ms. Damian said the TPO is an excellent partner and provides many opportunities to be involved in planning activities, such as the LRTP and SMART demonstration project.

Gus Cabrera, Latin Builders Association

Mr. Cabrera thanked the TPO for their guidance and leadership. Their staff is knowledgeable and professional. He wanted to recognize them and continue to partner with and be learn from them.

Darlene Fernandez, Miami Expressway Authority

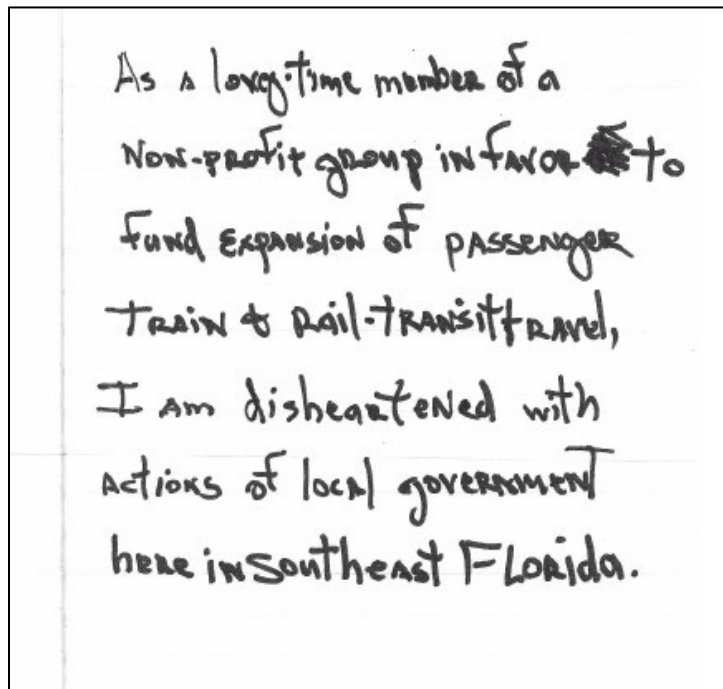
Mr. Fernandez supports efforts for SMART Plan to promote EW corridor and express bus service. She looks forward to working to provide transit on express busway system.

Isabel Cosio Carballo, South Florida Regional Planning Council

The TPO is crucial to regional coordination. Ms. Cosio Carballo appreciates Aileen and her excellent staff. Worked on COVID travel study and modal split study on SMART plan corridors. Excellent coordination at regional level and with counties to the North and South.

Michael Smith, Citizen

See below and the next three pages.



As a long-time member of a
Non-profit group in favor ~~to~~ to
fund expansion of passenger
train & rail-transit travel,
I am disheartened with
actions of local government
here in Southeast Florida.

In the recent past a parksite MELREESE, has been turned over to developers with the intent to build a stadium and shopping complex with little thought that the property borders overly-congested Lejeune Road (SR953), a main artery for MIA - Miami International Airport.

Further, the project ignores EXISTING RAIL TRACKS from the airport south and southwestward toward the Homestead-Florida City ~~AND~~ West Kendall areas which in turn reduces both transport options and economic opportunities for those communities.

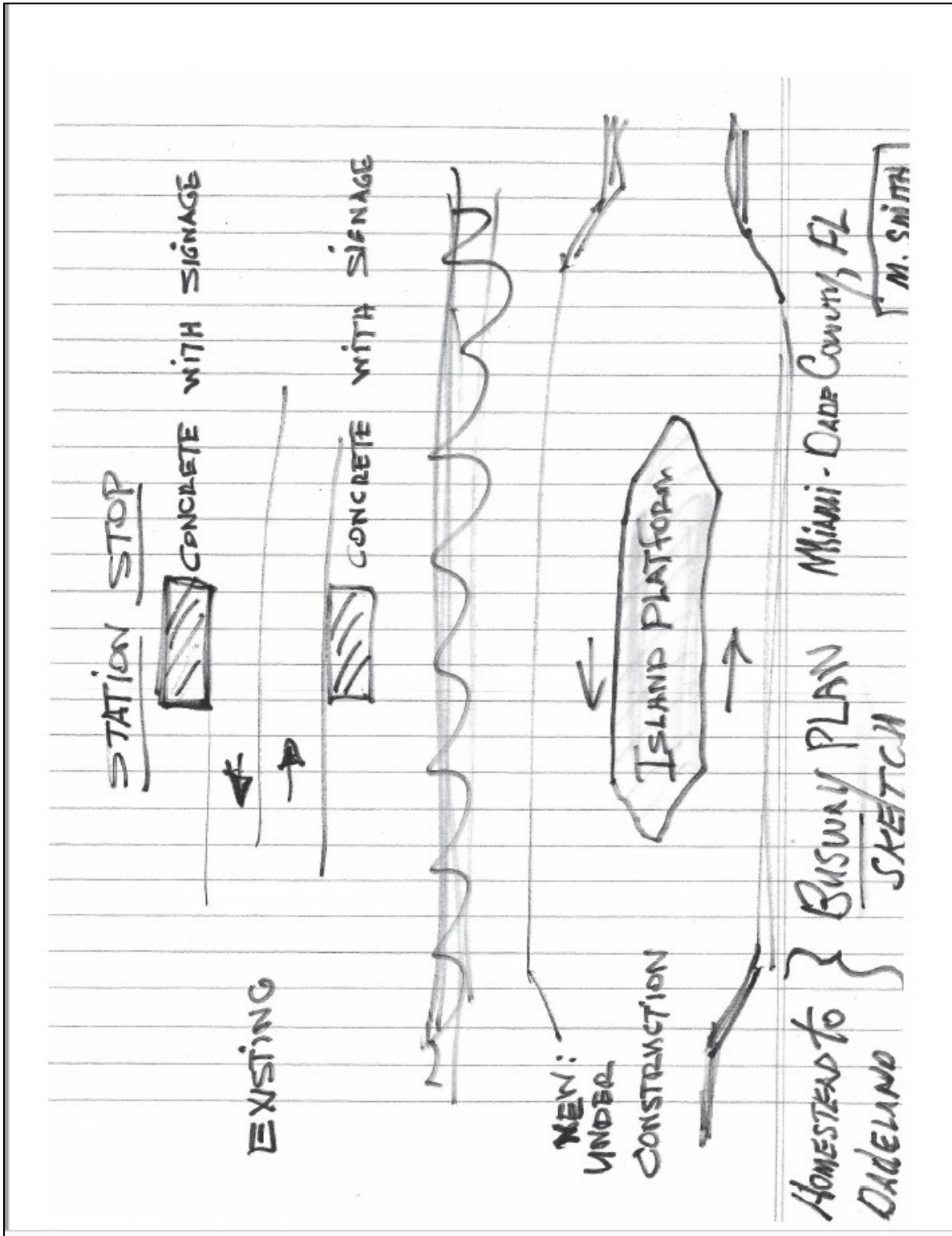
TRAVEL options to Miami job centers from southwest communities are now limited to:

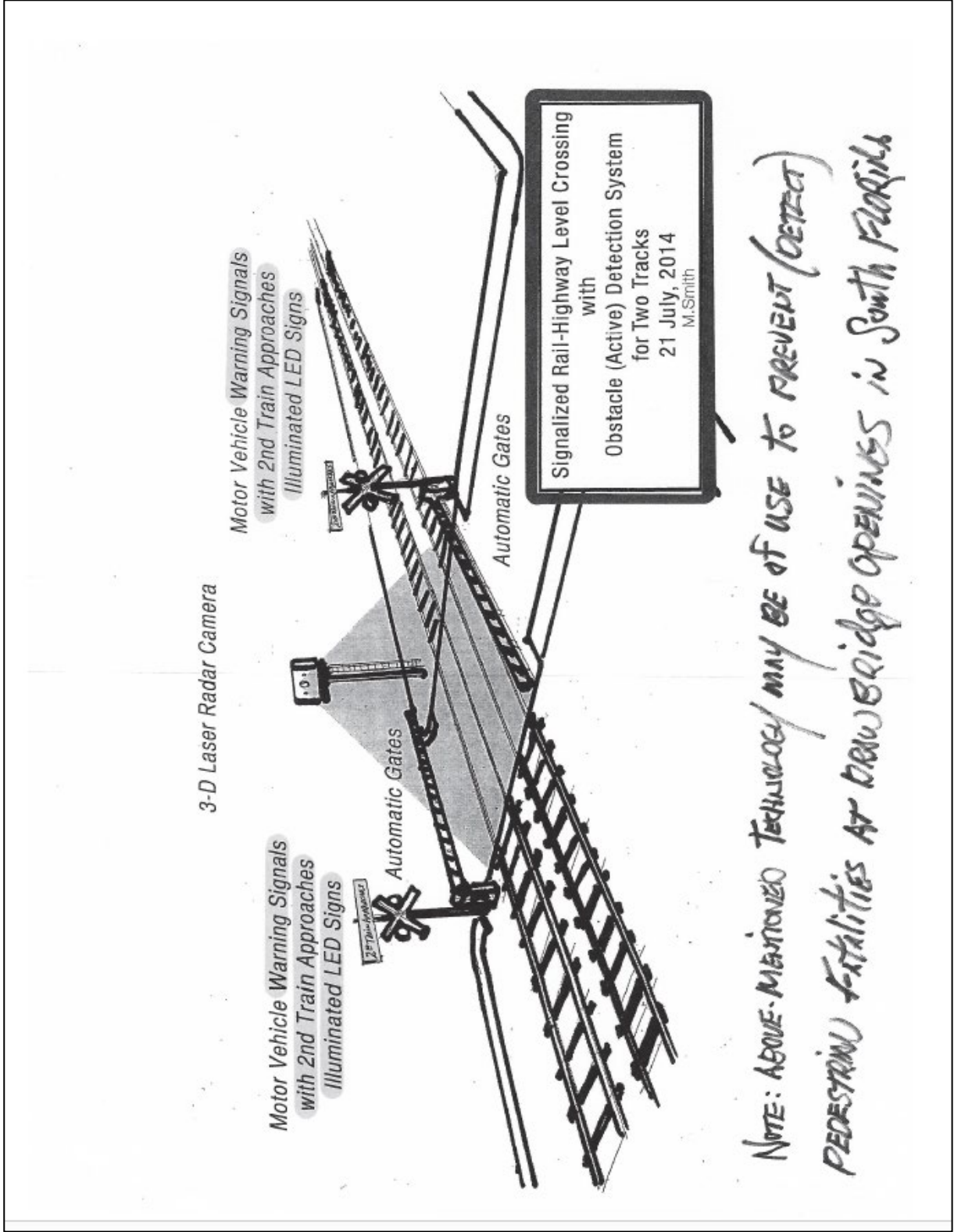
- A tollway, HEFT - FLA. Turnpike
- Highly-congested US-1.
- A busway along US-1, which requires multiple transfers to access!

Note: AGI - Annual Gross Income for residents of SW Miami-Dade County is 11-14% percent less than others in the county.

Other areas of this nation and world provide a passenger train option as part of a regional transport plan; such a plan is not an option for many residents here in Florida, 3rd largest state by population.

While financial instruments (bonds) for highways & tollways enjoy tax breaks, who will initiate a financial program which favors Rail?





Appendix F. Status of Previous Certification Findings

The following is a summary of the previous corrective actions and recommendations made by the Federal Review Team to the Miami-Dade TPO. The MPO's last certification review report was published in 2019.

A. Corrective Actions

There were no corrective actions identified

B. Recommendations

1. **Transit Interoperability:** The MPO and transit providers are commended for their efforts associated with a coordinated interoperability of projects. While it appears that significant progress has been made, the federal review team encourages all agencies involved, including the MPOs, continue to coordinate the implementation of this initiative.

Update: Since the last certification review, significant advancements have been made in Miami-Dade County for transit interoperability payment systems, including touchless, and direct from app options. Additionally, payment from the Miami-Dade Transit app interfaces with other service providers, including rideshare service providers.

2. **Title VI and Related Requirements:** FHWA identified outdated and incorrect language in some of the County documents ancillary to the contract. FHWA and FDOT met with Miami-Dade County to provide training and technical assistance to eliminate or update outdated language in the procurement material for FHWA funds. On August 29, 2019, FDOT approved Miami-Dade County's new RFP template that will be used for all transportation and public works contracts. The Federal Review Team recommends that the MPO request a quality control review of all MPO contracting documents from the Miami-Dade County Transportation and Public Works, Director of Civil Rights and Labor Relations prior to issuing RFPs.

Update: In 2021-2022, the TPO procured a new General Planning Consultant pool (GPCVIII) and all new title VI and related requirements were reviewed and approved. TPO staff worked closely with the County Internal Services Department and procurement teams to ensure all documentation was current and extensive quality control occurred.

Appendix G. Acronym List

ADA – Americans with Disabilities Act	NTI – National Transit Institute
AQ – Air Quality	PEA – Planning Emphasis Area
CAAA – Clean Air Act Amendments of 1990	PL – Metropolitan Planning Funds
CFP – Cost Feasible Plan (of the LRTP)	PPP – Public Participation Plan
CFR – Code of Federal Regulations	RA – Regional Administrator
CMAQ – Congestion Mitigation and Air Quality	RTIP – Regional Transportation Implementation Plan
CMP – Congestion Management Process	RTP – Regional Transportation Plan
DA – Division Administrator	SAFETEA-LU – Safe, Accountable, Efficient Transportation Equity Act: A Legacy for Users
DBE – Disadvantaged Business Enterprises	RPC – Regional Planning Commission
DHHS – Department of Health and Human Services	SFY – State Fiscal Year
EJ – Environmental Justice	SHA – State Highway Administration
ETDM – Efficient Transportation Decision Making	SHSP – Strategic Highway Safety Plan
EPA – Environmental Protection Agency	SIP – State Implementation Plan
FAST Act – Fixing America’s Surface Transportation Act	SOP – Standard Operating Procedures
FDOT – Florida Department of Transportation	SOV – Single Occupancy Vehicle
FHWA – Federal Highway Administration	SPR – State Planning and Research
FTA – Federal Transit Administration	STIP – Statewide Transportation Improvement Program
FY – Federal Fiscal Year	STP – Surface Transportation Program
GIS – Geographic Information Systems	TAM – Transit Asset Management
HSIP – Highway Safety Improvement Program	TAMP – Transportation Asset Management Plan
HPMS Reviews – Highway Performance Monitoring System	TAZ – Transportation Analysis Zone
ISTEA – Intermodal Surface Transportation Efficiency Act	TCM – Transportation Control Measure
ITS – Intelligent Transportation Systems	TDM – Transportation Demand Management
LEP – Limited English Proficiency	TDP – Transit Development Plan
LRTP – Long Range Transportation Plan	TEA-21 – Transportation Equity Act for the 21 st Century
M&O – Management and Operations	TIP – Transportation Improvement Program
MAP-21 – Moving Ahead for Progress in the 21 st Century	Title VI – Title VI of the 1964 Civil Rights Act
MOA – Memorandum of Agreement	TMA – Transportation Management Area
MOU – Memorandum of Understanding	TMIP – Travel Model Improvement Program
MPA – Metropolitan Planning Area Boundary	TPA – Transportation Planning Agency
MPO – Metropolitan Planning Organization	TPCB – Transportation Planning Capacity Building Program
MPOAC – Metropolitan Planning Organization Advisory Council	TPM – Transportation Performance Management
NAAQS-National Ambient Air Quality Standards	TPO – Transportation Planning Organization
NEPA – National Environmental Policy Act	UAB – Urban Area Boundary
NHI – National Highway Institute	UPWP – Unified Planning Work Plan
NHS – National Highway System	U.S.C. – United States Code
	UZA – Urbanized Areas
	VMT – Vehicle Miles Traveled

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Palm Beach Transportation Planning Agency (TPA)

Section I. Overview of the Certification Process

Under provisions of 23 CFR 450.336(b) and 49 CFR 613.100, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the planning process of Transportation Management Areas (TMAs) “not less often than once every four years.” This four-year cycle runs from the date of issuance of the previous joint certification report.

The primary purpose of a certification review is to formalize the continuing oversight and evaluation of the planning process. The FHWA and the FTA work cooperatively with the TMA planning staff on a regular basis. By reviewing and approving planning products, providing technical assistance, and promoting best practices, the formal assessment involved in a certification review provides an external view of the TMA’s transportation planning process.

A certification review generally consists of four primary activities. These activities include: 1) a “desk audit” which is a review of the TMA’s planning documents (e.g. Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP); 2) a “site visit” with staff from the TMA’s various transportation planning partners (e.g. the Metropolitan Planning Organization (MPO), Florida Department of Transportation (FDOT), local/regional transit service provider, and other participating State/local agencies), including opportunities for local elected officials and the general public to provide comments on the TMA planning process; 3) a Certification Report, which the Federal Review Team prepares, to document the results of the review process; and, 4) a formal presentation of the review findings at a future Palm Beach TPA Board Policy meeting.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in metropolitan areas. The certification review also helps ensure that the major issues facing a metropolitan area are being addressed. The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Since 2018, to initiate the TMA certification review process, the Federal Review Team has utilized a risk-based approach containing various factors to determine which topic areas required additional evaluation during the certification review. **Appendix A** summarizes the risk evaluation, and the report notes in the relevant sections which topic areas were not selected for review due to existing stewardship and oversight practices after considering the risk factors.

The review for the Palm Beach TPA was held on April 4, 2023. During this site visit, the Federal Review Team met with the staff of the Palm Beach TPA, FDOT, Palm Tran, committee representatives, other partnering agencies, and the public. See **Appendix B** for a list of review team members and site visit participants, and **Appendix C** for the TMA Certification Meeting Agenda.

The purpose of the public engagement process is to inform the public of the Federal transportation planning requirements and allow the public an opportunity to provide input on the transportation planning process to the Federal Review Team. A public meeting for this certification review was held on April 3, 2023. Public feedback and engagement on the MPO's planning process was also obtained through social media, website, etc. following the initial announcement on March 7, 2023. For those that could not attend the public meeting or who did not want to speak or post publicly, contact information for the Federal Review Team was provided. Members of the public were given 30 days from the April 3, 2023, to mail, fax or email their comments and/or request a copy of the certification review report. No additional comments were received by FHWA and FTA during the 30-day comment period.

A copy of the public engagement notices can be found in **Appendix D**. Screenshots of public input, minutes from the public meeting, including a listing of commenters and a summary of the public comments is provided in **Appendix E**.

A summary of the 2019 recommendations and their status can be found in **Appendix F**.

An explanation of planning acronyms can be found in **Appendix G**.

Section II. Boundaries and Organization (23CFR 450.310, 312, 314)

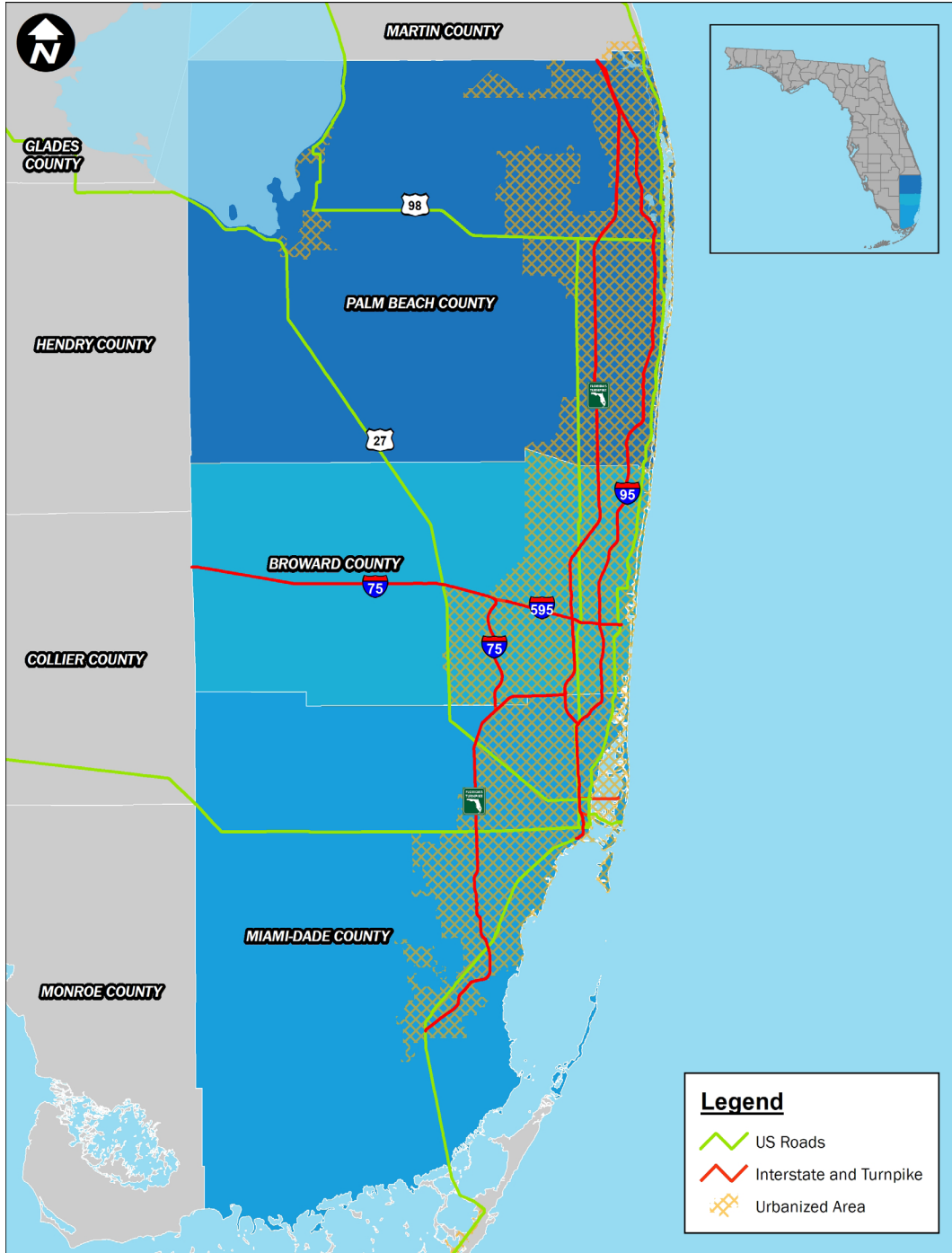
A. Description of Planning Area

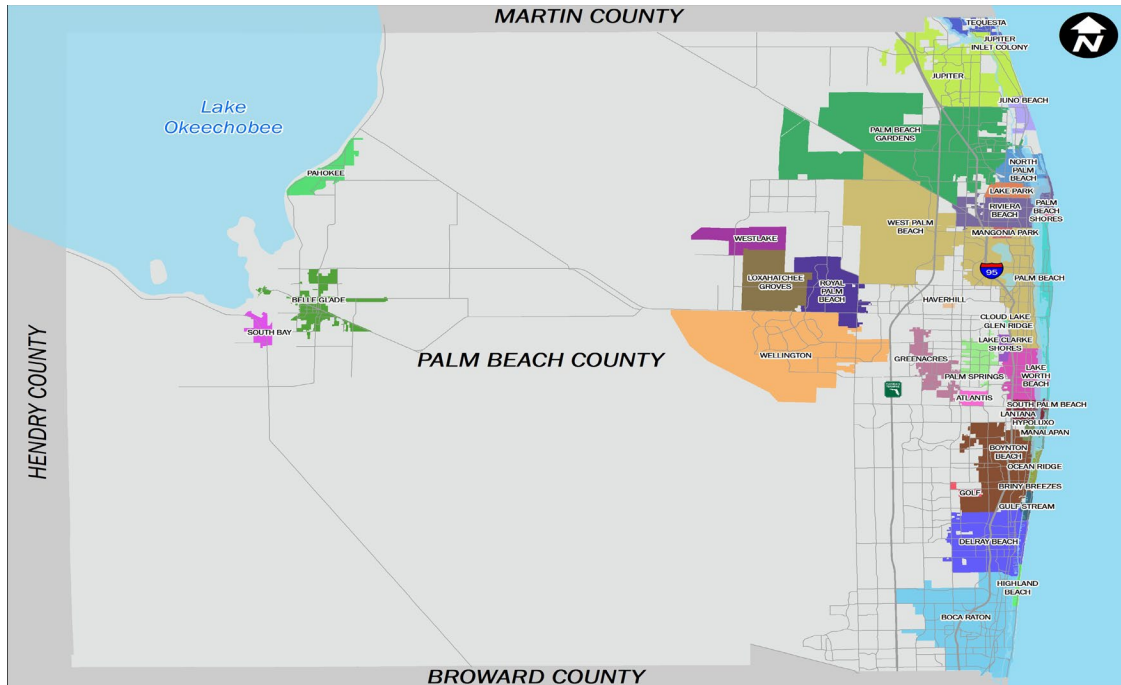
Observations: The Miami Urbanized Area encompasses all of Palm Beach, Broward and Miami-Dade counties in the southeastern part of Florida. The Palm Beach TPA planning area encompasses the entire Palm Beach County. This includes all the communities on the eastern coastal portion of Palm Beach County, as well as the communities south of Lake Okeechobee (Pahokee, Belle Glade, and South Bay) as shown on the maps below.

Palm Beach County's population is estimated at 1.5 million according to the 2020 Census. Approximately 46% of the residents are minority, 25% are foreign born. Approximately 40% of the income is spent on housing and 26% on transportation, which are both higher than the national averages of 33.8% and 16.4%. Palm Beach County is the 2nd largest county in Florida (by land area) with tourism as its number one industry, followed by agriculture. The population is projected to grow to 1.83 million by year 2050. The MPO contains 39 member municipalities.

The 2006 Inter-local Agreement between the Broward, Miami-Dade, and Palm Beach MPOs created the Southeast Florida Transportation Council (SEFTC), under Florida Statutes Chapter 339.175, to serve as a formal forum for policy coordination and communication to carry out mutually agreed-upon regional initiatives. The agreement maintains the autonomy of each MPO for decisions that create direct impacts within its geographic area.

The Palm Beach TPA planning boundary is visually depicted in the following maps:





B. Metropolitan Planning Organization Structure

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's boundaries and organization substantially satisfies the federal requirements as outlined in 23 CFR 450.310 and 312.

C. Agreements

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's agreements substantially satisfy the federal requirements as outlined in 23 CFR 450.314.

Section III. Transportation Performance Planning (23 CFR 450.306(a), 306(d), 314(h), 324(f), 326(c), 326(d))

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's transportation performance planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 314, 324, and 326.

Section IV. Scope of the Planning Process (23 CFR 450.306)

A. Transportation Planning Factors

Observations: This topic was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's planning process substantially satisfies the federal requirements as outlined in 23 CFR 450.306(b).

B. Air Quality

Finding: The Palm Beach TPA is currently designated as an attainment area for all National Ambient Air Quality Standards (NAAQS).

C. Bicycle and Pedestrian Planning Activities

Observations: This topic was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's bicycle and pedestrian planning activities substantially satisfies the federal requirements as outlined in 23 CFR 450.306(b), 324(f), and 326.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Bicycle and Pedestrian Planning Activities. For more details about this noteworthy practice, please see Section XI.

D. Transit

Observations: Transit service in the Palm Beach TPA is provided by Palm Tran, Tri-Rail, and Brightline.

Table 1 below shows the different operators within the Palm Beach region that are full reporters to the National Transit Database (NTD) and the modes they operate:

Agency	NTD Modes	Primary Service Area	Type of Agency	Average Weekday Unlinked Trips (2021 NTD)
Palm Tran	Demand Response and Bus	Palm Beach County	County Government	21,457
Tri-Rail	Commuter Rail	Broward, Palm Beach, and Miami-Dade Counties	Regional Authority	7,414
Brightline			Private Company	

Table 1 – National Transit Database in the Palm Beach TPA

Through the MPO agreements, cooperative development of the planning products, coordination activities, and implementation of transit projects, Palm Tran, Tri-Rail, and Brightline are all full partners in this MPO's planning process.

Finding: The MPO's transit activities substantially satisfy the federal requirements as outlined in 49 CFR 613.100 as well as the transit supportive elements outlined in 23 CFR 450.

Recommendation: The Federal Review Team offers one recommendation regarding Transit. For details about this recommendation please see Section XI.

E. Intelligent Transportation Systems (ITS)

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's ITS activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 322, and 23 CFR 940.

F. Freight Planning

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's freight planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 316, 324, and 326.

G. Security Considerations in the Planning Process

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's security planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 324(f), 324(h), and 326.

H. Safety Considerations in the Planning Process

Observations: This topic area was not selected for additional review based on the results of the risk assessment.

Finding: The MPO's safety planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 324(h), and 326.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Safety Considerations in the Planning Process. For more details about this noteworthy practice, please see Section XI.

Section V. Unified Planning Work Program (23 CFR 450.308)

Observations: This topic was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's UPWP substantially satisfies the federal requirements as outlined in 23 CFR 450.308.

Section VI. Interested Parties (23 CFR 450.316)

A. Outreach and Public Participation

Observations: This topic was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's outreach and public participation activities substantially satisfy the federal requirements as outlined in 23 CFR 450.316.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Outreach and Public Participation. For more details about this noteworthy practice, please see Section XI.

B. Tribal Coordination

Observations: The Palm Beach TPA provides a reasonable opportunity to the Indian Tribes by involving Indian Tribal Government(s) that have tribal lands located within its jurisdiction to participate in transportation planning processes, including the development of the public participation plan, LRTP and the TIP.

Finding: The MPO's tribal coordination activities substantially satisfy the federal requirements as outlined in 23 CFR 450.316(c).

C. Title VI and Related Requirements

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's Title VI and related activities substantially satisfy the federal requirements as outlined in 49 CFR 21, 49 CFR 27, 23 CFR 200, 23 CFR 450.316 and 336(a).

Section VII. Linking Planning and NEPA (23 CFR 450.318, 320, 324(f)(10), 324(g))

Current Document Title: 2045 LRTP Connecting Communities

Date Adopted: Adopted December 12, 2019, last modified January 7, 2022

Observations: The Palm Beach TPA has undertaken several multimodal, systems-level corridor planning study/studies in coordination with FDOT and public transit operators. The Palm Beach TPA utilized the results in the decision-making processes for project development purposes by identifying purpose and need statements, general travel corridor or modes, preliminary screening of alternatives, providing basic environmental

setting descriptions, and preliminarily identifying environmental impacts and environmental mitigation, and providing the public a reasonable opportunity to review necessary documentation.

The MPO's 2045 LRTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities. The discussion focuses on policies, programs, and strategies for future project development. The MPO developed the discussion in consultation with applicable Federal, State, wildlife, and regulatory agencies. The Palm Beach TPA identifies areas of potential impact to wetlands and water resources, forestry and habitats, streams, and waterways, and threatened (or endangered) species.

For the adopted LRTP the MPO also consulted with appropriate state and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation by comparing their LRTP with State conservation plans and maps and a comparing the LRTP to inventories of natural or historic resources.

The Palm Beach TPA has not developed programmatic mitigation plans as part of their planning process.

Finding: The MPO's linking planning and NEPA activities substantially satisfies the federal requirements as outlined in 23 CFR 450.318, 320, 324(f)(10), and 324(g).

Section VIII. Congestion Management Process (CMP) (23 CFR 450.322)

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's congestion management process substantially satisfies the federal requirements as outlined in 23 CFR 450.322.

Section IX. Long Range Transportation Plan (23 CFR 450.324)

Current Document Title: 2045 LRTP: Connecting Communities

Date Adopted: December 12, 2019, amended February 20, 2020, and last modified January 7, 2022

A. Scope of LRTP

Observations: The Palm Beach TPA's LRTP addresses a 20-year horizon period and includes long-range and short-range strategies that provide for the development of an integrated multimodal transportation system. The plan includes current and projects transportation demand, existing and proposed facilities, operational and management strategies, assessment of strategies to preserve existing infrastructure, transportation and transit enhancement activities, and a financial plan that demonstrates how the adopted plan can be implemented.

Finding: The general scope of the MPO's LRTP substantially satisfies the federal requirements as outlined in 23 CFR 450.324.

Recommendation: The Federal Review Team offers one recommendation regarding the Scope of LRTP. For details about this recommendation please see Section XI.

B. Travel Demand Modeling/Data

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's travel demand modeling processes substantially satisfy the federal requirements as outlined in 23 CFR 450.324(e).

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Travel Demand Modeling/Data. For more details about this noteworthy practice, please see Section XI.

C. Financial Plan/Fiscal Constraint

Observations: Fiscal constraint is demonstrated using tables, narratives, and appendices. For the adopted LRTP, the FDOT provides an estimate of federal and state revenue available over the life of the plan, as well as an estimate of administrative, operations and maintenance costs over the life of the plan for the MPO to use. The revenue estimates are included in an appendix to the plan. The plan identifies funding revenue sources, project costs and project phases for projects from the effective date of the plan through the plan's horizon year. Year of Expenditure costs are used in the plan. The LRTP is fiscally constrained.

Finding: The financial plan/fiscal constraint of the MPO's LRTP substantially satisfies the federal requirements as outlined in 23 CFR 450.324(f)(11).

Section X. Transportation Improvement Program (TIP) (23 CFR 450.326, 328, 330, 332, 334)

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's TIP substantially satisfies the federal requirements as outlined in 23 CFR 450.326,328, 330, 332, and 334.

Section XI. Findings/Conclusions

The following items represent a compilation of the findings that are included in this 2023 certification review report. These findings, which are identified as noteworthy practices, corrective actions, and recommendations, are intended to not only ensure continuing regulatory compliance of the Palm Beach TPA's transportation planning process with federal planning requirements, but to also foster high-quality planning practices and improve the transportation planning program in this TMA. Corrective actions reflect required actions for compliance with the Federal Planning Regulations and must be completed within the timeframes noted. Recommendations reflect national trends or potential risks and are intended to assist the Palm Beach TPA in improving the planning process. Noteworthy practices highlight efforts that demonstrate innovative ideas or best practices for implementing the planning requirements.

A. Noteworthy Practices

- 1. Bicycle and Pedestrian Planning Activities:** The Palm Beach TPA is commended for collaborating with partners on many bicycle and pedestrian initiatives, training and collaboration workshops including bike safety workshops and walk and bike to school days. The Palm Beach TPA leads by example to promote multi-modal transportation. The TPA received the "Bicycle Friendly Business Award" for 2020-2024 and the "Best Workplaces for Commuters" award for 2021, 2022, and 2023.
- 2. Safety Considerations in the Planning Process:** The Palm Beach TPA started hosting Walk Bike Safety Audits in April 2021, as a way to understand bicycle and pedestrian concerns at the ground level. Walk Bike Safety Audits bring stakeholders together to experience the existing infrastructure concerns and identify recommendations to mitigate them. The audits identify pedestrian and bicycle issues by experiencing the built environment firsthand. The TPA conducts these audits, in collaboration with municipality, roadway owners and other stakeholders, in order to improve safety and access for people of all ages and abilities. After the audits are conducted, they work collaboratively with the stakeholders to plan, prioritize and fund the identified safety improvements. These experiences have led to same day fixes in some cases, as well as applications for funding for larger issues.
- 3. Outreach and Public Participation:** The Federal Review Team commends the TPA for revising their Public Participation Plan to include the many updates on how the TPA will conduct social media activities, outreach activities, and meeting notices and produce printed material. In December 2022, the Palm Beach TPA launched a new user-friendly ADA compliant website which includes interactive comment maps. The TPA livestreams their meetings and manages accounts for Facebook, Instagram, Twitter, LinkedIn and YouTube.

4. **Travel Demand Modelling/ Data:** The Federal Review Team commends the MPO for deploying a tool which helps them achieve the Palm Beach TPA's mission to collaboratively plan, prioritize and fund the transportation system. The TPA deployed an Environmental Systems Research Institute (ESRI) tool called ArcGIS Data Hub, which streamlines making data available to all users. Quick access to accurate data is essential when collaborating planning efforts with partner agencies.

B. Corrective Actions

There were no corrective actions identified.

C. Recommendations

1. **Transit:** The MPO and transit providers have continued to demonstrate a progressive effort associated with a coordinated interoperability of projects. Although progress has been made, the Federal Review Team recommends the MPO continue coordination to implement this initiative for seamless travel from system to system.
2. **Scope of LRTP:** The Palm Beach TPA is required to update their Long Range Transportation Plans (LRTP) at least every five years. The Palm Beach TPA adopted their 2040 LRTP on October 16, 2015, and the 2045 LRTP was due for adoption in October 2019. The 2045 LRTP, however, was adopted December 12, 2019, which was several months late.

Because of this missed deadline, the *Directions 2040 LRTP* had expired and the TPA was without a current LRTP until the adoption on December 12, 2019. As a result, TIP and applicable portions of the STIP were essentially “locked” from making any amendments.

The Federal Review Team strongly recommends that the Palm Beach TPA adhere to their LRTP development schedule to ensure adoption of the Palm Beach TPA's 2050 LRTP by or before December 12, 2024. Two key strategies will be important for the MPO's success: 1) keeping to their schedule for the early call for projects and 2) allotting ample time for board discussion of the projects to be included in the LRTP's fiscally constrained list.

D. Training/Technical Assistance

At the conclusion of the site visit, the Federal Review Team asked the TPA staff if they had any training or technical assistance needs. The Palm Beach TPA identified technical assistance requests for the following topical areas:

- Best practices nationally on the development of LRTPs;
- Training on developing TIPs and UPWPs;

- Financial training for MPO staff followed by a peer exchange or discussion group, especially for independent MPOs; and
- Workshop to better explain the methodology and reasoning for an MPO to set federal performance measure targets lower than the existing conditions.

FHWA and FTA will work with the TPA to provide resources in these areas.

E. Conclusion

Based on the overall findings of the certification review, the FHWA and FTA jointly certify that the transportation planning process of the Miami TMA, which is comprised in part by the Palm Beach TPA, substantially meets the federal planning requirements in 23 CFR 450 Subpart C. This certification will remain in effect until **August 2027**.

Appendix A. Summary of Risk Assessment

Florida TMA Certification Review Risk Assessment	
MPO:	Palm Beach TPO
Date of Assessment:	December 2022
Cert Review Report Date:	August 2023
Topic Area	Selected for additional review?
Organization of MPO/TPO (23 CFR 450.310, 312, 314)	No
Transportation Performance Planning (23 CFR 306(a), 306(d), 314(h), 324(f), 326(c), 326(d))	No
Scope of the Planning Process (23 CFR 450.306) - Transportation Planning Factors	No
Scope of the Planning Process (23 CFR 450.306) - Air Quality	No
Scope of the Planning Process (23 CFR 450.306) - Bicycle and Pedestrian Planning Activities	No
Scope of the Planning Process (23 CFR 450.306) - Transit	Yes
Scope of the Planning Process (23 CFR 450.306) - Intelligent Transportation Systems (ITS)	No
Scope of the Planning Process (23 CFR 450.306) - Freight Planning	No
Scope of the Planning Process (23 CFR 450.306) - Security Considerations in the Planning Process	No
Scope of the Planning Process (23 CFR 450.306) - Safety Considerations in the Planning Process	No
Unified Planning Work Program (23 CFR 450.308)	No
Interested Parties (23 CFR 450.316) - Outreach and Public Participation	No
Interested Parties (23 CFR 450.316) - Tribal Coordination	No
Interested Parties (23 CFR 450.316) - Title VI and Related Requirements	No
Linking Planning and NEPA (23 CFR 450.318, 320, 324(f)(10), 324(g))	No
Congestion Management Process (23 CFR 450.322)	No
Long Range Transportation Plan (23 CFR 450.324)	No
Long Range Transportation Plan (23 CFR 450.324) - Travel Demand Modeling/Data	No
Long Range Transportation Plan (23 CFR 450.324) - Financial Plan/Fiscal Constraint	No
Transportation Improvement Program (23 CFR 450.326, 328, 330, 332, 334)	No
*Note: With the exception of Transit, if all areas are a "No", then the top 3 areas will be reviewed.	
The additional areas are: Linking Planning and NEPA; LRTP; and LRTP Financial Plan/Fiscal Constraint	

Appendix B. Site Visit Participants

Palm Beach TPA

Valeri Neilson
Andrew Uhler
Nathan George
Melissa Murray
Amanda Williams

Palm Tran

Claudia Salazar
Yash Nagal

Palm Beach Gardens/TPA Board

Chelsea Reed

Federal Highway Administration (FHWA)

Carlos A. Gonzalez
Erika Thompson
Cathy Kendall

Federal Transit Administration (FTA)

Brittany Lavender (remote)

Florida Department of Transportation (FDOT)

Tony Norat
Christine Fasiska
Marsha Taylor

SFRTA

Loraine Cargil

MPOAC

Mark Reichert

Appendix C. TMA Certification Site Visit Agenda

Palm Beach Transportation Planning Agency (TPA) TMA Certification Review Agenda

301 Datura Street, West Palm Beach, FL 33401

Attendees may not enter the TPA workplace if in the previous 5 days, they have tested positive for COVID-19, exhibited symptoms of COVID-19, or been in close contact with someone with COVID-19 and are unvaccinated. To promote awareness of multimodal options for in-person attendance, a map of transportation facilities and services around the TPA Office is provided on page 3.

The agenda is subject to change based on TPA responses to Federal Highway Administration (FHWA) questions.

Members of the public can join the meeting in person or [virtually](#).

Please call 561-725-0800 or e-mail info@PalmBeachTPA.org for assistance joining the virtual meeting.

Federal Certification Team Members	Cathy Kendall (FHWA), Carlos A. Gonzalez (FHWA), Erika Thompson (FHWA), Brittany Lavender (FTA)	
Monday, April 3 – Public Meeting		
Join via Zoom app using Webinar ID: 861 5418 2674		
Time: 5:00 – 6:00 p.m.	Item: Public Meeting	Lead: Federal Team, TPA
Tuesday, April 4 – Federal Certification Review Meetings		
Join via Zoom app using Webinar ID: 865 5113 5136		
Time	Item	Lead
8:00 – 8:30 a.m.	Welcome / Introductions / Roles/Responsibilities Key Activities of MPO and Transit Agency Staff	Federal Team
8:30 – 8:45 a.m.	Site Visit Overview <ul style="list-style-type: none"> • Purpose of the Certification Process • Discussion of Risk Assessment • Review schedule and close-out process 	Federal Team
8:45 – 9:00 a.m.	Discussion of Previous Review Findings <ul style="list-style-type: none"> • Federal TMA Certification • State/MPO Annual 	Federal Team, TPA, Transit Provider(s), FDOT
9:00 – 10:00 a.m.	MPO Overview including changes within MPO since last TMA Certification <ul style="list-style-type: none"> • Demographics • Boundaries • Political • Process Changes 	TPA, Transit Provider(s)
10:00 – 10:15 a.m.	Break	

Palm Beach TPA Certification Review

Site Visit Agenda (continued)

10:15 – 11:15 a.m.	Share Noteworthy Activities / Best Practices <ul style="list-style-type: none"> • New website and increased public engagement • Multimodal Corridor Studies and Mobility Vision • Funding Programs • Partner collaboration with workshops, funding, speaker panels, regional partnerships and more • TPA as an independent agency 	TPA, Transit Provider(s)
11:15 a.m. – 12:00 p.m.	Technical Topic: Transit	Federal Team
12:00 – 1:00 p.m.	Lunch	
1:00 – 1:45 p.m.	Technical Topic: Linking Planning & NEPA	Federal Team
1:45 – 2:30 p.m.	Technical Topic: Long Range Transportation Plan (LRTP)	Federal Team
2:30 – 2:45 p.m.	Break	
2:45 – 3:30 p.m.	Technical Topic: LRTP - Financial Plan/Fiscal Constraint	Federal Team
3:30 – 3:45 p.m.	Technical Assistance & Training <ul style="list-style-type: none"> • Future Needs • Additional Questions 	Federal Team, TPA, Transit Provider(s), FDOT
3:45 – 4:45 p.m.	Preliminary Findings Discussion with Federal Team	Federal Team
4:45 – 5:00 p.m.	Preliminary Findings Discussion with TPA staff	Federal Team, TPA
5:00 p.m.	Adjourn Site Visit	

Appendix D. Public Engagement Notices



The Federal Highway and Federal Transit Administrations Conduct Public Review of the Palm Beach Transportation Planning Agency

Every four years, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conduct a review of the Palm Beach Transportation Planning Agency (TPA) transportation planning process as required by law. The Federal Team will conduct this evaluation at the Palm Beach TPA office, 301 Datura Street, West Palm Beach, Florida 33401 on Tuesday, April 4, 2023 from 8 a.m. to 5 p.m. The primary purpose of the certification review is to evaluate the TPA's compliance with Federal regulations.

PUBLIC MEETING

In addition, a Public Meeting will take place on Monday, April 3, 2023 from 5 – 6 p.m. at the Palm Beach TPA office, 301 Datura Street, West Palm Beach, Florida, 33401 to provide the general public an opportunity to express their thoughts about the transportation planning process, allow the Federal Team to obtain a better understanding of the community's issues, and inform the public about the Federal transportation planning requirements. All interested parties are invited to attend.

For further information contact: Melissa Murray, TPA Public Relations Director, Palm Beach TPA, 301 Datura Street, West Palm Beach, Florida 33401; phone: 561-725-0813; or e-mail: MMurray@PalmBeachTPA.org.

If you would like to provide comments, please submit them until May 4, 2023 by:

Mail: Federal Highway Administration
Attn: Carlos Gonzalez
545 John Knox Road, Suite 200
Tallahassee, FL 32303

Fax: 850-553-2221

Email: Carlos.A.Gonzalez@dot.gov

Website: www.fhwa.dot.gov/fldiv/tma.cfm

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should call 561-725-0813 or email MMurray@PalmBeachTPA.org five (5) business days before the meeting. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.

Announcement in the March 7, 2023, *Transportation Tuesday* Newsletter



Federal Certification Review Meeting

The United States Department of Transportation (USDOT) performs a required certification review of the TPA every four years. A public meeting will be held in-person at the TPA office and virtually on April 3 from 5 - 6 p.m. The full certification meeting with TPA staff will occur on April 4 from 8 a.m. - 5 pm.

Provide comments through May 4, 2023 by:

Website: fhwa.dot.gov/fldiv/tma.cfm

Mail:

Federal Highway Administration
Attn: Carlos Gonzalez
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312

Phone: 850-553-2221

Email: Carlos.A.Gonzalez@dot.gov

Mail:

Federal Transit Administration
Attn. Brittany Lavender
230 Peachtree Street, NW, Suite 1400
Atlanta, GA 30303

Email: Brittany.Lavender@dot.gov



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Website: fhwa.dot.gov/fldiv/tma.cfm

Mail:

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Attn: Carlos Gonzalez
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312

Phone: 850-553-2221

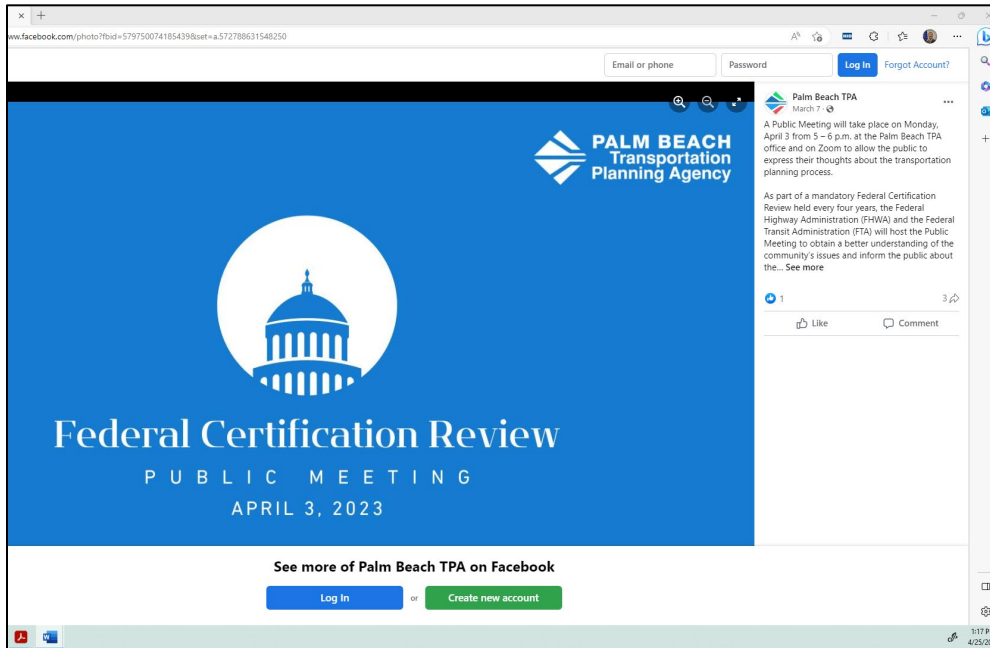
Email: Carlos.A.Gonzalez@dot.gov

Mail:

Federal Transit Administration
Attn. Brittany Lavender
230 Peachtree Street, NW, Suite 1400
Atlanta, GA 30303

Email: Brittany.Lavender@dot.gov

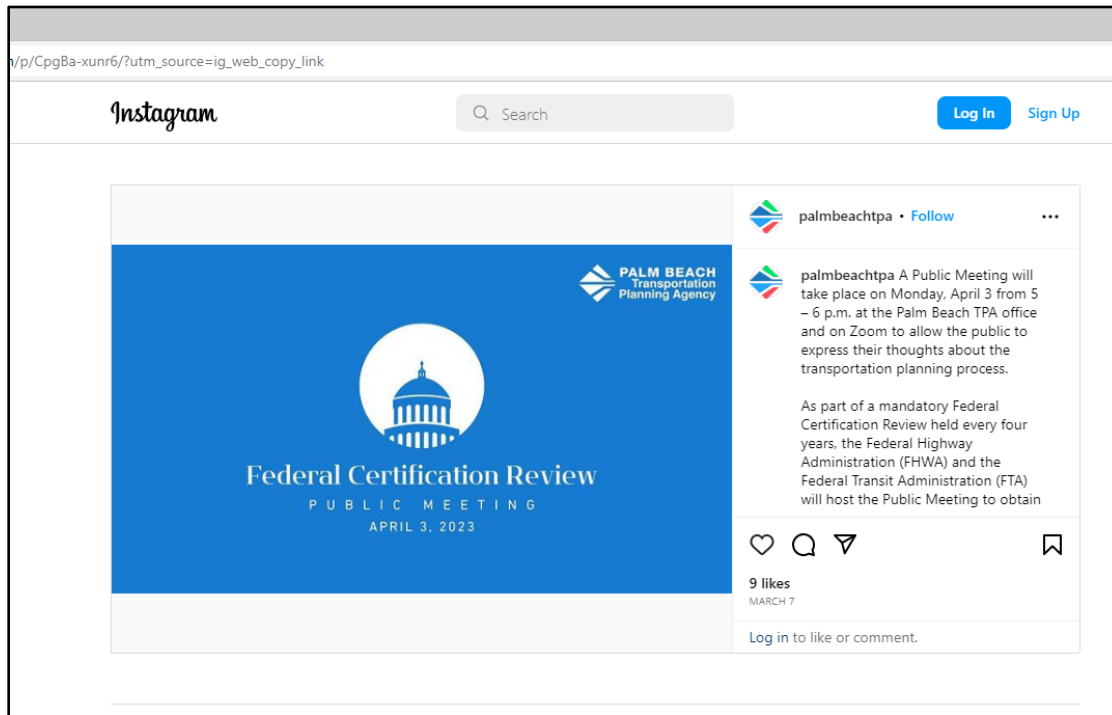
Facebook, March 7, 2023



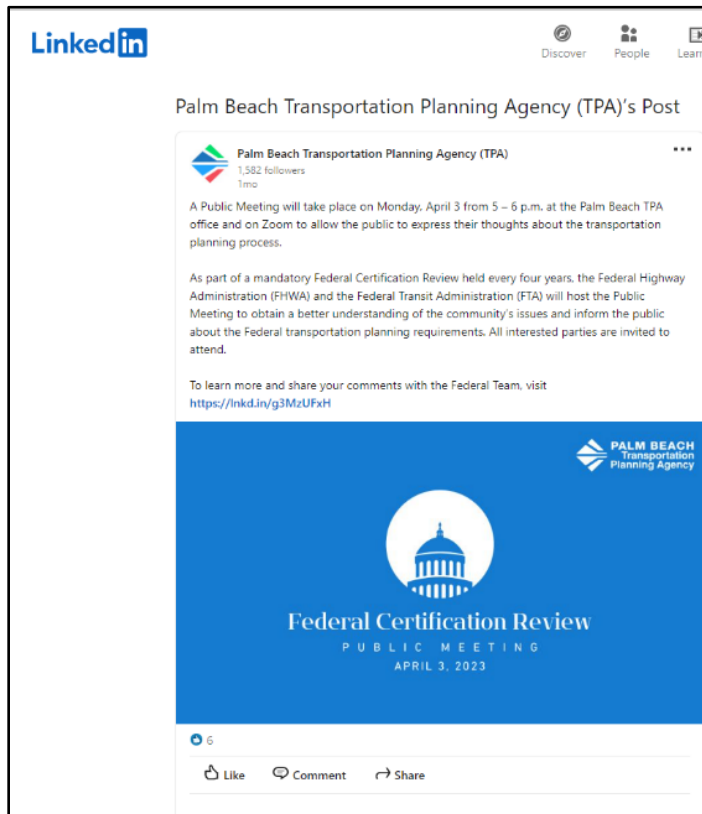
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Today's Meetings

No matching events to display.

Upcoming Meetings

- Vision Zero Workshop - 04/28/2023
- TAC Meeting - 05/03/2023
- CAC Meeting - 05/03/2023
- VZAC Meeting - 05/04/2023
- Transportation & Land Use Connection Speaker Panel - 05/05/2023
- Executive Committee Meeting - 05/09/2023
- Palm Beach International Airport Mobile Tour - 05/12/2023
- TPA Governing Board Meeting - 05/18/2023
- TDLCB Quarterly Meeting - 05/24/2023
- Executive Committee Meeting - 06/01/2023

Recent Meetings

- TPA Governing Board Meeting - 04/20/2023

Federal Certification Public Meeting

04-03-2023 (Past)

🕒 April 3, 2023 @ 5:00 pm - 6:00 pm

📍 301 Datura St., West Palm Beach, FL 33401

Leave Comment

Every four years, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conduct a review of the Palm Beach Transportation Planning Agency (TPA) transportation planning process as required by law. The Federal Team will conduct this evaluation at the Palm Beach TPA office, 301 Datura Street, West Palm Beach, Florida 33401 on Tuesday, April 4, 2023 from 8 a.m. to 5 p.m. The primary purpose of the certification review is to evaluate the TPA's compliance with Federal regulations.

In addition, a **Public Meeting will take place on Monday, April 3, 2023 from 5 – 6 p.m.** at the Palm Beach TPA office, 301 Datura Street, West Palm Beach, Florida, 33401 to provide the general public an opportunity to express their thoughts about the transportation planning process, allow the Federal Team to obtain a better understanding of the community's issues, and inform the public about the Federal transportation planning requirements. All interested parties are invited to attend.

The public may also attend virtually via Zoom, accessible at the link above.

For further information contact: Melissa Murray, TPA Public Relations Director, Palm Beach TPA, 301 Datura Street, West Palm Beach, Florida 33401 by phone at 561-725-0813 or via e-mail at MMurray@PalmBeachTPA.org.

To provide comments, please attend the Public Meeting or submit comments until May 4, 2023 by:

Mail:	Federal Highway Administration Attn: Carlos Gonzalez 3500 Financial Plaza, Suite 400 Tallahassee, FL 32312
Phone:	850-553-2221
Email:	Carlos.A.Gonzalez@dot.gov
Website:	www.fhwa.dot.gov/fldiv/tma.cfm
Mail:	Federal Transit Administration Attn. Brittany Lavender 230 Peachtree Street, NW, Suite 1400 Atlanta, GA 30303
Email:	Brittany.Lavender@dot.gov

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Today's Meetings

No matching events to display.

Federal Certification Review 04-04-2023 (Past)

Share

April 4, 2023 @ 8:00 am - 5:00 pm

301 Datura St., West Palm Beach, FL 33401

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Agenda

- [Agenda](#)

Every four years, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conduct a review of the Palm Beach Transportation Planning Agency (TPA) transportation planning process as required by law. The Federal Team will conduct this evaluation at the Palm Beach TPA office, 301 Datura Street, West Palm Beach, Florida 33401 on Tuesday, April 4, 2023 from 8 a.m. to 5 p.m. The primary purpose of the certification review is to evaluate the TPA's compliance with Federal regulations.

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Comment Form

Public Involvement

The Palm Beach TPA wants to hear from you! You can help the TPA plan the transportation system in Palm Beach County by using the Public Comment Form below. Comments for TPA Board and Committee meetings can be submitted here, along with general public feedback.

Please reach out to Melissa Murray, Public Relations Director, at mmurray@palmbeachtpa.org or 561-725-0813 with any questions.

Public Comment Form

First Name (Required) Last Name (Required)

Address (Required)

City (Required) State (Required) ZIP (Required)

Email Phone

If you represent any other person, organization, or other entity, please name:

Do you want to speak about an item on a meeting agenda? (Required)

- Yes
 No

Please describe what your comment is about: Public Comment (Required)

Upload a document
 No file chosen

Appendix E. Summary of Public Feedback

FHWA and FTA would like to thank everyone who participated in and contributed comments for the Palm Beach TPA Certification Review. Public comments are a vital element of the certification review, as they allow citizens to provide direct input on the transportation planning process for their transportation planning area. The in-person meeting had five participants and 10 people participated virtually. Several participants praised the TPA for how well staff cooperates and coordinates with transportation partners. For example, Treasure Coast Regional Planning Council – (TCRPC) pointed out how the TPA shares data and provided clear information to help the public understand the importance of safety countermeasures to reduce the number of accidents. Several other participants lauded the Palm Beach TPA for the agency's ability to share information with the public and elected officials. No additional comments were received during the 30-day public comment period. We have reviewed all comments and have taken them into consideration throughout the writing of this report. The public meeting minutes and public comments received begin below.

In-Person Public meeting

Rebeca De La Rosa, City of West Palm Beach

Rafael Clemente, West Palm DDA

Christine Fasiska, FDOT - D4

Tony Norat, FDOT - D4

Mark Reichert, MPOAC

Virtual Public Meeting

Chelsea Reed (Palm Beach Gardens)

The Palm Beach TPA does an excellent job providing information on their website: weekly newsletter, interactive maps, partner sites and more. TPA staff reached out to Palm Beach Gardens and Palm Beach county to educate about Vision Zero, grants, etc. Public meetings always very well attended. Public meetings are always very well attended.

Ben Porritt (Brightline)

The TPA works very well with the Brightline, implementing grants, educating, conducting outreach, rail safety, improvements... like quiet zones. PBTPA is a great partner at staff and Board level.

Stephanie Thoburn (Town of Jupiter)

The municipal look of what Palm Beach TPA has done for town of Jupiter: opportunity for ramps, walk audits – Indiantown road. Used info to gain better understanding of ped mobility and to work with FDOT to add turn lanes and improve mobility without impact ped safety, Pine Gardens area audit (Mayan area, 90% ped), assessed need for crossings, lighting, etc. The TPA not only is helping the region, but also local areas, and it gives tools and ideas to move improvements forward.

Kim Delaney (Treasure Coast Regional Planning Council - TCRPC)

The Palm Beach TPA is a good partner for complementary tech assistance for rail safety and education. Palm Beach TPA staff are leaders in efforts to address complex challenges in the region. They help improve transportation in the county. During an FDOT RRR project, TPA provided data and clear information to help transportation providers and the public to understand why so many accidents occur on the corridor. This assistance is invaluable. TPA investment helps raise public understanding for elected officials and the public.

Councilman Navaro (Village of Royal Palm Beach)

Great studies by RPC and TPA. Hundreds of thousands coming to FL east coast – need to make sure growth is vibrant and does not overwhelm the transportation system. We can plan with TPA with enhanced mass transit that helps mitigate population growth in the area. Working together we are part of the solution.

Rob (Last name unknown) (West Palm Beach Development Agency)

The TPA is tip of the spear for education and of redevelopment transportation improvements, bike share programs. Whatever they do, they can't do alone. Multimodal system important. Empowering that TPA is helping in their multi modal development efforts.

Vicki Gatani (S. Florida Regional Transportation Authority - SFRTA)

SFRTA -operates Tri-Rail - Great partner with TPA, for project and local initiatives programs focused on current and expanding service; Northern Layover Facility – will help increase capacity and service.

Kim Delaney (Treasure Coast RPC)

Palm Beach TPA provides leadership on rail safety, quiet zones, and accommodating rail service in existing urban area. SFRTA Trial Rail funds on old CSX, and other rail line on Brightline if confusing to public on who is responsible for what. TPA investment helps raise public understanding for elected officials and public. The level of education provided by TPA is worth noting. The TPA staff is good at messaging and information out to public officials and the public.

Motasem Al-Turk (PB County Traffic Engineering Division)

I appreciate TPA staff and their working relationships. For example, on the street light project on SR 80 with 1000 lights. Came to agreement with DOT, Monthly meetings with TPA staff to discuss projects.

Yash Nagal (Director Transit Planning for Palm Tran)

The TPA helps promote the public transit cause – economic benefits, prioritized funding for bus shelters, electrification of buses, moved specifics into the Mobility Plan. The TPA also helped paint a good picture of public transportation in the region.

Appendix F. Status of Previous Certification Findings

The following is a summary of the previous corrective actions and recommendations made by the Federal Review Team to the Palm Beach TPA. The MPO's last certification review report was published in August 2019.

A. Corrective Actions

There were no corrective actions identified

B. Recommendations

1. **Transportation Performance Planning:** During the desktop review, it was noted that FTA Transit Asset Management (TAM) targets for Infrastructure were not endorsed. Due to the presence of Commuter Rail within the Metropolitan Planning Area, the Federal Review Team recommends Palm Beach TPA endorse this regional target and incorporate it into their TIP. Progress towards achieving targets should also be included to the maximum extent practicable. **Please note that future TIP/LRTP amendments and approval cycles may be contingent on the inclusion of TAM targets and progress towards achieving them.**

Update: The TPA has adopted both Tri-Rail Commuter Rail TAM targets and Palm Tran TAM targets. They are shown in the LRTP and the TIP. The TPA will keep the performance measures dashboard at PalmBeachTPA.org/PM updated with the progress towards meeting the measures.

2. **Transportation Performance Planning:** The MPO has not yet documented written provisions for cooperatively developing and sharing information related to transportation performance data, selection of performance targets, reporting of targets, reporting of performance to be used in tracking progress toward Palm Beach TPA attainment of critical outcomes and reporting of data. **If the MPO has not adopted the Consensus Document or other coordination documentation, beginning October 1, 2019, FHWA/FTA will not approve S/TIP or LRTP amendments for those MPO areas until they take the appropriate action and provide the documentation to FHWA/FTA.**

Update: TPA adopted the TPM Consensus Planning Document on September 19, 2019, prior to the October 1st deadline..

3. **Transportation Performance Planning:** The MPO has not yet designed their TIP to achieve targets. Previous federal guidance has stated that the TIPs are required to be designed to achieve targets even if the LRTP has not been updated for TPM requirements. **By December 31, 2019, the TIP needs to be designed such that once implemented, it makes progress toward achieving the performance targets, and shall include, to the maximum**

extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets.

Update: The TPA's TIP now incorporates the federal performance measures and targets and a write-up on how the investments in the TIP are linked to the performance targets. On December 12, 2019, the Palm Beach TPA endorsed their TIP with a section discussing progress toward achieving performance targets and describing the anticipated effect of the TIP toward achieving performance targets identified in the LRTP.

- 4. Transit Interoperability:** The MPO and transit providers are commended for efforts associated with a coordinated interoperability of projects. While it appears that significant progress has been made, the federal review team encourages all agencies involved, including the MPOs, continue to coordinate the implementation of this initiative.

Update: The TPA is committed to working with both transit providers and operators to ensure interoperability between transit services for riders and customers regardless of jurisdictional boundaries. The TPA frequently participates in Regional Transportation Technical Advisory Committee and sub-committees related to Transit, as well as related subjects such as Transportation Systems Management and Operations, of which a key tenant is mode shift to transit systems.

The TPA also frequently calls upon its regional MPO partners to ensure that all agencies are decisive in a collaborative manner and the region's needs are met for transit system riders. Participation at the Southeast Florida Transportation Commission is a direct result of this effort.

- 5. Title VI and Related Requirements:** The MPO should review and update as needed for compliance, their RFP and contract documents related to Title VI and Disadvantaged Business Enterprise (DBE).

Update: The TPA includes the DBE policy statement in its contract language for consultants and subconsultants and includes the Title VI nondiscrimination clauses.

TPO includes language in its RFPs stating that vendors are required to follow all current and future DBE requirements as provided by FDOT, including entry of a Bidders Opportunity List. FDOT is updating the system and the TPA staff expects the process to change soon. This process will likely include the requirement to login to the FDOT site to log DBE (or check a box for no DBE).

Appendix G. Acronym List

ADA – Americans with Disabilities Act	NHS – National Highway System
AQ – Air Quality	NTI – National Transit Institute
CAAA – Clean Air Act Amendments of 1990	PEA – Planning Emphasis Area
CFP – Cost Feasible Plan (of the LRTP)	PL – Metropolitan Planning Funds
CFR – Code of Federal Regulations	PPP – Public Participation Plan
CMAQ – Congestion Mitigation and Air Quality	RA – Regional Administrator
CMP – Congestion Management Process	RTIP – Regional Transportation Implementation Plan
DA – Division Administrator	RTP – Regional Transportation Plan
DBE – Disadvantaged Business Enterprises	SAFETEA-LU – Safe, Accountable, Efficient Transportation Equity Act: A Legacy for Users
DHHS – Department of Health and Human Services	RPC – Regional Planning Commission
EJ – Environmental Justice	SFY – State Fiscal Year
ETDM – Efficient Transportation Decision Making	SHA – State Highway Administration
EPA – Environmental Protection Agency	SHSP – Strategic Highway Safety Plan
FAST Act – Fixing America’s Surface Transportation Act	SIP – State Implementation Plan
FDOT – Florida Department of Transportation	SOP – Standard Operating Procedures
FHWA – Federal Highway Administration	SOV – Single Occupancy Vehicle
FTA – Federal Transit Administration	SPR – State Planning and Research
FY – Federal Fiscal Year	STIP – Statewide Transportation Improvement Program
GIS – Geographic Information Systems	STP – Surface Transportation Program
HSIP – Highway Safety Improvement Program	TAM – Transit Asset Management
HPMS Reviews – Highway Performance Monitoring System	TAMP – Transportation Asset Management Plan
ISTEA – Intermodal Surface Transportation Efficiency Act	TAZ – Transportation Analysis Zone
ITS – Intelligent Transportation Systems	TCM – Transportation Control Measure
LEP – Limited English Proficiency	TDM – Transportation Demand Management
LRTP – Long Range Transportation Plan	TEA-21 – Transportation Equity Act for the 21 st Century
M&O – Management and Operations	TIP – Transportation Improvement Program
MAP-21 – Moving Ahead for Progress in the 21 st Century	Title VI – Title VI of the 1964 Civil Rights Act
MOA – Memorandum of Agreement	TMA – Transportation Management Area
MOU – Memorandum of Understanding	TMIP – Travel Model Improvement Program
MPA – Metropolitan Planning Area Boundary	TPA – Transportation Planning Agency
MPO – Metropolitan Planning Organization	TPCB – Transportation Planning Capacity Building Program
MPOAC – Metropolitan Planning Organization Advisory Council	TPM – Transportation Performance Management
NAAQS-National Ambient Air Quality Standards	TPO – Transportation Planning Organization
NEPA – National Environmental Policy Act	UAB – Urban Area Boundary
NHI – National Highway Institute	UPWP – Unified Planning Work Plan
	U.S.C. – United States Code
	UZA – Urbanized Areas
	VMT – Vehicle Miles Traveled