

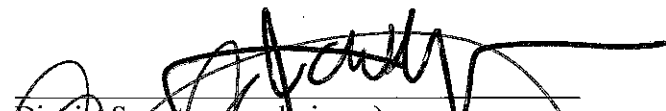
**JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN TRANSPORTATION
PLANNING PROCESS**

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

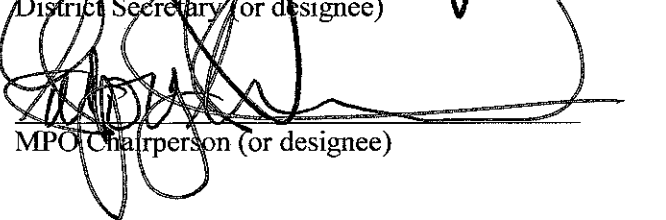
1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of SAFETEA-LU (Public Law 109-59) 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 January 30, 2013.

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



District Secretary (or designee)



MPO Chairperson (or designee)

6/28/13
Date

6/26/2013
Date

**Miami Urbanized Area (UZA)/Transportation Management Area (TMA)
2013 Joint State/MPO Modified Certification Review**

**Broward Metropolitan Planning Organization (MPO)
Findings, Recommendations and Noteworthy Practices Report**

May 21, 2013

The Florida Department of Transportation (FDOT) District Four has conducted a Modified (the 2nd year of 3 years permitted for a modified review) State Certification Review of the Broward MPO. The MPO implemented recommendations from the 2012 State Modified Certification Review and have satisfied findings of the 2011 Federal Certification Review.

The Broward MPO should be recognized for their active involvement in freight planning especially in the development of the *State Freight Mobility and Trade Plan*. The MPO has also taken the lead in the development of the *2040 Southeast Florida Regional Freight Plan* sponsored by the Broward MPO, FDOT District 4, Palm Beach MPO, and Miami Dade MPO. The newly established Metropolitan *Planning Organization Advisory Council Freight Coordinating Committee* is also a result of the MPO's initiative.

This report assesses the written and verbal answers to questions presented to the MPO staff. FDOT staff determined the specific areas for which certain questions were asked based on information from the 2012 Modified Joint State Certification process, 2011 Federal Certification Review, observation of and coordination with MPO staff and attendance at MPO Board and committee meetings. Areas that are not commented on in this report are considered satisfactory by the Department.

Summary of Key Activities to Support Planning Process

The MPO has successfully completed the annual coordination and reporting efforts on schedule as follows:

- ✓ Signed 2012 Certification Package
- ✓ Signed 2012 DBE Verification
- ✓ Adopted 12/13 Transportation Improvement Program
- ✓ Held informal unfunded priorities meeting in 2012 with FDOT and stakeholders
- ✓ Transmitted official unfunded priorities
- ✓ Adopted 2013/2014 to 2017/2018 FDOT Tentative Work Program
- ✓ Held Modified Certification Review meeting with FDOT on January 30, 2013
- ✓ Responded to Certification Review Questions/Issues

Progress on Implementation of 2012 State Recommendations

1. **Public Involvement** - The MPO has demonstrated an intent to increase awareness of the transportation planning process and to track and measure its effectiveness at doing so. In the 2040 Long Range Transportation Plan (LRTP) and Regional Long Range Transportation Plan (RLRTP) cycles, the MPO should seek innovative ways to increase awareness of the transportation planning process. Special consideration should be given to improving efficiencies, avoiding redundancies and potentially confusing messages by coordinating with Palm Beach and Miami-Dade MPOs.

Comment: The RTP 2040 Team met on February 19, 2013 with the Public Involvement Officers (PIOs) from the three MPOs. Acknowledgement of each others' plans and the Regional Transportation Plan will be done on the MPO's respective websites and LRTP messages. The team also explored the opportunity for a common survey to be developed based on the Broward MPO's survey that has already been released. The team will now explore a common logo for the RTP and attempt to combine the three logos of the individual LRTPs. Finally, the team agreed that a common map should be developed showing the three MPOs and then zooming in on any specific MPO, as needed.

SATISFIED and ONGOING

2. **Public Involvement** - The Department (in coordination with the district's M/TPOs) is conducting a telephone survey to identify the public's awareness of the transportation planning process. The MPO should use the results of the survey as a baseline against which implementation of its Public Involvement Plan and future project specific public outreach efforts are measured.

Comment: The telephone survey was conducted. All of District Four's M/TPOs have accepted the results and will use them as baselines against which subsequent public involvement efforts will be measured. Another telephone survey will be conducted in 2014.

SATISFIED

3. **Disadvantaged Business Enterprise (DBE)** - The MPO has employed an approach to procuring certain consultant services that houses all prequalified consultants (and their sub-consultants) in a "Consultant Library." The MPO should monitor and record DBE participation of consultants, from the library, selected to perform MPO assignments.

Comment: The MPO has not used its Library extensively. However, The MPO does track DBE participation through invoicing. Vendors are made aware of the DBE requirements both before and after selection. Further, MPO staff is currently working on developing a comprehensive spreadsheet to track DBE payments and participation on all contracts with the MPO. MPO Project Mangers monitor invoice payments specifically made to DBE firms. On a quarterly basis, the DBE goal will be evaluated to determine if additional action is necessary.

SATISFIED

4. **Census and Apportionment** - The MPO should continue participation in post-2010 U.S. Census activities including but not limited to; revisiting MPO designations, metropolitan planning area boundaries, board memberships and any related submission of documents to the Department.

Comment: The MPO has notified FDOT that it will continue to function as an individual MPO and has endorsed the function and continued operation of Southeast Florida Transportation Council (SEFTC) to be a central entity in regional projects.

SATISFIED and ONGOING

5. **Transportation Improvement Program (TIP)** - All five M/TPOs in FDOT's District Four are using the Interactive TIP application. The MPO should continue working with the contractor, the District and Central Office to refine and improve the Interactive TIP tool, thus enhancing public outreach.

Comment: MPO staff has met with FDOT staff, participated in a training webinars and participated in statewide video conferences regarding creation of the TIP via the interactive TIP application.

SATISFIED and ONGOING

6. **Title VI** - The MPO has satisfactorily responded to all recommendations of the 2011 State Certification Review regarding Title VI. The MPO should continue to adhere to all Title VI requirements and periodically review its standards and procedures to ensure compliance.

Comment: The MPO is continuing all of the efforts implemented in response to the most recent State and Federal Certification Reviews

SATISFIED and ONGOING

**2013 FDOT Recommendations to
Improve Planning Process**

1. **Transportation Improvement Program (TIP) Amendments:** For the purposes of public involvement and ensuring full disclosure of public documents, the MPO should incorporate TIP amendments and related documents into its interactive TIP application within 14 days of amendment being approved.
2. **TIP:** The MPO has successfully partnered with the other four MPOs in FDOT's District 4 to implement and maintain the Interactive TIP tool. The MPO should continue to further develop the tool by investigating features and additives to enhance public use (e.g. graphics, maps and detailed project descriptions as provided by FDOT and other transportation providers).

2013 Noteworthy Practices

1. The Broward MPO has enhanced the engagement with the Community Involvement Roundtable (CIR).
2. The Hollywood / Pines Boulevard Corridor Project is the first planning effort from the Broward MPO to combine the Congestion Management Process and Livability Planning as a comprehensive approach to implementing the Broward MPO 2035 Long Range Transportation Plan (LRTP). The Project will result in recommendations for near-term actions to address congestion while taking into consideration the long-term effects on creating a transit-supportive, multi-modal corridor. The main intent is to develop and implement strategies other than road widening to improve safety and mobility through other modes of transportation (i.e. transit, community shuttles, bicycle and pedestrian) and to reduce single occupancy vehicle (SOV) travel. Additionally, the project will allow for analysis of the inter-relation of multi-modal transportation and land uses, and recommend the designation of appropriate land uses and guidelines for suitable redevelopment. The Broward MPO has begun to incorporate the combined concept on additional studies with a focus on the areas around Mobility Hubs and along premium transit corridors.
3. Complete Streets - The Broward MPO has taken a leadership role in implementing Complete Streets in the Broward region. Moving people safely, regardless of the mode, is the key component of Complete Streets. The vision for Complete Streets is to create a safe and efficient transportation network that promotes the health and mobility of all citizens and visitors by providing high quality pedestrian, bicycle, transit and automobile access to all destinations throughout Broward. Understanding the importance of a multi-modal transportation system, the Broward MPO, along with its planning partners, developed the "Broward Complete Streets Guidelines." The general intent of these guidelines is to assist local governments to modify their standards and manuals in preparation for Complete Streets. Furthermore, it provides a template that can be adopted, modified, customized, or expanded based on each community's needs and desires. The Complete Streets Guidelines were adopted by the MPO Executive board on July, 12 2012.
4. As part of the Complete Streets Phase II effort, a model Complete Streets Policy and Complete Streets Plan are being developed to assist local governments in order to adopt and implement Complete Streets. The model Policy and model Plan will provide guidance to these local governments in revising internal policies and regulations to facilitate the adoption and implementation of Complete Streets. It will help identify and prioritize Complete Streets corridors, which will lead to the funding of projects, construction, and ultimately provide a long-range vision of the realization of Complete Streets in Broward. In addition, two demonstration projects will be conducted to measure and illustrate the benefits of a "Complete Street."