Sarasota/Manatee MPO

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

Click to enter the date the review is finalized.

Part 1 is to be completed by the Metropolitan Planning Organization

Contents

Purpose 1

Certification Process 2

Part 1 Section 1: MPO Overview 4

Part 1 Section 2: Finances and Invoicing 9

Part 1 Section 3: Title VI and ADA 12

Part 1 Section 4: MPO Procurement and Contract Review and Disadvantaged Business Enterprises 15

Part 1 Section 5: Noteworthy Practices & Achievements 19

Part 1 Section 6: MPO Comments 22

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.

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 ☐

   The Sarasota/Manatee MPO has current standing agreements as follows:
   • Interlocal Agreement for the Creation of the Sarasota/Manatee Metropolitan Planning Organization (November 3, 2014) (Ratified Nunc Pro Tunc in 2017) (Adopted Resolution 2023-05 and Apportionment Plan Rentention August 8, 2024) (Updated every 10 years with census reapportionment)
   • Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (June 23, 2015)
   • Multi-year Joint Participation Agreements for the Federal Transit Administration Section 5305(d) (has been consolidated into the Planning Grant) as well as annual Transportation Disadvantaged planning funds; (Sarasota CTD Planning Grant July, 2024, and Manatee CTD Planning Grant, July, 2024)
   • Interlocal Agreement for Joint Regional Transportation Planning and Coordination between the Sarasota/Manatee Metropolitan Planning Organization (MPO) and the Lee County MPO, and the Charlotte County-Punta Gorda MPO, May 20, 2024 (Auto renews every 5 years).
   • Interlocal Agreement for Administrative Services by and Between Manatee County and the Sarasota/Manatee Metropolitan Planning Organization, December 17, 2002 (Auto renews every year).
   • Fifth Amended and Restated Interlocal Agreement for Regional Transportation Planning and Coordination in West Central Florida, by the Sarasota/Manatee MPO on January 27, 2020 (Auto renews every 5 years).
   • A new Agreement covering the 2024/2025-2025/2026 Unified Planning Work Program (UPWP) is effective May, 2024.
   • Interlocal Agreement for the Creation of the Sarasota/Manatee MPO, Transportation Planning Funds Joint Participation Agreement (June 1, 2018).

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

   Please Check: Yes ☒ No ☐

   The Sarasota/Manatee MPO is an active member of numerous regional planning entities that coordinate transportation planning and projects with adjacent MPOs in West Central Florida. By Florida Statute it is a member of the Sun Coast Transportation Planning Alliance (SCTPA) which includes, through a formal Interlocal Agreement and Bylaws, a Board of elected MPO officials and Sarasota/Manatee, Hillsborough, Pinellas, Pasco, Hernando, Citrus, and Polk MPOs. The SCTPA engages in the following:

 Coordinating transportation projects deemed to be regionally significant.
 Reviewing the impact of regionally significant land-use decisions on the region.

 Reviewing all proposed regionally significant transportation projects in the respective Transportation Improvement Programs which affect more than one of the MPOs.
 Instituting a conflict resolution process to address any issues that may arise in the planning and programming of regionally significant projects.

 To ensure that regional transportation planning is occurring in Sarasota, Manatee, and Charlotte Counties, the Sarasota/Manatee and Charlotte County-Punta Gorda MPO have a formal Interlocal Agreement for Joint Regional Transportation Planning and Coordination which includes:
 Transportation Model Coordination;
 Regional Long Range Transportation Plan (LRTP) Component; and
 Regional Project Priorities including TRIP and Regional Trails programs
 The six MPOs in FDOT District One - Polk TPO, Charlotte-County Punta Gorda MPO, Lee MPO, Collier County MPO, Heartland TPO, and Sarasota/Manatee MPO - have organized the Coordinated Urban Transportation Studies (CUTS) group in cooperation with FDOT District One. Its members include all the MPO Directors and staff who meet every quarter with FDOT District One staff to collaborate and coordinate on regional planning, projects, and issues.

 The MPO created a Transportation System Management & Operations (TSM&O) in the Summer of 2020 to ease discussion between federal, state, and local partners and allow for unified future planning of our technology-based systems. The purpose of this committee is to advance jurisdiction priorities, fund projects, communicate for ongoing operation, and provide high-level guidance related to system development and growth. The MPO is also a part of a regional TSM&O program that promotes collaboration and cooperation across jurisdiction boundaries pertaining to the improvement of the Interstate system.

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

Please Check: Yes ☒ No ☐

Consideration of the planning factors and planning emphasis areas are described in the MPO's Transportation Improvement Plan (TIP), in the MPO's 2045 Long Range Transportation Plan (LRTP), and in the MPO's Unified Planning Work Program (UPWP). The MPO incorporates consideration of these factors throughout the scope of the planning process and specifically identifies these factors in its project prioritization process which includes:

(1) Supporting the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
(2) Increasing the safety of the transportation system for motorized and non-motorized users;

(3) Increasing the security of the transportation system for motorized and non-motorized users;
(4) Increasing accessibility and mobility of people and freight;
(5) Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and

local planned growth and economic development patterns;
(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
(7) Promote efficient system management and operation;
(8) Emphasize the preservation of the existing transportation system;

(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
(10) Enhance travel and tourism.
The New UPWP incorporated the updated FDOT factors and how we are addressing them.

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

Please Check: Yes ☒ No ☐

The Sarasota/Manatee MPO strives to develop and implement all its transportation plans and programs based on a continuing, comprehensive, and cooperative (3C) process, as described on the MPO Website: https://www.mympo.org/about-us/about-sarasota-manatee-mpo.

* Sarasota/Manatee MPO is governed by a 17-member apportioned Board: https://www.mympo.org/about-us/mpo-board

* Transportation System Management and Operations Advisory Group: https://www.mympo.org/about-us/committees/tsmo
* Technical Advisory Committee: https://www.mympo.org/about-us/committees/tac
* Citizen Advisory Committee: https://www.mympo.org/about-us/committees/cac
* Bicycle/Pedestrian/Trails Advisory Committee: https://www.mympo.org/about-us/committees/bptac

* Community Traffic Safety Team: https://www.mympo.org/about-us/committees/ctst
* Manatee County Local Coordinating Board: https://www.mympo.org/mlcb

* Sarasota County Local Coordinating Board: https://www.mympo.org/slcb

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

The MPO's Congestion Management Process was updated in 2024 and adopted by the MPO Board on September 23, 2024. The 2024 update evaluated the performance of the previoiusly etablished safety, congestion, and multimodal mobility measures and further defines clear goals and objectives that reflect the Sarasota/Manatee MPO's State of the System, Advanced Traffic Management System (ATMS) Plan, Active Transportation Plan (ATP), and Federal Highway Administration's (FHWA) Fast Act, as well as supports local goals. Performance measures were selected based on data availability, feasibility, and the consistency of analysis procedures.These performance measures, which included safety and mobility metrics, were assessed to evaluate the quality of traffic operations within the region. The 2024 update identifies strategies to address congestion within four main categories: Connectivity, Data Collection, Safety, and Mobility. Each strategy was outlined with detailed descriptions of project type, strategy, funding sources. Also, as well as estimated costs for congestion mitigation strategies.

Previously, the MPO completed a major update of the Congestion Management Process in November 2019. The CMP was then updated with the latest data available and adopted by the MPO Board in October 2020. The major update incorporated congestion/mobility/reliability transportation performance measures and supports the implementation of a regional Transportation Systems Management and Operations (TSM&O) approach. The CMP utilized the eight-step process defined by FHWA to:

1) Develop Congestion Management Objectives,
2) Identify Areas of Application,
3) Define the System Network,
4) Develop Performance Measures (incorporating MAP-21 and FAST-Act measures),
5) implement a System Monitoring Plan,
6) Identify/Evaluate Strategies,
7) Develop Implementation Strategies, and
8) Monitor Strategy Effectiveness.

The CMP is directly linked to Long Range Transportation Plan (LRTP) implementation including Project Prioritization and Transportation Improvement Program (TIP) development.

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 Sarasota/Manatee MPO's Public Participation Plan was reviewed, updated, made available for public comment, and then adopted on May 20, 2024.

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

Please Check: Yes ☒ No ☐

The 2024 update of the Public Participation Plan was made available for public review and comment on April 4, 2024 and closed on May 20, 2024, when the MPO Board adopted it. Public comments are recorded and included as an appendix to the document.

Part 1 Section 2: Finances and Invoicing

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

   The MPO adheres to all policies and procedures relating to the expenditure of funds. Written procedures are set in place to ensure all applicable steps are being completed. Additionally quarterly invoices reviewed and approved by FDOT, interal audits via administrative agremment with Manatee County and annual audits ensure that costs are reasonable, allocable, allowable and that financial reports are issued as required. Staff attended the Florida Metropolitan Planning Partnership (FMPP) Workshops and FMPP quarterly meetings on a routine basis.

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

   The MPO submits invoices for review and approval on a quarterly basis and follows Sections 3.13.1-3.13.3 of the FDOT MPO Program Management Handbook.

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 MPO continues to not be a direct recipient of federal funds; the Sarasota/Manatee MPO has an administrative agreement with Manatee County. The MPO is included in the annual single audit performed by the Manatee County's Clerk and outside Auditor each year to insure compliance with funding agency guidelines.

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

   The MPO works very closely with the Manatee County Clerk of Circuit Court and Manatee County Finance Department to ensure that expenditures are monitored and

balanced on a quarterly and year-end basis in compliance with standard accounting principles and all applicable local, state and federal laws and best practices standards. Upon the MPO being notified of funding, a copies of the documents are forwarded to the Manatee County Clerk of the Circuit Court and the Manatee County Finance Department in order to properly key in the necessary information such as the Federal award identification number, year, name of the agency, and the CFDA title and number. The MPO continues to work on updating the MPO policies and procedures to ensure continued compliance with 2 CFR and applicable state requirements. The policies are updated on a as needed basis with the last policy update being on November 2024. The MPo contniues to ensure that staff attendes the Florida Metropolitan Planning Partnership (FMPP) Workshop on a yearly basis and its subsequet FMPP meetings both in person or virtually.

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?

The MPO keeps all records in accordance with State of Florida General Records Schedule GS1-SL for State and Local Government Agencies and the State of Florida Electronic Records and Records Management Practices. All records are readily available upon request.

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

Yes, all reports/spreadsheets are kept in quarterly invoicing files. These files are used for the annual independent audit conducted through Manatee County in the Fall of each year. Additionally, the MPO presents updates of its finances during the MPO board meetings where FDOT staff is present allowing for questions to be answerd should any rise.

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?

> The MPO's standard Professional Services Agreement with consultants includes an article called Legal Restraints and Limitations which states the following: "The CONSULTANT acknowledges that the MPO is subject to restraints, limitations, regulations and controls imposed or administered pursuant to numerous applicable laws, ordinances, rules and regulations of federal, state, regional and certain local governmental agencies or authorities. The CONSULTANT agrees that all services rendered or performed by the CONSULTANT pursuant to the provisions of this Agreement, as amended, shall be in compliance with all applicable local, state, and federal laws and ordinances. MPO staff participates in compliance-related training as it is available through FDOT." In addition, prior to executing a consultant contract, contracts are reviewed in detail by both FDOT, FHWA, and FTA district staff pursuant to FTA procurement requirements

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 signed Title VI/Nondiscrimination Policy Statement, Nondiscrimination Agreement and Title VI Assurances statement is included annually in the TIP. These documents are also included in the Public Participation Plan as well as displayed in several places around the MPO Office. They are also posted for public view in various locations on the MPO Website (https://www.mympo.org/contact-mpo/title-vi-nondiscrimination). The MPO's Title VI Coordinator is Ryan Brown.

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

Please Check: **Yes** ☒ **No** ☐

The Title VI/Nondiscrimination Policy Statement, Nondiscrimination Agreement and Title VI Assurances statement are included in MPO contracts.

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 ☐

The MPO has a formal procedure for addressing Title VI and VIII complaints. It is posted online at: https://www.mympo.org/contact-mpo/title-vi-nondiscrimination

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 ☐

The Title VI and Limited English Proficiency Plan was updated and adopted by the MPO Board on May 20, 2024. Grace Scigousky attended FDOT's Virtual Title VI Training Event on November 10, 2022. MPO staff will attend the next training when it is available.

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

Please Check: Yes ☒ No ☐

The MPO maintains updated Census data and maps to assist in identifying minorities and potentially underserved members within its service area.

As part of the 2019 Active Transportation Plan, the MPO developed a multimodal accessibility analysis for our two-county area in order to better evaluate access to job opportunities and essential services by travel mode. The analysis considered auto accessibility to jobs by census block within 30 and 60 minute drive times, transit accessibility to jobs by census block within 60 minute ride times, bicycle accessibility to jobs by census block within 30 minute ride time, and walking accesibility to jobs by census block within 30 minutes. The results of the accessibility analysis are used in combination with data in locations with high concentrations of people who are vulnerable (older adults, zero vehicle households, low-income and people of color) to identify areas where people have inequitable access to opportunities and use this as a prioritization criteria for future transportation investments that can mitigate inequality of access.

The LEP, updated in 2024, has a section on the MPOs projects and how some are located in limited english proficiency areas.

The MPO also incorporates sociodemographic data in site-specific planning studies, such as the LECOM/VOTA Mobility Study and the SUN Trail Alignment Studies, to ensure consideration is given to the local needs and potential impacts of proposed projects.

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 MPO adheres to all applicable state and federal record retention policies and schedules. During the period encompassed under this certification the MPO has not received any complaints of ADA non-compliance.

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 ☐

   The Sarasota/Manatee MPO uses the Small Purchase procedures outlined in 2 C.F.R. 200.320 (a-c). For any procurements over the $35,000 limit, the MPO proceeds forward in receiving sealed bids from all vendors and abiding by all regulations as described in the 2 C.F.R. 200.320 (a-c).

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 Sarasota/Manatee MPO maintains a detailed spreadsheet and maintains all materials in a file for each procurement.

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 ☐

   An Interlocal Agreement for Administrative Services by and Between Manatee County and the Sarasota/Manatee Metropolitan Planning Organization, December 17, 2002, which auto renews every year.

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 ☐

   Parties wishing to conduct business with the MPO are provided with contract language and applicable state/federal clauses during the procurement process and are required to acknowledge all applicable clauses during the approval process.

   A Scope of Work is required for each project/study broken down by deliverables for each task assigned in the Scope of Services. Invocies and payments are processed upon the deliverable is received, reviewed and approved by MPO staff.

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

   Please Check: Yes ☒ No ☐

   A copy of the federal clauses is incorporated or included in each contract. Please see the attached document (Attachment 1).

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

   Please Check: Yes ☒ No ☐

   The MPO has adopted the FDOT DBE goals and reports actual payments to DBEs to FDOT through the mechanisms provided.

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

   Please Check: Yes ☒ No ☐

   The MPO incorporates the DBE Participation Statement in solicitations for General Planning Consultants (GPCs). The MPO also tracks DBE participation quarterly and MPO submits reports to FDOT on paper forms and has been in contact with FDOT regarding utilization of other reporting methods.

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 ☐

   All MPO staff attended the MPO Grant Application Process (GAP) training webinar held by FDOT on February 8, 2024.

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

   Please Check: Yes ☒ No ☐

   MPO contracts for consultants and sub-consultants contain the contract language provided by FDOT.

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.

Regional Trail Development

- The MPO works annually with member MPOs of the Sun Coast Transportation Alliance to develop a priority list of regionally significant multi-use trail projects, which SCTPA Leadership adopts in June.
- In coordination with local agency partners and community partners, such as Trust for Public Land, the MPO added six new trail segments to the priority list to extend the Gulf Coast Trail in the two-county area.

Resiliency

- The MPO continues to identify planning and implementation strategies to improve the resiliency of the regional transportation network by working with local and regional partners.
- The MPO Board adopted Phase 2 of the Resiliency and Vulnerability Assessment, which integrated lessons learned from recent hurricane impacts to the two-county area and developed a prioritized list of projects based on the work completed in Phase 1 to target resiliency improvements and better support local partners in pursuing PROTECT Grants.
- The MPO identified a need to understand better how the regional watershed impacts the transportation network and assets during significant rain events. A Transportation Asset and Watershed Analysis was programmed in the new UPWP and will supplement the work completed in the Resiliency and Vulnerability Assessment.

Roadway Safety

- The MPO continues implementing the Destination Zero Safety Action Plan adopted in February 2022.
- Following an invitation from the FHWA Safety Office to pilot its Organizational Safety Culture Self-Assessment Toolkit, the MPO co-hosted a two-day workshop with the FHWA team at the MPO office that included participation from 28 local and state agency staff and community organizations, such as Trust for Public Land and the Sarasota Mobility Alliance, in January 2024.
- The MPO hosted a public Roadway Safety Forum in May 2024, including speakers from FHWA, FDOT District 1 Safety Office, MPO, and Department of Health. The forum aimed to educate participants about Destination Zero and the Safe System Approach, local safety projects and initiatives, and local crash trends and topics.

Planning and Implementation

- The MPO works closely with state and local agency partners to identify planning needs, complete planning studies, and program priority projects.

- The MPO worked with FDOT District 1 and the City of Palmetto to program construction of a segment of 10th Ave W in Palmetto, one of the first MMEC priorities adopted out of the 2045 LRTP.
- Recognizing the need to maintain momentum to improve mobility across the Manatee River and to support FDOT and local partners in identifying a solution, the MPO dedicated funding to the PD&E of the Bradenton-Palmetto Connector following the completion of the ACE Study.
- Close coordination between FDOT, the City of Sarasota, and the MPO resulted in the US 301 Alderman MURT Crossing funding as an add-on to a programmed resurfacing project. This important safety project will improve local connectivity to the regional trail system.
- The MPO Board adopted several new planning studies and updates to foundational planning documents, including the Active Transportation Plan and Congestion Management Process, as well as Phase 2 of the Resiliency Assessment, LECOM/VOTA Mobility Study (identified in the 2045 LRTP), and a Safety Education Implementation Plan to continue implementation of the Destination Zero Safety Action Plan.
- The MPO kicked off two new planning studies in 2024:

1) The Ed Smith "Baseball Access" Study was identified in the 2045 LRTP and aims to improve regional and local connectivity and safety to a major regional destination.

2) The Barrier Island Implementation Plan results from coordination with local jurisdictions to improve multimodal safety, mobility, reliability, and accessibility on and to the island communities. This Study will strategize the implementation of the Barrier Island Traffic Study and projects identified in the Congestion Management Process.

2050 Long Range Transportation Plan (LRTP)

- An update to the LRTP was kicked off in January 2024 and will be adopted by October 2025.
- Given the immense growth in recent years and understanding the need to balance future population growth and development with strategic transportation investments, the MPO worked with a consultant to develop 2050 sociodemographic projections.
- MPO staff worked closely with the FDOT District Modeling Team.
- Through extensive public outreach via a public survey, community workshop, and outreach event, a 2050 Vision was drafted to further guide development of the LRTP. The draft vision is called "Creating a Balanced Future."
- The MPO hosted a second public workshop and outreach event to gather input on the goals and objectives that will guide the implementation of the 2050 Vision and further to align the vision with future investments and project types. A public survey was also published and will close in January 2025.

Public Engagement

- The MPO's Public Participation Plan and Limited English Proficiency Plan were updated and adopted in 2024.
- The MPO hosted two public workshops and three public surveys and participated in six public markets to share information about regional trails (4) and the LECOM/VOTA Mobility Study (1).

- As the Community Transportation Coordinator (CTC) for both the Sarasota and Manatee Transportation Disadvantaged Local Coordinating Board, the MPO took the lead on the MCAT and Breeze Paratransit Ridership Evaluation and Survey outreach.
- To reach a wide audience for the development of the 2050 Vision, the MPO was featured in five online news articles, and staff were interviewed on a live morning television show and participated in a radio interview targeted at a Spanish-speaking audience.

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.

Insert Comments

Sarasota/Manatee MPO

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

Click to enter the date the review is finalized.

Part 2 is to be completed by the FDOT District

Contents

Purpose 3

Certification Process 4

Risk Assessment Process 5

Part 2 Section 1: Risk Assessment 10

Part 2 Section 2: Long-Range Transportation Plan (LRTP) 18

Part 2 Section 3: Transportation Improvement Program (TIP) 19

Part 2 Section 4: Unified Planning Work Program (UPWP) 20

Part 2 Section 5: Clean Air Act 21

Part 2 Section 6: Technical Memorandum 19-03REV: Documentation of FHWA PL and Non-PL Funding 22

Part 2 Section 7: MPO Procurement and Contract Review 23

Part 2 Section 8: District Questions 24

Part 2 Section 9: Recommendations and Corrective Actions 25

Part 2 Section 10: Attachments 26

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:*

(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 Libray. 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

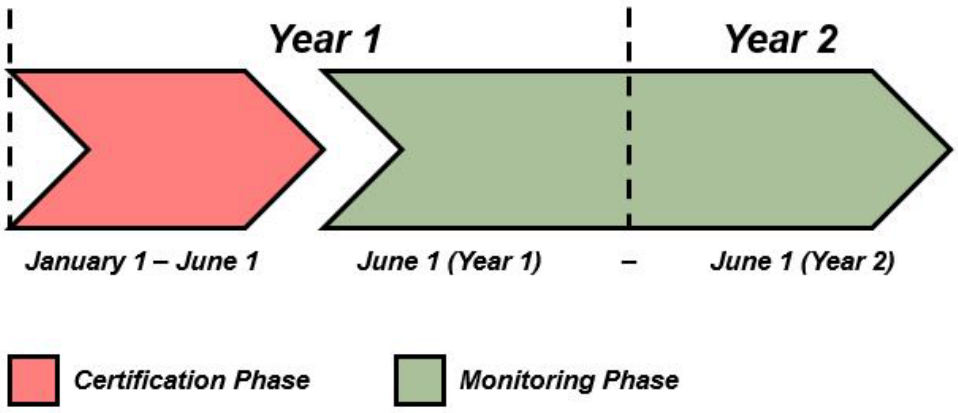
The Risk Assessment part of this joint certification has two main components, the Certification phase and the Monitoring phase, and involves regular reviewing, checking, and surveillance.

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



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)
WAG2812#7	01/01/24-3/31/24	6/18/24	NO
HWAG28128	04/01/24-6/30/24	9/27/24	NO
WAG2W21#1	7/1/224-9/30/24	11/21/24	NO
MPO Invoice Submittal Total			
Total Number of Invoices that were Submitted on Time			3
Total Number of Invoices Submitted			3

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
WAG2812#7	7
HWAG28128	7
WAG2W21#1	7
MPO Invoice Review Checklist Total	
Total Number of "Yes" Responses on * Questions	21

**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
WAG2812#7	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 Libray. 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

Figure 2: Image of the Risk Assessment Scoring Sheet

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.	3	3	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.	21	21	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%*

Page 1

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

Click or tap here to enter text.

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

UPWP Version #1 5/22/2024 Chcklist 5/30/2024 Amendment UPWP Version #1 10/3/2024 Amendment Version #2 11/12/2024

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)

Click or tap here to enter text.

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. Question

What recommendations, if any, does the MPO/TPO have for improving the partnership between the MPO/TPO and FDOT?

2. Question

To comply with FHWA requirements, a new LRTP will need to be adopted by the end of 2025. Please provide an updated schedule for LRTP development and adoption.

3. Question

PLEASE EXPLAIN

4. Question

PLEASE EXPLAIN

5. Question

PLEASE EXPLAIN

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

PLEASE EXPLAIN

Recommendations for this Certification

PLEASE EXPLAIN

Corrective Actions for this Certification

PLEASE EXPLAIN

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

Click or tap here to enter text.