



Space Coast TPO

Calendar Year of Review Period: January 1, 2024, through December 31, 2024.

3/13/2025

Part 1 is to be completed by the Metropolitan Planning Organization

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Purpose

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

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

FDOT Joint Certification

Certification Process

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

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

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

Part 1

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

Part 1 Section 1: MPO Overview

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

Please Check: Yes No

- 1) Standard Interlocal Agreement (525-010-01) – Originally executed 7-15-2014 with a First Amendment to add Central Florida Expressway Authority – approved 10-08-2020. With the Governor's approval of the reapportionment plan, the Interlocal is being updated for approval in February/March 2025.
- 2) MPO Agreement for Planning Funds (525-010-02) – Executed 5/21/2024. Runs concurrent with UPWP cycle. Expires 6/30/2026.
- 3) Intergovernmental Coordination and Review (ICAR) (525-010-03), Executed 6/24/2022. Expires 6/24/2027.
- 4) Public Transportation Grant Agreement (725-000-01) - Executed 6/2/2023. FDOT Intermodal Grant Program funds awarded to conduct Intermodal Passenger Rail Station Feasibility Study - final invoice no. 6 submitted on 1/6/25. Expires 6/30/2025
- 5) State-Funded Grant Agreement (525-010-60) - Executed 2/19/2024. Florida Shared-use Nonmotorized (SUN) Trail Network Program grant funds awarded to conduct North Merritt Island Pioneer Trail Feasibility Study. Expires 10/31/2025.

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

Please Check: Yes No

- The SCTPO coordinates with the Indian River MPO regarding Long-Range planning, travel demand modeling and recently coordinated the planning of the Indian River/Brevard Trail connecting the two counties to the south. On December 6th, 2024 a meeting was held with the Indian River County MPO to discuss formalizing coordination efforts with a written document and determined a Memorandum of Understanding (MOU) was preferred. That document is currently being developed and will be formalized in 2025.
- The SCTPO is also a member of the Central Florida MPO Alliance (CFMPOA). This is a 6 MPO forum that develops regional transportation plans and adopts a regional List of Priority Projects. The SCTPO actively coordinates with the Florida Turnpike Enterprise and the Central Florida Expressway Authority on regional projects that impact our planning area.

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

Please Check: Yes No

The FAST Act and the Infrastructure Investment and Jobs Act's Federal Planning Factors are incorporated throughout the SCTPO's planning activities and projects. The Planning Factors have also been utilized in guiding the development of the Long Range Transportation Plan (LRTP) goals and are considered as part of the TPO's quantitative scoring and ranking of the List of Priority Projects (LOPP). A matrix showing the correlation between the 2045 LRTP and the planning factors can be found on page 12 and 13 at the following link:

<https://www.spacecoasttpo.com/home/showpublisheddocument/2584/638630448091230000>

The SCTPO's UPWP also identifies which Planning Factors are addressed within each of the UPWP's Tasks. A summary and matrix of this correlation is shown on page 13 in the current FY 25-26 UPWP.

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

Please Check: Yes No

The 2045 LRTP is the cornerstone and foundation for selecting projects and program areas the SCTPO will be delivering to build a connected transportation system. As circumstances and needs change, there is a continuing and on-going planning process. All plans and programs follow the "3C" approach to ensure it is a comprehensive in considering all modes, and ensures all stakeholders and citizens are included in planning the transportation system. The various activities that the TPO undertakes are provided in more detail throughout the SCTPO's UPWP.

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

The Space Coast Transportation Planning Organization (TPO) annually evaluates the state of Brevard’s transportation system. The results are summarized in the State of the System (SOS) report which considers usage and performance trends of various transportation modes — highways, transit, seaport, airport and space. Additionally, safety, mobility, and congestion levels are monitored as well as long term trends. Thus, the SOS provides technical guidance to the TPO on where and how state and federal dollars are needed to enhance Brevard’s transportation system.

The final report of the 2023 State of the System (SOS) was published in December 2024. Also, we have developed a SOS interactive dashboard that houses a variety of roadway traffic and safety metrics covered in the SOS report. Though this interactive format, SCTPO staff and stakeholders can quickly access data for individual roadway segments and intersections.

The SOS report and SOS dashboard can be found at the following link:
<https://www.spacecoasttpo.com/what-we-do/performance-measures/state-of-the-system>

6. Has the MPO recently reviewed and/or updated its Public Participation Plan (PPP)? If so, when? For guidance on PPPs, see the Federal Highway Administration (FHWA) checklist in the [Partner Library](#) on the MPO Partner Site.

Please Check: Yes No

The SCTPO adopted its latest Public Participation Plan on December 8, 2022. This document is reviewed and updated every three years. This PPP is provided on the SCTPO’s website. The PPP will be reviewed and updated as needed in fall of 2025.

<https://www.spacecoasttpo.com/home/showpublisheddocument/1507/638073126213470000>

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

Please Check: Yes No

The Draft PPP was made available for public review and comment for 45 days between October 24 – December 8, 2022 and it included a notice of when the document would be considered for adoption which was December 8, 2022. Public notice for the amendment followed the guidelines set forth within the adopted PPP and included multiple methods of public notification.

Part 1 Section 2: Finances and Invoicing

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

Multiple steps are taken to ensure compliance with all federal and state laws. When any item or expenditure is not clearly defined as applicable, pre-approval is requested through the FDOT Liaison. All expenditures are reviewed by the Project Manager, Assistant Director and Executive Director. All invoices are reviewed by the Assistant Director prior to being transmitted to FDOT. Staff utilizes the FDOT Reference Guide for state expenditures to review items for reasonable, necessary and eligibility requirements. SCTPO staff also provides backup documents upon request and coordinates with FDOT for audits. The SCTPO also conducts an independent audit annually of its financial records.

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

Monthly

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

Please Check: Yes No

The SCTPO is independent but utilizes Brevard County services for certain administrative functions via an Interlocal Agreement. The SCTPO conducts an annual independent audit of its financial records and submits the report to the Federal Clearinghouse and to FDOT as required.

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

The SCTPO utilizes, through an interlocal agreement, the Brevard County Board of County Commissioner's financial management system, (SAP). This system provides the budgeting of grants, generation of reports and storage of all records. Written procedures for Budget and Finance are documented in SCTPO policy PLC-3.

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

All supporting documents related to charges are available to FDOT with each invoice. The SCTPO keeps and maintains all records for a minimum of five years after final payment is made and all backup documentation for each invoice is scanned for easy retrieval.

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

All documents, agreements and scope of works are reviewed by FDOT prior to SCTPO authorizing any work. Retention of supporting documents for all services and activities are kept by the SCTPO for a minimum of 5 years and all consultants are required to do the same for the SCTPO work products in case additional information is requested by FDOT.

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

Language is included in all SCTPO contracts and agreements regarding use of Federal Funds.

8. Indirect Cost Rates:

- a. If the MPO uses an indirect cost rate, do they use a federally approved indirect cost rate, state approved indirect cost rate, or the de minimis rate? The de minimis rate recently changed from 10% to 15% of modified total direct costs, which may be used indefinitely by the MPO ([2 C.F.R. 200.414\(f\)](#)). Either de minimis rate is allowable (10% or 15%). Please check one of the indirect cost rate options below:

MPO has a Federally Approved Indirect Cost Rate

MPO has a State Approved Indirect Cost Rate

MPO uses the De Minimis Rate (either the 10% or 15% indirect cost rate)

N/A (The MPO does not use an Indirect Cost Rate)

In general, only those MPOs that are hosted by agencies that receive direct Federal funding in some form (not necessarily transportation) will have available a Federally approved indirect cost rate. If the MPO has a staffing services agreement or the host agency requires the MPO to pay a monthly fee, the MPO may be reimbursed for indirect costs.

- b. If the MPO has an existing federal or state approved indirect cost rate, did the MPO submit a Cost Allocation Plan?

N/A

- c. If the MPO does not use an indirect cost rate, does it charge all eligible costs as direct costs?

Please Check: Yes No

Part 1 Section 3: Title VI and ADA

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

Please Check: Yes No

The assurance is signed annually and provided to FDOT. Mrs. Abby Hemenway, Public Information and Outreach Manager is the contact person for the SCTPO for all Title VI and ADA questions and concerns. The SCTPO's Policy PLC-5, Title VI and Related Non-discrimination include contact information and is posted on the TPO website for access and viewing.

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

Please Check: Yes No

Upon final execution of contracts, all vendors are required to sign and agree to the Title VI/Non-Discrimination Assurances, including Appendices A and E. This assurance form is also annually executed by the SCTPO and included in the UPWP. All required forms are included by reference in RFPs.

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

Please Check: Yes No

Policy PLC-5, Title VI and Related Nondiscrimination includes Section 3.0, Complaint Resolution. This information has also been included in the adopted PPP.

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

Please Check: Yes No

TPO staff participated in the FDOT Title VI Contracts Training in January 2022.

Although Mrs. Abby Hemenway, the SCTPO Public Involvement Officer participated in numerous Title VI and equity focused trainings/webinars over the past years, we have not seen a recent opportunity for a refresher. We are actively monitoring opportunities for updated FHWA or state Title VI training.

In past years, these events have included the following: 2020 FHWA ADA Webinar: Role of MPOs in Transition Plan Implementation; Florida Public Relations Association: Digital Accessibility on Social Media; Public Input-Census 2020: Opportunities for Equity in Planning; Diversity, Equity & Inclusion as Corporate Social Responsibility: How PR Can Lead Positive Change; PR in a Time of Heightened Awareness on Racial Equality.

Mrs. Hemenway and Laura Carter attended Title VI training and document review on May 15, 2018. Compliance with ADA 508 classes offered by Brevard County have also been taken by several TPO staff members in 2019.

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

Please Check: Yes No

The SCTPO collects general statistical data such as sex, color and disability information on a voluntary basis at SCTPO public meetings. This information is used to determine who the SCTPO is reaching and how effective its public outreach methods are working. Specific demographics are gathered for corridor specific studies and are posted on project websites. One example can be found in the most recent update of the SCTPO's Vision Zero Action Plan, February 2024. On page 30 and 31 of the Action Plan are Fatal and Severe Crashes specifically for transportation disadvantaged and equity areas.

<https://www.spacecoasttpo.com/home/showpublisheddocument/2594/638632985043270000>

In the development of the 2045 LRTP, a concerted effort was made to engage underrepresented populations. This included stationing hard copies of the Draft Plan Document at 17 local libraries across the county and sharing the document with the Transportation Disadvantaged Local Coordinating Board and other disadvantaged community groups.

The Transportation Resiliency Master Plan has specifically reached out to incorporate the concerns and needs of traditionally underserved areas. Beginning on page 135 of the TPO's adopted Bicycle & Pedestrian Master Plan, an analysis of Impoverished Area Evaluation of Equity section is included documenting efforts to ensure the plan is equitable.

FDOT Joint Certification

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

Please Check: Yes No

The SCTPO has never received any ADA noncompliance complaints.

Part 1 Section 4: MPO Procurement and Contract Review and Disadvantaged Business Enterprises

1. Is the MPO using a qualifications based selection process that is consistent with [2 C.F.R. 200.320 \(a-c\)](#), [Appendix II to Part 200 - Contract Provision](#), and [23 C.F.R. 172](#), and Florida statute as applicable?

Please Check: Yes No

All RFP's and solicitation of goods and services follow 2 CFR 200. The SCTPO's Policy PLC-3, Budget and Finance also incorporates following 2 CRF 200 for all purchases and procurements. Legal review is also conducted on all formal RFP packages to ensure proper methods are followed along with reviewing all contracts prior to execution. For example, in 2021 the SCTPO solicited for new Auditing Services and selected firm based on the requirements provided in both Federal Regulations (2CFR 200, Part F-Audit Requirements) and Florida Statutes (FS 218-391).

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

Note: this documentation is required by [2 C.F.R. 200.325](#) to be available upon request by the Federal awarding agency, or pass-through entity when deemed necessary.

Please Check: Yes No

The SCTPO keeps all records, including the solicitation process, for at least five years from the date of last payment received under such agreements.

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

Please Check: Yes No

The SCTPO has an interlocal agreement with Brevard County Board of County Commissioners for services such as Human Resources, finance budget, IT, facilities, etc.

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

Please Check: Yes No

All SCTPO Project Managers are required to review and approve all invoices submitted from consultants to ensure that the contract terms and deliverables are correct. The Executive Director and/or Assistant Director also review each month's invoices and progress reports. The SCTPO also conducts evaluations on each consultant upon the completion and closeout of contracts and work orders.

5. Does the MPO's contracts include all required federal and state language from the FDOT/MPO Agreement?

Please Check: Yes No

Language is included in all SCTPO contracts and agreements regarding use of Federal Funds and adherence to all federal and state requirements as referenced in the MPO Agreement.

6. Does the MPO follow the FDOT-approved Disadvantaged Business Enterprise (DBE) plan?

Please Check: Yes No

SCTPO Policy 5, Title VI and Related Nondiscrimination, Section 5.0, DBE adopts the FDOT DBE plan.

7. Is the MPO tracking all commitments and payments for DBE compliance?

Please Check: Yes No

A monthly report for DBE payments and commitments is included with monthly invoice to FDOT.

8. The MPO must be prepared to use the Grant Application Process (GAP) for DBE compliance with the EOC System. Has the MPO staff been trained on the GAP system? If yes, please provide the date of training. If no, please provide the date by when training will be complete.

Please Check: Yes No

Ms. Sarah Kraum and Ms. Laura Carter have both taken the on-line training for the GAP program. Ms. Kraum completed training in June 2021 and Ms. Carter completed the training in December, 2021. New GAP training was provided on February 8, 2024 and staff members participated.

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

Please Check: Yes No

The DBE policy statement is included in the TPOs contract language.

10. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled?

Please Check: Yes No N/A

11. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free of points or award preferences for using DBEs, MBEs, WBEs, SBEs, VBEs or any other business program not approved for use by FHWA or FDOT?

Please Check: Yes No N/A

12. Please identify all locally required preference programs applied to contract awards by local ordinance or rule that will need to be removed from Federal-Aid solicitations and contract.

- a) Minority business
- b) Local business
- c) Disadvantaged business
- d) Small business
- e) Location (physical location in proximity to the jurisdiction)
- f) Materials purchasing (physical location or supplier)
- g) Locally adopted wage rates
- h) Other:

13. Do the MPO's contracts only permit the use of the approved FDOT race-neutral program?

Please Check: Yes **No** **N/A**

14. Do the MPO's contracts specify the race neutral or 'aspirational' goal of 10.54%?

Please Check: Yes **No** **N/A**

15. Are the MPO contracts free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

Please Check: Yes **No** **N/A**

16. Do the MPO's contracts contain required civil rights clauses, including:

- a. Nondiscrimination in contracting statement (49 CFR 26.13)
- b. Title VI nondiscrimination clauses Appendices A and E (DBE Nondiscrimination Assurance & 49 CFR 21)
- c. FDOT DBE specifications

Please Check: Yes **No** **N/A**

Part 1 Section 5: Noteworthy Practices & Achievements

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

The following are a some of the noteworthy practices and achievements that were conducted in 2024 include:

1) Intermodal Passenger Rail Feasibility Study: The SCTPO received a FDOT Intermodal Development Grant in 2023. The study was initiated in June 2023 and finalized in October 2024. The Cocoa Multimodal Station that was studied is located north of Cocoa near SR 501 (Clearlake Road), SR 528 and US 1, identified as the locally preferred location in the 2016 SCTPO Passenger Rail Station Location Study. The purpose of the study was to identify and analyze intermodal connections to major regional destinations, including potential ridership and infrastructure improvements to support the station. Various stakeholder meetings are continuing to be held to assist in the development of the conceptual/implementation plan. The final report can be found at: <https://www.spacecoasttpo.com/what-we-do/planning/intermodal-planning>

2) Emerson Drive Safe Streets and Roads for All Grant (SS4A) Award (Sept 2024): The SCTPO funded and administered a safety analysis along with the accompanying grant development for the City of Palm Bay's Emerson Drive SS4A grant. This corridor was identified on the SCTPO's High Injury Network and School Routes Analysis. The corridor, which serves two local schools and has a high level of foot traffic, will be safer for students, pedestrians, and bicyclists thanks to the improvements identified in this grant. The City of Palm Bay was the applicant and awarded \$2.4 million by the USDOT. <https://www.palmbayflorida.org/Home/Components/News/News/12504/17?npage=5>

3) TPO Receives Railroad Crossing Elimination Grant \$4.9 million award: SCTPO prepared and submitted a Railroad Crossing Elimination Grant to USDOT in late September 2024, to add supplemental safety measures to 7 at-grade rail crossings along the FEC railway within Brevard County. This effort involved coordination with Brightline, FECR and other stakeholders. Brightline will support the final design and construction. Brightline has made significant investments in safety infrastructure along the corridor. The investment to be made with the proceeds of this grant will supplement all the current safety initiatives and create an even more meaningful impact by adding enhancements that specifically address trespassers. Quad-gates and medians will be included in the improvements.

<https://railroads.dot.gov/about-fra/communications/newsroom/press-releases/investing-america-biden-harris-administration-6>

4) Ellis Road INFRA Grant: The SCTPO funded and administered the development of an INFRA grant for the TPO's number one SIS facility, the Ellis Road Widening: Linking Aerospace, National Defense, and Community. The grant was submitted on May 6, 2024. Although the grant was not awarded, this effort involved close coordination with FDOT, Brevard County, the Cities of Melbourne, West Melbourne and the Melbourne Orlando International Airport. Ultimately through partnership, FDOT applied for a SIB loan to fully fund the project in FY 2026.

5) CRISI Grant - Cocoa Multimodal Station & Rail project: The City of Cocoa submitted a CRISI grant on May 28th for final design and construction of a new in-line station and four miles of double tracking. The SCTPO is the co-applicant and Brightline will be the subrecipient of the grant. Funding partners include the City of Cocoa, Brevard County, SCTPO, a federal community project, and Brightline.

6) Advance 2050 LRTP & Advance 2035 TDP - Although the development of our Long Range Transportation plan is a required work product, the SCTPO took the lead on development of Space Coast Area Transit's 2035 Transit Development Plan (TDP). This is a 10-year plan and is being developed concurrently with the LRTP to better align the two documents and to create a more comprehensive transportation system for Brevard County. This is also a best practice from the Federal Highway Administration. The TDP will be presented to the Board of County Commission in February 2025.

7) Mobility on Demand (MOD) Study - A MOD study is underway by the Space Coast Transportation Planning Organization (SCTPO) and Space Coast Area Transit. The study will evaluate the potential opportunities of public-private partnerships for MOD planning, first/last mile solutions, mobile applications to integrate public and private transportation services on one app, and impacts/opportunities to service people with disabilities. Through the MOD study, existing conditions will be reviewed, MOD areas identified, alternatives provided, and potential funding sources identified. Currently meetings with municipal stakeholders regarding potential MOD zones are taking place.

8) South Brevard Trails Master Plan - The SCTPO kicked off the the Southern Brevard Trails Master Plan that will build off the existing Showcase Trail Network and adopted Bicycle & Pedestrian Master Plan. This will develop a trail network, prioritizing, and moving a trail forward for a feasibility study(s). The development of the Master Plan will include coordination with key stakeholders and provide both in-person and virtual public engagement activities.

9) In March 2024, the SCTPO was approached by Florida Today about the possibility of working on a transportation safety series - Their collaboration with Abby Hemenway, our Public Engagement and Outreach Manager resulted in the news outlet publishing 15 articles that covered a wide range of traffic safety and transportation topics. This informative series reached countless residents and promoted the importance of safety measures, including our goal of zero fatalities and serious injuries on our roadways. Check out the articles:

Florida Today Transportation Safety Series

- 5/26/24 – FL Today – “Transportation safety? The body count in Brevard keeps going up | John Torres”
- 5/26/24 – FL Today – “What are Brevard's most crash-prone roads and intersections?”
- 5/24/24 – FL Today – “Brevard's Space Coast Area Transit buses aim to provide commuters alternative to driving”
- 5/24/24 – FL Today – “Roadwork alert: These are the top priorities for improving Brevard's highways, major roads
- 5/23/24 – FL Today – “Rules for driving golf carts continue to evolve in Florida”

- 5/23/24 – FL Today – “Roundabouts, traffic circles, diverging diamonds: How to navigate tricky traffic patterns”
- 5/22/24 – FL Today – “What are the busiest roads in Brevard County? Here are the corridors to avoid”
- 5/21/24 – FL Today – “Viera roundabout crashes on the rise. But data shows it's safer than you might think”
- 5/19/24 – FL Today – “Roads in Brevard have many safety concerns, from bicycles and golf carts to Brightline”
- 5/19/24 – FL Today – “Dozens of pedestrians have died at Brevard's dangerous intersections. How can they be safer?”
- 5/19/24 – FL Today – “Safeguarding our streets: We must prioritize lives on Brevard roadways | Opinion” – Georganna Gillette’s Guest Opinion Editorial
- 5/19/24 – FL Today – “Driving in Brevard has gotten dangerous. Here's what we can do about it | John Torres”
- 5/16/24 – FL Today – “Is it legal to walk here? What drivers should know about pedestrian crosswalks in Brevard”
- 5/9/24 – FL Today – “Ellis Road widening project in Melbourne faces \$40 million shortfall. What's its status?”
- 5/6/24 – FL Today – “Brevard ranks among the most dangerous counties for cyclists. Here's how you can stay safe”

10) Florida Department of Transportation (FDOT) District Five Award - The SCTPO received the FDOT District Five Outreach award at their Safety Summit. Safety is an essential part of developing a resilient and community-centered transportation system

11) Government Team of the Year - Our Public Involvement Team proudly received the inaugural 2024 Florida Public Relations Association (FPRA) Silver Pinnacle Award for Government Team of the Year. This award recognizes their dedication in keeping the Space Coast community engaged, informed, and involved in shaping the transportation system of tomorrow

Part 1 Section 6: MPO Comments

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

SCTPO staff are very appreciative of the professionalism and assistance of our DOT Liaison, Chuck Koppennolle. He has done a great job and we appreciate his dedication and partnership. We also appreciate all of the assistance from our District Five leadership.

As we move into 2025, I think it would be beneficial to reinstitute meetings between MPOs, liaisons, and district leadership. Although, we feel that DOT staff is always accessible, I believe quarterly meetings would be advantageous to everyone. If there are questions or concerns that the District leadership have with MPOs, this would be very helpful for clarification. The meetings could include MPO staff or just MPO directors as they have in years past.

Ultimately, it keeps the lines of communication open.



Space Coast TPO

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3/13/2025

Part 2 is to be completed by the FDOT District

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Purpose

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

The Certification Package and statement must be submitted to the Central Office, Office of Policy Planning (OPP), by June 1.

Certification Process

Please read and answer each question within this document.

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

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

Note: This certification has been designed as an entirely electronic document and includes interactive form fields. Part 2 Section 10: Attachments allows you to embed any attachments to the certification, including the [MPO Joint Certification Statement](#) document that must accompany the completed certification report. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and attach it to the completed certification in Part 2 Section 10: Attachments.

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

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

Risk Assessment Process

Part 2 Section 1: Risk Assessment evaluates the requirements described in [2 CFR §200.332 \(b\)-\(e\)](#), also expressed below. It is important to note that FDOT is the recipient of federal funds and the MPOs are the subrecipient, meaning that FDOT, as the recipient of Federal-aid funds for the State, is responsible for ensuring that Federal-aid funds are expended in accordance with applicable laws and regulations.

- (b) Evaluate each subrecipient's risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the subaward for purposes of determining the appropriate subrecipient monitoring described in paragraphs (d) and (e) of this section, which may include consideration of such factors as:*
- (1) The subrecipient's prior experience with the same or similar subawards;*
 - (2) The results of previous audits, including whether the subrecipient receives a Single Audit in accordance with Subpart F—Audit Requirements of this part, and the extent to which the same or similar subaward has been audited as a major program;*
 - (3) Whether the subrecipient has new personnel or new or substantially changed systems; and*
 - (4) The extent and results of Federal awarding agency monitoring (e.g., if the subrecipient also receives Federal awards directly from a Federal awarding agency).*
- (c) Consider imposing specific subaward conditions upon a subrecipient if appropriate, as described in §200.208.*
- (d) Monitor the subrecipient's activities as necessary to ensure that the subaward is used for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the subaward, and that subaward performance goals are achieved. Pass-through entity monitoring of the subrecipient must include:*

*FDOT Joint Certification
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- (1) Reviewing financial and performance reports required by the pass-through entity.*
 - (2) Following up and ensuring that the subrecipient takes timely and appropriate action on all deficiencies about the Federal award provided to the subrecipient from the pass-through entity detected through audits, on-site reviews, and written confirmation from the subrecipient, highlighting the status of actions planned or taken to address Single Audit findings related to the particular subaward.*
 - (3) Issuing a management decision for audit findings pertaining to the Federal award provided to the subrecipient from the pass-through entity as required by [§200.521](#).*
 - (4) The pass-through entity is responsible for resolving audit findings specifically related to the subaward and not responsible for resolving crosscutting findings. If a subrecipient has a current Single Audit report posted in the Federal Audit Clearinghouse and has not otherwise been excluded from receipt of Federal funding (e.g., has been debarred or suspended), the pass-through entity may rely on the subrecipient's cognizant audit agency or cognizant oversight agency to perform audit follow-up and make management decisions related to cross-cutting findings in accordance with section [§200.513\(a\)\(3\)\(vii\)](#). Such reliance does not eliminate the responsibility of the pass-through entity to issue subawards that conform to agency and award-specific requirements, to manage risk through ongoing subaward monitoring, and to monitor the status of the findings that are specifically related to the subaward.*
- (e) Depending upon the pass-through entity's assessment of the risk posed by the subrecipient (as described in paragraph (b) of this section), the following monitoring tools may be helpful for the pass-through entity to ensure proper accountability and compliance with program requirements and achievement of performance goals:*
- (1) Providing subrecipients with training and technical assistance on program-related matters; and*

- (2) *Performing on-site reviews of the subrecipient’s program operations;*
- (3) *Arranging for agreed-upon-procedures engagements as described in [§200.425](#).*

If an MPO receives a Management Decision due to the Single Audit, it may be assigned a high-risk level.

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

The questions in Part 2 Section 1: Risk Assessment are quantified and scored to assign a level of risk for each MPO, which will be updated annually during the joint certification process. The results of the Risk Assessment determine the minimum frequency by which District MPO Liaisons review the MPO’s supporting documentation for their invoices for the upcoming year. The [Risk Assessment Scoring Sheet](#) is available in the [Liaison Resources Library](#). This spreadsheet must be used to calculate the Risk Assessment Score. The frequency of review is based on the level of risk in **Table 1**.

Table 1. Risk Assessment Scoring

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

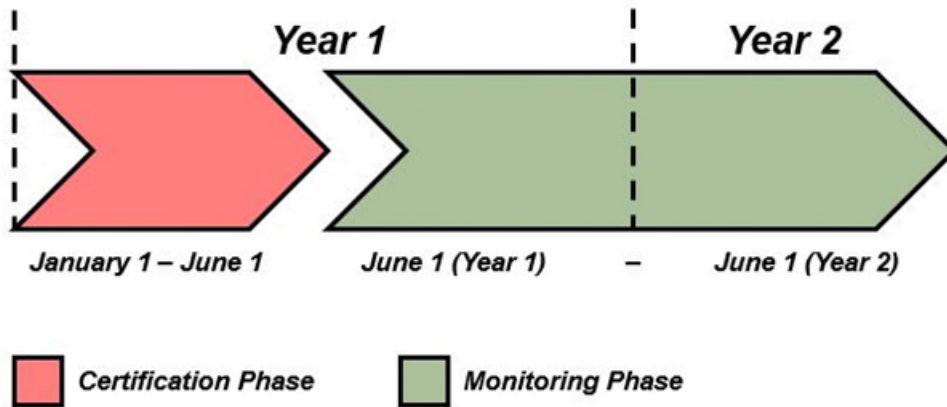
The Risk Assessment part of this joint certification has two main components, the Certification phase and the Monitoring phase, and involves regular reviewing, checking, and surveillance.

1. Certification phase: the first step is to complete this Risk Assessment during the joint certification review, which runs from January 1 to June 1 (*The red arrow in **Figure 1***). During these 5 months, a Risk Assessment assesses the previous calendar year (January 1 through December 31).
2. Monitoring phase: After the joint certification review has been completed, the Risk Assessment enters the Monitoring phase, where the MPO is monitored for 12 months

starting on June 1 (*The green arrow, Year 1 in **Figure 1***) and ending on June 1 of the following year (*The green arrow, Year 2 in **Figure 1***).

This process takes 17 months in total. On January 1 of each year, the new Certification phase begins, which overlaps with the previous year's Monitoring phase. **Figure 1** shows the timeline of the Risk Assessment phases.

Figure 1. Risk Assessment: Certification and Monitoring Phases



FDOT Joint Certification
Part 2 – FDOT District

Part 2

The District MPO Liaison must complete part 2 of the Joint Certification.

Part 2 Section 1: Risk Assessment

MPO Invoice Submittal

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

Table 2. MPO Invoice Submittal Summary

Invoice #	Invoice Period	Date the Invoice was Forwarded to FDOT for Payment	Was the Invoice Submitted More than 90 days After the End of the Invoice Period? (Yes or No)
G2799-16	9/1/2023 – 10/31/2023	1/8/2024	No
G2799-17	10/1/2023 – 11/30/2023	1/23/2024	No
G2799-18	10/1/2023 – 12/31/2023	2/12/2024	No
G2799-19	10/1/2023 – 1/31/2024	3/4/2024	No
G2799-20	10/1/2023 – 2/29/2024	3/21/2024	No
G2799-21	12/1/2023 – 3/31/2024	5/21/2024	No
G2799-22	10/1/2023 – 4/30/2024	6/4/2024	No
G2799-23	1/1/2024 – 5/31/2024	7/11/2024	No
G2799-24	1/1/2024 – 6/30/2024	8/30/2024	No
G2W03-01	7/1/2024 – 7/31/2024	9/13/2024	No
G2W03-02	7/1/2024 – 8/31/2024	9/25/2024	No
G2W03-03	7/1/2024 – 9/30/2024	12/2/2024	No
G2W03-04	10/1/2024 – 10/31/2024	12/10/2024	No

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MPO Invoice Submittal Total			
Total Number of Invoices that were Submitted on Time		13	
Total Number of Invoices Submitted		13	

MPO Invoice Review Checklist

List all MPO Invoice Review Checklists that were completed during the certification period in **Table 3** and attach the checklists to this risk assessment. Provide the total number of questions marked with a red asterisk (*) marked “Yes” on each MPO Invoice Review Checklist. “Yes” indicates that the question was addressed satisfactorily and is not a Materially Significant Finding. Examples of Materially Significant Findings include:

- Submitting unallowable, unreasonable, or unnecessary expenses or corrections that affect the total amounts for paying out.
- Exceeding allocation or task budget.
- Submitting an invoice that is not reflected in the UPWP.
- Submitting an invoice that is out of the project scope.
- Submitting an invoice that is outside of the agreement period.
- Documenting budget status incorrectly.
- Not using a federally approved indirect cost rate.
- Not providing an overhead cost rate when claiming overhead costs.

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

- Typos.
- Incorrect UPWP revision number.
- Incorrect invoice number.

Table 3. MPO Invoice Review Checklist Summary

MPO Invoice Review Checklist	Number of “Yes” Responses on * Questions
G2799-16	7
G2799-17	7
G2799-18	7
G2799-19	7
G2799-20	7
G2799-21	7
G2799-22	7
G2799-23	7
G2799-24	7
G2W03-01	7
G2W03-02	7
G2W03-03	7
G2W03-04	7
MPO Invoice Review Checklist Total	
Total Number of “Yes” Responses on * Questions	91

**Note: There are 7 * questions per MPO Invoice Review Checklist for MPOs that do not have Indirect Costs. There are 12 * questions per MPO Invoice Review Checklist for MPOs with Indirect Costs.*

MPO Supporting Documentation Review Checklist

List all MPO Supporting Documentation Review Checklists that were completed in the certification period in **Table 4** and attach the checklists and supporting documentation to this risk assessment. Provide the total number of questions marked with a red asterisk (*) marked “Yes” on each MPO Supporting Documentation Review Checklist. This indicates that the question was addressed satisfactorily and is not a Materially Significant Finding. Examples of Materially Significant Findings include:

- Submitting an invoice with charges not on the Itemized Expenditure Detail Report.
- Submitting an invoice with an expense that is not allowable.
- Not using a federally approved indirect rate
- Failing to submit supporting documentation, such as documentation that shows the invoice was paid.

Submitting travel charges that do not comply with the MPO’s travel policy.

Table 4. MPO Supporting Documentation Review Checklist Summary

MPO Supporting Documentation Review Checklist	Number of “Yes” Responses on * Questions
G2799-23	23
MPO Supporting Documentation Review Checklist Total	
Total Number of “Yes” Responses on * Questions	23

**Note: There are 23 * questions per MPO Supporting Documentation Review Checklist for MPOs that do not have Indirect Costs. There are 25 * questions per MPO Supporting Documentation Review Checklist for MPOs with Indirect Costs.*

Technical Memorandum 19-04: Incurred Cost and Invoicing Practices

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

Please Check: Yes No N/A

Risk Assessment Score

Please use the [Risk Assessment Scoring Sheet](#) to calculate the MPO’s risk score. Use **Table 5** as a guide for selecting the MPO’s risk level. As previously mentioned, the Risk Assessment Scoring Sheet is available in the [Liaison Resources Library](#). This spreadsheet must be used to calculate the Risk Assessment Score, which determines the MPO’s level of risk. A screenshot of this spreadsheet is provided in **Figure 2**. The values input into the spreadsheet must match those in this Risk Assessment.

Table 5. Risk Assessment Scoring

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

Risk Assessment Score: 100%

Level of Risk: Low

**Florida Department of Transportation Metropolitan Planning Program
Annual Joint Certification
Risk Assessment Calculation Sheet**



The Risk Assessment evaluates the requirements described in 2 CFR §200.331 (b)-(e). As the recipient of Federal-aid funds for the State, FDOT is responsible for ensuring that Federal-aid funds are expended in accordance with applicable laws and regulations. This worksheet accompanies the Risk Assessment and calculates the MPO's risk score. The risk score determines the minimum frequency by which the MPO's supporting documentation for their invoices is reviewed by the District MPO Liaisons for the upcoming year. **Use the directions below to complete this worksheet and calculate the MPO's risk score. Enter information into GREEN cells only. Print and attach this worksheet to the Risk Assessment.**

Table 1. Risk Assessment Score							
Question Category	Question	Example Response	Directions	Number Correct	Subtotal	Weight Percentage	Total Score
MPO Invoice Submittal	Was invoice submitted within 90 days from the end of the invoice period?	All invoices were submitted within 90 days from the end of the invoice period.	Number Correct Column: Enter the number of invoices that were submitted on time. Subtotal Column: Enter the total number of invoices that were submitted.	13	13	30%	30%
MPO Invoice Review Checklist	How many materially significant findings questions are correct?	There were 21 opportunities for materially significant findings, 18 of the materially significant finding questions were answered correctly.	Number Correct Column: Enter the number of correct materially significant questions. Subtotal Column: Enter the total number of materially significant questions.	91	91	30%	30%
MPO Supporting Documentation Review Checklist	How many materially significant findings questions are correct?	There were 75 opportunities for materially significant findings, 72 of the materially significant finding questions were answered correctly.	Number Correct Column: Enter the number of correct materially significant questions. Subtotal Column: Enter the total number of materially significant questions.	23	23	35%	35%
Technical Memorandum 19-04: Incurred Cost and Invoicing Practices	Were incurred costs billed appropriately at the end of the contract period?	The MPO billed incurred costs appropriately at the end of the invoice period.	Number Correct Column: Enter a 1 if incurred costs were billed appropriately at the end of the contract period, or if this question is not applicable. Enter a 0 if incurred costs were not billed appropriately at the end of the contract period.	1	1	5%	5%
Risk Assessment Score							100%

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

Did the MPO adopt a new LRTP in the year this certification addresses?

Please Check: Yes **No**

If yes, please ensure any correspondence or comments related to the draft and final LRTP and the LRTP checklist used by the Central Office and the District are in the [Grant Application Process \(GAP\) System](#) or attach it to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the [GAP System](#) below.

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

Click or tap here to enter text.

Part 2 Section 3: Transportation Improvement Program (TIP)

Did the MPO update their TIP for the year this certification is addressed?

Please Check: Yes No

If yes, please ensure any correspondence or comments related to the draft and final TIP and the TIP checklist used by the Central Office and the District are in the [GAP System](#) or attach them to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the [GAP System](#) below.

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

Draft TIP Space Coast TPO FY25 FY29 – 6/7/2024

Draft TIP Review Checklist Space Coast Final – 6/11/2024

Adopted TIP Space Coast TPO FY25 FY29 – 7/16/2024

TIP Checklist SCTPO 25 FY 29 – 7/16/2024

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

Did the MPO adopt a new UPWP in the year this certification addresses?

Please Check: Yes No

If yes, please ensure any correspondence or comments related to the draft and final UPWP and the UPWP checklist used by the Central Office and the District are in the [GAP System](#) or attach it to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the [GAP System](#) below.

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

SCTPO Draft FY 25 26 UPWP – 3/15/2024
SCTPO UPWP Review Checklist 02082024 – 4/3/2024
SCTPO Adopted FY 25 26 UPWP – 5/28/2024
SCTPO FY 25-26 Final UPWP Review Checklist – 5/28/2024

Part 2 Section 5: Clean Air Act

The requirements of [Sections 174 \(Planning Procedures\)](#) and [176 \(c\) and \(d\) \(Limitations on Certain Federal Assistance\)](#) of the Clean Air Act as codified in [42 USC 7504](#) and [42 USC 7506](#) can be found [here](#).

The Clean Air Act requirements affecting transportation only apply to areas designated for nonattainment and maintenance of the National Ambient Air Quality Standards (NAAQS). Florida is currently in attainment for all NAAQS. No certification questions are required at this time. If the Environmental Protection Agency issues a revised NAAQS, this section may need revision.

Title(s) of Attachment(s)

N/A

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

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

Please Check: Yes No N/A

Part 2 Section 7: MPO Procurement and Contract Review

To evaluate existing DBE reporting requirements, choose one professional services procurement package and contract between the MPO and a third party to answer the following questions. If the answer is no, the MPO is not penalized. FDOT uses this information to determine technical support and training for the MPOs. Any new procurements after July 1, 2024, must be compliant with the existing DBE reporting requirements.

1. Are the procurement package (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contract free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled?

Please Check: Yes **No** **N/A**

2. Are the procurement package (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates, and related documents) and contract free of points or award preferences for using DBEs, MBEs, WBEs, SBEs, VBEs, or any other business program not approved for use by FHWA or FDOT?

Please Check: Yes **No** **N/A**

3. Does the contract only permit using the approved FDOT race-neutral program?

Please Check: Yes **No** **N/A**

4. Does the contract specify the race-neutral or 'aspirational' goal of 10.54%?

Please Check: Yes **No** **N/A**

5. Is the contract free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

Please Check: Yes **No** **N/A**

6. Does the contract contain required civil rights clauses, including:
 - a. Nondiscrimination in a contracting statement ([49 CFR 26.13](#))
 - b. Title VI nondiscrimination clauses Appendices A and E ([DBE Nondiscrimination Assurance](#) & [49 CFR 21](#))
 - c. FDOT DBE specifications

Please Check: Yes No N/A

Part 2 Section 8: District Questions

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

1. How has your MPO collaborated with FDOT and other stakeholders over the past year to address the FTP goals of maintaining infrastructure and expanding transportation choices? Could you share examples of successful initiatives or areas where further collaboration could enhance outcomes?

The SCTPO takes an active role in all resurfacing/maintenance projects that FDOT has undertaken, from scoping to design and construction. Our staff is well-prepared to identify what may be needed from our Bicycle & Pedestrian Master Plan, Transportation Resiliency Master Plan, Vision Zero Action Plan, and ADA Bus Stop Assessment. We have also encouraged and hosted our local governments during the scoping phase to ensure that DOT has all the information regarding maintenance from a local perspective.

There have been multiple times in the past year that the SCTPO has coordinated and utilized its federal allocation to enhance safety for bicycles and pedestrians through design and construction on state roads through a resurfacing project in the DOT's Work Program. One recent example is the SR 520 resurfacing from Aurora Road to Hubert Humphrey Causeway (442885-1), in which the SCTPO supported the development of complete streets elements and safety improvements through a funding partnership. We maintain good relationships with the DOT project managers and our local partners to ensure we receive the best project for the community within the scheduling parameters and cost feasibility.

We understand that Florida is a road-based society, but providing transportation choices and truly being multimodal is the TPO's vision. We strive to educate our citizens and elected officials about this goal. As we like to call ourselves quinti-modal (air, space, rail, sea, and roadway (to include sidewalks/trails)), we have been working to establish passenger rail in Brevard County for over a decade. We recently completed the feasibility study for the Cocoa Multimodal Station (Brightline) through a FDOT Intermodal Development Grant. Last year, Brightline announced their intention to collaborate with locals to build a Cocoa station.

As Florida and Brevard County continue to grow and act as a significant tourism center, the introduction and expansion of intercity passenger rail service in the Space Coast will serve a variety of potential users and encourage economic growth.

Intercity passenger rail has been supported and planned by the State of Florida for several decades. In 2023, the Florida Department of Transportation (FDOT) updated the Florida Rail System Plan, which guides the state's rail freight and passenger transportation planning activities, including future Amtrak and Brightline intercity passenger improvements. The Federal Railroad Administration (FRA) selected the Miami-Orlando-Tampa and the Jacksonville-Orlando-Miami corridors in December 2023 to be a part of the Corridor Identification and Development Program.

As the FDOT and SCTPO work together as partners to support intercity passenger rail, we would be most grateful if the Department could provide letters of support for our USDOT/FRA grants. You can find the Final Report and all of the planning work that has been accomplished over the past decade at the following link:

<https://www.spacecoasttpo.com/what-we-do/planning/intermodal-planning/intermodal-station-feasibility-study>

Finally, over the past year, we've worked extensively with our stakeholders including our modal agencies (Port Canaveral, Space Florida, NASA, US Space Force, Melbourne Orlando International Airport, and Space Coast Area Transit) in the development of our 2050 LRTP and our first 2035 Transit Development Plan. The FTP's objectives and goals are directly aligned with the current and upcoming Long Range Plan.

2. What best practices has your MPO developed that align with the FTP's vision elements, particularly regarding safety and minimizing environmental impacts? How could these practices be shared or adapted across other regions to benefit the broader transportation network?

The SCTPO has made safety a priority and has developed a Vision Zero program with vigor, while also updating our VZ Action Plan last year to include an updated High Injury Network. We have established a VZ Leadership Team, consisting of community partners, municipal representatives, law enforcement, and FDOT, that meets quarterly and has worked diligently to change the safety culture in Brevard County. The updated High Injury Network can be easily explored and accessed via the SCTPO State of the System Dashboard: <https://tinyurl.com/2023SOSDashboard>.

Through the VZ Action Plan update, the SCTPO assisted the City of Palm Bay in securing a Safe Streets for All implementation grant to improve the safety and mobility along Emerson Drive. The project will vastly improve the safety and quality of life for the residents, students, and others that travel the corridor.

We have a robust education program with a dedicated Community Engagement Coordinator whose main job is forward facing and boots on the ground in the community to educate children and citizens on safety countermeasures and distribution of helmets and safety materials. FDOT District Five has been a tremendous supporter

of crosswalk pop-up events and mobility week events. We also have a dynamic Public Information and Outreach Manager who has developed relationships across the board and created a public relations network to share information as needed. She promotes the event and was responsible for a Florida Today Transportation Safety Series that resulted in 15 articles in the month of May 2025. The FDOT District Five Outreach Award was awarded to the TPO.

In January, the SCTPO was awarded a Railroad Crossing Elimination Grant for \$4.9 million to enhance 7 at-grade railroad crossings with 15 exit gates and two medians. Last year, the SCTPO went on a law enforcement tour to provide maps and discuss our High Injury Network. It was an opportunity to partner and provide resource materials and understand areas of concern in each individual community in Brevard.

The SCTPO understands that we must balance growth and the needs of our communities with safety and environmental considerations. System continuity, compact or mixed-use communities that encourage travel options for more walkable communities, less reliance on autos for quality of life. Land use decisions have a direct impact on the transportation system. We encourage our municipalities to adopt the policies of our LRTP that link transportation and land use to help guide the development of Brevard County's cities and towns to better facilitate bicycle, pedestrian, and transit mobility to create great places. This helps to preserve what is unique about Brevard through our natural resources. These are sound strategies for managing growth.

The SCTPO adopted its first Transportation Resiliency Master Plan. It is a roadmap to resiliency focused on the impacts of wildfire, flooding, coastal erosion, hurricanes/storm surge, and sea level rise. The plan was developed through considering the criticality of corridors based on their access to major destinations and local assets, such as schools and fire stations, and vulnerable population.

The SCTPO consistently collaborates with local environmental organizations and natural resource managers. During the development of the Southern Brevard Trails Master Plan, the Brevard County Environmentally Endangered Lands Program, St. Johns Water Management District, and Melbourne-Tilman Water Control District, were engaged both as members of the Steering Committee, but also through individual stakeholder meetings. The Brevard County Environmentally Endangered Lands Program has also been a key stakeholder in the North Merritt Island Pioneer Trail Feasibility Study. Collaborating with natural resource managers ensures that we develop a trail system that complements our environmental assets.

The SCTPO also has a meeting scheduled in March 2025 to review the draft 2050 LRTP Cost Feasible Plan with our environmental partners. This will ensure that any potential partnerships and concerns are documented and considered as projects advance.

Part 2 Section 9: Recommendations and Corrective Actions

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

Status of Recommendations and Corrective Actions from Prior Certifications

All prior certification comments have been satisfied.

Recommendations for this Certification

Currently, we have no recommendations for the TPO

Corrective Actions for this Certification

Currently, we have no corrective actions for the TPO

Part 2 Section 10: Attachments

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

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

TIP documentation is located in GAP and invoice related documents are stored on our share drive for future review, if required.

MPO Invoice Review Checklists

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

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

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

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on February 10, 2025.

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

DocuSigned by:

John E. Tyler

4ACA0FB45FC2461...

Name: John E. Tyler P.E.

Title: District Secretary (or designee)

04/04/2025 | 4:11 PM EDT

Date

Andrea Young

Name: Andrea Young

Title: MPO Chairwoman (or designee)

3/13/2025

Date