

Final
**BROWARD
METROPOLITAN PLANNING ORGANIZATION**

Transportation Solutions for the 21st Century

**U
NIFIED

P
LANNING

W
ORK

P
ROGRAM**

Of

Transportation Planning Activities

July 1, 2010 - June 30, 2012

May 13, 2010

FY10/11-11/12

UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING ACTIVITIES

ADOPTED BY THE BROWARD MPO
on May 13, 2010


CHAIR
MPO Chair

PREPARED BY THE
BROWARD METROPOLITAN PLANNING ORGANIZATION

Preparation of this report has been financed in part through grants
From the Florida Department of Transportation,
Federal Highway Administration, (CFDA No 20.205) and
Federal Transit Administration, (CFDA No 20.505)

This document is developed pursuant to the MPO Program Management Handbook
FPN No. 416349-1-14-01
FAP No. PL-0058 (46)
Contract No. A5358

www.browardmpo.org

100 W Cypress Creek Road
Suite 850
Fort Lauderdale, FL 33309
Tel: 954-876-0033
Fax: 954-876-0062

Revised : March 2, 2011

Table of Contents

I.	INTRODUCTION	1
A.	Definition of the Unified Planning Work Program	2
B.	Current Overview of Local Regional Comprehensive Transportation Planning Activities.....	3
C.	Justification for the Level of Planning Effort Designated in the UPWP	4
D.	UPWP Consistency with Approved Comprehensive Plans	5
E.	Certification Review	5
	Figure 1: SAFETEA-LU Planning factors for UPWP	8
	Figure 2: Miami Urbanized Area/Transportation Management Area.....	9
II.	ORGANIZATION AND MANAGEMENT	10
A.	Participants	11
	Figure 3: Broward MPO Municipal Representation.....	13
B.	Operational Procedures and Bylaws	14
C.	BMPO Public Involvement Plan.....	14
D.	Participants' Roles in the Transportation Planning Process.....	14
E.	Certification of Restrictions on Lobbying	15
F.	Debarment Certification Statement	16
G.	Disadvantaged Business Enterprise	17
H.	Non-Discrimination Policy Statement	18
III.	WORK PROGRAM TASKS.....	20
1.0	ADMINISTRATION	21
1.1	Administration and Planning Management	22
1.2	Staff Support for the Transportation Disadvantaged Coordinating Board	25
1.3	Transportation Disadvantaged Planning Options	26
1.4	Public Participation and Education.....	27
1.5	FDOT Match for FHWA	29
1.6	FDOT Match for FTA.....	30
2.0	DATA COLLECTION AND ANALYSIS.....	31
2.1	Highway, Traffic and Safety Data.....	32
2.2	Transit Surveillance and Development	34
2.3	Trafficways Planning and Impact Studies	36
3.0	PROGRAM AND PLAN DEVELOPMENT.....	37
3.1	Long Range Transportation Planning	38
3.2	Regional Transportation Planning.....	40
3.3	Livability Planning.....	42
3.4	Transportation Improvement Program	44
3.5	Congestion Management Process and Corridor Planning	46
3.6	Freight and Goods Management / Intermodal Planning	48

3.7	Airport Planning.....	50
3.8	Seaport Planning	51
3.9	Mobility Options and Enhancements.....	53
4.0	BUSINESS PLAN	55
5.0	Florida Department of Transportation District 4 Planning Activities	56
IV.	FINANCIAL TABLES	61
	Table I A	62
	Table I B	63
	Table II A	64
	Table II B	65
V.	SUPPLEMENTAL TABLES	66
	Table III.....	67
	Table IV	68
VI.	APPENDICES.....	70
A.	Resolution	71
B.	FTA Section 5303 Funds Application, Budget, and Certification and Assurances	73
C.	Indirect Cost Allocation Plan for Sec 5303 Funds.....	78
D.	South Florida Regional Transportation Authority (SFRTA) Short and Long Range Transportation System Planning and Land Use Development	82
E.	Federal Highway Administration (FHWA) and Federal Transportation Administration (FTA) Comments	84
F.	Florida Department of Transportation (FDOT) Comments.....	85
G.	Florida Department of Transportation Joint Certification Statement	91

I. INTRODUCTION

A. Definition of the Unified Planning Work Program

In January 2007 after extensive discussion between the Department and the MPOAC, the Executive Board of the Metropolitan Planning Organization Advisory Council (MPOAC) voted unanimously to switch to a 2-Year Unified Planning Work Program (UPWP). This change went into effect with the development of the FY 2008/09 – FY 2009/10 UPWP. From this point forward, the BROWARD METROPOLITAN PLANNING ORGANIZATION (BMPO) UPWP will include tasks for two (2) years, and the MPO will adopt a new UPWP every other year. The Code of Federal Regulations defines a Unified Planning Work Program (UPWP) as “a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.” (23 C.F.R. 450.308)

As an outline of staff activities and efforts, the UPWP serves as an annual budget of time and funding requirements. For each objective of the BMPO, a task is provided that identifies associated work products, previous major accomplishments, methodology, financial participation by funding agencies, and responsible agencies for completing each task. The UPWP documents federal, state, and local participation in the continuing, comprehensive, and cooperative Broward County transportation planning process within the wider region reflecting the MPO's broader responsibilities as one of multiple MPOs designated for a single urbanized area (Miami Urbanized Area)/Transportation Management Area (See figure 2, page 9). The tasks of the UPWP contain the following four divisions:

ADMINISTRATION - activities required to manage the transportation planning process and all UPWP work products on a continual basis, including program administration, development, review, and reporting. Priorities include the UPWP development and maintenance, monitoring of disproportionately high and adverse effects on minority and low income communities, analysis of state and federal legislation and grant opportunities, timely submittal of documents, inclusion of Efficient Transportation Decision Making (ETDM) into the planning process and management of BMPO scheduled meetings, including Technical Coordinating Committee (TCC), Community Involvement Roundtable (CIR) and Broward County Coordinating Board (BCCB) meetings. Other priorities include public involvement/education a cross all tasks, organizations and segments of the population, evaluating the effectiveness of the MPO's public involvement efforts, community outreach, community impact assessment, regional public involvement, and coordinating with state and federal agencies to incorporate best practices into the public involvement process.

DATA COLLECTION AND ANALYSIS - activities needed to monitor area travel characteristics and factors affecting travel such as socioeconomic and land use data, transportation system data, and environmental concerns and issues. Priorities include data collection and analysis, safety data collection, GIS capabilities development, Comprehensive Plan Support and management systems development.

PROGRAM AND PLAN DEVELOPMENT - transportation system planning tasks related to transit, safety, security, energy, and long- or short- range transportation systems planning. Priorities include the LRTP (Long Range Transportation Plan), TIP (Transportation Improvement Plan), and planning efforts that concentrate on regional transportation planning, airport/seaport intermodal transportation, freight and goods movement, mobility options and enhancements, congestion management, climate change, and livability planning. Bicycle and pedestrian mobility planning, State Road A1A Scenic Highway implementation, and transportation enhancements are also priority tasks included in this section under the new Mobility Options and Enhancements task.

BUSINESS PLAN – a five-year projection for using annual FHWA PL funds, FTA Section 5303 funds, and Transportation Disadvantage Funds and the expenditure of PL and FTA carry-over where appropriate.

The UPWP is approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). It is used to monitor the expenditure of federal PL (Planning) funds. Regarding Federal Transit Administration (FTA) funding, the UPWP and an incorporated FTA grant application serve as budget documents. This UPWP also serves as a strategic management tool, enabling the BMPO to administer its planning responsibilities with available program revenues.

This UPWP is required under Chapter 163.01 and 339.175(5) (d) and (e) Florida Statutes and established under an Interlocal Agreement between the Broward County Board of County Commissioners and the thirty-one (31) municipalities within the urbanized area of Broward County. The MPO Board is composed of 19 voting members charged with the responsibility of making local and regional transportation planning decisions. The MPO Board includes 14 municipal officials, 3 county commissioners, the South Florida Regional Transportation Authority (SFRTA), and one Broward County School Board member. The Florida Department of Transportation is a non-voting member. Reapportionment was approved by the Governor in November 2003. The Broward County MPO is constituted under Section 6(e), Article VIII of the Florida Constitution providing for home rule and charter counties and is consistent with Title 23 Section 134(d) and (e),

USC Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Title 49, USC 5303 Sec 8 (Sec. 3012 Title III, Federal Transit Act Amendments of 1991), the eight (8) planning factors (Section 5304(d)(1)), 23 CF R 45.0206: Metropolitan Transportation Planning Organization. The UPWP was prepared in accordance with the Florida MPO Program Management Handbook, the Americans with Disabilities Act of 1990 (ADA), Title VI of the Civil Rights Act of 1964, Management and Monitoring Systems: Interim Final Rule (October 1, 1993 Federal Register). This document reflects the state Transit Quality of Service, Title VI Environmental Justice, Limited English Proficiency (LEP), and Community Impact Assessment (CIA) provisions that the BMPO addresses in its transportation planning activities.

The annual Draft UPWP is posted on the Broward MPO web page from March 15th to May 15th when the Draft is replaced with the Final upon Broward MPO approval. A public notice is published in area newspapers alerting residents to the availability of the Draft on the web page and soliciting further comments. Finally, both the Draft and Final UPWP go before the Technical Coordinating Committee and Community Involvement Roundtable for their comments, input, and review prior to submitting the document to the Broward MPO for approval. The Broward MPO will approve the Final UPWP on May 13, 2010.

B. Current Overview of Local Regional Comprehensive Transportation Planning Activities

The 2035 Long-Range Transportation Plan Transformation, developed consistent with local comprehensive planning efforts and other local and state plans, was adopted by the BMPO in November, 2009. The Vision Statement of the 2035 LRTP is: "Transform transportation in Broward County to achieve optimum mobility with emphasis on mass transit while promoting economic vitality, protecting the environment, and enhancing quality of life". It is the basis of countywide transportation planning and programming decisions. Key features of the current 2035 Long-Range Transportation Plan are defined as part of the "Living the LRTP" component of the Year 2035 Plan Transformation:

- Continue public outreach;
- Establish "Livability Planning Initiative";
- Initiate a transit system plan that can build on the priorities and analysis of Premium Transit;
- Create a Mobility Hub Program;
- Define potential sites for Mobility Hubs;
- Focus Livability Planning Initiative to build on Mobility Hubs concept;
- Develop alternative forms for pedestrian, bicycle, and greenway facilities;
- Create a Bike Share Program;
- Establish working groups with business community to initiate public-private partnerships;
- Develop more detailed plans and specific milestones for the innovative financing options;
- Enhance the regions travel demand model to truly reflect emerging markets;
- Identify implementing and operating authorities for new services, facilities and programs;
- Refocus the MPOs Congestion Management Process to complement the Livability Planning Initiative;
- Monitor implementation of ATMS; and
- Leverage Federal funding.

Intermodal transportation planning activities include corridor, congestion management, airport/seaport connector, freight and goods movement, and Transportation Service Management-type projects. Sub-regional and regional transportation planning is conducted through the MPO and the Southeast Florida Transportation Council (SEFTC) that was legally constituted in January 2006. The SEFTC consist of the MPO Chairs of the Miami-Dade Urbanized Area MPO, Broward MPO and the Palm Beach MPO. The duties of the SEFTC include the development of a regional long range transportation plan, a process to prioritize regional projects, a regional public involvement process, and performance measures to assess the effectiveness of regional coordination activities.

Interaction with regional transportation models (such as the Southeast Florida Regional Planning Model) and their applications to regional and comprehensive issues are also a high priority for the BMPO, through participation in the Regional Modeling Task Force. On a continuing basis, the BMPO coordinates the transportation planning efforts with adjoining MPOs, SFRTA, South Florida Regional Planning Council (SFRPC), Florida Department of Transportation (FDOT): District 4 and 6, Broward County Transportation Department, Palm Tran, Miami-Dade Transit Authority, municipalities, and other public agencies to ensure that the comprehensive plans and transportation plans are consistent with one another. Work is coordinated among the three MPOs, three counties, two Regional Planning Councils, FDOT, and other agencies. A specific task focusing on "Regionalism" is included in the 2010-12 UPWP that is intended to further enhance dedicated regional transportation planning.

The BMPO was created to assure that bikeways and pedestrian facilities, mass transit service, highway facilities and other transportation systems, are properly developed in relation to the overall plan of urban development. The federal government requires that the use of federal aid for transportation facilities and services be consistent with MPO-endorsed plans and programs, including the Transportation Improvement Program (23 CFR 450). The Florida Statutes provide MPOs with the statutory responsibility to set priorities for all modes of transportation in the draft FDOT Five-Year Work Program each year before it is sent to the Legislature. The BMPO takes full advantage of this opportunity and is working with the operating agencies of all modes of transportation to implement these expanded responsibilities. Also, the SAFETEA-LU mandates that MPOs in Transportation Management Areas (TMAs) such as Broward County, set priorities and select projects for certain categories of funding with the support of FDOT. Project selection on the Strategic Intermodal System (SIS) is the responsibility of FDOT, in coordination with the BMPO.

C. Justification for the Level of Planning Effort Designated in the UPWP

In addition to its continuing involvement in the traditional metropolitan transportation planning and programming process, the BMPO and other responsible agencies incorporate into its process a variety of transportation planning factors. Tasks also reflect various statutes from the state and federal level, the Florida Transportation Plan, the Americans with Disabilities Act of 1990, Title VI of the Civil Rights Act of 1964, and responses to Certification Findings by USDOT and FDOT. Please refer to Figure 1 in the following section for a depiction of those factors to be considered, as outlined in the SAFETEA-LU.

The level of planning effort for the BMPO is driven by the long-range and operational planning needs of the various modal operating agencies and federal requirements. The transformative changes developed in the 2035 LRTP, highlighted in the previous section, will create paradigm shifts in the focus and planning effort of the Broward MPO.

Recently, a nationwide recession has created an increased level of planning effort for MPOs and local governments. The U.S. Congress enacted the American Recovery and Reinvestment Act of 2009 (ARRA) last January in order to provide economic stimulus funding aimed at job creation and retention. Various significant transportation projects were promptly identified by the Broward MPO in concert with FDOT and local governments. ARRA funding expedited implementation of roadway expansion and a low-level bridge on Dixie Highway, high-occupancy toll lanes along Interstate 95 in the southern portion of Broward County, a bus shelter installation program, and several Transportation Enhancement projects. In early 2010, the Broward MPO again began preparing for a second round of federal economic stimulus funds by working with local governments and the FDOT to again prioritize local transportation projects that are "shovel-ready" and that will create and retain jobs.

Recognizing the importance of national security, as well as this region's preponderance of hurricane activity, the BMPO coordinates with the County seaport, aviation and emergency management staffs to maintain a Continuity of Operations Plan (COOP) to address specific transportation needs following any catastrophic event. The MPO, in addressing the SAFETEA-LU Planning Factors regarding safety and security of transportation systems, has developed its own COOP, as well, in order to facilitate coordination with local governments following a catastrophic event so that day-to-day MPO staff operations, planning and program efforts, and scheduled board and committee meetings may resume as soon as possible. The BMPO's COOP identifies alternate locations, equipment, and resources necessary to establish, reestablish, or maintain staff planning functions for MPO staff during and following a catastrophic event.

Public involvement continues to be a major activity on the part of the BMPO. The approved and implemented Public Involvement Plan (PIP) describes these efforts in detail and includes measurement techniques for evaluating the effectiveness of public involvement activities. While particular emphasis is increasingly devoted to public outreach and involvement in all facets of transportation planning and service delivery, a major focus is to involve people who are traditionally underserved and underrepresented, in accordance with Title VI of the Civil Rights Act of 1964 and Environmental Justice provisions.

The BMPO assists the federal and state governments in managing and operating the transportation infrastructure to meet a broad range of user needs. Priority efforts will continue to be placed on coordination of non-emergency transportation systems, promoting safe and secure transportation systems, advancing freight transportation planning, planning mobility options and enhancements like green ways, corridor/livability studies and updating the Long-Range Transportation Plan. Reference to the proposed funding table and previous year expenditures shows that BMPO efforts, consultant contracts, and increased interagency participation will assure sound management of planning resources in the UPWP.

Increased staff time and computer resources are being devoted to regional transportation concerns with particular emphasis on transit solutions, community livability that includes identification and development of mobility hubs

throughout the County, intermodal planning, freight and goods movement planning, congestion management, Intelligent Transportation Systems, neighborhood traffic concerns, and the needs of people who are transportation disadvantaged.

The federal focus and emphasis will be on SAFETEA-LU and corresponding code of Federal Regulations implementation. SAFETEA-LU identifies eight Planning Factors to be considered by MPOs in developing plans and programs that are reflected in the various tasks of the BMPO's UPWP (Figure 1). These factors are to:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for 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; and
8. Emphasize the preservation of the existing transportation system.

Upon federal reauthorization of SAFETEA-LU, the Broward MPO will incorporate the new provisions and planning factors into the local transportation planning process.

The state has a Transit Quality of Service Planning Emphasis Area. The BMPO staff will continue to coordinate with FDOT, as necessary, in developing a State's Community Impact Assessment (CIA) process applicable to this MPO area. The BMPO will assist FDOT in establishing a methodology for assessing social, natural, and cultural impacts of proposed transportation projects, and developing avoidance options and/or mitigation strategies. This process incorporates components of FDOT's Efficient Transportation Decision Making (ETDM). Because the CIA process incorporates extensive public involvement, some of these activities are already incorporated into the BMPO Public Involvement Plan.

D. UPWP Consistency with Approved Comprehensive Plans

The BMPO and the County have ensured full consistency of BMPO adopted plans and programs with required Comprehensive Growth Management Plans for the County. Conversely, County Comprehensive Plans have adopted key BMPO plans and programs as an integral part of the County comprehensive planning process. The BMPO staff is housed adjacent to the Environmental Protection and Growth Management Department which is responsible for the development of the County Comprehensive Plan. The interaction of the BMPO and county staff will continue in as the County completes its required update of the Transportation Element of the Comprehensive Plan. The BMPO staff is defined by the UPWP. Transportation planning tasks which are solely County-required are funded exclusively by local funds and in-kind services.

E. Certification Review

Broward MPO's planning process was reviewed at a site visit conducted by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on May 2, 2007. The "Round 4" review determined the continued existence of a "3-C" metropolitan transportation planning process satisfies the provision of Title 23 Highways U.S.C. 134, 49 U.S.C., and associated Federal requirements. Based on the overall findings, FHWA and FTA certified the Broward MPO's planning process. The certification remains in effect until August 24, 2011 or until a new review is conducted, due to SAFETEA-LU extending the timeframe for Transportation Management Area (TMA) certification reviews to at least every four years.

The Certification Review produced nine (9) recommendations as follows:

Federal Recommendations	Progress
<p><i>Community Involvement Roundtable:</i> The MPO is encouraged to continue working to get and maintain a representative composition of Broward County residents on the CIR. The MPO should continue to work toward obtaining greater involvement of all populations within the MPO boundary, and ensure their adequate representation on the various MPO policy and</p>	<p>The Broward MPO continues to actively seek volunteers for its Community Involvement Roundtable (CIR) membership. Current membership includes representatives with multicultural backgrounds highlighting the diversity of South Florida. The current CIR roster has expertise in areas such as transit, safety, professional engineering, and education. One of</p>

<p>technical committees.</p>	<p>the newest members represents students from the Urban and Regional Planning Department, Florida Atlantic University, providing an opportunity for students seeking a career in planning an opportunity to share opinions from a student's perspective.</p>
<p><i>SAFETEA-LU:</i> The MPO should continue to review all of its planning processes and plans as they are updated to consider and include the provisions of SAFETEA-LU. The MPO should also work with and coordinate activities with Broward County Transit, as well as other local Human Service Transportation providers, to ensure full compliance with the SAFETEA-LU requirement for Coordinated Planning amongst Human Service Transportation providers.</p>	<p>The 2030 Long Range Transportation Plan (LRTP) was updated in June 2007 to reflect the new SAFETEA-LU legislation</p>
<p><i>Transit:</i> Agreements should be updated and/or initiated between Broward County Transit, and the South Florida Regional Transportation Authority. <i>Regulatory References: 23 CFR 450.310 (b) and 23 CFR 450.318 (a).</i></p>	<p>Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement between the Broward MPO, Broward County, the South Florida Regional Transportation Authority, and the South Florida Regional Planning Council was executed on January 25, 2008.</p>
<p><i>Transit:</i> FTA encourages the use of New Starts/Small Starts guidance materials to help ensure cost estimates, and operation/ maintenance figures reflect actual year-of expenditure amounts. <i>Regulatory References: 23 CFR 450.316 (a) (12).</i></p>	<p>Several Major Capital Investment (MCI) transit projects are underway. The MPO is coordinating with lead agencies responsible for the development of the following MCI projects: Central Broward East West Transit Analysis under New Starts and the Downtown Transit Circulator Alternative Analysis under Small Starts to ensure cost estimates, and operation/maintenance figures reflect actual year-of expenditure amounts.</p>
<p><i>Public Involvement:</i> Continue to review, evaluate and improve the public involvement process through the assessment and evaluation of current techniques and activities. Use the results of the surveys, public comments from meetings and school activities to enhance the current process. Consider integrating Broward into the Community Characteristics Inventory process begun by Miami-Dade MPO to help identify and reach the various populations that comprise the area.</p>	<p>The annual assessment of the effectiveness of techniques used to elicit public participation is underway. The update will be completed by June 30, 2008. Over the past nine months, selected staff members have been piloting a spreadsheet that tracks the amount of time spent in responding to concerns and questions posed by members of the public about transportation planning. This work will be a part of the 2008 public participation assessment. The process of integrating a community characteristics inventory process is included in the FY 2008-10 UPWP.</p>
<p><i>Title VI / DBE:</i> The MPO has recently adopted the FDOT DBE procedures and should continue to work with FDOT and FHWA on addressing Title VI and DBE requirements for the MPO processes as they are determined, and take advantage of training offered by FDOT and FHWA, when available.</p>	<p>MPO staff will seek training opportunities offered by FDOT and FHWA and will continue to work with the host agency to develop a process that will accommodate the FDOT DBE procedures within the existing process of the host agency.</p>
<p><i>Security:</i> The MPO should continue their efforts to emphasize security and work to incorporate security measures and the consideration of security issues in the planning process.</p>	<p>Several steps were taken over the past twelve months to include security in the MPO process:</p> <ul style="list-style-type: none"> ◆ A UPWP task specific to safety and security was added;

	<ul style="list-style-type: none"> ◆ A Principal Planner was hired to oversee security planning; ◆ Staff assisted Broward County in writing a Continuity of Operations Plan (COOP) that serves as a county disaster preparation and recovery guide; and completion of the first draft of the MPO COOP; ◆ Continue to support and develop plans for safety and security including ITS applications to Freight and Goods Movement and other intermodal programs and facilities.
<p><i>Safety:</i> The MPO is encouraged to continue efforts to strengthen the relationship between safety and the planning process through work with the Community Traffic Safety Teams (CTSTs), Intelligent Transportation System (ITS) coalition, Safe Routes to School, and other entities with safety responsibilities. The 2035 LRTP should be consistent with and promote the implementation of the Strategic Highway Safety Plan per SAFETEA-LU.</p>	<p>Efforts include:</p> <ul style="list-style-type: none"> ◆ Coordination with District 4 Safety Engineer in selecting safety projects for funding; Participation in CTST meetings; ◆ New subchapters were added to the 2030 LRTP to reflect safety and security. The subchapters documented the role of the MPO staff, FDOT, and the different Broward County Agencies in complying with SAFETEA-LU safety and security requirements. ◆ We have worked closely with the Broward County Schools, Traffic Engineering, the CTST and the Broward County Bicycle/Pedestrian Advisory Committee on developing projects for Safe Routes to Schools grants. We have obtained funding for three infrastructure and one non-infrastructure projects. We are presently working on the development of a study to determine the feasibility of a countywide school crossing guard study and the submission of more infrastructure grants. ◆ Active participation as a member of the Regional ITS Coalition continues. Also, Broward MPO staff regularly participates in the Traffic Incident Management (TIM) regional activities including Emergency Management, HAZMAT Clean Up Team, Road Ranger program and Emergency Operations Centers (EOCs)/Traffic Management Centers (TMCs) coordination.
<p><i>MPO Products:</i> In an effort to continually improve the quality of the plans and programs developed by the MPO, the comments provided by FHWA and FTA to last year's TIP and the 2030 LRTP should be considered during the development of the next TIP and 2035 LRTP.</p>	<p>MPO products are consistent with the recommendations and comments of the FHWA, FTA and the FDOT.</p>

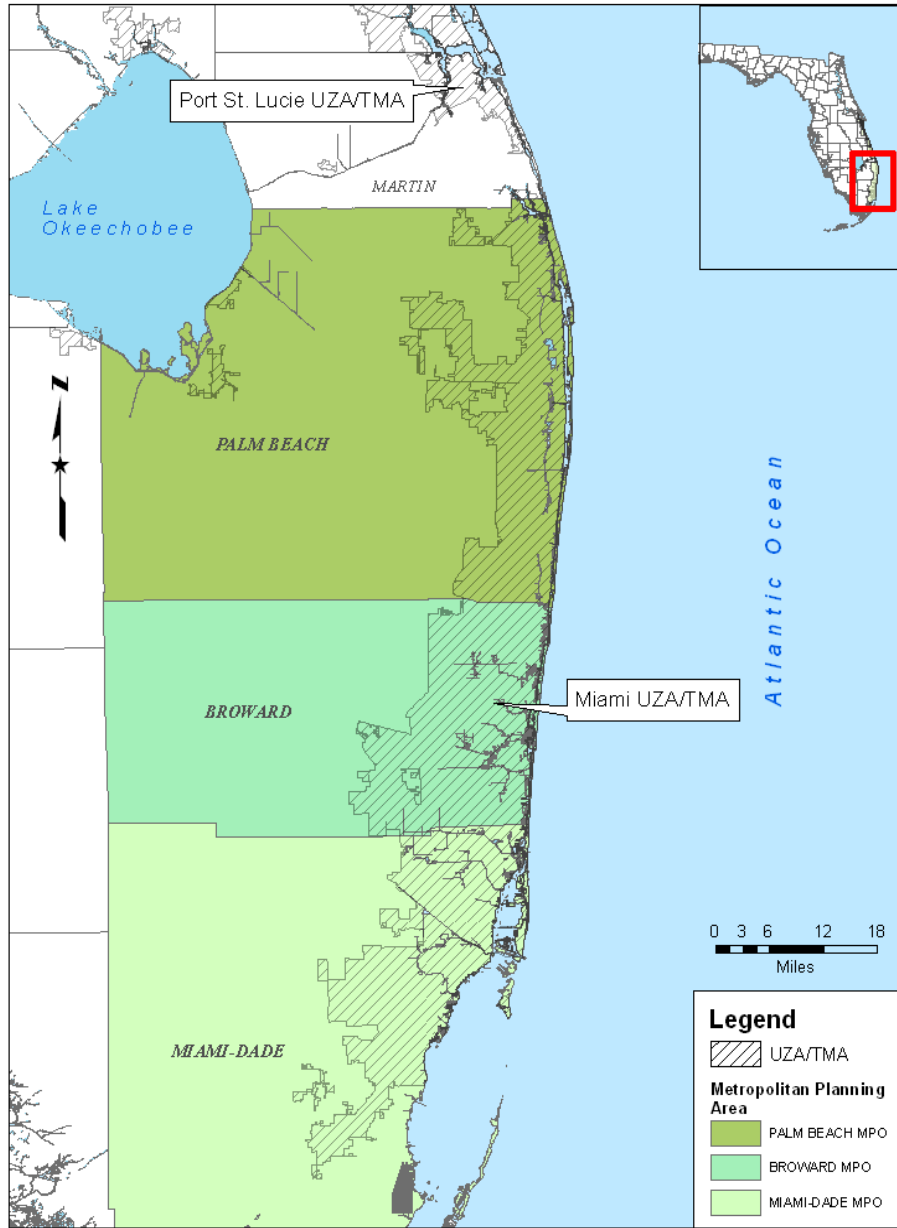
On an annual basis, the state and MPO jointly certify to the FHWA and FTA that the planning process is addressing major issues and meeting applicable requirements. A modified state certification review of the MPO was conducted in February 2010. It focused on progress made in addressing recommendations from the 2007 federal certification review. The MPO remains certified by the State as documented in the 2010 certification package in Appendix G

Figure 1: SAFETEA-LU Planning factors for UPWP

1. Support the economic vitality of the metropolitan area, especially enabling global competitiveness
2. Increase the safety of the transportation system for motorized and non-motorized users productivity, and efficiency
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility options available to people and for 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
6. Enhance the integration and connectivity of the transportation system across and between modes for people and
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system

UPWP Task #	DESCRIPTIONS	1	2	3	4	5	6	7	8
1.0	ADMINISTRATION								
1.1	BMPO Administration	X	X	X	X	X	X	X	X
1.2	Staff Support for the Transportation Disadvantaged Coordinating Board	X			X			X	
1.3	Transportation Disadvantaged Planning Options	X	X	X	X	X		X	
1.4	Public Participation and Education		X		X	X	X	X	
1.5	FDOT Match for FHWA	X	X	X	X	X	X	X	X
1.6	FDOT Match for FTA	X	X	X	X	X	X	X	X
2.0	DATA COLLECTION AND ANALYSIS								
2.1	Highway, Traffic and Safety Data	X	X				X	X	X
2.2	Transit Surveillance and Development	X	X	X	X	X	X	X	X
2.3	Trafficways Planning and Impact Studies	X	X		X			X	X
3.0	PROGRAM AND PLAN DEVELOPMENT								
3.1	Long Range Transportation Planning	X	X	X	X	X	X	X	X
3.2	Regional Transportation Planning	X	X	X	X	X	X	X	X
3.3	Livability Planning	X	X	X	X	X	X	X	
3.4	Transportation Improvement Program	X	X	X	X	X	X	X	X
3.5	Congestion Management Process Corridor Planning		X	X	X	X	X	X	X
3.6	Freight and Goods/Intermodal Planning	X	X	X	X		X	X	
3.7	Airport Planning	X	X	X	X		X		
3.8	Seaport Planning	X	X	X	X		X		
3.9	Mobility Options and Enhancements	X	X	X	X	X	X		

Figure 2: Miami Urbanized Area/Transportation Management Area



II. ORGANIZATION AND MANAGEMENT

A. Participants

The BMPO is a metropolitan level policy board of local, elected officials, established under the federal requirements of 23 USC 134 for the utilization of federal transportation funds in the urbanized area of Broward County. Recognizing that Census 2000 merged the three South Florida counties into one Urbanized Area, the designation of the BMPO continues under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The State recognizes the BMPO as the forum for cooperative decision-making in area wide transportation planning and programming, and the current structure is consistent with SAFETEA-LU legislation.

In March, 1999 the BMPO was formally reorganized to provide updated representation of all cities in Broward County through the Municipal District Plan. Updated organization approval for the BMPO by the Governor was transmitted to the BMPO on November 2, 1998. In accordance with State Statutes, the BMPO increased its total membership to nineteen (19) voting members, with four (4) members apportioned to the County Commission, one of whom represents the South Florida Regional Transportation Authority (SFRTA). Fourteen (14) voting members are apportioned to the cities according to municipal district maps. The largest cities in each municipal district are the voting members and the next largest cities are the designated alternates. Finally, the nineteenth BMPO voting member is a Broward County School Board member. The Florida Department of Transportation (FDOT) has one (1) non-voting member, the Secretary of FDOT District 4.

On October 10, 2002, the BMPO approved a reapportionment plan by more than three-fourths of its membership. During February 2003, the BMPO and the Broward County Board of County Commissioners adopted resolutions approving the BMPO reapportionment plan. The plan allocates two voting members for the “Central City” as established by the US Census Bureau; allows all non-voting cities to become alternates such that, in order of population, any non-voting city may vote in place of any absent voting city within the cities’ district. If still more voting cities are absent, any additional non-voting cities present, and in order of population, may vote in place of absent voting members including the School Board, the County Commission, and the SFRTA. On April 10, 2003, the MPO passed a resolution requesting re-designation as a separate MPO based on the area’s size and complexity with concurrence among the applicable local governments. On November 12, 2003, the Governor agreed to the re-designation of the Broward MPO.

The BMPO has a broad-based Technical Coordinating Committee (TCC) composed of planners, engineers, and other professionals, for the purpose of advising and providing technical expertise to the BMPO decision-making process for adopting and maintaining area wide transportation plans, policies, and programs. The membership of the BMPO’s Technical Coordinating Committee consists of staff members with expertise in matters related to transportation planning from Broward County agencies including the Transportation Department; Aviation Department; Port Everglades Department; Traffic Engineering Division; Highway Construction and Engineering Division; Air Quality Division; Emergency Management Division; Planning and Redevelopment Division; and the Natural Resources Planning and Management Division. The Broward County Planning Council may appoint one member and an alternate. The FDOT, District 4 Office may appoint three members and may designate alternates for the members, the Florida Department of Environmental Protection may appoint one member and an alternate, and the Seminole Tribe of Florida may appoint one member. Also, the South Florida Regional Planning Council (SFRPC) may appoint one non-voting member and an alternate. Each voting member city and alternate city on the BMPO may appoint one member. Further, municipal alternate membership on the TCC is predicated upon the same district concept as that of the BMPO.

The BMPO also has a Community Involvement Roundtable (CIR) designed to facilitate a broad range of citizen and business involvement in the transportation planning process. The purpose of the CIR is to seek citizen and community reaction to planning proposals and to provide comment to the Broward MPO with respect to the concerns of various segments of the population regarding their transportation needs. The Community Involvement Roundtable membership includes forty-four (44) voting members: nineteen are individual appointees of the regular members of the BMPO and twenty are appointed by service organizations and other groups authorized by the BMPO, and five are appointed by the CIR. The CIR plays a major role in implementing public involvement requirements of federal legislation.

The Broward County Coordinating Board for Transportation Disadvantaged Services (BCCB) identifies local service needs and provides information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services provided to the transportation disadvantaged in Broward County. “Transportation Disadvantaged” is defined as those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are disabled or high-risk or at-risk, as defined in FS 411.202. The BCCB is recognized as an advisory body to the Florida Commission for the Transportation Disadvantaged (FCTD) in its service area and provides a Grievance Committee to hear and resolve grievances by users of transportation disadvantaged services. Members of the BCCB are appointed by the Metropolitan Planning Organization as established by law and rule (Chapter 427 FS/41-2 FAC). Two BCCB members serve as a member and

alternate respectively on the ADA Eligibility Appeals Board, established by the Transportation Department (formerly Office of Transportation, formerly Broward County Mass Transit Division).

The BMPO participates with other MPOs in the statewide Metropolitan Planning Organization Advisory Council (MPOAC), established by State Statute to provide MPOs the opportunity to advise in statewide plans and policies affecting MPOs. Statewide coordination greatly enhances communication among MPOs, providing a forum for sharing ideas and “best practices”.

In January 2006, Broward MPO, Palm Beach MPO, and Miami-Dade MPO signed an agreement to create a separate administrative entity called the Southeast Florida Transportation Council (SEFTC). This entity serves as a regional forum for coordination and communication among the transportation agencies in southeast Florida. The duties of SEFTC include the development of:

- ♦ A Regional Long Range Transportation Plan;
- ♦ A process for regional prioritization of projects;
- ♦ A regional public involvement process; and
- ♦ Performance measures to assess the effectiveness of regional coordination activities.

In April 2007 the SEFTC formerly established the Regional Transportation Technical Advisory Committee (RTTAC). The RTTAC was setup by the three MPOs staff and includes representatives from the SFPRC, SFRTA, local transit, airport, and seaport operators, to coordinate the development of regional goals and evaluation criteria in the preparation of the 2035 Regional Long Range Transportation Plan as per the joint commitment of the three Southeast Florida MPOs. The RTTAC serves advisory body to the SEFTC.

- ♦ Broward MPO;
- ♦ Miami-Dade MPO;
- ♦ Palm Beach MPO;
- ♦ FDOT District IV;
- ♦ FDOT District VI;
- ♦ South Florida Regional Transportation Authority;
- ♦ Broward County Transportation Department (formally BCT);
- ♦ Miami-Dade Transit;
- ♦ Palm Tran;
- ♦ Miami-Dade Expressway Authority;
- ♦ Treasure Coast Regional Planning Council; and the
- ♦ South Florida Regional Planning Council.

The MPO has the following Agreements in effect:

- (1) Interlocal Agreement for the Creation of Metropolitan Planning Organization: Execution dated July 1977 – March 2000, 1st amendment - February 2001; 2nd amendment – December 2002; new Interlocal Agreement – November 2003; amendment to add City of West Park – June 2005.
- (2) A new Staff Services Agreement between the Broward MPO and Broward County is in negotiations and became effective in the first half of 2010.
- (2) Transportation Planning Funds Joint Participation Agreement (TP # 525-010-02): Execution date – February 2007.
- (3) Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (TP # 525-010-03): Execution date – November 20, 2007.
- (4) Public Transportation Joint Participation Agreement (TP # 725-030-06): The MPO has a multi-year JPA executed in FY2004/2005 that is effective for five years.
- (5) Tri-county interlocal agreement for the creating the Southeast Florida Transportation Council (SEFTC) for Regional Transportation Planning and Coordination in South Florida– January 2006; amendment – September 2009.

Figure 3: Broward MPO Municipal Representation

District	Municipal District Cities	Representative(s)	Alternate(s) 1 (in order of population)	Alternate(s) 2 (in order of population)
1	Coral Springs Tamarac Margate North Lauderdale Parkland	Coral Springs Tamarac	Margate North Lauderdale Parkland	1) Margate 2) Coconut Creek 3) North Lauderdale 4) Hallandale Beach 5) Lauderdale Lakes
2	Pompano Beach Deerfield Beach Coconut Creek Lighthouse Point Lauderdale-By-The-Sea Hillsboro Beach	Pompano Beach Deerfield Beach	Coconut Creek Lighthouse Point Lauderdale-By-The-Sea Hillsboro Beach	6) Oakland Park 7) Cooper City 8) Dania Beach 9) Parkland 10) West Park 11) Wilton Manors
3	Fort Lauderdale Lauderhill Plantation Sunrise Lauderdale Lakes Oakland Park Wilton Manors Sea Ranch Lakes Lazy Lakes	Fort Lauderdale Lauderhill Plantation Sunrise	Lauderdale Lakes Oakland Park Wilton Manors Sea Ranch Lakes Lazy Lake	12) Lighthouse Point 13) Southwest Ranches 14) Pembroke Park 15) Lauderdale By the Sea 16) Hillsboro Beach 17) Sea Ranch Lakes 18) Lazy Lakes
4	Hollywood Hallandale Beach Dania Beach	Hollywood	Hallandale Beach Dania Beach	
5	Davie Miramar Pembroke Pines Weston Cooper City West Park Southwest Ranches Pembroke Park	Davie Miramar Pembroke Pines Weston	Cooper City West Park Southwest Ranches Pembroke Park	

Voting Members	Number
Elected Officials	14
County Commission	3
Tri-Rail 1	
School Board of Broward County	1
Total Voting Members	19

B. Operational Procedures and Bylaws

Revised Rules of the BMPO were adopted on May 14, 2009 and contains procedures for the BMPO, the Technical Coordinating Committee (TCC), and the Community Involvement Roundtable (CIR), including an enhanced public involvement process. They are kept on file and are readily available for review at the MPO office and on the BMPO website: www.Broward.org/mpo.

On March 11, 2010, the Broward MPO took action to terminate the existing 1977 Staff Services Agreement with Broward County. This action was taken to form a structurally and institutionally independent Broward MPO which could better react to legislative changes, grant opportunities and directives from federal (FHWA/FTA) and state (FDOT) governments and the Broward MPO. To move forward on the action by the Broward MPO, an Interlocal Agreement for administrative services will be executed and meeting and office space will be secured for the Broward MPO staff. Task 1.1, Administration and Planning Management reflects the previous major accomplishments, work products and capital/operating financial needs to staff an independent structurally and institutionally independent MPO. Further, the salary estimate was modified to reflect this independence, along with incidental costs associated with employee terminations; i.e. annual and sick cash outs, etc. Additionally, the new MPO organization would incur increased expenses than in previous years. Administrative expenses were increased to reflect the addition of rental expense along with initial equipment costs including desks, chairs, phones, IT equipment, copier rental, etc. Submittal of details relating to the equipment items will be provided to ensure approval and compliance with allowable costs requirements. The MPO has also budgeted for the payment of administrative services to be provided by the new host agency that will also advance funding to the MPO on a reimbursement basis.

C. BMPO Public Involvement Plan

The BMPO adopted a new and comprehensive Public Involvement Plan (PIP) December 1, 2003. Incorporating measurement tools for evaluating the effectiveness of the BMPO's public involvement techniques, the Plan prescribes assertive outreach to the communities within the County and Seminole Tribal Government. Using the PIP enables the BMPO to determine the success of their activities. The PIP undergoes minor modifications on an ongoing basis when needed; the next major update to the current PIP is currently underway.

Copies are available in all local County libraries, the County Governmental Center and may be viewed on the BMPO website: www.broward.org/mpo.

D. Participants' Roles in the Transportation Planning Process

In addition to tasks performed for the County, as staff to the BMPO, tasks may be performed by those local planning, engineering, and operating agencies whose responsibilities and expertise enable them to contribute to the established transportation planning process. The Broward County UPWP identifies several related planning activities of agencies whose jurisdictions extend beyond Broward County. These include the State of Florida, the South Florida Regional Planning Council, the South Florida Regional Transportation Authority, and the neighboring counties of Miami-Dade and Palm Beach.

The BMPO staff functions as a consolidated transportation planning resource for the many transportation operating agencies and policy boards serving Broward County. Technical planning responsibilities include the following:

- Management of a continuing, cooperative, and comprehensive transportation planning process that results in the development of plans and programs that are consistent with approved local government comprehensive plans within the urbanized area of the BMPO and that promote environmental streamlining.
- Development of an annually updated Transportation Improvement Program (TIP) for initiating federally-aided transportation facilities and improvements. The five-year TIP consists of improvements recommended from the BMPO's adopted 2035 Long-Range Transportation Plan and is consistent with local government comprehensive plans.
- Development of a comprehensive transportation plan that includes consideration of long-range goals and transportation systems management measures. These include livability planning, congestion management planning; efficient and safe movement of people, freight, and goods; alternative forms of transportation including alternative fuel vehicles; environmental streamlining; and comprehensive public outreach and involvement with particular emphasis on addressing Title VI and Environmental Justice concerns.
- Recommendations to FDOT and local governmental entities regarding transportation plans, programs, and projects to optimize their compatibility with the short-range and long-range plans and programs of the BMPO.
- Performance of other duties delegated to it by federal and state laws, rules, or regulations. Examples include planning and programming activities related to the State's Strategic Intermodal System and incorporation of the federal planning factors in SAFETEA-LU legislation, and more recently, programming of transportation projects to meet the requirement of the American Recovery and Reinvestment Act of 2009.
- An annual Unified Planning Work Program that describes the BMPO's commitment to assist in improving the way transportation systems are managed, that identifies the BMPO's planning budget, and the planning activities to be undertaken during the two program years, and coordination with related transportation activities.
- Coordinated transportation planning activities across county line. These activities include, but are not limited to, a Regional Long Range Transportation Plan; a regional prioritization of projects; a regional public involvement process; and performance measures to assess the effectiveness of regional coordination activities.

FEDERAL FY 2010-2011 CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The Undersigned certifies, to the best of his knowledge and belief, that:

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal Contract, the making of any Federal grant, the making of any Federal loan, the entering into any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, cooperative agreements) and that all such subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

May 13, 2010
Date



CHAIR
Chairperson for the MPO

FEDERAL FY 2011-2012 CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of her or his knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal Contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress, in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000.00 and not more than \$100,000.00 for each such failure.

Date

4/22/11


Chairperson for the MPO

FEDERAL FY 2010-2011 DEBARMENT AND SUSPENSION CERTIFICATION

As required by the U.S. regulations on Government wide Debarment and Suspension (Non-procurement) at 49 CFR 29.510

- (1) The Broward Metropolitan Planning Organization hereby certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
 - (d) Have not within a three-year period preceding this certification had one or more public transactions (federal, state or local) terminated for cause or default.
- (2) The Broward Metropolitan Planning Organization also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S. D.O.T.


Chairperson for the MPO

May 13, 2010
Date

FEDERAL FY 2011-2012 DEBARMENT AND SUSPENSION CERTIFICATION

As required by U.S. Regulations on Government wide Debarment and Suspension (Non-procurement) at 49 CFR 29.510

- (1) The Metropolitan Planning Organization hereby certifies to the best of its knowledge and belief, that it and its principles:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and,
 - (d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, state or local) terminated for cause or default.

- (2) The Metropolitan Planning Organization also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S. DOT.

6/24/11
Chairperson for the MPO

Richard Blanton
Date

DISADVANTAGED BUSINESS ENTERPRISE

It is the policy of the BROWARD METROPOLITAN Planning Organization that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The BROWARD METROPOLITAN Planning Organization and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Broward MPO in a non-discriminatory environment.

The BROWARD METROPOLITAN Planning Organization shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, handicap/disability, or income status in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.


Chairperson

Broward MPO
Name of MPO


May 13, 2010
Date

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is the policy of the Broward MPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Broward MPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Broward MPO in a non-discriminatory environment.

The Broward MPO shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, handicap/disability, or income status in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

	Broward MPO RICHARD BLATNER, CHAIR	8/3/2011
Chairperson	Name of MPO	Date

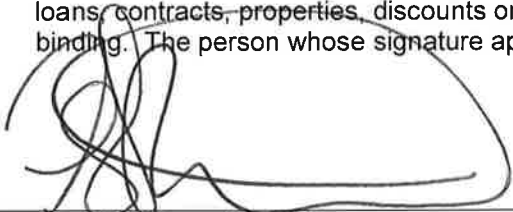
TITLE VI/ NONDISCRIMINATION POLICY STATEMENT

3 Broward MPO assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Broward MPO further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.



Chief Executive Officer

Broward MPO
Name of MPO

May 13, 2010
Date

TITLE VI/ NONDISCRIMINATION POLICY STATEMENT

The Broward MPO assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Broward MPO further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Dated 8/3/2011

by 

, Chief Executive Officer

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1.) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "US DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2.) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3.) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4.) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5.) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the non-discrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.
- (6.) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

III. WORK PROGRAM TASKS

1.0 ADMINISTRATION

This section describes task functions required to manage the transportation planning process on a continual basis including program administration, development, review, and reporting. Specific tasks include:

- 1.1 Administration and Planning Management
- 1.2 Staff Support for the Transportation Disadvantaged Coordinating Board
- 1.3 Transportation Disadvantaged Planning Options
- 1.4 Public Participation and Education
- 1.5 FDOT Match for FHWA
- 1.6 FDOT Match for FTA

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Administration

Task: **ADMINISTRATION AND PLANNING MANAGEMENT**

UPWP Task No.: 1.1

Final

OBJECTIVES

Accomplish the Metropolitan Planning Organization's transportation planning vision through managing and administering its activities as identified in the UPWP. Maintain and update the UPWP; monitor, evaluate, and address federal, state, and local transportation legislation; monitor and implement goals, objectives, standards, and policies to guide the development of transportation plans; ensure consistency in the transportation planning process and investigate potential financial resources for transportation planning with emphasis on ensuring that infrastructure investments and transportation services meet a broad range of customer needs for the community and region. Further, manage, review and support the completion of all work products identified in the specific tasks provided in the UPWP. Operate as a structurally independent agency separate from Broward County government.

METHODOLOGY

- Provide administrative services and management review of all activities and work products identified in the UPWP.
- Manage the day-to-day activities of the new structurally independent MPO agency.
- Maintain and amend (as necessary) the UPWP and incorporate all applicable federal and state rules and procedures. Submit draft document to all review agencies at the local, state, and federal levels. Incorporate agency comments and submit final document to FHWA and FTA for approval.
- Ensure UPWP tasks and planning efforts are completed with focus on federal transportation planning requirements, with emphasis on SAFETEA-LU and its reauthorization bill.
- Coordinate BMPO functions with the Board Members, SEFTC, TCC, CIR, BCCB, MPO staff, and other related standing and special committee and board members
- Maintain continued eligibility for federal and state transportation aid through the maintenance of a certified urban transportation planning process
- Update the master organizational agreements and Joint Planning Agreements
- Prepare & submit financial reports, billings, & progress reports of appropriate agencies, per existing agreements
- Utilize FDOT's DBE program in conjunction with consultant contracts
- Participate in Annual Audit
- Maintain the Broward MPO Continuity of Operations Plan (COOP) that identifies alternate locations, equipment, and resources necessary to establish, re-establish, and/or maintain staff planning functions during and following a catastrophic event.
- Prepare policy responses to new federal and state initiatives; brief board/committee members and staff of federal and state legislative delegations regarding investments identified by the BMPO
- Identify and support consistencies between BMPO priorities and state & federal policy objectives
- Monitor federal and state legislation to identify bills that impact local transportation funding opportunities
- Complete project status reports and other pertinent documents required by various agencies
- Coordinate with Palm Beach and Miami-Dade MPOs, through the South East Florida Transportation Council to develop consistent language for regional planning tasks and products including RL RTP (Regional Long Range Transportation Plan), RPIP (Regional Public Involvement Plan), Regional Unfunded Project Priority List and Performance Measures to evaluate progress
- Monitor activities related to Title VI and DBE required documentation, coordinating with local agencies, as needed.
- Identify regionally significant projects aimed at enhancing safety and security in the urbanized area, coordinating with various state, county, and local agencies to enhance countywide and regional preparedness.
- Complete federal certification review.

PREVIOUS MAJOR ACCOMPLISHMENTS

2008: Participated in drafting the Legislative Policy Positions with the MPOAC

2008: Performed required activities cooperatively to ensure consistency between BMPO, SFRTA, FDOT and the County Transportation planning processes

2010: Established new interlocal Agreement for administrative services

- 2010: Created new BMPO Policies/procedures handbook and new organizational structure related to new Interlocal Agreement
- 2010: Adopted procurement procedures consistent with federal and state guidelines
- 2010: Multi-Year UPWP draft and final document, including all necessary tables.

WORK PRODUCTS

- Ongoing: General management of staff and all work products, as outlined in the UPWP.
- Ongoing: Monthly agenda packages and meetings for the BMPO, TCC, CIR and BCCB.
- Ongoing: Quarterly progress reports, financial status reports, agreements, quarterly invoices, and the annual single audit report.
- Ongoing: Comprehensive planning liaison by Director and other staff.
- Ongoing: Analyses of transportation bills and legislation, with special focus on SAFETEA-LU reauthorization.
- Ongoing: Analyses of potential funding sources for transportation related projects.
- July 2010: Fully execute a lease agreement for new meeting and office space for the MPO.
- July 2010: Staff the Broward MPO as a new independent agency and set up new offices.
- Aug 2010: Terminate the existing 1977 Staff Services Agreement with Broward County.
- Dec 2010: Establish a "library of services" of consultants to assist in various planning studies as needed and identified in the UPWP.
- Annual State Certification Review and Annual Audit
- FY 2011 Federal Certification Review and process
- FY 2012 UPWP Update

Note: Governing guidance includes: BMPO Staff Services Agreement, US DOT Chaps. 23 and 49, CFR Rules, MPO Program Management Handbook, FS 427, SAFETEA-LU, Title VI of Civil Rights Act of 1964 (42 U.S.C. 35, Section 12101), Older Americans Act, Americans with Disabilities Act of 1990, etc.

FINANCIAL PARTICIPATION	FY 10-11	FY 11-12	Primary Responsibility:
PL Staff	\$ 280,501	\$ 226,679	BMPO
PL Miscellaneous	\$ 630,000	\$ 370,000	
FTA Sec 5303	\$ 249,334	\$ 201,493	
FDOT Match	\$ 231,982	\$ 156,787	
Local	\$ 31,167	\$ 25,187	
Total	\$ 1,422,984	\$ 980,145	

Notes:

* Staff salaries include Executive Director, Deputy Director and administrative and budget support staff which manage, review and facilitate the completion of all work products identified in the UPWP.

* Local cash for FTA is included in local funds

* PL Miscellaneous includes:	FY 10-11	FY 11-12
Rental and Insurance	\$235,000	\$220,000
Administrative Costs to Host Agency	\$75,000	\$20,000
Legal Services	\$100,000	\$100,000
Travel/Training	\$20,000	\$20,000
Equipment	\$200,000	\$10,000

*In FY09-10 the Broward MPO ended its staff services agreement with Broward County Government establishing its independence. As a result, additional expenditures will be incurred by the MPO not experienced in previous years. These include:

-Rental and Insurance - These costs relate to the new building lease and CAM (common area maintenance) costs including insurance, and moving expense (estimate).

-Administrative Costs - These costs represent administrative services to be provided to the MPO by a new host agency once a new interlocal agreement is reached (estimate).

-Equipment - These costs represent new equipment to be purchased as a result of the MPO becoming a stand alone agency. These costs include but are not limited to: office desk, chairs, phones, cabinets, plotters, copiers (rental), color laser printer (approved in 08-10 UPWP, not purchased during that period), recording equipment, server, etc. (estimate).

-Details regarding the above expenditures will be provided to FDOT for final review and approval.

May 13, 2010
 Effective: July 1, 2010

BROWARD COUNTY, FLORIDA, MPO
 UNIFIED PLANNING WORK PROGRAM
 PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Administration

UPWP Task No.: 1.2

Task: **STAFF SUPPORT FOR THE TRANSPORTATION DISADVANTAGED
 COORDINATING BOARD**

Final

OBJECTIVES

Provide the Broward County Coordinating Board (BC CB) for the Transportation Disadvantaged with continuing administrative and planning support per Chapter 427.0157 F.S. and Rule 41-2.

METHODOLOGY

- Coordinate with the Florida Commission for the Transportation Disadvantaged (FCTD) and the local Community Transportation Coordinator (CTC).
- Develop documents and presentations as required by statute, the FCTD, or requested by the Coordinating Board and assist Broward County Transit in the CTC function.
- Prepare the Transportation Disadvantaged element of the TIP.
- Review and provide briefings on legislation related to the transportation disadvantaged.
- Prepare evaluations and reports according to statutes, laws, guidelines and directives.
- Facilitate an Annual TD Local Coordinating Board-sponsored public hearing.

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2009: Annual Budget Estimate; Actual Expenditure Report
- 2009: Planning Grant Application and Progress Reports
- 2009: Community Transportation Coordinator Evaluation
- 2009: Transportation Disadvantaged Service Plan

WORK PRODUCT

- Ongoing: Administrative support to maintain required process and address emerging issues
- Ongoing: MPO agenda, back-up materials and correspondence
- Ongoing: Evaluation documents and reports
- Ongoing: BCCB meetings and agenda packages; BCCB subcommittee meetings and reports as required
- Annual and Quarterly Reports to the Florida Commission for the Transportation Disadvantaged (FCTD)

FINANCIAL PARTICIPATION		FY 10-11	FY 11-12	Primary Responsibility:
TD	\$	\$ 52,895	52,442	BMPO
Local	\$	-	-	
Total	\$	\$ 52,895	52,442	

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Administration

UPWP Task No.: 1.3

Task: **TRANSPORTATION DISADVANTAGED PLANNING OPTIONS**

Final

OBJECTIVES

Ensure compliance with the Americans with Disabilities Act (ADA) requirements to make the public transit system accessible for people who are transportation disadvantaged, including individuals who are disabled, elderly, economically challenged, and other transportation disadvantaged groups. Coordinate specialized and alternative transportation services provided and partner with health, human and social service agencies to expand options for the transportation disadvantaged.

METHODOLOGY

- Ensure liaison and support for the B.C. Coordinating Board for Transportation Disadvantaged Services, Coordinating Council of Broward, and the Local Regional Workforce Development Board.
- Chair/Member of SFRTA ADA Advisory Committee.
- Ensure compliance with federal, state, & local rules and regulations related to "Welfare Transition" Program and the Work Incentive Act.
- Coordinate with health and human service agencies and partnerships, which include WorkForce One and Coordinating Council of Broward/Quality of Life Committee, in developing joint projects and plans.
- Evaluate innovative and nontraditional transportation services that can be considered in providing mobility alternatives.
- Research grant opportunities and application efforts for expanded technology standards for transportation service delivery to the elderly and disabled.

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2009: Participated in FDOT grant application review panel for 5310 vehicles.
- 2009: Completed major and minor updates to the Transportation Disadvantaged Service Plan (TDSP), as required by the Florida Commission for the Transportation Disadvantaged (FCTD) and any applicable federal legislation.
- 2009: Annual Community Transportation Coordinator Evaluation, as required by the FCTD
- 2009: Participated in the Annual DisAbilities EXPO.

WORK PRODUCTS

- Ongoing: Develop plans for transportation disadvantaged services throughout the county for the elderly, disabled, and economically disadvantaged consistent with appropriate federal, state, and local rules and regulations, and the TDSP, as required by the FCTD.
- Ongoing: TD options with ADA and Regional Workforce Development Program requirements
- Ongoing: Administrative support to the Transportation Disadvantaged Coordinating Board
- Ongoing: Service benchmarks for transportation disadvantaged service provision

FINANCIAL PARTICIPATION	FY 10-11		FY 11-12		Primary Responsibility:
PL Staff	\$	20,309	\$	18,512	BMPO
FTA Sec 5303	\$	18,052	\$	16,455	
FDOT Match	\$	6,736	\$	6,140	<u>Other Agencies:</u>
Local	\$	2,257	\$	2,057	BCTD, FDOT
Total	\$	47,353	\$	43,164	

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Administration

Task: **PUBLIC PARTICIPATION AND EDUCATION**

UPWP Task No.: 1.4

Final

OBJECTIVES

Involve and educate the public about all aspects of transportation planning with focus on early and continuous gathering of information from the public in order to facilitate local and regional transportation decision-making including the Livable Communities studies.

METHODOLOGY

- Implement Broward MPO Public Involvement Plan (PIP) for all tasks and activities identified in the UPWP.
 - Create public and media awareness of the Broward MPO and the Miami urbanized area.
 - Hold public workshops and seminars to provide information and obtain input on transportation issues.
 - Create brochures, newsletters and maps to disseminate local and regional information.
 - Increase media relations and maintain positive and pro-active media presence.
 - Recruit new Community Involvement Roundtable (CIR) members to fill vacancies, with special attention to selecting members representative of Broward County's diverse population.
 - Maintain and expand MPO website to disseminate information and collect feedback from the public.
 - Develop, distribute, collect and analyze survey material to evaluate effectiveness.
 - Formally evaluate effectiveness of PIP and update plan as warranted.
 - Provide regional public involvement opportunities in coordination with Miami-Dade & Palm Beach MPOs.
 - Conduct Broward MPO outreach program for school age children.
 - Co-sponsor a tri-county regional CIR/CAC meeting in order to gather public input for regional transportation planning efforts and products.
 - Conduct quarterly regional Public Involvement Management Team (PIMT) meetings, develop and implement Regional PIP, provide support for regional projects.
- Develop tools to assess the impact of transportation projects on underserved neighborhoods.
- Maintain universal database to include contact information culled from surveys and other material.
- Ensure compliance with principles of Environmental Justice.

PREVIOUS MAJOR ACCOMPLISHMENTS

2010: Started work on Phase I of the Integrated Transportation Information System.

2009: Co-hosted regional Metropolitan Planning Organizations' Citizens' Advisory Committee Meeting.

2009: Held quarterly regional Public Information Management Team (PIMT) meetings.

2009: Held 8 Broward MPO outreach presentations for elementary school students and 10 community outreach events.

2009: Created Broward MPO transportation videos and added them to Broward MPO website for viewing public.

2008: Hosted SEFTC Regional Transit Funding Summit.

2008: Produced Southeast Florida Transportation Council-Regional Public Involvement Plan (RPIP).

WORK PRODUCTS

Dec 2010: Publication and distribution of bicycle suitability maps for Broward County

Annual: Consultant contract supporting continued community events and elementary school outreach.

June 2011: Evaluation of public involvement effectiveness

Ongoing: Live telecasts of Broward MPO meetings on local cable public access channels

Ongoing: Monthly public workshops, seminars and community outreach events; public input surveys

Ongoing: Media kits and informational / educational videos, as required

Ongoing: Quarterly Newsletters and educational brochures for major Broward MPO publications

Ongoing: Website providing timely information to general public, updated as needed

FINANCIAL PARTICIPATION	FY 10-11	FY 11-12	Primary Responsibility:
PL Staff	\$ 61,260	\$ 52,892	BMPO
Consultant Contracts	\$ 167,375	\$ 105,500	
FTA Sec 5303	\$ 111,839	\$ 47,015	<u>Other Agencies:</u>
FDOT Match	\$ 64,406	\$ 40,811	PBMPO, MDMPO
Local	\$ 13,980	\$ 5,877	
Total	\$ 418,861	\$ 252,094	

Notes:

* Consultant Contracts:

	FY 10-11	FY 11-12
Development of an Integrated Transportation Information System	\$61,875	
Public Involvement	\$75,500	\$75,500
Educational Support	\$30,000	\$30,000

May 13, 2010
Effective: July 1, 2010

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Administration
Task: **FDOT MATCH FOR FHWA**

UPWP Task No.: 1.5
Final

OBJECTIVES

Provision of a non-federal share match for the FHWA PL funded portion of the BMPO Unified Planning Work Program. PL funds are soft matched by FDOT allowing the Department to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23 and SAFETEA-LU.

METHODOLOGY

- Specific tasks are to be defined in the Joint Participation Agreement
- General involvement includes preparation for and attending BMPO, TCC, CIR and other meetings, review and comment on transportation planning and programming projects, participation in the TIP, UPWP, Long Range Transportation Plan, Congestion Management Planning, consultant contracts, etc.

PREVIOUS MAJOR ACCOMPLISHMENTS

- Multi-year - Continuing support for the BMPO UPWP

WORK PRODUCTS

- FDOT administrative and technical participation in the BMPO Program

FINANCIAL PARTICIPATION	FY 10-11	FY 11-12	Primary Responsibility:
FDOT Match	\$ 486,731	\$ 380,028	FDOT
Total	\$ 486,731	\$ 380,028	

Notes:

* In-kind match for new allocations is at a rate of 18.07 percent

* This is the total amount of FDOT match for FHWA; however, each task funding allocation is distributed in the Financial Participation portion of each individual task as applicable

May 13, 2010
Effective: July 1, 2010

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Administration
Task: **FDOT MATCH FOR FTA**

UPWP Task No.: 1.6
Final

OBJECTIVES

Provide for FDOT cash participation in the FTA Section 5303 - funded portion of the BMPO Unified Planning Work Program.

METHODOLOGY

- Specific tasks are to be defined in Joint Participation Agreements
- General involvement includes preparation for and attending BMPO, TCC, CIR and other meetings, review and comment on transportation planning and programming projects, participation in the TIP, UPWP, Long-Range Transportation Plan, Congestion Management Planning, Transit Development Plan, etc.

PREVIOUS MAJOR ACCOMPLISHMENTS

- Ongoing: Multi-Year support for the BMPO UPWP

WORK PRODUCTS

- Ongoing: FDOT administrative and technical participation in the BMPO Program through a formal Joint Participation Agreement

FINANCIAL PARTICIPATION		FY 10-11	FY 11-12	Primary Responsibility:
FDOT Match	\$	155,031	\$ 98,396	BMPO
Total	\$	155,031	\$ 98,396	

Notes:

*FDOT Match for FTA is distributed among the tasks

2.0 DATA COLLECTION AND ANALYSIS

This section describes the work tasks needed to monitor area travel characteristics and factors affecting travel such as socioeconomic and land use data, transportation system data, and other concerns and issues.

- 2.1 Highway, Traffic and Safety Data
- 2.2 Transit Surveillance and Development
- 2.3 Trafficways Planning and Impact Studies

May 13, 2010
Effective: July 1, 2010

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Data Collection and Analysis
Task: **HIGHWAY, TRAFFIC, AND SAFETY DATA**

UPWP Task No.: 2.1
Final

OBJECTIVE

Maintain an on-going surveillance and data collection program, including the use of Geographic Information System (GIS), to monitor current and historic operational characteristics of the transportation network. Accomplish a safer and secure transportation system through use of state/local partnership, in accordance with the SAFETEA-LU planning factors and Code of Federal Regulations.

METHODOLOGY

- Coordinate with FDOT, Broward County Traffic Engineering Division (BCTED) and local governments on traffic studies and field work to obtain traffic and highway data such as traffic count and intersection geometry.
- Maintain and update the roadway functional classifications and jurisdictional assignments in cooperation with FDOT and FHWA
- Process traffic count data with FDOT's Survey Processing Software (SPS) and maintain the data in GIS.
- Perform roadway level of service analyses using acceptable techniques, including the latest Highway Capacity Manual, FDOT Quality/Level of Service Handbook and the new Highway Safety Manual.
- Maintain an inventory of centerline miles and lane miles for each roadway classification.
- Obtain traffic crash data from FDOT, Department of Highway Safety and Motor Vehicle, Broward Sheriff's Office, and local law enforcement agencies. Attend Highway Safety Manual training as available.
- Identify locations with high numbers of traffic crashes for improvement.
- Maintain all traffic and highway data, including traffic crash information, in a GIS environment.
- Explore funding options to maintain traffic count data collection efforts in light of local funding shortfalls.

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2010: Completed the 2008/2030 Roadway Level of Service Analysis Report
- 2010: Completed the 2009 Annual Average Daily Traffic (AADT) reports and maps.
- 2009: Completed the 2008 Annual Average Daily Traffic (AADT) reports and maps
- 2008: Completed GIS mapping of traffic crashes using 2005-2006 crash data
- 2008: Completed update of the Priority Intersection ranking report

WORK PRODUCTS

- Ongoing: List of high crash locations along County and City roads using 2007/2008/2009 traffic crash data
- Ongoing: Update Priority Intersection ranking report
- May 2011: Complete 2009/10 - 2035 Roadway Level of Service Analysis Report
- May 2012: Prepare 2010/2011 Annual Average Daily Traffic Count report and maps

FINANCIAL PARTICIPATION	FY 10-11		FY 11-12		Primary Responsibility:
PL Staff	\$	52,015	\$	47,225	BMPO
Consultant Contracts	\$	-	\$	-	
FTA Sec 5303	\$	74,928	\$	41,978	<u>Other Agencies:</u>
FDOT Match	\$	20,838	\$	15,663	BCTED, FDOT
Local	\$	9,366	\$	5,247	
Total	\$	157,147	\$	110,112	

Notes:

- * Local cash for FTA is included in local funds
- * Consultant contract to conduct studies related to traffic and highway data collection, traffic crash analyses; rail road crossings, draw bridge safety, and auto occupancy rates.
- * Local dollars are used to produce traffic count maps and reports to meet transportation community needs including county agencies.

May 13, 2010
Effective: July 1, 2010

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Data Collection and Analysis

UPWP Task No.: 2.2

Task: **TRANSIT SURVEILLANCE AND DEVELOPMENT**

Final

OBJECTIVES

To support local and regional transit operators and other agencies finding ways to enhance service. Assist in preparing updates to the region's short range (10-year) Transit Development Plan and support Broward County transportation agencies in planning activities leading to enhancing transit service.

METHODOLOGY

- Provide consistency with the MPO's Long Range Transportation Plan, the Transportation Element of the Broward County Comprehensive Plan, and other guiding rules, plans, procedures, etc., including the American with Disabilities Act and the SAFETEA-LU.
- Monitor, prepare and update as necessary, performance measures and standards for transit usage, transit facilities, and passenger amenities.
- Participation in long- and short-range land use and transportation/transit planning activities and projects.
- Aid in the preparation of transit facility plans, transfer points layouts (transit hubs), multimodal facilities and development of transit levels of service for study areas. Perform technical analysis.
- Assist preparing the Transit Development Plans (TDPs) produced by transit agencies in the region by the direction set forth in the MPO's plans, goal, objectives and programs. Incorporate both safety and security measures into public transit planning, in order to generally optimize passenger safety and specifically plan a transit system that is responsive following a natural or manmade disaster.
- Analyze ridership data for localized areas, corridors, or sub-regions leading to the planning and execution of projects that increase transportation choices.
- Include Transit Signal Priority (TSP) and Advanced Traffic Management System (ATMS) activities as enhancement tools for transit service.
- Collection, analysis, and integration of transit data through Livability Studies conducted under Task 3.3 will be made available to other agencies as required.

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2009: Completed FY 2010 TDP's Progress Report
- 2008 Completed FY 2009-2018 TDP Major Update and related public Involvement process in cooperation with BCT

WORK PRODUCTS

- Sept 2010: Review and evaluate adopted transit performance standards for applicability to new MPO programs
- June 2011: Complete guidelines for transit and multimodal facilities and amenities.
- 2010/2012: Implement TPS in selected corridors countywide and ATMS transit components in central Broward.
- Ongoing: Integrate transit data into planning projects and share data with other agencies. Produce reports and maps using a computerized data system and GIS applications.

FINANCIAL PARTICIPATION	FY 10-11	FY 11-12	Primary Responsibility:
PL Staff	\$ 24,705	\$ 17,001	BMPO
Consultant Contracts	\$ -	\$ 50,000	
FTA Sec 5303	\$ 50,653	\$ 15,112	<u>Other Agencies:</u>
FDOT Match	\$ 11,780	\$ 16,666	BCTD
Local	\$ 6,332	\$ 1,889	
Total	\$ 93,470	\$ 100,668	

Notes:

* Consultant contracts

	FY 10-11	FY 11-12
Design Standards for Transit Hubs	\$ -	\$ 50,000

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Data Collection and Analysis

UPWP Task No.: 2.3

Task: **TRAFFICWAYS PLANNING AND IMPACT STUDIES**

Final

OBJECTIVES

Ensure necessary rights-of-way (ROW) are maintained to meet future transportation infrastructure needs, including roadways, transit, bikeways, and sidewalks. Ensure local traffic impact studies and transportation networks are consistent with the Long Range Transportation Plan and the Transportation Improvement Program.

METHODOLOGY

- Evaluate proposed amendments to the Broward County Trafficways Plan and Land Use Plan in support of the Broward County Planning Council (BCPC) using the travel forecast model.
- Use traffic count data, roadway inventory, field data, the Highway Capacity Manual, Highway Safety Manual, FDOT Quality/Level-of-Service Handbook, ITE Trip Generation manual and related software to estimate levels-of-service and review traffic studies, Applications for Development Approval (ADAs) and Notices of Proposed Change (NOPC) for Development of Regional Impacts (DRIs).
- Update background traffic data for use in the Traffic Review and Impact Planning System (TRIPS) Model to estimate developer/transit impact fees.
- Coordinate with FDOT staff in developing guidelines for project evaluation and priority.
- Support the consideration of Transportation System Management (TSM) to increase the transportation network capacity using low-cost capital investment.
- Efforts directly related to MPO plans and programs will be funded with planning funds. Cost recovery will be used for work with the BCPC, the TRIPS Model, the County Incentive Grant Program and the Broward County Capital Program.

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2010: Reviewed traffic studies for the Main Street at Coconut Creek DRI
- 2009: Reviewed traffic study for the Lauderhill City Center DRI
- 2008: Estimated 2030 traffic impacts and provided comments on mitigation measures for The Davie Area Wide DRI.

WORK PRODUCTS

- 2011: Prepare County Incentive Grant Program (CIGP) applications as need.
- 2011: Provide input to the county capital programming process as needed.
- Ongoing: Prepare and review of traffic impact studies related to DRI, concurrency management, and other traffic impacts.
- Ongoing: Evaluate amendments to County Trafficways Plan and Land Use Plan that assure corridor protection and support the goals of the Broward MPO's Long Range Transportation Plan

FINANCIAL PARTICIPATION			Primary Responsibility:
	FY 10-11	FY 11-12	
PL Staff	\$ 34,235	\$ 32,113	BMPO
Consultant Contracts	\$ -	\$ -	
FTA Sec 5303	\$ 30,431	\$ 28,545	<u>Other Agencies:</u>
FDOT Match	\$ 11,355	\$ 10,651	BCPC, FDOT
Local	\$ 3,804	\$ 3,568	
Total	\$ 79,825	\$ 74,876	

Notes:

* Local cash for FTA is included in local funds

3.0 PROGRAM AND PLAN DEVELOPMENT

This section describes the transportation systems planning tasks related to transit, energy, transportation land use and long- and short- range transportation planning. Specific tasks include:

- 3.1 Long Range Transportation Planning
- 3.2 Regional Transportation Planning
- 3.3 Livability Planning
- 3.4 Transportation Improvement Program
- 3.5 Congestion Management Process and Corridor Planning
- 3.6 Freight and Goods Management / Intermodal Planning
- 3.7 Airport Planning
- 3.8 Seaport Planning
- 3.9 Mobility Options and Enhancements

May 13, 2010
Effective: July 1, 2010

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Program and Plan Development

Task: **LONG RANGE TRANSPORTATION PLANNING**

UPWP Task No.: 3.1

Final

OBJECTIVES

Maintain a long-range transportation plan that is technically sound, financially feasible and consistent with community values. Utilize the Southeast Regional Planning Model (SERPM), to process LRTP amendments. Continue work with FDOT to support the Efficient Transportation Decision Making (ETDM) process.

METHODOLOGY

- Coordinate LRTP with plans from other agencies including FDOT's Strategic Intermodal System (SIS) Plan and BCT's Transit Development Plan (TDP). Update the 2035 LRTP to ensure compliance with the successor of SAFETEA-LU.
- Coordinate with FDOT, BCT, SFRTA and other planning/implementing agencies to implement projects and policies identified in the 2035 LRTP.
- Update socioeconomic data to accommodate land use changes and collect travel data required to improve the SERPM model especially in transit modeling. Incorporate Census 2010 and NHTS survey results. Conduct additional survey as needed. Develop techniques to conduct alternative land use modeling.
- Update Vacant Land Inventory to insure accuracy of future socioeconomic data forecast.
- Continue utilizing the ETDM process to create linkages between land use, transportation and environment to improve decisions and reduce time and costs of project development.
- Maintain the 2035 LRTP planning screen and respond to ETAT inquiries.
- Prepare the necessary GIS layers for the LRTP including community socio-culture affect.
- Participate with FDOT staff in programming Strategic Highway Safety Program funds for off-state system projects, assisting in selection of viable projects submitted by local governments.
- Participate in identifying safety and security needs along Strategic Intermodal System (SIS) facilities, connectors, and hubs.
- For air quality monitoring, over the next year, a review and recommendation of a new rate to use for establishing whether or not an area's air quality ozone rating is within attainment will be conducted by the USEPA. Staff will monitor the activities of this review. By August 2011, designation of areas in attainment and non- attainment will go into effect. If Broward is no longer in attainment, the LRTP will be updated to include conformity measures. If necessary Broward MPO consulting services will be utilized to bring Broward MPO into conformance and the LRTP will be updated every four years, instead of five.

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2010: Completed 2035 Cost Feasible Project GIS maps
- 2009: Completed 2035 LRTP
- 2008: Completed model validation for base year 2005
- 2008: Completed procurement process and selected a consultant to update LRTP to horizon year 2035

WORK PRODUCT

- Ongoing: Amend 2035 LRTP as needed
- Dec 2010: Complete 2010 Vacant Land Inventory
- Jun 2011: Update TAZ boundaries for Census 2010 and update socio-economic data for 2010 model validation
- Dec 2011: Complete Broward County's component of ITIS
- 2012: Begin 2010 model validation

FINANCIAL PARTICIPATION	FY 10-11	FY 11-12	Primary Responsibility:
PL Staff	\$ 136,310	\$ 120,896	BMPO
Consultant Contracts	\$ 92,000	\$ 92,000	
FTA Sec 5303	\$ 135,511	\$ 107,463	<u>Other Agencies:</u>
FDOT Match	\$ 67,294	\$ 60,388	BCEPGMD, FDOT, MDMPO, PBMPPO,
Local	\$ 16,939	\$ 13,433	SFRTA, SFRPC, TCRPC
Total	\$ 448,054	\$ 394,179	

Notes:

* Local cash for FTA is included in local funds

* Consultant Contracts:

	FY 10-11	FY 11-12
Model Validation & Related Activities	\$92,000	\$92,000

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Program and Plan Development
Task: **REGIONAL TRANSPORTATION PLANNING**

UPWP Task No.: 3.2
Final

OBJECTIVES

Support a regional transportation planning process, enhance the integration between local and regional transportation planning, ensure multi-jurisdictional coordination of transportation plans and programs for the urbanized area of Southeast Florida and form closer coalition among the Palm Beach, Broward, and Miami-Dade MPOs under the auspices of the Southeast Florida Transportation Council (SEFTC). Work cooperatively with the South Florida Regional Transportation Authority (SFRTA) in the coordination, plan development, and programming of transportation projects as stipulated in the SFRTA Strategic Regional Transit Plan and its 5-Year Transit Development Program. Coordinate land use and urban design factors to integrate transportation improvements into the fabric of the community. Work with local and regional partners to conduct and promote regional public involvement effort.

METHODOLOGY

- Develop and update regional plans and programs through working with Miami-Dade and Palm Beach MPOs, regional planning councils (SFRPC and TCRPC), the SFRTA and FDOT staffs.
- Participate in the activities of the SEFTC and Regional Transportation Technical Advisory Committee (RTTAC). Both committees have a regional public input component. Further facilitate regional public involvement as noted in Task 1.4, Public Participation and Education.
- Maintain a regional transportation network; develop performance measures for regional project priorities.
- Provide input to the Transportation Regional Incentive Program (TRIP).
- Continue working on regional projects such as high capacity transit initiatives along the SR 7/US 1 corridors, the Central Broward East/West Transit Analysis, and the FEC Transit Corridor study.
- Participate in implementing Regional Consumer Information Network and Regional Transit Smartcard Program.
- Work with local/regional planning councils to coordinate efforts in developing 2060 Visioning Plan.
- Coordination with SFRTA, transit agencies, the Florida Department of Transportation, the tri-County MPOs and local traffic operations/engineering divisions to develop project level planning studies, e.g., Alternative Analysis, Environmental Assessments, Preliminary Engineering, Livability Studies, etc. as appropriate for each county. Studies will assist in delineating high performance transit corridors for short, medium, and long-range implementation. Develop a regional Transportation Improvement Program (TIP) for the tri-county area.

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2010: Completed the 2035 Regional Long Range Transportation Plan (LRTP)
- 2009: SFRTA secured dedicated funding to continue 50 weekday-train operation
- 2009: Updated the SERPM model to support the local and regional LRTP development efforts
- 2009: Updated the regional transportation network
- 2009: Updated regional transportation projects priority list for TRIP funding
- 2008: SFRTA completed the 2008-2012 Transit Development Plan

WORK PRODUCTS

- Ongoing: Continue participation in the RTA Technical Advisory Committees and perform associated tasks.
- Ongoing: Monitor and assist in the implementation of the consumer information network and the Smartcard.
- Ongoing: Development of inter-county network criteria.
- Ongoing: Continue development of transit corridors initiatives.
- Ongoing: Actively participate and provide administrative support to the SEFTC and its technical committee
- 2011: Regional Transportation Improvement Program.
- 2010: SFRTA to initiate negotiations to coordinate livability study development with the Broward MPO.

FINANCIAL PARTICIPATION		FY 10-11	FY 11-12	Primary Responsibility:
PL Staff	\$	59,168	\$ 45,336	BMPO, PBMPO, MDMPO
Consultant Contracts	\$	50,000	\$ 50,000	<u>Other Agencies:</u>
FTA Sec 5303	\$	95,634	\$ 40,299	FDOT, SFRPC, TCRPC, SEFTC,
^T Other Federal 5307	\$	90,000	\$ 90,000	Local Transit Operators, Broward County Public Worl
FDOT Match	\$	36,032	\$ 26,064	<u>FTA Sec. 5307:</u>
Local	\$	11,954	\$ 5,037	<i>Primary Responsibility: SFRTA</i>
Total	\$	342,789	\$ 256,736	<i>Other Agencies: BCMPO, MDMPO, PBMPO, FDOT</i>

Notes:

* Local cash for FTA is included in local funds

^T SFRTA is a regional agency, which serves Palm Beach, Broward, and Miami Dade Counties. End products and funding represents \$90,000 of work to be accomplished within this total service area. Note: For information purposes only. Funding is not allocated, provided, or administered through the Broward MPO.

* Consultant Contracts:

		FY 10-11	FY 11-12
Regional LRTP Support	\$	50,000	\$ 50,000

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Program and Plan Development
Task: **LIVABILITY PLANNING**

UPWP Task No.: 3.3
Final

OBJECTIVES

Conduct Area Studies consistent with the 2035 LRTP to create plans for Livable Communities in coordination with Mobility Hubs and transit investments throughout the Metropolitan Planning Area. Increase transit ridership and multi-modal transportation options. Direct growth towards transit corridors to protect existing neighborhoods. Leverage the public investment in transit by encouraging redevelopment and private investment in transit-supportive locations.

METHODOLOGY

- Determine the Study Area boundaries for five (5) Livability Area Studies, one study within each of the five MPO districts based upon the Cost Feasible Transit Plan of the 2035 LRTP.
- Develop and implement a comprehensive public involvement plan for each study including community visioning, workshops, public meetings, and print and media communications.
- Coordinate with the local governments within each of the Study Areas to determine the Scope of Services, level of municipal participation, community outreach objectives, local goals and priorities.
- Conduct data gathering tasks, including review of existing local plans, mapping, and creation of new data sets and maps as needed.
- Analyze the technical data and community input to determine Project Issues, formulate Alternatives, and create a Project Framework. Utilize 3-D visualization software to conduct site analysis, develop design scenarios, assess the impacts of changes to land development regulations, and illustrate the “before and after” impacts of proposed implementation tasks.
- Develop lists of Implementation tasks and projects to achieve the Community Vision for each of the Study Areas.
- Work with FDOT and Broward County Transportation Department to implement plan recommendations.
- Develop Livability Planning strategies to incorporate corridor planning, economic development, transit, housing, urban design and funding together to create vibrant, livable transit corridors throughout Broward County.
- Consultant contracts will use Title VI Discrimination Complaint Procedure and DBE procedures developed by FDOT District 4.

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2010: Develop Scope of Services in collaboration with FDOT, FAU, and municipalities for the Plantation Mid-Town/SW Sunrise Livability Study
- 2010: Countywide priority criteria and rank mobility hubs and proposal for future area livability study (RFP)
- 2010: Northern Broward County Transit-Supportive and Land Use Study
- 2009: Completed Phase 1; Planning Analysis of the Northern Broward County Transit-Supportive and Land Use Study.
- 2009: Coordinated with Florida Atlantic University and FDOT to complete Oakland Park Boulevard Corridor Study – Phase II
- 2009: Develop Scope of Services for Community Involvement Process for the Northern Broward County Transit-Supportive and Land Use Study

WORK PRODUCT

- Aug 2010: Start work on Phase 2: Community Visioning and Design – Plantation Mid-Town/SW Sunrise Livability Study
- Dec 2010: Start Phase I of Southern Broward Livability Study
- Apr 2011: Planning Report of the Plantation Mid-Town/Sunrise Sawgrass Mills area Livability Study
- Aug 2010: Develop Scope of Services in collaboration with FDOT, FAU, and municipalities for the Hallandale and Hollywood Livability Study.
- Aug 2011: Develop Scope of Services in collaboration with municipalities and agencies for the Cypress Creek Livability Study.

- Aug 2011: Develop Scope of Services in collaboration with FDOT, FAU, and municipalities for the Fort Lauderdale Livability Study.
- June 2012: Develop Scope of Services in collaboration with municipalities and agencies for the Deerfield Beach Livability Study.

FINANCIAL PARTICIPATION	FY 10-11	FY 11-12	Primary Responsibility:
PL Staff	\$ 87,265	\$ 75,560	BMPO
Consultant Contracts	\$ 170,000	\$ 155,000	
FTA Sec 5303	\$ 120,609	\$ 67,164	<u>Other Agencies:</u>
FDOT Match	\$ 71,817	\$ 59,246	FDOT, Broward County,
Local	\$ 15,076	\$ 8,396	SFRTA, Municipalities, FAU
Total	\$ 464,768	\$ 365,366	

Notes:

* Consultant Contracts:

	FY 10-11	FY 11-12
Livability Studies	\$ 170,000	\$ 155,000

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Program and Plan Development

Task: **TRANSPORTATION IMPROVEMENT PROGRAM**

UPWP Task No.: 3.4

Final

OBJECTIVES

Develop and annually update the Five-Year Transportation Improvement Program (TIP) including the annual element for all modes of transportation and transportation project priority listings utilizing the Transportation Economic and Land Use System (TELUS)

METHODOLOGY

- Draft the Annual Fiscal Year TIPs including the programming of unfunded priorities for incorporation into the TIP.
- Review and endorse FDOT's draft Tentative Work Program.
- Request input to the TIP annually from municipalities, responsible implementing agencies, and interested groups, ensuring that all projects are consistent with adopted plans.
- Ensure the TIP is consistent with the adopted Long Range Transportation Plan.
- Utilize TELUS for the Web internet-enabled application for the Broward MPO. TELUS is the most comprehensive and cost feasible application for our use at this time. Continue to work with FDOT in exploring a common TIP tool that could be a regional effort.
- Educate the public and incorporate their input into the TIP utilizing TELUS with special focus on those who are traditionally under-represented and underserved, in accordance with federal standards.
- Maintain and further develop a data management system that enhances the urban transportation planning process by creating and maintaining shape files for the GIS component of TELUS.
- Create GIS data and maps that support the TIP, Enhancement Program and Unfunded Transportation Priorities.
- Complete amendments to the TIP, as needed.
- Publish the Annual Obligations Listing in local newspapers, on the internet, and in the TIP.
- Coordinate with partner agencies to promote safe and livable communities through such steps as noise abatement measures, climate control, and alternative transportation modes.
- In coordination with FDOT and local governments, prioritize and program eligible transportation projects related to federal economic stimulus funding in order to create jobs expeditiously and strengthen the local economy.
- Document transportation improvement projects funded under Title 23 USC and the Federal Transit Act.
- Identify projects that qualify as facilities or connectors on the Strategic Intermodal System (SIS) for state and federal funds.
- Review Broward County Comprehensive Plan to ascertain appropriate TIP project inclusion.

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2010: Produced the FY 2010/11 – 2014/15 TIP
- 2009: Prioritized and programmed projects for American Rehabilitation and Recovery Act (ARRA) funding
- 2009: Produced the FY 2009/10 – 2013/14 TIP
- 2010: Implemented TELUS

WORK PRODUCTS

- Sept 2010 and Sept 2011: Unfunded Transportation Priorities Listings, Project prioritization for two Enhancement Cycles and FY 2010/11 – 2014/15 TIP and FY 2011/12 – 2015/16 TIPs.
- July 2010 and July 2011: FY 2010/11 – FY 2014/15 TIP and FY 2011/12 – FY 2015/16 TIP
- Amendments to the TIP, as needed.

FINANCIAL PARTICIPATION		FY 10-11	FY 11-12	Primary Responsibility:
PL Staff	\$	109,351	\$ 96,339	BMPO
Consultant Contracts	\$	15,000	\$ 15,000	
FTA Sec 5303	\$	125,894	\$ 85,634	
FDOT Match	\$	43,163	\$ 35,260	
Local	\$	15,737	\$ 10,704	
Total	\$	309,146	\$ 242,938	

Notes:

* Broward MPO staff will participate on the Broward County Climate Change Task Force and assist in completing related assignments, as requested by Broward County

* Consultant contract

		FY 10-11	FY 11-12
Web-based Telus	\$	15,000	\$ 15,000

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Program and Plan Development

UPWP Task No.: 3.5

Task: **CONGESTION MANAGEMENT PROCESS AND CORRIDOR
PLANNING**

Final

OBJECTIVES

Maintain and update a Congestion Management Process (CMP) that functions as an integral part of the overall metropolitan transportation planning process and focuses planning efforts on identified corridors. Coordinate ITS Project Planning and Development with the CMP and integrate it within the area's overall transportation planning process, developing and maintaining a regional ITS architecture, in accordance with the State ITS Architecture and the ITS National Architecture and Standards.

METHODOLOGY

- Identify Transportation Demand Management (TDM) options for the CMP and provide technical support to TMAs
- Participate in Statewide and Broward County task forces to further coordinate the application of transportation strategies and projects within congested corridors. Actively participate as a partner in the Broward Transportation System Management and Operations (TSM&O), including the new county signal system upgrade.
- Continue planning and development of fixed guideway and intermodal projects including a high capacity transit service along the US441/SR7 corridor, a Central Broward East West transit study, a Downtown Transit Circulator and the FEC corridor Alternatives Analysis
- Annually update the CMP documentation, identify highly congested transportation corridors and prepare a list of candidate study areas for MPO consideration
- Participate in Major Capital Investments projects and area and sub area mobility studies related to congested corridors
- Monitor the effectiveness and identify innovative options to make the CMP more effective and meet requirements.
- Coordinate ITS projects with FDOT, South Florida Regional Transportation Authority, Broward County Traffic Engineering Division, Broward County Transportation Department (formerly Broward County Mass Transit Division), Broward County Emergency Management Division, Airport and Seaport, Regional Commuter Service agencies, and the area's TMAs
- Provide support for ITS, including support from private sector and educational and research organizations.

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2009: Advanced SR 7 prototype BRT station Preliminary Engineering (PE) and executed Design/Build contract
- 2009: Completed analysis of the county's transportation network including freight and goods movement
- 2008: Advanced the Downtown Transit Circulator project within FTA's New Starts program
- 2008: Provided technical assistance for the planning of signal priority systems along transit corridors
- 2008: Promoted ITS applications for the Freight and Goods Movement program

WORK PRODUCTS

- Ongoing: Initiate actions to advance projects which will be carried out, in part, under the Livability Planning Task 3.3 to address congestion issues identified in the CMP, including cost analysis strategies for project selection.
- 2010/11: Planning and development of BRT demonstration projects for Broward and Oakland Park Boulevards. Include operational improvements using ATMS and integrating TSP treatments for selected corridors.
- 2010/13: Downtown Transit Circulator (DTC) project development **Sept. 2010**; procurement/construction **Nov.2012**; implementation **Dec. 2013**.
- 2010/11: Central Broward East-West EIS Development; AA technical review and Draft Environmental Impact Statement (DEIS).
- 2010/14: FEC final conceptual AA/ESR **Sept 2010**; Alternatives Analysis Phase 2 **Oct. 2011**; Preliminary Engineering **Dec. 2014**.
- Ongoing: Implementation of regional vanpool services for Broward County employees.

- Ongoing: Active participation in Statewide and Broward County's congestion mitigation task forces.
- Ongoing: Implementation of Transportation Demand Management (TDM) options and support of TMAs, TMIs and commuter service agencies and programs.
- Ongoing: Promotion of ITS projects including transit applications of signal priority and real time information for premium transit service in congested corridors.

FINANCIAL PARTICIPATION	FY 10-11	FY 11-12	Primary Responsibility:
PL Staff	\$ 65,845	\$ 43,447	BMPO
Consultant Contracts	\$ 10,000	\$ -	
FTA Sec 5303	\$ 101,569	\$ 38,619	<u>Other Agencies:</u>
FDOT Match	\$ 29,424	\$ 14,410	BCTD, BCTED, FDOT, Municipalities
Local	\$ 12,696	\$ 4,827	
Total	\$ 219,535	\$ 101,303	

Notes:

* Consultant Contracts:

	FY 10-11	FY 11-12
Alternative fuel Vehicles (AFL) projects	\$ 10,000	\$ -

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Program and Plan Development
Task: **FREIGHT AND GOODS MANAGEMENT / INTERMODAL
PLANNING**

UPWP Task No.: 3.6
DRAFT

OBJECTIVES

Improve the efficiency of intermodal transportation and intermodal capital investments and enhance inter-jurisdictional coordination and cooperation. Continue coordination with the Airport and Seaport on freight and passenger/airport/seaport movements. Continue the implementation of the area wide Freight and Goods Movement studies. Continue coordination with FDOT in the identification and prioritization of corridors, connectors and hubs components of the State Intermodal System (SIS), leading to incorporation into the MPO's planning process and the programming of funds.

METHODOLOGY

- Continue contacts with members of the freight and goods movement industry, neighboring MPOs, FDOT Districts 4 & 6 and as appropriate in coordination with the Southeast Florida Transportation Council (SEFTC).
- Through the study design for the Broward County Freight and Goods Movement Plan continue studying advanced technology, freight trip distribution, modeling and economic feasibility.
- Support the "follow-up" activities of the airport/seaport connector study including the preservation and development of intermodal passenger facilities. The MPO follow up activities consist of emphasizing the intermodal nature and need to continue coordination with other modal agencies and within the MPO's need plan, the cost feasible plan, and the work program. The follow up activities will also include coordination with the FEC project's station location efforts and maintaining the CIR, TCC and MPO members apprised of any new developments.
- Promote the inclusion of virtual freight network concepts in corridor studies such as FDOT's I-95 Transportation Alternatives Study.

PREVIOUS MAJOR ACCOMPLISHMENTS

2010: Completed Regional Freight Plan in cooperation with FDOT, Palm Beach and Miami-Dade MPOs

2009: Conducted Regional Intermodal Network Update (Regional Freight Plan)

2008: Completed Freight/Intermodal (O/D) Study

WORK PRODUCTS

- 2010-12: Initiate actions to advance projects identified in the freight plans including cost analysis strategies for project selection.
- Sept 2010: Complete review of I-95 Transportation Alternative Study; **Nov 2010** complete assessment of exiting Broward's freight plan for possible update in lieu of identified needs.
- 2010: In cooperation with FDOT and neighboring MPOs, participate in the development of the recommended 2nd phase of the US-27 Rail Corridor Study.
- 2010/11: Participate in the completion and dissemination of information of the first two year update of Port Everglades Master Vision Plan, the 20 year component. **July/Aug** - Existing conditions and new estimated needs; **Nov/Dec** - Capital needs, determine consistency with MPOs Regional and local LRTP; **Feb/Mar** with emphasis on land access facilities determine funding with SIS moneys and when applicable and possible funding with Transportation Regional Incentive Program (TRIP).
- 2011/12: Support the efforts of Port Everglades in developing and obtaining alternative funding for project included in the MPO's LRTP including: The Automated People Mover and Intermodal Center "SunPort", Bypass Road, Intermodal Container Transfer Facility (ICTF), Eller drive Overpass/ICTF, McIntosh roadway improvements and realignment.
- Ongoing: Industry contact and Inter-jurisdictional coordination.
- Ongoing: Continue participation with FDOT, SFRTA, airport and seaport in the development of a series of reports outlining freight issues germane to Broward County and Southeast Florida, and as appropriate outline future approach for consideration into the MPO planning process.

FINANCIAL PARTICIPATION	FY 10-11		FY 11-12		Primary Responsibility:
PL Staff	\$	20,521	\$	13,223	BMPO
Consultant Contracts	\$	-	\$	-	
FTA Sec 5303	\$	18,241	\$	11,754	<u>Other Agencies:</u>
FDOT Match	\$	6,806	\$	4,386	FDOT, SFRTA, BCPE, BCAD, MDMPO
Local	\$	2,280	\$	1,469	PBMPO
Total	\$	47,848	\$	30,831	

May 13, 2010
 Effective: July 1, 2010

BROWARD COUNTY, FLORIDA, MPO
 UNIFIED PLANNING WORK PROGRAM
 PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Program and Plan Development
 Task: **AIRPORT PLANNING**

UPWP Task No.: 3.7
Final

OBJECTIVES

Participate in the maintenance and implementation of the Florida Aviation System Plan 2004. Complete the Environmental Impact Statement (EIS) for the proposed south runway. Continue to address mutual intermodal opportunities with Port Everglades. Update and maintain the Airport Master Plans and the Federal Aviation Regulation (FAR) Part 150. Continue coordination in the identification and prioritizing of airport connectors and hub components of the State's Strategic Intermodal System (SIS) into the MPO planning process and funds programming.

METHODOLOGY

- Prepare and complete an EIS for the modified runway expansion to obtain a Record of Decision (ROD) issued by FAA
- Review and/or prepare airspace check list for on airport projects and coordinate with the FAA
- Implement recommendations of the Strategic Facilities Plan, including landside connections to Port Everglades
- Comply with FAA Advisory Circulars

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2010: Initiated FLL Airport Master Plan (minor update)
- 2009: Completed FLL Master Plan phase III
- 2009: Completed with Port Everglades and FDOT the Draft Environmental Assessment for the SunPort project.
- 2009: Completed FLL Master Plan Phase II

WORK PRODUCTS

- Ongoing: Continue EIS for the selected runway extension at FLL-Draft 2008/ROD Summer 2009
- Ongoing: North Perry Airport Master Plan Update-Fall 2008
- Ongoing: People Mover Phase II, Engineering Study in cooperation with Port Everglades
- Ongoing: Clean Air Partnership, Community Outreach Efforts

FINANCIAL PARTICIPATION	FY 10-11	FY 11-12	Primary Responsibility:
FAA	\$ -	\$ -	BCAD
Local (Aviation) B.C.	\$ 500,000	\$ 500,000	<u>Other Agencies:</u>
Total	\$ 500,000	\$ 500,000	BMPO, FDOT, FAA, BCPE

Notes:

For information purposes only. Funding outlined in this task is not allocated, provided, or administered through the Broward MPO. Funding reflected in this task represents two Broward County fiscal years (2011 and 2012) which runs from October 1 to September 30.

May 13, 2010
Effective: July 1, 2010

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Program and Plan Development
Task: **SEAPORT PLANNING**

UPWP Task No.: 3.8
Final

OBJECTIVES

Plan and implement individual components of the Port Everglades Master/Vision Plan including projects for cruise passenger, bulk (liquid/dry) and cargo facilities. Continue to evaluate the effectiveness and efficiency of the Port's transportation system and the maintenance of interrelated intermodal systems and arterial connections to the Fort Lauderdale/Hollywood International Airport. Evaluate overall economic impact the Facility has on the local, regional and state economy. Coordinate grant applications and identify funding sources for implementation of strategic priorities based on the Capital Improvement Program (CIP).

METHODOLOGY

- Participate in BMPO Long Range Plan Updates and freight and goods movement studies from a seaport perspective
- Participate in the Regional Long Range Transportation Plan development updates
- Coordinate with FDOT on the development of the State's 5-Year Work Program
- Evaluate right-of-way requirements of future transportation plans of the Port Jurisdictional Area
- Conduct feasibility studies on Port roads to ensure accessibility for waterborne-related businesses
- Assess the impact of all proposed future development, especially DRIs on Port roads using the Port's traffic database that includes freight data
- Coordinate transportation planning projects with the BMPO through active participation on the TCC
- Coordinate with agencies and municipalities on new and ongoing studies affecting the Port's Jurisdiction.
- Participate in the implementation of the FDOT Strategic Intermodal System (SIS)
- Participate through the LRTP in the planning and programming of the Intermodal Container Transfer Facility (ICTF) and its complementary project, the Eller Drive Overpass that will facilitate the east-west movement of container cargo by enabling at grade rail under it.

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2010: Completed Freight Regional Plan in coordination with FDOT and MPOs
- 2009: Completed the Annual Sea port Mission Plan Update for the Florida Seaport Transportation and Economic Development (FSTED) Program for 2009-10.
- 2009: Completed Expansion of Cruise Terminal 18 to homeport the largest cruise ship.
- 2009: Completed Automated People Mover Environmental Assessment Study
- 2009: Completed Port Everglades Economic Impact Report for FY 2008
- 2008: Completed Urban Freight Intermodal Mobility Study in coordination with Broward MPO

WORK PRODUCTS

- 2010-12: Complete the Port Everglades Master/Vision Plan Update
- 2010-11: Implement Traffic Count Program on Port Everglades roadways.
- 2010-11: Incorporate Update Port Everglades Master/Vision Plan into Broward County Comprehensive Plan
- Ongoing: North port, mid port, south port facility improvements and Port security
- Ongoing: Continued coordination with FDOT on the Eller Drive project's funding and implementation.
- Ongoing: Port transportation planning database, project outlines, studies, annual reports
- Ongoing: Transportation improvements programmed in the Annual Capital Improvements Program and the Five-Year Capital Improvements Program of the Port Master/Vision Plan.

FINANCIAL PARTICIPATION		FY 10-11	FY 11-12	Primary Responsibility:
Local	\$	285,000	\$ 285,000	BCPE
Total	\$	285,000	\$ 285,000	<u>Other Agencies:</u> BMPO, FDOT, BCAD

Notes:

* Note: For information purposes only. Funding outlines in this task is not allocated, provided, or administered thru the Broward Metropolitan Planning Organization.

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2010 - June 30, 2012

Section: Program and Plan Development

UPWP Task No.: 3.9

Task: **MOBILITY OPTIONS AND ENHANCEMENTS**

Final

OBJECTIVES

Coordinate county, regional, and state mobility options and enhancements including pedestrian, bicycle, greenway, safe routes to school, multipurpose pathways, the Transportation Enhancement Program, and the A1A Scenic Highway Program. Develop a complete streets policy and design guidelines to be adopted by local governments and implementing agencies that place an emphasis on equal treatment of all travel modes. Develop methodologies to collect and analyze bicycle trip data.

METHODOLOGY

- Work with local bicycle advocacy groups and other governmental agencies to develop bicycle awareness.
- Assist in the procurement of revenues for the construction of bikeway, sidewalk and multipurpose pathway projects.
- Promote traffic safety education programs in the Broward County Public School system.
- Increase citizen participation regarding bicycle, pedestrian, multipurpose pathway, recreation, and tourist planning and design at the county, state, and municipal levels.
- Assist FDOT in prioritizing sidewalk gaps and support the ongoing development of bicycle and pedestrian projects.
- Implement Bike Parking Program to distribute bicycle parking facilities.
- Update GIS bicycle and pedestrian facilities inventory and suitability map using professionally accepted BLOS methodology. Analyze bicycle and pedestrian crashes countywide.
- Coordinate with Traffic Engineering and the School Board Safety Department in the Safe Routes to School Program.
- Coordinate with the Broward County Health Department to promote active transportation.
- Manage the Transportation Enhancement Program, coordinating with FDOT and local municipalities.
- Notify municipalities and agencies each year at the beginning of the Transportation Enhancement Cycle, provide technical assistance as applications are completed for submittal to the MPO office, and convene an Enhancement workshop annually to provide details of federal, state, and Broward MPO guidelines.
- Annually convene the TCC Subcommittees to review and update the project prioritization methodology, as needed and to review and pre-rank applications.
- Submit Enhancement applications to FDOT for field review and eligibility determinations, coordinating with FDOT and local agencies as applications are reviewed and processed to prepare for MPO action on unfunded Enhancement priorities.
- Develop policies and design guidelines that encourage going beyond minimum design standards for bicycle and pedestrian facilities.
- Develop and promote designs for on road bicycle facilities that encourage use by improving Bicycle Level of Service and the bicyclists comfort level.
- Utilize the Bike Broward Route Planner and website analytics to analyze user trip information.

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2009 completed the design of the Cypress Creek, New River, Flamingo Rd and Hiatus Greenways: 2008: Assisted the School Board in obtaining \$1.2 million in Federal Safe Routes to School funding infrastructure projects for the fiscal years 2010/11 and 2011/2012
- 2009: A1A Greenway Traffic Study
- 2010: Internet Mapping System Based Bicycle Routing system
- 2008 and 2009: Completed Transportation Enhancement Cycle application reviews and pre-eligibility rankings
- 2009: Achieved designation of State Road A1A as a Florida Scenic Highway and hosted a ribbon-cutting celebration
- 2008: Completed the State Road A1A Scenic Highway Corridor Management Plan (CMP) and established the A1A Scenic Highway Corridor Management Entity

WORK PRODUCTS

- Ongoing: Bicycle/Pedestrian education program in the Broward County Public Schools, Bicycle Suitability Map and Bicycle Facilities Network Inventory
- Mar 2011: Interactive Bicycle/Pedestrian web page
- June 2012: Marketing campaign to reduce bicyclist and motorist hostilities and to promote the Bike Broward interactive route planner
- Jun 2012: Complete Streets policy and guidelines
- Nov 2010: Transportation Enhancement Cycle of annual project priorities
- March 2013: Phase II improvements to the MPO's interactive bike route planner. Funding: FY 11/12 \$40,000, FY12/13 \$35,900.

Task 3.9	FINANCIAL PARTICIPATION	FY 10-11	FY 11-12	Primary Responsibility:
	PL Staff	\$ 120,992	\$ 56,339	BMPO, FDOT
	Consultant Contracts	\$ -	\$ 40,000	
	FTA Sec 5303	\$ 107,548	\$ 85,634	<u>Other Agencies:</u>
	FDOT Match	\$ 40,129	\$ 31,952	BCTD, BPAC
	Local	\$ 13,444	\$ 10,704	
	Total	\$ 282,113	\$ 224,629	

Notes:

Consultant Contracts:

	FY 10-11	FY 11-12
Bike Route Planner, Phase II	\$ -	\$ 40,000

4.0 BUSINESS PLAN

This UPWP addresses multi-year planning tasks and carryover funds from previous fiscal years through the business plan. Carryover funds are accumulated when an MPO does not expend all available PL funds in the current fiscal year. Carryover funds are combined with an MPO's new annual PL allocations to determine available funds for the upcoming fiscal year. FDOT policy limits PL fund carryover not accounted for in a business plan to 50 percent of the annual allocation.

Broward MPO Business Plan

Grant Fund Forecast

	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
FHWA Funds Allocated	\$1,630,646	\$1,676,699	\$1,727,000	\$1,778,810	\$1,832,174
Reserves/Carry Over from Prev Yr	\$1,431,042	\$584,271	\$458,633	\$364,997	\$181,661
Sub-Total:	\$3,061,688	\$2,260,970	\$2,185,633	\$2,143,807	\$2,013,835
FTA Funds Allocated	\$795,598	\$795,598	\$819,466	\$844,050	\$869,372
TD (Transportation Disadvantaged)	\$52,895	\$52,998	\$52,998	\$52,998	\$52,998
FTA Match 10% (Soft)	\$88,400	\$88,400	\$91,052	\$93,783	\$96,597
Sub-Total:	\$848,493	\$848,596	\$872,464	\$897,048	\$922,370
Total Grant Funds Available	\$3,910,181	\$3,109,566	\$3,058,097	\$3,040,855	\$2,936,205
1.1 Administrative (Misc.)	\$630,000	\$370,000	\$346,600	\$353,398	\$360,400
1.4 Public Participation & Education	\$167,375	\$105,500	\$108,665	\$111,925	\$115,283
2.1 Highway & Traffic Data	\$0	\$0	\$0	\$0	\$0
2.2 Transit Surveillance & Development	\$0	\$50,000	\$0	\$0	\$0
2.3 Trafficways Planning and Impact Studies	\$0	\$0	\$0	\$0	\$0
3.1 Long Range Transportation Planning	\$92,000	\$92,000	\$200,000	\$300,000	\$200,000
3.2 Regional Transportation Planning	\$50,000	\$50,000	\$0	\$0	\$0
3.3 Livability Planning	\$170,000	\$155,000	\$155,000	\$155,000	\$155,000
3.4 Transportation Improvement Program	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
3.5 Congestion Mgmt Process & Corr Plan	\$10,000	\$0	\$0	\$0	\$0
3.6 Freight and Goods	\$0	\$0	\$0	\$0	\$0
3.9 Mobility Options & Enhancements	\$0	\$40,000	\$0	\$0	\$0
Total Contracts	\$1,134,375	\$877,500	\$825,265	\$935,323	\$845,683
Total Salaries + Benefits*	2,191,536	1,773,433	\$1,867,836	\$1,923,871	\$1,981,587
Total Funds Spent (Contracts/Salaries/Benefits):	\$3,325,911	\$2,650,933	\$2,693,101	\$2,859,194	\$2,827,270
Reserves/Carry Over to Next Yr	\$584,271	\$458,633	\$364,997	\$181,661	\$108,935

5.0 Florida Department of Transportation District 4 Planning Activities

Air Quality Planning and Climate Change

All parts of Southeast Florida have been designated as air quality attainment areas since 2005. The US Environmental Protection Agency (EPA) on January 6, 2010 proposed to strengthen the national ambient air quality standards (NAAQS) for ground-level ozone designed to protect public health, to a level within the range of 0.060-0.070 parts per million (ppm). EPA will issue its final standards by August 31, 2010. FDOT will continue to monitor the regions attainment status and work with the Metropolitan Planning Organizations (MPOs) and other entities on the development and implementation of Congestion Management Processes (CMPs), Climate change initiatives focusing on reductions in VMT aimed at reducing air pollutant emissions and greenhouse gas emissions.

Bicycle and Pedestrian Activities

FDOT maintains and implements a bicycle and pedestrian decision support system, including a bicycle/pedestrian coordinator. The coordinator has primary responsibility for advocating urban design that optimizes bicycling and walking, conducting design reviews of FDOT projects, and working with MPOs and local governments to allocate and program funds for projects supportive of bicycle and/or pedestrian modes. Special emphasis is being placed on integrating and sharing bicycle and sidewalk geographic information system (GIS) data between FDOT and county jurisdictions.

Context Sensitive Solutions (CSS)

District Four has a CSS Team composed of representatives from its Modal Development, Traffic Operations, Planning and Environmental Management, Design and Program Management offices. The primary purpose of the team is to encourage more livable communities/context sensitive applications in FDOT projects. District Four also participates in the Central Office CSS Team.

Corridor Planning Studies

Studies are conducted to identify and evaluate issues on major transportation corridors and the effectiveness and impacts of proposed alternatives for addressing them. The results may range from recommended improvements that address specific problems to a comprehensive action plan for improving a corridor. Multi-Modal Planning and Conceptual Engineering (PACE) studies also are conducted. One example is the PACE study in the Treasure Coast region exploring the feasibility of establishing a new continuous north-south regional corridor traversing Martin, St. Lucie and Indian River counties.

Demand Forecast Model Development, Calibration, and Validation

Demand forecast model structures are conceptualized and models are constructed, calibrated and validated using demographic and land use data, travel characteristic patterns, traffic counts, and transit service and ridership data collected from various sources. Future projections from models are formulated as the basis for assessing future transportation demands and new facility and service needs.

Developments of Regional Impact (DRIs)

FDOT participates in DRI pre-application and methodology meetings preceding submission of DRI applications and the application review process to ensure that significant and/or adverse impacts to regional roadways are identified and mitigated and multi-modal considerations are addressed. Also, FDOT evaluates proposed changes to approved DRIs to identify any impacts and whether additional mitigation is required. Coordination with the Department of Community Affairs (DCA), the applicable regional planning council (RPC), affected local governments and developers is a routine part of these efforts.

Efficient Transportation Decision Making (ETDM) Process

The ETDM process was developed in Florida to accomplish the streamlining objectives identified in Section 1309 of the Transportation Efficiency Act for the 21st Century. It is designed to provide resource agencies and the public early access to transportation project plans and information about potential project effects on state resources. Resource agencies interact with project planners using the Environmental Screening Tool during the development of MPO Long Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs). Their early involvement helps identify project changes that avoid or minimize adverse effects on resources and communities. The District ETDM coordinator coordinates training and provides guidance to the MPOs and District staff on implementation of the ETDM process. The District community liaison coordinator coordinates training and provides guidance to MPO staff on socio-cultural effects evaluations.

Florida Strategic Highway Safety Plan (FSHSP)

The Florida Road Safety Partnership, composed of various transportation and safety agencies led by FDOT, developed the FSHSP in 2006. The plan contains strategies for reducing crashes and measuring and monitoring progress consistent with its main goal of improving safety on Florida's roadways. Implementation efforts of the FDOT Safety Office are focused on three areas: intersection crashes, vulnerable road users (pedestrians, bicyclists, motorcyclists), and lane departure crashes.

Intelligent Transportation System (ITS) Planning

FDOT coordinates with the MPOs to incorporate ITS into their plans and programs and to structure ITS into their respective organizations. These ITS planning activities include developing an ITS Management Plan and an ITS Program Plan for each county, developing MPO capability to manage the Regional ITS Architecture, and developing ITS programs and projects for MPO LRTPs and TIPs. This support also includes integrating intra-regional ITS deployment and operations as well as assuring that intra-regional and inter-regional operations are coordinated.

Interchange Proposal Review and Coordination

Identify and review the need for new interchanges or modifications to existing interchanges, following criteria set forth by the Federal Highway Administration and FDOT's interchange review process.

Joint Participation and Local Agency Program Agreements

Develop, coordinate, update and review Joint Participation Agreements and Local Agency Program agreements with MPOs, local governments and other entities.

Level of Service (LOS)

FDOT identifies state highways that have a deficient LOS for existing and future conditions and participates in efforts to address the level of need and timing of improvements. It also reviews and participates in the development of corridor or area studies and mitigation/mobility and other plans to address LOS issues. LOS responsibilities include conducting traffic engineering analyses pertaining to Quality LOS to provide decision makers with information regarding the effects of proposed policies/decisions on the State Highway System. FDOT also provides oversight on LOS issues involving the Strategic Intermodal System (SIS)/Florida Intrastate Highway System (FIHS). SIS roadways, with minimum statewide LOS standards identified in rule, require protection to ensure mobility for people and goods.

In addition, FDOT assists local governments with LOS data, analysis, issues and training; implementation of concurrency management or exception tools that address multi-modal mobility; use of proportionate fair share mitigation and other funding mechanisms; and coordination of concurrency management systems and local capital improvement elements/programs.

Local Government Comprehensive Plans

Evaluate proposed local government comprehensive plans, plan amendments, and evaluation and appraisal reports addressing the effectiveness of comprehensive plans in order to determine consistency with Florida growth management laws and rules related to multi-modal transportation, with an emphasis on protecting the SIS/FIHS and roadway facilities with improvements funded under the Transportation Regional Incentive Program (TRIP). Provide technical assistance and coordinate with DCA, RPCs, MPOs, local governments and other agencies or groups on comprehensive planning issues and opportunities, including in anticipation of comprehensive plan amendments.

Long Range Transportation Plans

Provide technical assistance and policy direction to the MPOs in developing and implementing their LRTPs and in meeting commitments relating to regional LRTPs. Also, provide state and federal revenue forecasts and guidance on transportation costs.

Conduct corridor studies, sub-area studies and special transportation studies to support the ongoing maintenance, updating and implementation of adopted LRTPs. This includes modeling support and other technical assistance, as needed, for Project Development and Environment (PD&E) and other studies.

Develop, validate and maintain a set of systems planning models, land use allocation models, and other analytical tools needed by FDOT and the MPOs to maintain LRTPs and conduct other planning studies and analyses.

Mapping/Database Development

Create maps using a geographic information system, FDOT's Roadway Characteristics Inventory (RCI) database and the South Florida Rail Corridor (SFRC) database to support District activities. Update and maintain the GIS database. Support data collection and analysis efforts for the District. Create maps of the District's multi-modal facilities and rail corridors using GIS. The District GIS Master Plan includes action items to formalize data exchange among FDOT, MPOs and local governments.

The District is updating the track charts for the SFRC in Palm Beach, Broward and Miami-Dade counties. The update will identify the double track geometry, location, turnouts, crossovers, signals and other infrastructure/corridor attributes as well as drainage/undergrade structures, highway grade crossings, overhead structures, major utilities and passenger stations/platforms.

MPO/Community/Government Liaison

Provide policy direction, technical assistance and administrative support to MPO boards and advisory committees, local governments, and communities. Assist MPOs in conducting metropolitan transportation planning programs that meet state and federal requirements and are coordinated with the statewide transportation planning program. Primary MPO products and processes include Unified Planning Work Programs, LRTPs, Transportation Project Priority Lists, TIPs, CMPs, and Public Involvement/ Participation Plans. Conduct annual certification reviews of the MPOs. Coordinate and ensure implementation of the Transportation Enhancement program.

Multi-Modal Systems

Provide policy guidance, technical assistance and research to various entities regarding the administration of state and federal grants that support economic development by providing multi-modal transportation opportunities. Monitor and provide input regarding state and federal legislative activity related to transportation. Review and analyze the availability of innovative financing methods and techniques.

Multi-Modal Transportation Studies

The District is preparing the Draft Environmental Impact Statement for the Central Broward East-West Transit project. The Locally Preferred Alternative was approved by the Broward MPO in 2005 and amended in 2006. The study will locate stations, define station area development plans, specify the location of the guideway in each segment of the preferred general alignment, produce a Draft Environmental Impact Statement, and prepare both a request to enter Preliminary Engineering and a New Starts application to the Federal Transit Administration (FTA).

The District is conducting the South Florida East Coast Corridor Transit Analysis. This is an Early Scoping/ETDM Alternatives Analysis project for a potential fixed-guideway transit system utilizing the Federal East Coast Railway corridor. Phase 2 is currently underway and consists of an alternatives analysis of technologies, station locations, guideway design types, maintenance facility locations and grade crossing treatments that will lead to approval of a Locally Preferred Alternative for each of the three segments. Phase 2 will produce an Alternatives Analysis Report for the corridor. The extensive public involvement being undertaken includes public workshops, municipal meetings, presentations to MPOs, meetings with stakeholder communities and organizations, and public hearings.

Start up state funding for the Treasure Coast Connector fixed route transit service in Martin and St. Lucie counties and other transit services in St. Lucie County is being phased out, making local funding solutions necessary if the services are to continue. The District, in coordination with local stakeholders, conducted a Martin-St. Lucie Transit Funding and Management Solutions Study to facilitate development of a five-year transit funding plan for consideration by the MPOs and the county commissions. Potential transit management and operational options were identified for purposes of supporting discussion and reaching consensus on short and mid-term operational structures.

The District is conducting the South Florida East Coast Corridor Transit Analysis. This is an Early Scoping/ETDM Alternatives Analysis study for a potential fixed-guideway transit system between downtown Miami and Jupiter utilizing the Federal East Coast Railway corridor. Phase 1 found that the FEC Railway corridor best met the purpose and need for the project, created an initial set of station locations, and screened technologies. Phase 2 is under way and will define a locally preferred alternative including mode, station locations, guideway design type, maintenance facility locations, and grade crossing treatments. The extensive public involvement being undertaken in Phase 2 includes public workshops, municipal meetings, presentations to MPOs, meetings with stakeholder communities and organizations, and a public hearing in multiple venues.

The District is conducting an operations study evaluating proposed park and ride lots to support regional express bus service along the I-95 corridor in northern Palm Beach County and Martin County. High occupancy vehicle lanes on I-95

in northern Palm Beach County, to be completed in 2112, would be utilized for the service. An Express Bus Committee, with representatives from Palm Tran, the Martin and ridership for the proposed Tri-Rail extension to Jupiter and to test the market in Martin County. FDOT Urban Capital, Service Development and Transit Corridor Grants and the TRIP are potential sources for start up funds.

The District is updating the South Florida Rail Corridor Master Plan, which identifies the build out to four mainline tracks within the corridor right of way. The updated plan will show the as-built configuration of the double track project, location of the fixed bridge over New River, the MetroRail connection at the Miami Intermodal Center, and other corridor attributes that have changed since the previous master plan. The master plan is intended to determine and protect the right of way needs for the rail corridor and to protect track clearances from obstructions or permitted structures for the four track build out.

Regional Transportation Planning and Coordination

Engage various partners (e.g., MPOs, RPCs, South Florida Regional Transportation Authority) and other FDOT Districts on regional planning and implementation challenges, and opportunities relating to provision of an interconnected, multi-modal and multi-level transportation system. Guide and support enhanced regional planning and coordination efforts of MPOs and annually assess progress made through these efforts. Participate in activities of the Southeast Florida Transportation Council (SEFTC) and the Treasure Coast Transportation Council (TCTC) and in regional initiatives and forums as a policy and technical resource.

FDOT and the three South Florida MPOs are performing a planning analysis of the regional freight and goods system and developing a regional freight plan for use by the MPOs and SEFTC in developing their regional LRTP. The effort is being managed by District Four and involves a three-county Technical Steering Committee including representatives from the MPOs and other entities.

Strategic Intermodal System/ Florida Intrastate Highway System

The Florida Legislature established the SIS in 2003 to enhance Florida's economic prosperity and competitiveness. The SIS is comprised of corridors, connectors and hubs throughout the state which provide a seamless, multi-modal transportation network to promote the efficient movement of people and goods. The SIS highway component primarily consists of the FIHS, which is referenced with the SIS because of its continued existence in legislation. Identification and prioritization of needs on the SIS are accomplished through a number of planning documents including the Unfunded Needs Plan, the Cost Feasible Plan and the Work Program. FDOT coordinates these needs with local governments and MPOs to ensure that they are consistent with LRTPs and other planning documents.

Based on identified SIS needs, FDOT undertakes multi-modal and multi-faceted planning and PD&E studies. These studies also are coordinated with local governments and MPOs. Approval of these studies allows for the scheduling and funding of subsequent design, right of way, and construction phases. In addition, FDOT coordinates and participates in the implementation of other aspects of the SIS/FIHS with regard to LOS, eligibility criteria, data collection, facility designation and annual system updating.

Trafficway Plans

Assist local governments in preservation of right of way consistent with dedication requirements identified in trafficway or thoroughfare plans and FDOT typical section requirements for state facilities.

Review requests for waivers to right of way preservation plans and provide comments to local governments and others regarding such requests.

Transit/Land Use

Continue to coordinate with local governments to educate, implement and promote acceptance of major transit investments including light rail and bus rapid transit. Build consensus with local governments, elected officials, neighborhood homeowner associations, business groups, RPCs and other stakeholders to locate stations and encourage transit oriented development on major investment corridors. Related efforts are identified under the Local Government Comprehensive Plans and Multi-Modal Transportation Studies sections above.

Transportation Data and Roadway Jurisdiction

Traffic projections for state highway corridors and supporting regional roadways are developed and updated. They are needed to support road design for capacity and operational improvements and pavement design for resurfacing. Traffic count data are collected in support of the FDOT Traffic Characteristics Inventory (TCI) databases, as well as project-specific traffic counts to support PD&E and design phases. Highway data are collected for both on-system and off-system roads to support decision making, federally mandated reports, and Central Office reporting requirements and information needs, and is also used by the Districts to produce reports, maps, SLDs, and other documents. A database of existing

socioeconomic and travel characteristics is maintained for MPOs, including information on population, dwelling units, hotel/motel units, employment, current land uses, traffic counts, transit usage, special generators activity, and other variables essential for model validation and operation purposes to support regional planning. Roadway jurisdictional transfers are monitored and conducted by mutual agreement with the affected governmental entity and approved by the Department Secretary.

Transportation Demand Management (TDM)

The District has expanded the scope of its Commuter Assistance Program (South Florida Commuter Services) to include planning services that support creation and implementation of a regional TDM program. This program promotes access and mobility across the region, sound land use decision-making, livable communities and economic development.

Travel Characteristics

Prepare and conduct surveys and analyses to maintain a current set of travel characteristics for the District Four area needed to validate planning models and provide data for plan updates, corridor and sub-area studies, and special transportation studies.

PD&E and Other Studies

This section provides a listing of PD&E and other major study activities that will be initiated or ongoing during FY 2010/11 and FY 2011/12.

- Central Broward East-West Transit Analysis – Broward County
- Broward Boulevard Transit Improvement Analysis
- Oakland Park Boulevard Small Starts Project
- SR-93/I-75 at Pembroke Road Interchange – Broward County
- SR-93/I-75 from north of Miami-Dade/Broward County Line to I-595 – Broward County
- SR-9/I-95 from Oakland Park Boulevard to Broward/Palm Beach County Line to Glades Road – Broward and Palm Beach counties
- South Florida Rail Corridor/South Fork of New River Bascule Bridge – Broward County
- SR-9/I-95 from Glades Road to Linton Boulevard – Palm Beach County
- South Florida East Coast Corridor Transit Analysis (SFECCTA) – Covers 85-mile stretch in Miami-Dade, Broward and Palm Beach counties
- SR-710 (Port of Palm Beach) Connection to US-1 – Palm Beach County
- SR-7/ US-441 Corridor Extension (from SR-704/Okeechobee Road to North Lake Boulevard) – Palm Beach County
- SR-710 from Allapattah Road to SR-76 – Martin County
- SR-710 from I-95 to SR-76 – Palm Beach and Martin counties
- SR-9/I-95 from south of SR-70/Virginia Avenue to south of Indrio Road – St. Lucie County
- SR-9/I-95 from south of Indrio Road to north of CR-512 – This includes the IJR for I-95 at Oslo Road – St. Lucie and Indian River counties
- SR-713 from SR-70 north to SR 5/US-1 – St. Lucie County
- Fiesta Way, Isle of Venice, Nurmi Drive, Royal Palm Drive and Sunrise Key Boulevard Bridges – Broward County

Planning Work Program

Major funding areas are as follows:

- Model Development and Support
- Traffic Data Collection
- Statistics and Roadway Data Collection Analysis
- Project Traffic/Corridor Analysis
- Corridor/Subarea Planning Studies
- Level of Service Technical Support and Data Collection
- District-wide Special Projects
- Strategic Intermodal System Program Support
- Transportation Statistics Geographic Information Systems Support

IV. FINANCIAL TABLES

TABLE I A					
FY 2010-2011					
AGENCY PARTICIPATION					
BROWARD METROPOLITAN PLANNING ORGANIZATION					
TASK NUMBER	DESCRIPTION	STATE 1	LOCAL 2	FEDERAL 3	TOTAL
<u>ADMINISTRATION</u>					
1.1	ADMINISTRATION AND PLANNING MANAGEMENT	231,982	31,167	1,159,835	1,422,984
1.2	STAFF SUPPORT TD COORDINATING BOARD		0	52,895	52,895
1.3	TD PLANNING OPTIONS	6,736	2,257	38,361	47,353
1.4	PUBLIC PARTICIPATION AND EDUCATION	64,406	13,980	340,475	418,861
<u>SURVEILLANCE</u>					
2.1	HIGHWAY, TRAFFIC AND SAFETY DATA	20,838	9,366	126,943	157,147
2.2	TRANSIT SURVEILLANCE AND DEVELOPMENT	11,780	6,332	75,358	93,470
2.3	TRAFFICWAYS PLANNING AND IMPACT STUDIES	11,355	3,804	64,666	79,825
<u>SYSTEMS PLANNING</u>					
3.1	LONG RANGE TRANSPORTATION PLANNING	67,294	16,939	363,821	448,054
3.2	REGIONAL TRANSPORTATION PLANNING	36,032	11,954	294,803	342,789
3.3	LIVABILITY PLANNING	71,817	15,076	377,874	464,768
3.4	TRANSPORTATION IMPROVEMENT PROGRAM	43,163	15,737	250,246	309,146
3.5	CONGESTIONS MGMT PROCESS / CORRIDOR PLAN	29,424	12,696	177,414	219,535
3.6	FREIGHT AND GOOD MGMT / INTERMODAL PLAN	6,806	2,280	38,762	47,848
3.7	AIRPORT PLANNING	0	500,000	0	500,000
3.8	SEAPORT PLANNING	0	285,000	0	285,000
3.9	MOBILITY OPTIONS AND ENHANCEMENTS	40,129	13,444	228,540	282,113
TOTALS		\$641,761	\$940,031	\$3,589,994	\$5,171,786

- 1 Includes FDOT cash and in-kind match for federal grants to the MPO, and Transportation Disadvantaged Trust Fund.
- 2 Includes local funds for MPO, and ports planning.
- 3 Includes grants from the Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration.

TABLE I B					
FY 2011-2012					
AGENCY PARTICIPATION					
BROWARD METROPOLITAN PLANNING ORGANIZATION					
TASK NUMBER	DESCRIPTION	STATE 1	LOCAL 2	FEDERAL 3	TOTAL
ADMINISTRATION					
1.1	ADMINISTRATION AND PLANNING MANAGEMENT	156,787	25,187	798,172	980,145
1.2	STAFF SUPPORT TD COORDINATING BOARD		0	52,998	52,998
1.3	TD PLANNING OPTIONS	6,140	2,057	34,967	43,164
1.4	PUBLIC PARTICIPATION AND EDUCATION	40,811	5,877	205,407	252,094
SURVEILLANCE					
2.1	HIGHWAY, TRAFFIC AND SAFETY DATA	15,663	5,247	89,202	110,112
2.2	TRANSIT SURVEILLANCE AND DEVELOPMENT	16,666	1,889	82,113	100,668
2.3	TRAFFICWAYS PLANNING AND IMPACT STUDIES	10,651	3,568	60,658	74,876
SYSTEMS PLANNING					
3.1	LONG RANGE TRANSPORTATION PLANNING	60,388	13,433	320,358	394,179
3.2	REGIONAL TRANSPORTATION PLANNING	26,064	5,037	225,634	256,736
3.3	LIVABILITY PLANNING	59,246	8,396	297,724	365,366
3.4	TRANSPORTATION IMPROVEMENT PROGRAM	35,260	10,704	196,973	242,938
3.5	CONGESTIONS MGMT PROCESS / CORRIDOR PLAN	14,410	4,827	82,066	101,303
3.6	FREIGHT AND GOOD MGMT / INTERMODAL PLAN	4,386	1,469	24,977	30,831
3.7	AIRPORT PLANNING	0	500,000	0	500,000
3.8	SEAPORT PLANNING	0	285,000	0	285,000
3.9	MOBILITY OPTIONS AND ENHANCEMENTS	31,952	10,704	181,973	224,629
MOBILITY OPTIONS AND ENHANCEMENTS					
TOTALS		\$478,423	\$883,396	\$2,653,222	\$4,015,041

- 1 Includes FDOT cash and in-kind match for federal grants to the MPO, and Transportation Disadvantaged Trust Fund.
- 2 Includes local funds for MPO, and ports planning.
- 3 Includes grants from the Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration.

**TABLE II A
FY 2010 - 2011
FUNDING SOURCE SHEET
BROWARD METROPOLITAN PLANNING ORGANIZATION**

TASK No.	DESCRIPTION	A FHWA PL (1)	A1 FHWA PL MPO STAFF	A2 FHWA PL Contracts (2)	A3 FHWA PL Miscellaneous (3)	B FDOT MATCH F (4)	D Total Allocation TA (5) Sec. 5303	E FDOT MATCH (6)	F BCMPO MATCH	G OTHER FEDERAL 5307 & FAA	H OTHER STATE (7)	K OTHER B.C./LOC(9)	A+D+G TOTAL FEDERAL	B+E+H TOTAL STATE	F+H+J+K TOTAL LOCAL	Sum of A thru J GRAND TOTAL
1.1	ADMINISTRATION AND PLANNING MANAGEMENT	910,501	280,501		630,000	200,815	249,334	31,167	31,167				1,159,835	231,982	31,167	\$1,422,984
1.2	STAFF SUPPORT TD COORDINATING BOARD										52,895		0	52,895	0	\$52,895
1.3	TD PLANNING OPTIONS	20,309	20,309			4,479	18,052	2,257	2,257				38,361	6,736	2,257	\$47,353
1.4	PUBLIC PARTICIPATION AND EDUCATION	228,635	61,260	167,375		50,426	111,839	13,980	13,980				340,475	64,406	13,980	\$418,861
2.1	HIGHWAY, TRAFFIC AND SAFETY DATA	52,015	52,015	0		11,472	74,928	9,366	9,366				126,943	20,838	9,366	\$157,147
2.2	TRANSIT SURVEILLANCE AND DEVELOPMENT	24,705	24,705	0		5,449	50,653	6,332	6,332				75,358	11,780	6,332	\$93,470
2.3	TRAFFICWAYS PLANNING AND IMPACT STUDIES	34,235	34,235	0		7,551	30,431	3,804	3,804				64,666	11,355	3,804	\$79,825
3.1	LONG RANGE TRANSPORTATION PLANNING	228,310	136,310	92,000		50,355	135,511	16,939	16,939				363,821	67,294	16,939	\$448,054
3.2	REGIONAL TRANSPORTATION PLANNING	109,168	59,168	50,000		24,078	95,634	11,954	11,954	90,000			294,803	36,032	11,954	\$342,789
3.3	LIVABILITY PLANNING	257,265	87,265	170,000		56,741	120,609	15,076	15,076				377,874	71,817	15,076	\$464,768
3.4	TRANSPORTATION IMPROVEMENT PROGRAM	124,351	109,351	15,000		27,426	125,894	15,737	15,737				250,246	43,163	15,737	\$309,146
3.5	CONGESTIONS MGMT PROCESS / CORRIDOR PLAN	75,845	65,845	10,000		16,728	101,569	12,696	12,696				177,414	29,424	12,696	\$219,535
3.6	FREIGHT AND GOOD MGMT / INTERMODAL PLAN	20,521	20,521	0		4,526	18,241	2,280	2,280				38,762	6,806	2,280	\$47,848
3.7	AIRPORT PLANNING											500,000	0	0	500,000	\$500,000
3.8	SEAPORT PLANNING											285,000	0	0	285,000	\$285,000
3.9	MOBILITY OPTIONS AND ENHANCEMENTS	120,992	120,992	0		26,685	107,548	13,444	13,444				228,540	40,129	13,444	\$282,113
	TOTALS	\$2,206,853	\$1,072,478	\$504,375	\$630,000	486,731	\$1,240,246	\$155,031	\$155,031	\$90,000	\$52,895	\$785,000	\$3,537,099	\$694,656	\$940,031	\$5,171,786

Footnotes:

- 1 PL Authorization \$2,206,853; includes FY09/10 allocation - \$1,630,646; and \$576,207 from the reserves \$2,206,853; Column A1 reflects \$1,072,478 in salaries, Column A2 reflects a total of \$504,375 in consultant contracts, Column A3 reflects \$630,000 in miscellaneous costs
- 2 Task 1.4 shows a total of \$167,375 in contracts, however, only \$137,375 is actual contracts and \$30,000 is for televising the MPO and the Public Involvement Outreach Program
- 3 Includes \$235,000 Rental & Moving Expense, \$200,000 Equipment Expenses, \$100,000 Legal Expenses, \$75,000 Administrative Services Fee \$20,000 Travel/Training Expenses
- 4 Total FDOT Match is distributed among various tasks as per FHWA's request. Total 2010-2011 FDOT matc \$486,731
- 5 FTA (Sect 5303) funding mark of \$1,240,244
- 6 FTA (Sect 5303) cash match of \$155,031 and the local match of \$155,031
The FDOT match for FTA is distributed among the tasks
- 7 "Other State" includes: Trust Funds for the Transportation Disadvantaged Planning and Administration
- 8 Reflects proposed Broward County General Fund allocation and in-kind services distributed by task. For accounting and match purposes only.
- 9 Reflects proposed Broward County fund allocation for other BC agencies distributed by task.

NOTE:

FHWA PL funds are 81.93 percent federal and 18.07 percent local (FDOT)
FTA Sect 5303 funds are 80 percent federal, 10 percent state, and 10 percent local (SFRTA)

TABLE II B
FY 2011 - 2012
FUNDING SOURCE SHEET
BROWARD METROPOLITAN PLANNING ORGANIZATION

TASK No.	DESCRIPTION	A FHWA PL (1)	A1 FHWA PL MPO STAFF	A2 FHWA PL Contracts (2)	A3 FHWA PL Miscellaneous (3)	B FDOT MATCH FTA (4)	D Total Allocation (5) Sec. 5303	E FDOT MATCH (6)	F BCMPO MATCH	G OTHER FEDERAL 5307 & FAA	H OTHER STATE (7)	K OTHER B.C./LOC (9)	A+D+G TOTAL FEDERAL	B+E+H TOTAL STATE	F+I+J+K TOTAL LOCAL	Sum of A thru J GRAND TOTAL
1.1	ADMINISTRATION AND PLANNING MANAGEMENT	596,679	226,679		370,000	131,600	201,493	25,187	25,187				798,172	156,787	25,187	\$980,145
1.2	STAFF SUPPORT TD COORDINATING BOARD										52,442		0	52,442	0	\$52,442
1.3	TD PLANNING OPTIONS	18,512	18,512	0		4,083	16,455	2,057	2,057				34,967	6,140	2,057	\$43,164
1.4	PUBLIC PARTICIPATION AND EDUCATION	158,392	52,892	105,500		34,934	47,015	5,877	5,877				205,407	40,811	5,877	\$252,094
2.1	HIGHWAY, TRAFFIC AND SAFETY DATA	47,225	47,225	0		10,416	41,978	5,247	5,247				89,202	15,663	5,247	\$110,112
2.2	TRANSIT SURVEILLANCE AND DEVELOPMENT	67,001	17,001	50,000		14,777	15,112	1,889	1,889				82,113	16,666	1,889	\$100,668
2.3	TRAFFICWAYS PLANNING AND IMPACT STUDIES	32,113	32,113	0		7,083	28,545	3,568	3,568				60,658	10,651	3,568	\$74,876
3.1	LONG RANGE TRANSPORTATION PLANNING	212,896	120,896	92,000		46,955	107,463	13,433	13,433				320,358	60,388	13,433	\$394,179
3.2	REGIONAL TRANSPORTATION PLANNING	95,336	45,336	50,000		21,027	40,299	5,037	5,037	90,000			225,634	26,064	5,037	\$256,736
3.3	LIVABILITY PLANNING	230,560	75,560	155,000		50,851	67,164	8,396	8,396				297,724	59,246	8,396	\$365,366
3.4	TRANSPORTATION IMPROVEMENT PROGRAM	111,339	96,339	15,000		24,556	85,634	10,704	10,704				196,973	35,260	10,704	\$242,938
3.5	CONGESTIONS MGMT PROCESS / CORRIDOR PLAN	43,447	43,447	0		9,582	38,619	4,827	4,827				82,066	14,410	4,827	\$101,303
3.6	FREIGHT AND GOOD MGMT / INTERMODAL PLAN	13,223	13,223	0		2,916	11,754	1,469	1,469				24,977	4,386	1,469	\$30,831
3.7	AIRPORT PLANNING											500,000	0	0	500,000	\$500,000
3.8	SEAPORT PLANNING											285,000	0	0	285,000	\$285,000
3.9	MOBILITY OPTIONS AND ENHANCEMENTS	96,339	56,339	40,000		21,248	85,634	10,704	10,704				181,973	31,952	10,704	\$224,629
	TOTALS	\$1,723,060	\$845,560	\$507,500	\$370,000	380,028	\$787,164	\$98,396	\$98,396	\$90,000	\$52,442	\$785,000	\$2,600,224	\$530,865	\$883,396	\$4,014,485

Footnotes:

- 1 PL Authorization \$1,723,060; includes FY09/10 allocation - \$1,676,699; and \$46,361 from the reserves
\$1,723,060: Column A1 reflects \$845,560 in salaries, Column A2 reflects a total of \$507,500 in consultant contracts, Column A3 reflects \$370,000 in miscellaneous costs
- 2 Task 1.4 shows a total of \$105,500 in contracts, however, only \$75,500 is actual contracts and \$30,000 is for televising the MPO and the Public Involvement Outreach Program
- 3 Includes \$220,000 Rental, \$100,000 Legal Expenses, \$20,000 Administrative Services Fee \$20,000 Travel/Training Expenses, \$10,000 Equipment
- 4 Total FDOT Match is distributed among various tasks as per FHWA's request. Total 2011-2012 FDOT matc \$380,028
- 5 FTA (Sec. 5303) funding mark of \$787,164
- 6 FTA (Sect 5303) cash match of \$98,396, and the local match of \$98,396
The FDOT match for FTA is distributed among the tasks
- 7 "Other State" includes: Trust Funds for the Transportation Disadvantaged Planning and Administration
- 8 Reflects proposed Broward County General Fund allocation and in-kind services distributed by task. For accounting and match purposes only.
- 9 Reflects proposed Broward County fund allocation for other BC agencies distributed by task.

NOTE:
FHWA PL funds are 81.93 percent federal and 18.07 percent local (FDOT); FTA Sec. 5303 funds are matched with state funds and local funds in a 80%/10%/10% split.
FTA Sect 5303 funds are 80 percent federal, 10 percent state, and 10 percent local (SFRTA)

V. SUPPLEMENTAL TABLES

**TABLE III
MILESTONES AND TARGET DATES**

UPWP TASK	DESCRIPTIONS	ITEM	FREQUENCY/MONTH
1.0 ADMINISTRATION			
1.1	Administration and Planning Management	MPO/TCC/CIR Agendas	Monthly
		Contract	One time contract/June
		Audit	Annually/December
		Title VI Document	Tri-Annually
		DBE Document	Annually/May
		UPWP	Annually/May
		Implement ETDM	Ongoing
1.2	Transportation Disadvantaged Planning	TDSP	Annually/December
1.3	Staff Support for the Transportation Disadvantaged Coordinating Board	Agenda Packages	Monthly
		Progress Reports	Quarterly
		CTC evaluation	Annually/December
1.4	Public Involvement and Education	Public Involvement	Monthly
2.0 DATA COLLECTION AND ANALYSIS			
2.1	Highway, Traffic and Safety Data	Traffic Count Maps	Annually/March
		Information Maps	Annually/April
		Traffic Count Book	Annually/April
		Contract	Annually/June
		GIS Data Book	Annually/June
2.2	Transit Surveillance and Development	TQSE	Annually/May
		GIS Map Book	Annually/June
		Contract	Annually/June
2.3	Trafficways Planning and Impact Studies	Analysis of Program Changes	Ongoing/As required
3.0 PROGRAM AND PLAN DEVELOPMENT			
3.1	Long Range Transportation Planning	Update LRTP	Five-year cycle
		Contract	Five-year cycle
		Living the LRTP	On going
		Model validation	Five-year cycle
		Data development	On going
3.2	Regional Transportation Planning	Regional Planning	Ongoing
		SFRPC Contract	Annually/June
		TRIP projects	Annually/May
3.3	Livability Planning	Livability Planning Studies	Annually/June
3.4	Transportation Improvement Program	TIP Draft/Final	Annually/March/July
		TRIP Priority Update	Annually/July
		TIP Amendments	Ongoing
		Contract	Annually/July
		Annual Obligations Report	Annually/January
3.5	Congestion Management Process and Corridor Planning	Unfunded Priority Listing	Annually/September
3.5	Congestion Management Process and Corridor Planning	Reports	Quarterly
		CMP Study Update	Annually/January
		Contract	Annually/June
3.6	Freight and Goods Management / Intermodal Planning	Reports as required by Contract	Ongoing
3.9	Mobility Options and Enhancements	Sidewalk Inventory	Annually/June
		Bicycle Plan Update	Annually/September
		Contract	Annually/June
		A1A Scenic Highway Report	Annually/October
		Enhancement Applications	Annually/April
		Enhancement Priorities	Annually/September

**TABLE IV
ACRONYMS**

AADT	Annual Average Daily Traffic	FSUTMS	Florida Standard Urban Transportation Model Structure
ADA	Americans with Disabilities Act	FTA	Federal Transit Administration
AMPO	Association of Metropolitan Planning Organization	GIS	Geographic Information System
APTS	Advanced Public Transportation Systems	HPMS	Highway Performance Monitoring System
ATIS	Advanced Traveler Information Systems	ITS	Intelligent Transportation System
BCAD Broward	County Aviation Department	LAP	Local Agency Program
BCCB	Broward County Coordinating Board for Transportation Disadvantaged	LEP	Limited English Proficiency
BCEPGMD	Broward County Environmental Protection and Growth Management Department	LRTPL	Long Range Transportation Plan
BCEMD	Broward County Emergency Management Division	LOS	Level of Service
BCPC	Broward County Planning Council	MCI Major	Capital Investment
BCPE	Broward County Port Everglades	MDMPO Miami-Dade	Metropolitan Planning Organization
BCPRD	Broward County Planning and Redevelopment Division	MOU	Memorandum of Understanding
BCTD	Broward County Transportation Department	MPO Metropol	opolitan Planning Organization
BCTED	Broward County Traffic Engineering Division	MPOAC	Metropolitan Planning Organization Advisory Council
BMPO	Broward Metropolitan Planning Organization	MPOD	Metropolitan Planning Organization Division
BPAC	Bicycle Pedestrian Advisory Committee	NEPA	National Environmental Policy Act
BRT	Bus Rapid Transit	NOPC	Notices of Proposed Change
CAAA	Clean Air Act Amendments	PACE	Planning and Conceptual Engineering
CIA	Community Impact Assessment	PBMPO	Palm Beach Metropolitan Planning Organization
CIP	Capital Improvement Program	PD&E	Project Development & Environmental
CIR	Community Involvement Roundtable	PE Prelimina	ry Engineering
CMAQ	Congestion Mitigation and Air Quality	PEA	Planning Emphasis Area
CMP Con	gestion Management Process	PIMT	Public Involvement Management Team
COOP	Continuity of Operations Plan	PL Planning	
CTC	Community Transportation Coordinator	QAPE	Quality Assurance and Program Evaluation
CTST Community	Traffic Safety Program	RAC	Regional Activity Center
DBE	Disadvantaged Business Enterprise	RCI	Roadway Characteristics Inventory
DCA	Department of community Affairs	PIP	Public Involvement Plan
DEP	Department of Environmental Protection	RLRTP	Regional Long Range Transportation Plan
DRI	Developments of Regional Impact	ROD	Record of Decision
DUPR	Department of Urban Planning and Redevelopment	ROW	Right of Way
EAR	Evaluation and Appraisal Report	RPC Regi	onal Planning Council
EIS	Environmental Impact Statement	RPPI	Regional Public Involvement Plan
EOC	Emergency Operation Center	RTA	Regional Transportation Authority
EPA	Environmental Protection Agency	RTO	Regional Transportation Organization
ETAT	Environmental Technical Advisory Team	RTTAC	Regional Transportation Technical Advisory Committee
ETDM	Efficient Transportation Decision-Making	SAFETEA	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
FAR	Federal Aviation Regulation	-LU	
FCTD	Florida Commission for the Transportation Disadvantaged	SEFTC	Southeast Florida Transportation Council
FDEP	Florida Department of Environmental Protection	SFRPC	South Florida Regional Planning Council
FDOT	Florida Department of Transportation	SFRTA	South Florida Regional Transportation Authority
FHWA	Federal Highway Administration	SIP	State Implementation Plan
FIHS	Florida Intrastate Highway System	SIS	Strategic Intermodal System
FSTED	Florida Seaport Transportation and Economic Development	SPS	Survey Processing Software
		STIP	State Transportation Improvement Program
		TAZ	Traffic Analysis Zone
		TCC	Transportation Coordinating Committee
		TCI Traffic	Characteristics Inventory

TCQSM	Transportation Capacity and Quality of Service Manual
TCRPC	Treasure Coast Regional Planning Council
TCSP	Transportation Community System Preservation
TCM	Transportation Control Measure
TD Tran	Transportation Disadvantaged
TDM	Transportation Demand Management
TDP	Transit Development Plan
TDSP	Transportation Disadvantaged Service Plan
TELUS	Transportation Economic & Land Use System
THOR	Transit Housing Oriented Redevelopment
TIM	Traffic Incident Management
TIP	Transportation Improvement Program
TMA	Transportation Management Association
TMC	Traffic Management Center
TOC	Transit Oriented Concurrency
TRIP	Transportation Regional Incentive Programs
TRIPS	Traffic Review and Impact Planning System
TSM	Transportation Systems Management
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation

VI. APPENDICES

Appendix A
RESOLUTION NO. 2010-01

A RESOLUTION OF THE BROWARD METROPOLITAN PLANNING ORGANIZATION (MPO) AUTHORIZING SUBMISSION OF THE FY 2010 -2011 – FY 2011-2012 UNIFIED PLANNING WORK PROGRAM (UPWP) FOR FEDERAL, STATE AND INTERGOVERNMENTAL REVIEW, AND FILING AN APPLICATION WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FOR AUTHORIZING THE MPO STAFF DIRECTOR TO EXECUTE THE GRANT AND A JOINT PARTICIPATION AGREEMENT WITH FDOT TO MATCH THE GRANT.

WHEREAS, this Body is the designated Metropolitan Planning Organization for urban Transportation planning for Broward County, Florida;

WHEREAS, USDOT Joint Planning Regulations and State statutes require the annual preparation of a Unified Planning Work Program (UPWP) for urban transportation planning as a prerequisite for certification of the transportation planning process and as a condition of Federal Financial Assistance; and

WHEREAS, this MPO has prepared the proposed UPWP for FY 2010-12 and desires to submit the same to FDOT as a basis for planning assistance grants; and

WHEREAS, the Florida Secretary of Transportation is authorized to make grants for mass transportation planning projects; and

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision of the local share of project costs; and

WHEREAS, it is required by the U.S. Department of Transportation in accord with the provisions of the Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Federal Transit Act, the applicant give an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U.S. Department of Transportation requirements there under; and

WHEREAS, it is the goal, of the Applicant that minority business enterprise (disadvantaged business enterprise and women business enterprises) be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that minority business shall have the maximum feasible opportunity to compete for contracts and purchase orders when procuring construction contracts, supplies, equipment contracts, or consultant and other services; and

WHEREAS, the Florida Department of Transportation has been requested to provide financial participation in the match of this FTA grant in the amount of one-half the total match; and

WHEREAS, the Department has indicated its willingness to provide this amount of match subject to the execution of the necessary Joint Participation Agreement.

NOW, THEREFORE BE IT RESOLVED BY THE BROWARD METROPOLITAN PLANNING ORGANIZATION (MPO), IN AND FOR THE CENSUS 2000 URBANIZED AREA:

- Section 1: That this MPO approves the proposed FY 2010-2011 – FY 2011-2012 Unified Planning Work Program.
- Section 2: That this MPO directs its staff submit the same to the Florida Department of Transportation for review and approval.
- Section 3: That following satisfaction of any comments resulting from FDOT review, this MPO directs its staff to submit the UPWP to the Board of County Commissioners.
- Section 4: That the Broward MPO Executive Director is authorized to execute and file an application on behalf of the Broward MPO with the Florida Department of Transportation to aid in the financing of a technical study grant to implement specific items of the FY 2010-2011 – FY 2011-2012 Broward County MPO Unified Planning Work Program.
- Section 5: That the MPO Executive Director is authorized to execute and file with such application an assurance or any other document required by the Florida Department of Transportation effectuating the purpose of Title VI for the Civil Rights Act of 1964.
- Section 6: That the MPO Executive Director is authorized to set forth an executed minority business enterprise (disadvantaged enterprise business and women enterprise) policies and procedure in connection with the project's procurement needs.
- Section 7: That the MPO Executive Director is authorized to furnish such additional information as the Florida Department of Transportation may require in connection with the grant application.
- Section 8: That the MPO Executive Director is authorized to execute a grant agreement on behalf of the Broward MPO with the Florida Department of Transportation in aid in the financing of a technical study grant to

implement specific items of the FY 2010-2011 - FY 2011-2012 Broward MPO Unified Planning Work Program.

Section 9:

That the MPO Executive Director is authorized to executed the necessary Joint Participation Agreements on behalf of the Broward County MPO with the Florida Department of Transportation to aid in the matching for the FTA funded portions of the FY 2010-2011 – FY 2011-2012 Broward MPO Unified Planning Work Program.

Executed this _____ 13th _____ day of May, 2010

By:



(Signature of authorized official)

Broward MPO Chair

(Title of authorized official)

**APPLICATION FOR
FEDERAL ASSISTANCE**

Version 7/03

* TYPE OF SUBMISSION: <input type="checkbox"/> Application		2. DATE SUBMITTED May 26, 2010	Applicant Identifier FY 10-11
<input type="checkbox"/> Construction	<input type="checkbox"/> Pre-application	3. DATE RECEIVED BY STATE	State Application Identifier
<input checked="" type="checkbox"/> Non-Construction	<input type="checkbox"/> Construction	4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier
<input type="checkbox"/> Non-Construction	<input type="checkbox"/> Non-Construction		

5. APPLICANT INFORMATION

Legal Name: Broward Metropolitan Planning Organization		Organizational Unit: Department: Broward Metropolitan Planning Organization	
Organizational DUNS: 10-432-4525		Division: N/A	
Address: Street: 115 S Andrews Avenue #329H		Name and telephone number of person to be contacted on matters involving this application (give area code) Prefix: Mr.	
City: Fort Lauderdale		First Name: Gregory	
County: Broward		Middle Name	
State: FL		Last Name Stuart	
Zip Code 33301		Suffix:	
Country: USA		Email: gstuart@broward.org	
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 27-2291340		Phone Number (give area code) 954-357-6608	
		Fax Number (give area code) 954-357-6228	
8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.)		7. TYPE OF APPLICANT: (See back of form for Application Types) B Other (specify)	
Other (specify)		9. NAME OF FEDERAL AGENCY: USDOT FTA	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: TITLE (Name of Program): 20-505		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:	

12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.):

13. PROPOSED PROJECT

Start Date: 7/1/10	Ending Date: 6/30/11	14. CONGRESSIONAL DISTRICTS OF: a. Applicant 19,20,22,23	
		b. Project 19,20,21,22,23	

15. ESTIMATED FUNDING:

a. Federal	\$	709,710 ⁰⁰
b. Applicant	\$	⁰⁰
c. State	\$	88,714 ⁰⁰
d. Local	\$	88,714 ⁰⁰
e. Other	\$	⁰⁰
f. Program Income	\$	⁰⁰
g. TOTAL	\$	887,138 ⁰⁰

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?

a. Yes. THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON
DATE: FOR REVIEW

b. No. PROGRAM IS NOT COVERED BY E. O. 12372
 OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?

Yes If "Yes" attach an explanation. No

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Authorized Representative

Prefix Mr.	First Name Gregory	Middle Name
Last Name Stuart	Suffix	
b. Title Executive Director	c. Telephone Number (give area code) 954-357-6608	
d. Signature of Authorized Representative	e. Date Signed May 26, 2010	

**APPLICATION FOR
FEDERAL ASSISTANCE**

OMB Approved No. 3076-0006

Version 7/03

1. TYPE OF SUBMISSION: Application		2. DATE SUBMITTED June 10, 2011	Applicant Identifier FY 11-12
<input type="checkbox"/> Construction	Pre-application	3. DATE RECEIVED BY STATE	State Application Identifier
<input checked="" type="checkbox"/> Non-Construction	<input type="checkbox"/> Construction	4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier
<input type="checkbox"/> Non-Construction			

5. APPLICANT INFORMATION	
Legal Name: Broward Metropolitan Planning Organization	Organizational Unit: Department: Broward Metropolitan Planning Organization
Organizational DUNS: 10-432-4525	Division: N/A
Address: Street: 100 W Cypress Creek Rd #850	Name and telephone number of person to be contacted on matters involving this application (give area code)
City: Fort Lauderdale	Prefix: Mr.
County: Broward	First Name: Gregory
State: FL	Middle Name
Zip Code 33309	Last Name Stuart
Country: USA	Suffix:
	Email: stuartg@browardmpo.org

6. EMPLOYER IDENTIFICATION NUMBER (EIN): 27-2291340	Phone Number (give area code) 954-876-0033	Fax Number (give area code) 954-876-0062
---	---	---

8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.) Other (specify) <input type="checkbox"/> <input type="checkbox"/>	7. TYPE OF APPLICANT: (See back of form for Application Types) B Other (specify) USDOT FTA
---	--

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 20-505 TITLE (Name of Program): Labor Management Cooperation Program	11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.):	

13. PROPOSED PROJECT Start Date: 7/1/11	Ending Date: 6/30/12	14. CONGRESSIONAL DISTRICTS OF: a. Applicant 19,20,22,23	b. Project 19,20,21,22,23
--	-------------------------	---	------------------------------

15. ESTIMATED FUNDING:	16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?
a. Federal \$ 735,636 ⁰⁰	a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON
b. Applicant \$ ⁰⁰	DATE:
c. State \$ 91,955 ⁰⁰	b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372
d. Local \$ 91,955 ⁰⁰	<input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW
e. Other \$ ⁰⁰	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?
f. Program Income \$ ⁰⁰	<input type="checkbox"/> Yes If "Yes" attach an explanation. <input checked="" type="checkbox"/> No
g. TOTAL \$ 919,546 ⁰⁰	

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Authorized Representative		
Prefix Mr.	First Name Gregory	Middle Name
Last Name Stuart	Suffix	
b. Title Executive Director	c. Telephone Number (give area code) 954-876-0033	
d. Signature of Authorized Representative	e. Date Signed June 10, 2011	

Section 5303
FY 2010-2011
Approved Project Budget
(total dollars)

Technical Classifications:

44.21.00	Program Support and Administration	311,668	
44.22.00	General Development and Comprehensive Planning		
44.23.01	Long Range Transportation Planning: System Level	169,389	
44.23.02	Long Range Transportation Planning: Project Level	180,383	
44.24.00	Short Range Transportation Planning	134,436	
44.25.00	Transportation Improvement Program	157,368	
44.26.00	Planning Emphasis Areas	156,977	
44.26.12	Coordination of Non-Emergency Human Service Transportation	22,565	
44.26.13	Participation of Transit Operators in Metropolitan Planning		
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership		
44.26.08	Support Transit Capital Investment Decisions through Effective Systems Planning	126,961	
44.26.10	Incorporating Safety & Security in Transportation Planning		
44.27.00	Other Activities	290,561	
Total Net Project Cost			\$1,550,308

Accounting Classifications

44.30.01	Personnel	1,119,275	
44.30.02	Fringe	333,656	
44.30.03	Travel		
44.30.04	Equipment		
44.30.05	Supplies		
44.30.06	Contractual		
44.30.07	Other		
44.30.08	Indirect Charges	97,377	
Total Net Project Cost			\$1,550,308

Fund Allocations

44.40.01	MPO Activities	1,550,308	
44.40.02	Transit Operator Activities		
44.40.03	State and/or Local Agency Activities		
Total Net Project Cost			\$1,550,308
	Federal Share (80%)	1,240,246	
	Local Share (20%)	310,062	

Accounting Classification	FPC	Description	Amount
91.37.08.8P-2	02	Technical Studies - Planning	\$1,550,308

Section 5303
FY 2010-2011
GMIS Planning Line Item Codes
(FTA Funds Only)

Technical Classifications:

44.21.00	Program Support and Administration	249,334	
44.22.00	General Development and Comprehensive Planning		
44.23.01	Long Range Transportation Planning: System Level	135,511	
44.23.02	Long Range Transportation Planning: Project Level	144,306	
44.24.00	Short Range Transportation Planning	107,548	
44.25.00	Transportation Improvement Program	125,894	
44.26.00	Planning Emphasis Areas	125,582	
44.26.12	Coordination of Non-Emergency Human Service Transportation	18,052	
44.26.13	Participation of Transit Operators in Metropolitan Planning		
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership		
44.26.08	Support Transit Capital Investment Decisions through Effective Systems Planning	101,569	
44.26.10	Incorporating Safety & Security in Transportation Planning		
44.27.00	Other Activities	232,449	
	Total FTA Funds		<u>\$1,240,246</u>

Accounting Classifications

44.30.01	Personnel	895,420	
44.30.02	Fringe Benefits	266,925	
44.30.03	Travel		
44.30.04	Equipment		
44.30.05	Supplies		
44.30.06	Contractual		
44.30.07	Other		
44.30.08	Indirect Charges	77,902	
	Total FTA Funds		<u>\$1,240,246</u>

Fund Allocations

44.40.01	MPO Activities	1,240,246	
44.40.02	Transit Operator Activities		
44.40.03	State and/or Local Agency Activities		
	Total FTA Funds		<u>\$1,240,246</u>

Section 5303
FY 2011-2012
Approved Project Budget
(total dollars)

Technical Classifications:

44.21.00	Program Support and Administration	251,866	
44.22.00	General Development and Comprehensive Planning	<u> </u>	
44.23.01	Long Range Transportation Planning: System Level	134,328	
44.23.02	Long Range Transportation Planning: Project Level	100,746	
44.24.00	Short Range Transportation Planning	107,043	
44.25.00	Transportation Improvement Program	107,043	
44.26.00	Planning Emphasis Areas	71,362	
44.26.12	Coordination of Non-Emergency Human Service Transportation	20,569	
44.26.13	Participation of Transit Operators in Metropolitan Planning	<u> </u>	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	<u> </u>	
44.26.08	Support Transit Capital Investment Decisions through Effective Systems Planning	48,274	
44.26.10	Incorporating Safety & Security in Transportation Planning	<u> </u>	
44.27.00	Other Activities	142,724	
	Total Net Project Cost		<u>\$983,955</u>

Accounting Classifications

44.30.01	Personnel	710,386	
44.30.02	Fringe Benefits	211,766	
44.30.03	Travel	<u> </u>	
44.30.04	Equipment	<u> </u>	
44.30.05	Supplies	<u> </u>	
44.30.06	Contractual	<u> </u>	
44.30.07	Other	<u> </u>	
44.30.08	Indirect Charges	61,804	
	Total Net Project Cost		<u>\$983,955</u>

Fund Allocations

44.40.01	MPO Activities	983,955	
44.40.02	Transit Operator Activities	<u> </u>	
44.40.03	State and/or Local Agency Activities	<u> </u>	
	Total Net Project Cost		<u>\$983,955</u>
	Federal Share (80%)	787,164	
	Local Share (20%)	196,791	

Accounting Classification	FPC	Description	Amount
91.37.08.8P-2	02	Technical Studies - Planning	<u>\$983,955</u>

Section 5303
FY 2011-2012
GMIS Planning Line Item Codes
(FTA Funds Only)

Technical Classifications:

44.21.00	Program Support and Administration	201,493
44.22.00	General Development and Comprehensive Planning	
44.23.01	Long Range Transportation Planning: System Level	107,463
44.23.02	Long Range Transportation Planning: Project Level	80,597
44.24.00	Short Range Transportation Planning	85,634
44.25.00	Transportation Improvement Program	85,634
44.26.00	Planning Emphasis Areas	57,090
44.26.12	Coordination of Non-Emergency Human Service Transportation	16,455
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.08	Support Transit Capital Investment Decisions through Effective Systems Planning	38,619
44.26.10	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	114,179
Total FTA Funds		\$787,164

Accounting Classifications

44.30.01	Personnel	568,309
44.30.02	Fringe Benefits	169,413
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	
44.30.07	Other	
44.30.08	Indirect Charges	49,443
Total FTA Funds		\$787,164

Fund Allocations

44.40.01	MPO Activities	787,164
44.40.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	
Total FTA Funds		\$787,164

Broward Metropolitan Planning Organization
FY2010/2011
Indirect Cost Allocation Plan
Section 5303 Funds

	<u>Federal</u>		<u>Total</u>	<u>Salary</u>	<u>Fringe</u>	<u>Indirect</u>	<u>Verified</u>
	<u>Share</u>		<u>Grant</u>				<u>Total</u>
1.1 ADMINISTRATION AND PLANNING MANAGEMENT	249,334	80%	311,668	225,015	67,077	89,576	1,668
1.2 STAFF SUPPORT TD COORDINATING BOARD	-	80%	-	-	-	-	-
1.3 TD PLANNING OPTIONS	18,052	80%	22,565	16,291	4,856	1,417	22,565
1.4 PUBLIC PARTICIPATION AND EDUCATION	111,839	80%	139,799	100,931	30,087	8,781	139,799
				-			
2.1 HIGHWAY, TRAFFIC AND SAFETY DATA	74,928	80%	93,661	67,620	20,158	5,883	93,661
2.2 TRANSIT SURVEILLANCE AND DEVELOPMENT	50,653	80%	63,316	45,713	13,627	3,977	63,316
2.3 TRAFFICWAYS PLANNING AND IMPACT STUDIES	30,431	80%	38,039	27,463	8,187	2,389	38,039
3.1 LONG RANGE TRANSPORTATION PLANNING	135,511	80%	169,389	122,294	36,456	10,640	9,389
3.2 REGIONAL TRANSPORTATION PLANNING	95,634	80%	119,543	86,306	25,728	7,509	119,543
3.3 LIVABILITY PLANNING	120,609	80%	150,761	108,845	32,447	9,470	150,761
3.4 TRANSPORTATION IMPROVEMENT PROGRAM	125,894	80%	157,368	113,615	33,869	9,885	157,368
3.5 CONGESTIONS MGMT PROCESS / CORRIDOR PLAN	101,569	80%	126,961	91,662	27,325	7,975	126,961
3.6 FREIGHT AND GOOD MGMT / INTERMODAL PLAN	18,241	80%	22,801	16,462	4,907	1,432	22,801
3.7 AIRPORT PLANNING	-	80%	-	-	-	-	-
3.8 SEAPORT PLANNING	-	80%	-	-	-	-	-
3.9 MOBILITY OPTIONS AND ENHANCEMENTS	107,548	80%	134,436	97,058	28,933	8,444	134,436
	1,240,246		1,550,308	1,119,275	333,656	97,377	1,550,308

Broward Metropolitan Planning Organization
FY2011/2012
Indirect Cost Allocation Plan
Section 5303 Funds

	<u>Federal</u>		<u>Total</u>	<u>Salary</u>	<u>Fringe</u>	<u>Indirect</u>	<u>Verified</u>
	<u>Share</u>		<u>Grant</u>				<u>Total</u>
1.1 ADMINISTRATION AND PLANNING MANAGEMENT	201,493	80%	251,866	181,839	54,206	25,820	51,866
1.2 STAFF SUPPORT TD COORDINATING BOARD	-	80%	-	-	-	-	-
1.3 TD PLANNING OPTIONS	16,455	80%	20,569	14,850	4,427	1,292	20,569
1.4 PUBLIC PARTICIPATION AND EDUCATION	47,015	80%	58,769	42,429	12,648	3,691	58,769
				-			
2.1 HIGHWAY, TRAFFIC AND SAFETY DATA	41,978	80%	52,472	37,883	11,293	3,296	52,472
2.2 TRANSIT SURVEILLANCE AND DEVELOPMENT	15,112	80%	18,890	13,638	4,065	1,187	18,890
2.3 TRAFFICWAYS PLANNING AND IMPACT STUDIES	28,545	80%	35,681	25,761	7,679	2,241	35,681
3.1 LONG RANGE TRANSPORTATION PLANNING	107,463	80%	134,328	96,981	28,910	8,437	134,328
3.2 REGIONAL TRANSPORTATION PLANNING	40,299	80%	50,373	36,368	10,841	3,164	50,373
3.3 LIVABILITY PLANNING	67,164	80%	83,955	60,613	18,069	5,273	83,955
3.4 TRANSPORTATION IMPROVEMENT PROGRAM	85,634	80%	107,043	77,282	23,038	6,724	107,043
3.5 CONGESTIONS MGMT PROCESS / CORRIDOR PLAN	38,619	80%	48,274	34,853	10,390	3,032	48,274
3.6 FREIGHT AND GOOD MGMT / INTERMODAL PLAN	11,754	80%	14,692	10,607	3,162	923	14,692
3.7 AIRPORT PLANNING	-	80%	-	-	-	-	-
3.8 SEAPORT PLANNING	-	80%	-	-	-	-	-
3.9 MOBILITY OPTIONS AND ENHANCEMENTS	85,634	80%	107,043	77,282	23,038	6,724	107,043
	787,164		983,955	710,386	211,766	61,804	983,955

**FEDERAL FISCAL YEAR 2010 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**
(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: Broward Metropolitan Planning Organization

The Applicant agrees to comply with applicable provisions of Categories 01 – 24. X

OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Assurances Required For Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement Compliance.	_____
04.	Protections for Private Providers of Public Transportation.	_____
05.	Public Hearing.	_____
06.	Acquisition of Rolling Stock for Use in Revenue Service.	_____
07.	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	_____
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	_____
15.	Urbanized Area Formula Program.	_____
16.	Clean Fuels Grant Program.	_____
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	_____
18.	Nonurbanized Area Formula Program for States.	_____
19.	Job Access and Reverse Commute Program.	_____
20.	New Freedom Program.	_____
21.	Paul S. Sarbanes Transit in Parks Program.	_____
22.	Tribal Transit Program.	_____
23.	TIFIA Projects	_____
24.	Deposits of Federal Financial Assistance to a State Infrastructure Banks.	_____

APPENDIX A

**FEDERAL FISCAL YEAR 2011 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: Broward Metropolitan Planning Organization

The Applicant agrees to comply with applicable provisions of Categories 01 – 24. X
OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Assurances Required For Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement Compliance.	_____
04.	Protections for Private Providers of Public Transportation.	_____
05.	Public Hearing.	_____
06.	Acquisition of Rolling Stock for Use in Revenue Service.	_____
07.	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	_____
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	_____
15.	Urbanized Area Formula Program.	_____
16.	Clean Fuels Grant Program.	_____
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	_____
18.	Nonurbanized Area Formula Program for States.	_____
19.	Job Access and Reverse Commute Program.	_____
20.	New Freedom Program.	_____
21.	Paul S. Sarbanes Transit in Parks Program.	_____
22.	Tribal Transit Program.	_____
23.	TIFIA Projects	_____
24.	Deposits of Federal Financial Assistance to a State Infrastructure Banks.	_____

FEDERAL FISCAL YEAR 2010 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA assistance and FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: **BROWARD METROPOLITAN Planning Organization**

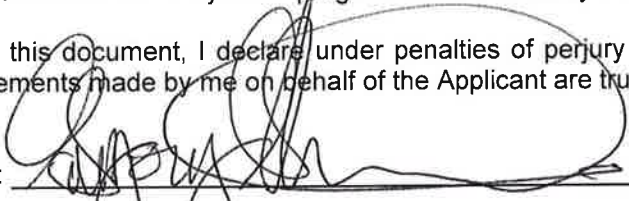
Name and Relationship of Authorized Representative: Gregory Stuart, MPO Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders, and Federal requirements applicable to each application it makes to the Federal Transit Administrations (FTA) in Federal Fiscal Year 2010.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in Appendix A, should apply, as required, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2010.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et. Seq.*, as implemented by U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made in connection with the Urbanized Area Formula Program, 49 U.S.C. 5307, and may apply to any other certification, assurance, or submission made in connection with any other program administered by FTA.

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature:  _____ Date: May 13, 2010

Name: Gregory Stuart, MPO Executive Director
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For: **BROWARD METROPOLITAN Planning Organization**

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature:  _____ Date: May 13, 2010

Name: Alan L. Gabriel, Esq., Weiss Serota Helfman Pastoriza Cole & Boniske, P.A.
Attorney for Applicant

Each Applicant for FTA financial assistance (except 49 U.S.C. 5312(b) assistance) and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

APPENDIX A

FEDERAL FISCAL YEAR 2011 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: Broward Metropolitan Planning Organization

Name and Relationship of Authorized Representative: Gregory Stuart, MPO Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes and regulations, and follow applicable Federal directives, and comply with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2011.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2011.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature  Date: June 9, 2011

Name Gregory Stuart, MPO Executive Director
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Broward Metropolitan Planning Organization

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature  Date: June 9, 2011

Name Alan L. Gabriel, Esq., Weiss Serota Helfman Pastoriza Cole & Boniske, P.A.
Attorney for Applicant

Each Applicant for FTA financial assistance and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

Appendix D
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY'S (SFRTA) SHORT AND LONG RANGE
TRANSPORTATION SYSTEM PLANNING AND LAND USE DEVELOPMENT
(Prepared by the SFRTA for the UPWP FY 2010-12 Task-Update for 3 MPOs)

OBJECTIVES:

The goal of the SFRTA is to coordinate, develop and implement, in cooperation with all appropriate levels of government, private enterprise and citizens at-large in the community, a viable regional transportation system in South Florida that endeavors to meet the desires and needs for the movement of people, goods and services.

The SFRTA strives to meet this goal by meeting the following objectives each fiscal year:

1. Provide efficient and economical connections to all transportation modes and corridors and identify regional transportation corridors for development of service expansion and improvement;
2. Upgrade transportation infrastructure to provide greater convenience and improve travel time and implement system improvements that provide positive impacts to accessibility and safety;
3. Advocate and secure necessary and appropriate funding levels and pursue new financial opportunities in conjunction with public, private and civic parties;
4. Maintain a sound financial plan that assesses the implications of current and proposed policies on future operations and develop revenue and expenditure reporting to ensure available resources are allocated responsibly; and
5. Collaborate with government agencies to develop land-use policies consistent with an efficient regional transportation system.

SFRTA serves the Palm Beach, Broward and Miami-Dade Counties. In adherence to relevant FTA Circulars, SFRTA's planning projects include the following:

- General Development and Comprehensive Planning;
- Program Support and Administration;
- Long Range Transportation Planning-Project Level Planning;
- Transportation Improvement Program; and
- Short Range Transportation Planning.

PREVIOUS WORK:

- SFRTA Strategic Regional Transit Plan
- SFRTA Transit Development Plan Major Update 2009-2018
- SFRTA Transit Development Plan FY 2010-2019 Annual Update
- SFRTA On Board Survey
- Worked with regional planning organizations in order to amend DRI's to accommodate transit-appropriate land use development;
- Submitted Annual National Transit Database Reports;
- Submitted Grant Financial Status and Milestone Progress Quarterly Reports;
- Adhered to requirements to be eligible for Federal Transit Administration (FTA) funds, including developing a Long Range Plan;
- SFRTA's Program of Projects element in the 5-year Transportation Improvement Program (TIP);

METHODOLOGY:

South Florida Regional Transportation Authority's (SFRTA) mission is to provide greater mobility in South Florida, thus improving the economic viability and the quality of the community, region and state. SFRTA will continue to advance various transit projects in the region (Palm Beach, Broward and Miami-Dade Counties); such as; updates to the SFRTA 2011-2020 Transit Development Plan (TDP) and the SFRTA Strategic Regional Transit Plan (SRTP). In addition, SFRTA is providing technical assistance with the development of a number of transportation projects in the region by sitting on the technical review committees of the following projects: South Florida East Coast Corridor (FEC) Transit Analysis Study; Central Broward County East-West Transit Analysis Study; and other relevant transit capital projects in the region.

SFRTA will provide all three (3) Metropolitan Planning Organization's (MPO) with capital project priority lists on an annual basis and will continue to work with the three MPOs to develop the Regional Long Range Transportation Plan (RLRTP). SFRTA will also be working with the Treasure Coast Regional Planning Council (TCRPC) and the South Florida Regional Planning Council (SFRPC) to enhance the region's strategic planning policy as it relates to transportation and land use regulations and processes, while facilitating collaboration on transit supportive land uses and corridors throughout the region. SFRTA will attend MPO technical advisory committees and MPO meetings in Miami-Dade, Broward and Palm Beach Counties. It is SFRTA's objective to prepare all of the required, on-going planning documents, such as National Transit Database Reports and Grants Quarterly Reports in order to receive federal, state and local funding.

END PRODUCTS:

- National Transit Database Reports (October 2010);
- Grants Financial Status and Milestone Progress Reports (Quarterly);
- Joint Development at selected SFRTA station sites (On-going);
- Development of Transit Oriented Development (TOD) Standards to be implemented along the Regional Transportation Corridors;
- Northern Layover/Maintenance Facility Location Study;
- Site Location Alternative Analysis for Three New Tri-Rail Stations
- Transit Development Plan Update FY 2011-2020;
- Pompano Beach Tri-Rail Station Improvements NEPA Documentation
- Broward Boulevard Transit Master Plan;
- Due Diligence for Potential Palm Beach Gardens Parking Facility
- SFRTA's Program of Projects components in the Miami-Dade, Broward and Palm Beach MPO TIP's (March 2010);
- SFRTA Parking Management Study (On-going)
- SFRTA Shuttle Bus Study (Ongoing);
- Southern Double Track PD&E Study

PROJECT MANAGERS: Bill Cross, SFRTA
 Oscar Camejo, Miami-Dade MPO
 Mario Aispuro, Broward County MPO
 Randy Whitfield, Palm Beach MPO

PARTICIPATING AGENCIES: South Florida Regional Transportation Authority, Miami-Dade County Metropolitan Planning Organization, Broward County Metropolitan Planning Organization, Palm Beach County Metropolitan Planning Organization, Florida Department of Transportation – District's IV and VI Offices, Palm Tran, Broward County Transit, Miami-Dade Transit, South Florida Regional Planning Council, Treasure Coast Regional Planning Council, Federal Transit Administration and the Federal Highway Administration.

WORK SCHEDULE: There is no specific deadline for this task. This work item is a program of continuing planning activities.

Start Date: July 2010
 End Date: June 2012

FUNDING: \$900,000 Section 5307 FY 2011 (Funding for program management only)
 (\$900,000 Federal plus 20% FDOT **Soft Match**)*

* South Florida Regional Transportation Authority (SFRTA) is a regional agency, which serves Palm Beach, Broward and Miami-Dade Counties.

Appendix E
Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Comments

General Comments

- *The MPO is commended for its regional coordination efforts; these efforts include relationships with the Miami-Dade and Palm Beach MPOs, regional councils, The Southeast Florida Regional Transportation Authority (SFRTA) and FOOTs are displayed through the adopted Joint Regional Networks and Joint Regional TRIP Priority Lists.*

Broward MPO is committed to continue these efforts to insure that plans and programs are fully coordinated across county line

- *For the Final UPWP, the MPO should consult the latest funding tables from the Florida Department of Transportation (FDOT) to verify the total PL fund projection is equal or less than the estimated available funding for the subject MPO area.*

Funding amounts were verified utilizing the latest tables from FDOT.

- *All Agreements or Certifications including Debarment and Suspension, Contracts, Grants, and Cooperative Agreements, Title VI agreements and DBE statements should be signed and dated, and included in the document.*

All necessary signatures will be obtained for the final document.

- *The MPO is commended for its efforts in Livability. In lieu of the pressing issues surrounding air quality and climate change, the FHWA appreciates the MPO's efforts to include a task for Air Quality Monitoring and Climate Change.*

Under the Methodology section of Task 3.1, Long Range Transportation Plan, language has been added to address air quality monitoring/status and follow-up activities is needed.

Task Specific Comments

- *Participant Roles in Transportation Planning -excellent!*
- *Public Involvement and Transportation Surveillance and Development sections tasks need better schedules for deliverables/completion dates (month/yr).*

Schedules for deliverables/completion dates for Task 1.4: Public Participation and Education and Task 2.2: Transit Surveillance and Development were adjusted to reflect the anticipated year and month of completion.

- *Congestion Management Process and Corridor Planning discreet studies merit both explanation of any previous year federal funding and better schedules for deliverables (month/yr)*

Both Methodology and Work Products have been adjusted to address previous accomplishments and future projects' delivery schedules. The discreet planning studies referenced are for major capital investment projects and therefore result in multi-year or carry-over from previous years.

- *As currently written, it appears that many of the activities in the Work Product section do not provide for or carry through to a result in the End Product section of some of the task activities in document. We request the MPO define milestones and/or anticipated completion dates for these activities (i.e., 3.0, etc.).*

Activities in the Work Product section were reviewed and adjustments made as appropriate.

Appendix F
Florida Department of Transportation; District IV Comments:

General Comments

- *It is well understood that the MPO dynamics have changed dramatically since the Interlocal Agreement with Broward County will be ending soon. Adjust the plan accordingly.*

Adjustments have been made to anticipate funding and task related changes in light of the new ILA. Specifically, Task 1.1 has been updated to reflect the new dynamics and additional language has been added to Section II: Organization and Management, Subsection B: Operational Procedures and Bylaws. The UPWP will be amended as needed to reflect future changes as it relates to an approve ILA.

- *The schedules for work product completion should be more clearly stated. Schedules indicating month or quarter of a fiscal or calendar year is more appropriate and provides an improved timetable for programming work and resources.*

Work product schedules were updated.

- *The relationship between the Methodology and End Product sections for each task is not clear and explicit. The UPWP is used to track progress on deliverables and for invoicing. Please review and revise in this context.*

Revisions were made to the Methodology and End Product sections.

- *The administrative task is identified with a disproportionate share of funding. Per our conversations please provide additional information in the methodology section to identify management efforts or reallocate the funds to other tasks.*

The Administrative Task for FY 2011-2012 includes additional funding associated with the move from county housing to independence of the MPO. Such items as legal, self-insurance are included in addition to other associated expenses such as lease of MPO office space.

- *The MPO should ensure all participating agencies are represented under the respective tasks (e.g. SFRTA, South Florida Commuter Services and Broward County). Ensure that work products are clearly tied to methodology descriptions and to the corresponding funds to be used for those activities.*

All Tasks were revisited and participating agencies acknowledged where appropriate.

- *The District has been coordinating with the MPO on a number of new initiatives including a proposed program of livability studies to further vet and execute the long range plan. These efforts should be more clearly defined in a UPWP task [most likely the Livability Task].*

Ongoing collaborative efforts between the Broward MPO and FDOT to further vet and execute the Living LRTP component of the Year 2035 LRTP has been document in Task 3.3.

- *The UPWP should reference the most recent State Certification and the upcoming Federal Certification Review.*

The UPWP was updated to reflect the most recent State Certification and upcoming Federal Certification Review.

- *Ensure all funds budget for specific tasks will be spent on said tasks and can be justified. If budget is ambiguously stated, consider revising.*

Reviewed all tasks of the UPWP to determine funding justification and revised budget and/or tasks accordingly.

Detailed Comments

Ensure all funds budget for specific tasks will be spent on said tasks and can be justified. If budget is ambiguously stated, consider revising.

Table of Contents

- Tasks 1.4, 1.5, and 1.6 need to be reordered to match the Table the Contents.

Tasks were revisited and appropriate adjustments made. Tasks 1.4, 1.5, and 1.6 were reordered to match the Table of Contents.

I. Introduction

C. Justification for Level of Planning Effort Designated in UPWP

- Remove reference to the state Transit Quality of Service Planning Emphasis Area as it is no longer required.

The Transit Quality of Service reference was removed.

III. Work Program Tasks

Task 1.1 Administration and Planning Management

- Specify in the Methodology and End Product Sections that the next UPWP update is due in Spring 2012 and the upcoming 2011 federal certification review.

References to the upcoming 2011 Federal Certification Review and preparation of the FY 2012-2014 UPWP Update was added to Task 1.1.

- The budget indicates \$10,000 to be spent on equipment. Please be reminded that FHWA will need to approve any equipment costs that exceed \$5,000.

For FY 08-10 UPWP, FHWA approved the purchase of a color laser printer. This equipment has yet to be purchased. We anticipate purchase in FY 10-11.

Task 2.1 Highway, Traffic and Safety Data

- Consider incorporating efforts and tasks for collection and analysis of bicycle and pedestrian data and transit data. New Complete Streets federal policies may provide guidelines on how to accomplish this.

Transit data is covered under Task 2.2 "Transit Surveillance and Development". Pedestrian and bicycle data is covered under Task 3.9 "Mobility Options and Enhancements". We will insure that these tasks include the requested data as applicable.

- Clarify how FTA Section 5303 funding will be used for collection and analysis of highway data.

Task 2.1 "Highway, Traffic and Safety Data" includes traffic count information, capacity analysis and mitigation measures to correct capacity deficiency if any. Often the mitigation measures include transit treatments in support of the LRTP vision and mission statement. However, we will adjust FTA share in this task to match the exact work performed.

- It is understood that Broward County may not be providing support for traffic count data. Please address how federal reporting requirements will be met.

Broward MPO staff remains committed to compile and provide highway surveillance data including traffic count information. The traffic count information are collected mainly by two agencies, FDOT for the State Highway System and Broward County Traffic Engineering (BCTE) for non State Highway System. However, we were informed by BCTE that, due to a budget shortfall, they selected to terminate the count program. There are a number of options available: reduce the frequency of data collection to biannual instead of annual, increase FDOT's traffic count program budget to cover non State Highway System, and to assist BCTE in finding funds to reduce the budget shortfall.

- The notes indicate consultant contracts to conduct related traffic studies will be completed by June 30, 2010. That reference should be removed unless staff effort related to completion of these projects will carry over into the program period starting July 1, 2010 and would then require restating of the completion date.

The note related to completion date was removed from the task.

- Explore the use of the Highway Safety Manual including related trainings. An additional methodology description can be added.

The Highway Safety Manual is now included in Task 2.1 "Highway, Traffic and Safety Data" as one of the technical manuals used for data analysis and mitigation measures. Staff training on the new manual was also added to the task methodology.

- Continue to explore and integrate new technologies for data collection including the identification of agencies with whom to coordinate. In addition, it may be necessary for the MPO to begin planning for and considering other funding sources for meeting data collection requirements.

New technologies for data collection will be investigated in coordination with FDOT and BCTE. The MPO is eagerly pursuing other funding sources to compliment our data gathering efforts.

Task 2.2 Transit Surveillance and Development

- Transit signal priority and ATMS activities should be mentioned in this task. TSP is planned to be expanded throughout the county over the next two years. Additionally, ATMS activities in Central Broward will be providing various transit elements and components.

TSP and ATMS have been included as part of the methodology for enhancement of transit services along previously identified corridors and pilot projects in the Central Broward area.

- Considering adding an activity indicating the collection, analysis, and integration of transit data into planning and projects. In addition, add language regarding the sharing of data with other agencies.

Language was added to Task 2.2 and 3.9 regarding collection, analysis, and integration of transit data.

- Clarify project name under consultant contracts. Also indicate the funding source to be utilized to fund this effort (i.e., PL, FTA 5303, etc.). If PL funds are to be used for this project, ensure the eligibility of PL funds for this activity.

Project name has been clarified and PL dollars will utilized for these planning activities.

Task 2.3 Trafficways Planning and Impact Studies

- Under methodology, clarify which manual will be used accomplish work in this task.

The task methodology now includes reference to the Highway Capacity Manual, Highway Safety Manual, FDOT's Quality/Level-of-Service Handbook, ITE Trip Generation manual and related software to accomplish work needed.

- Distinguish efforts to be completed using MPO funds. The MPO will need to be reimbursed for completion of any related county tasks.

Effort related to the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) will be completed using MPO funds all others will be done on a cost recovery bases.

Task 3.1 Long Range Transportation Planning

- Remove the reference to a Transit Quality of Service PEA under methodology.

Reference to Transit Quality of Service PEA was removed.

- Include a description of the Vacant Land Inventory work under methodology.

A brief description was added.

- Palm Beach and Miami-Dade are using ITIS to complete their socioeconomic data update. FDOT highly recommends Broward use the ITIS to ensure consistency in data.

The ITIS is programmed in the FY 2008 – FY 2010 UPWP. Completion of the Broward component is expected in December 2011.

Task 3.2 Regional Transportation Planning

- The regional planning councils operating in the District, the South Florida Regional Planning Council and the Treasure Coast Regional Planning Council, should be included as regional partners under the methodology description.

The SFRPC, TCRPC were added as regional partners.

- In addition to the transit agencies mentioned, Traffic Operations and Traffic engineering agencies which coordinate with the MPO should be included as regional partners. Data sharing procedures between the agencies should be expanded or developed.

FDOT and Broward County Public Works were added as regional partners.

- Include a brief description of regional public involvement efforts.

Regional public meetings were conducted in conjunction with public workshops for the Year 2035 LRTP. Further public input on the regional LRTP takes as part of regularly scheduled quarterly SEFTC meetings.

Task 3.3 Livability Planning

- The local contribution appears to be low in comparison to the total task budget. Indicate/clarify the level of local support for the land use and transportation studies to be completed as part of this task.

The local contribution for Task 3.3 is primarily in-kind local support provided by the municipalities involved in the studies and is appropriate for this task.

Task 3.4 Transportation Improvement Program (TIP)

- There is a concern about the use of TELUS and whether or not it is ready to be used as described in this task. Confirm the functionality of the TELUS software and revise the methodology descriptions as necessary. Please, note, the Department encourages the use of a common TIP tool throughout the region and will be facilitating a regional effort. We look forward to your participation and consideration.

We are very pleased to have completed a purchase order and signed contract between the New Jersey Institute of Technology (NJIT) and the Broward MPO. At this time, NJIT is customizing TELUS for the Web internet-enabled application for the Broward MPO. Our staff has worked with NJIT for over a decade and finds that TELUS is the most comprehensive and cost feasible application for our use at this time. We look forward to participating with the Department in exploring a common TIP tool that could be a regional effort, and it is our hope that TELUS will be seriously considered.

- Add the completion of TIP amendments to the methodology descriptions and work products.

Comment addressed. Please see document.

- FDOT commends Broward MPO staff for including an activity to ensure consistency with the Broward County Comprehensive Plan.

Task 3.5 Congestion Management Process and Corridor Planning

- This task should include a reference to the TSM&O program. This task needs to reference the new county signal system upgrade (including the communication systems and ITS devices).

The TSM&O program has been included as part of the methodology where the Broward MPO actively participates.

- This task needs to reference the new county signal system upgrade (including the communication systems and ITS devices).

Reference is made to the signal system upgrades as part of the ongoing efforts to mitigate congestion in most traveled corridors. These efforts include traffic and transit operational improvements through ITS applications such as Transit Signal Priority (TSP) and real time information for premium service. It also includes ATMS activities in central Broward and TSM&O pilot projects.

- Include a description of the Central Broward ATMS project and also reference projects in the county integrating TSP.

The ongoing Advanced Traffic Management System (ATMS) project to date, includes the installation of over 50 miles of conduit and 200 miles of fiber optic cable. Concurrent with this effort, 250 traffic controller boxes at signalized intersections will get all necessary hardware and software to connect into the new fiber optic communication network and allow the system's new applications to be operated from the Traffic Management Center (TMC).

- Work products should reflect completion, implementation, and/or progress on prioritized CMS projects. In addition, descriptions should be provided on how those prioritized projects are being integrated into the TIP.

Work products have been revised to reflect priorities and implementation timelines and schedules.

Task 3.6 Freight and Goods Movement/Intermodal Planning

- Rewrite task objective to emphasize the MPOs coordination role in regard to the SIS.

The objective has been revised to include the State's Strategic Intermodal System (SIS) coordination.

- Freight issues reports are noted as a work product. Indicate the number of freight issues reports to be prepared and a schedule for their submittal.

Work product indicates the MPO participation in all of the Florida Department of Transportation (FDOT) freight efforts including local and regional.

- Similar language as used in bullet one under work products should be used to describe the implementation and/or progress on prioritized CMS projects in Task 3.5.

New bullets have been added to describe projects timelines and implementation schedules.

- Reference virtual freight network concepts currently in place or that are being developed, if any.

Reference is made to the potential application of this concept on FDOT's I-95 Transportation Alternatives study, and the inclusion of virtual freight in the TSM&O pilot projects.

- There is a methodology description for support of "follow-up" activities for the airport/seaport connector study. Clarify what type of activities will be conducted as part of that support.

Interagency coordination activities including the South Florida East Coast Corridor Transit Analysis (SFECCTA) station location efforts.

- There appears to be a disproportionate share of FTA Section 5303 funding for this task. Overall, funding levels for the task seem low for what should be considered a significant work task.

Most work products are related to the advancement of other local agencies' efforts in cooperation with the MPO staff. Funding levels are appropriate for these types of efforts.

Task 3.7 Airport Planning

- Rewrite task objective to emphasize the MPOs coordination role in regard to the SIS.

This objective has been revised to emphasize the State's Strategic Intermodal System (SIS) coordination.

Task 3.8 Seaport Planning

- Remove or revise bullet four under work products.

This bullet has been removed.

- Remove or revise work products indicating 2009-2010 completion dates.

Completion dates for work products have been adjusted according to revised projects schedules.

- Port Everglades is currently constructing a new Intermodal Container Transfer Facility. Under methodology, include a description regarding LRTP consideration of possible east/west delays associated with the ICTF construction.

Under methodology a description has been added to include the LRTP planning and programming of the Intermodal Container Transfer Facility (ICTF) and its complementary project, the Eller Drive Overpass that will facilitate the east-west movement of container cargo by enabling at grade rail under it.

Task 3.9 Mobility Options and Enhancements

- Remove or revise the last bullet in the methodology descriptions.

The last bullet in the methodology description was removed.

- Please review USDOT Secretary Ray LaHood's new bicycle and pedestrian policy statement and consider integrating recommended actions in that statement. For example, integrating pedestrian and bicycle facilities into transportation systems, collecting data on walking and biking trips, and setting mode share targets for walking and bicycling and tracking them over time.

Language reflecting Secretary LaHood's bicycle and pedestrian policy statement has been added to Task 3.9 Mobility Options and Enhancements.

- FDOT commends Broward MPO staff for their efforts to coordinate their work with Traffic Engineering Departments and also the Health Department.

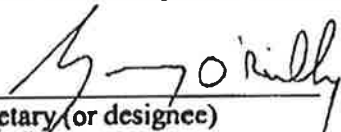
**JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN
TRANSPORTATION PLANNING PROCESS**

Pursuant to the requirements of 23 U.S.C. 134 (k)(5), 23 CFR 450.334(a), the Department and the Broward 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:

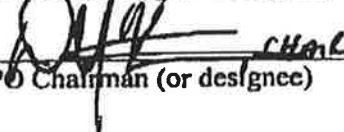
1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) 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 and a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the Broward MPO and accurately reflect the results of the joint certification review meeting held on January 22, 2010.

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 Chairman (or designee)

6-2-10
Date

5/28/10
Date

**Miami Urbanized Area (UZA)/Transportation Management Area (TMA)
2010 State Certification Review**

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

Florida Department of Transportation (FDOT) District Four has conducted a modified annual State Certification Review of the Broward MPO. The MPO answered questions covering the recommendations from its 2007 Federal Certification Review, implementation of the recommendations from its 2009 modified state certification review as well as additional areas deemed necessary by the Department to assist the MPO prepare for the 2011 Federal Certification Review.

This report assesses the written and verbal answers to the questions presented to the MPO staff. When necessary, FDOT staff requested follow-up information and/or through independent actions, verified the information provided or source of said information. FDOT staff determined the specific areas for which certain questions were asked based on observation of the MPO's operation and interaction with staff and Board members throughout FY2008/2009 and FY2009/2010. Areas that are not commented on in this report are considered satisfactory by the Department.

Findings

This section reviews MPO Products/Activities and recommendations from the most recent Federal and State Certification Reviews and provides the District's comments on the areas identified.

MPO Products/Activities: Broward MPO has successfully completed the annual coordination and reporting efforts on schedule as follows:

- ✓ Adopted 09/10 TIP
- ✓ Held informal unfunded priorities meeting with FDOT and stakeholders
- ✓ Transmitted official unfunded priorities
- ✓ Adopted FDOT Tentative Work Program
- ✓ Adopted 2035 Long Range Transportation Plan
- ✓ Held Modified Certification Review meeting with FDOT
- ✓ Responded to Certification Review Questions/Issues
- ✓ Transmitted Draft FY 2011 and 2012 Unified Planning Work Program

MPO Funds Management: The MPO provides accurate and timely progress reports and invoices. The MPO also has been effective in managing their funds in a period where reductions in State funds, phased Federal authorizations, and Stimulus funding has required significant administrative activity in keeping the TIP and STIP accurate.

2007 Federal Certification Review

The Community Involvement Roundtable (CIR) has been expanding its membership to more accurately reflect Broward County's make-up. The CIR's role in the planning process has also become more significant and presence more meaningful.

The District looks forward to Broward MPO's participation in an effort this year to hold a public involvement best practices workshop with District 4 MPOs.

2009 State Certification Review

The MPO has satisfied the 4 recommendations included in the 2009 State Certification Review.

Noteworthy Practices

One purpose of MPO certification reviews is to promote improvements in the metropolitan transportation planning process through recognition and sharing of noteworthy practices. Broward MPO and FDOT have identified the following as being noteworthy:

- *Broward MPO Community Outreach Program*
- *Broward MPO Elementary School Outreach Program*
- *Broward, Miami-Dade and Palm Beach Metropolitan Planning Organizations' Annual Citizens' Advisory Committee Meeting*
- *Creation of Broward, Miami-Dade and Palm Beach Regional Public Involvement Plan (PIP)*
- *Beginning phase of translating Broward MPO website to Spanish and Creole*
- *Beginning phase of converting website to meet ADA compliance*
- *Collaboration with the Miami-Dade MPO and the Palm Beach MPO to establish the SEFTC and associated Regional Transportation Technical Advisory Committee to coordinate and develop regional transportation plans and programs*
- *A project priority ranking process that integrates different modes and provides a seamless method to foster the implementation of non-traditional transportation improvements*
- *Designation of SR A1A Scenic Highway.*
- *2035 Transformation in which Livability Planning Initiatives, like Mobility Hubs, have begun, and*
- *Coordination and collaboration with FDOT District 4 and local government agencies in order to program federal economic stimulus projects efficiently and effectively.*

Recommendations

This section provides recommendations based on the answers to the questions posed to the MPO by the Department as a part of the 2010 State Certification Review.

Organization/Structure: Consistent with the recent adoption of the *Transform 2035* Long Range Transportation Plan (LRTP) and the new independent status of the MPO, the Department would like to be provided a description and chart of the new organizational structure that will be implemented.

Air Quality: Task 3.1 of the FY10-FY12 UPWP does not specifically mention air quality. If the new air quality standards do not require amending the UPWP, the MPO should still be cognoscente of air quality throughout the planning process.

Long-Range Transportation Plan: The MPO should make additional attempts to have the Indian tribes actively participate in the TCC.

Public Involvement: The District looks forward to Broward MPO's participation in an effort this year to hold a public involvement best practices workshop with District 4 MPOs.

Title VI Related Requirements: The MPO must describe the standards it will now employ to be Title VI compliant as an entity independent of Broward County.

Safety Consideration in Planning Process: The MPO should identify how safety is measured/quantified on a project-by-project basis when safety is a factor in prioritizing projects.

In addition to the areas of consideration and the listing of partners, the MPO should describe, in more detail, the process by which the partners collaborate to develop goals, objectives, measure and strategies.

Miami Urbanized Area/Transportation Management Area

**2010 State Certification Review - Checklist
Broward Metropolitan Planning Organization (MPO)**

Please update progress made in addressing the recommendations for the Broward MPO in the 2007 Federal Certification Report for the Miami Urbanized Area (August 2007). Below find responses from the 2009 Certification Review. Provide any additional pertinent information or data.

Federal Recommendations	Progress
<p><i>Community Involvement Roundtable:</i> The MPO is encouraged to continue working to get and maintain a representative composition of Broward County residents on the CIR. The MPO should continue to work toward obtaining greater involvement of all populations within the MPO boundary, and ensure their adequate representation on the various MPO policy and technical committees.</p>	<p>08-09</p> <p>The Broward MPO (BMPO) Community Involvement Roundtable (CIR) consists, by Rules of the MPO, of 44 voting members. Currently 19 members are directly appointed by the BMPO Regular Members, 5 members appointed at large, 18 members representing civic/service organizations, 2 vacant civic/service slots. An annual membership review is conducted. Member organizations with vacant positions are contacted in an effort to fill vacant positions.</p> <p>09-10</p> <p>In 2009 the CIR expanded representation on the CIR to include the Smart Growth Partnership Participation at the CIR by its members have increased significantly. The CIR has held single subject meetings on transit. Transportation agencies are now attending and participating in the CIR. The CIR has also been active in the development of the 2035 long range transportation plan. This includes attending and participating in public workshops and direct input to the MPO Board. The CIR has also increased communications with the MPO by attending and participating in regular MPO meetings.</p>
<p><i>SAFETEA-LU:</i> The MPO should continue to review all of its planning processes and plans as they are updated to consider and include the provisions of SAFETEA-LU. The MPO should also work with and coordinate activities with Broward County Transit, as well as other local Human Service Transportation providers, to ensure full compliance with the SAFETEA-LU requirement for Coordinated Planning amongst Human Service Transportation providers.</p>	<p>08-09</p> <p>The Urban Transit planning process and the Transportation Disadvantaged Service Plan continue to be developed, updated and carried out through coordination and cooperation between the BMPO and the Broward County Transportation Department (Broward County Transit or BCT). To ensure full compliance of SAFETEA-LU requirements both agencies participate in the SAFETEA-LU prescribed public involvement process with local residents, business and elected officials and in the production of long range plans, e.g., 2035 LRTP and short range plans, e.g., Transit Development Plan. In addition, the BMPO staffs and facilitates the Broward County Coordinating Board for Transportation Disadvantaged Services, whose members represent federal, state and local agencies, as well as citizen's advocates and users of the paratransit system. The BCCB acts as an advisory body,</p>

	<p>providing input to the BCT, reviewing and approving the Transportation Disadvantaged Service Plan (TDSP), evaluating the Community Transportation Coordinator (CTC) annually, and providing an opportunity for public involvement at every meeting.</p> <p><u>09-10</u></p> <p>The adopted 2035 LRTP was developed in accordance with SAFETEA-LU Planning Factors and in cooperation with the Broward Transit agency.</p>
<p><i>Transit:</i> Agreements should be updated and/or initiated between Broward County Transit, and the South Florida Regional Transportation Authority. <i>Regulatory References: 23 CFR 450.310 (b) and 23 CFR 450.318 (a).</i></p>	<p><u>08-09</u></p> <p>In November 2007, the BMPO approved the Metropolitan Planning and Regional Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement. This JPA was made between the Florida Department of Transportation; the Broward Metropolitan Planning Organization; Broward County, through its Board of County Commissioners; the South Florida Regional Planning Council (SFRPC); and the South Florida Regional Transportation Authority (SFRTA). The JPA was reviewed and processed by Port Everglades, the Airport and Broward County Transit, as agencies of Broward County; and by the SFRTA and the SFRPC. The JPA is effective for five years (November 2012) and subject to periodic review and updating as needed.</p>
<p><i>Transit:</i> FTA encourages the use of New Starts/Small Starts guidance materials to help ensure cost estimates, and operation/ maintenance figures reflect actual year-of expenditure amounts. <i>Regulatory References: 23 CFR 450.316 (a) (12).</i></p>	<p><u>08-09</u></p> <p>As contained in 23 CFR 450. 216(l), 450.322(f)(10(iv), and 450.324(h), revenue and cost estimates for the LRTP will include inflation rates to reflect “year of expenditure (YOE) dollars,” based on reasonable financial principles and information, developed cooperatively by the BMPO, FDOT, and the transportation operating agencies.” A number of major capital investment projects are being considered under New Starts/Small Starts, among them, the South Florida East Coast Corridor Transit Analysis (SFECCTA), Central Broward East West Transit, Transit Bridge and Downtown Transit Circulator (DTC).</p> <p><u>09-10</u></p> <p>All project costs in the adopted 2035 LRTP are in the year of expenditure.</p>
<p><i>Public Involvement:</i> Continue to review, evaluate and improve the public involvement process through the assessment and evaluation of current techniques and activities. Use the results of the surveys, public comments from meetings and school activities to enhance the current process. Consider integrating Broward into the Community Characteristics Inventory process begun by Miami-</p>	<p><u>08-09</u></p> <p>The BMPO continues to gauge public opinion through surveys collected at outreach events and through the Community Involvement Roundtable meetings and public hearings. The information is processed and provides feedback into the various tasks and development of documents such as the</p>

<p>Dade MPO to help identify and reach the various populations that comprise the area.</p>	<p>LRTP, TIP, and TDP in coordination with the BCT. The Community Characteristics Inventory process will be started this fiscal year; competition is expected by end of FY 10-11.</p> <p><u>09-10</u></p> <p>Work has begun on the Integrated Transportation Information System (IT IS) with Phase I to be completed by December 2010. Phase I will include data completion for sixteen municipal level Community Background Reports (CBRs) and seven neighborhood level CBRs. Phase II to be completed by December 2011. Phase II will include a web based interactive Planning Analysis and Reporting Tool.</p>
<p><i>Title VI / DBE:</i> The MPO has recently adopted the FDOT DBE procedures and should continue to work with FDOT and FHWA on addressing Title VI and DBE requirements for the MPO processes as they are determined, and take advantage of training offered by FDOT and FHWA, when available.</p>	<p><u>08-09</u></p> <p>The Broward MPO continues to process contracts through the Broward County procurement process while adhering to the FDOT Title VI/DBE procedures adopted by the Broward MPO on April 2007. BMPO staff attended the Title VI/DBE Video Conference held in December 2009 hosted by the FDOT.</p> <p><u>09-10</u></p> <p>The new 2035 LRTP followed FDOT Title VI/DBE procedures</p>
<p><i>Security:</i> The MPO should continue their efforts to emphasize security and work to incorporate security measures and the consideration of security issues in the planning process.</p>	<p><u>08-09</u></p> <p>A Continuity of Operations Plan (COOP) for the BMPO was developed. A table-top drill in coordination with county and municipal agencies to test this plan was held in June 2009.</p> <p><u>09-10</u></p> <p>The Broward MPO COOP will be revised after a new Staff Services Agreement is implemented in April 2010.</p>
<p><i>Safety:</i> The MPO is encouraged to continue efforts to strengthen the relationship between safety and the planning process through work with the Community Traffic Safety Teams (CTSTs), Intelligent Transportation System (ITS) coalition, Safe Routes to School, and other entities with safety responsibilities. The 2035 LRTP should be consistent with and promote the implementation of the Strategic Highway Safety Plan per SAFETEA-LU.</p>	<p><u>08-09</u></p> <p>Participated at the CTST meetings and discussed topics on Ghost Out Program, Safe Kids Walk this Way Program, White Light Program, and Safe Routes to School Program.</p> <p>The 2035 LRTP supports the Strategic Highway Safety Plan through Goal # 3 'Increase the safety of the transportation system for all of its users'. Four objectives and eight measures of effectiveness were identified to support goal #3. The objectives and measures of effectiveness are used to prioritize transportation projects for implementation based on available financial resources.</p> <p>The BMPO continues its membership in the Regional ITS Coalition and continues to meet Rule</p>

	<p>940 requirements regarding the State and Regional ITS Architecture. This provides the regional framework for institutional agreements and technical integration in the implementation of ITS projects. Through, this coordination with FDOT regional transportation safety and security needs on the transportation system are being addressed.</p> <p><u>09-10</u></p> <p>Safety is a key evaluation criteria used in project prioritization for the Unfunded Multimodal Surface Transportation Priorities, the Transportation Enhancement prioritization process, and the ranking of federal economic stimulus projects. A focal point in the mission statement of the Broward 2035 LRTP is safety.</p>
<p><i>MPO Products:</i> In an effort to continually improve the quality of the plans and programs developed by the MPO, the comments provided by FHWA and FTA to last year's TIP and the 2030 LRTP should be considered during the development of the next TIP and 2035 LRTP.</p>	<p><u>08-09</u></p> <p>Although there were no comments from FHWA or FTA regarding the prior TIP, the FY2009/10 – FY2013/14 TIP was developed to provide the customary careful attention to detail in each section. For example, this year the Executive Summary will incorporate changes in direction that the MPO is undertaking, new programs, and so forth. Regionalism will be highlighted in this Summary, as will the impact of the federal economic stimulus package on projects to be implemented in Broward County.</p> <p>Comments provided by FHWA and FTA will be considered in the FY 2010/11 – FY 2014/15 TIP which include but are not limited to the following:</p> <ul style="list-style-type: none"> • A crosswalk between projects located in the LRTP and TIP should be included to help determine consistency between the documents quickly and easily. • The ARRA acronym should be listed in the fund codes section. • Summary tables should show federal funds by year and totals separately from state funds. • The Plan should include detailed information regarding the length of the project in the document. • Headings on each page should reflect the section. • Federal projects should be distinguished so they are easy to find. • Regional projects endorsed by SEFTC should be listed. <p>The new 2035 LRTP will consider comments provided by FHWA and FTA which include but not limited to the following:</p> <ul style="list-style-type: none"> • A new vision for the LRTP with emphasis on transit and transit supportive land use • New visualization techniques are included in the public involvement section of the LRTP to help the public visualize the actual impact of transportation

	<p>improvements.</p> <ul style="list-style-type: none"> • Provide direct link between the objectives and how the BMPO demonstrates that the objectives have been met. <p><u>09-10</u></p> <p>The adopted 2035 LRTP includes a vision and mission statement developed through input from the public, elected officials and transportation partners. The public involvement section of the Plan includes state of the art visualization such as GIS exhibits, maps and a video clip. The annual TIP update begins in February each year, and the above recommendations from 08-09 are being incorporated into the FY 2010/11 – FY 2014/15 TIP.</p>
--	---

Please describe progress made in addressing the recommendations in the 2009 State Certification Report for the Broward MPO.

State Recommendations	Progress
<p>(1) Continue efforts to implement the recommendations from the 2007 federal certification review.</p> <p>(a)With regard to the CIR recommendation, consider adding information on how advisory committee membership matches up with the composition of Broward County residents as part of the 2010 state certification review documentation.</p> <p>(b)With regard to the recommendation on Title VI, continue to participate in Title VI and DBE training as available and ensure full compliance with the MPO’s Title VI/Non-Discrimination and DBE Utilization policy statements.</p> <p>(c)With regard to the public involvement recommendation, begin documenting the results of the MPO’s annual formal assessment of public involvement techniques in a report and continue to update the MPO’s public involvement plan as needed based on assessment results. (d)With regard to the recommendation on MPO products, continue to work with FDOT District Four on exploring and deploying interactive TIP software capable of enhancing the format and content of the MPO’s TIP, including its usefulness to the public. Emphasis will be placed on identifying software that could be used by all the MPOs in the District, promoting the usefulness of the TIPs at a regional level.</p>	<p><u>09-10</u></p> <p>(1)(a) - 3 members of the CIR are appointed by the three Broward County commissioners and 14 members of the CIR are appointed by Municipal MPO Members. This represents a broad spectrum of residents in the county. In addition the following groups are represented: Broward County High School Students, Broward College, Florida Atlantic University; environmental organizations: Broward Sierra Club, Florida Trucking Association, Fort Lauderdale Chamber of Commerce, Florida League of Cities, League of Women Voters, Memorial Healthcare System, NAACP, Puerto Rican Chamber of Commerce, Realtors Association of Greater Fort Lauderdale, Smart Growth Partnership, and Tabernacle of Faith and Praise.</p> <p>(1)(b) – MPO participate in the November 2009 FDOT Title VI and BDE training at FDOT District 4 Office in Fort Lauderdale.</p> <p>(1)(c) – The Broward MPO’s Public Involvement Plan (PIP) is updated to reflect new advisory board information, MPO, TCC, CIR on an as-needed basis. An assessment of public involvement techniques will be available in report form.</p> <p>(1)(d) – MPO staff are preparing to contract with the New Jersey Institute of Technology in Spring 2010, enabling a web-based version of TELUS to be utilized so that the TIP can be deployed interactively, thereby enhancing the format and content of the TIP and creating a more user-friendly version of the TIP for the general public. The Broward MPO will work cooperatively with FDOT</p>

	and the other MPOs in District 4 in identifying a universal web-based TIP software package for the region.
(2) Complete an updated staff services agreement reflecting recent organizational changes by April 2010.	<u>09-10</u> A new Staff Services Agreement is anticipated to be approved by the Broward MPO on April 8, 2010.
(3) Continue to improve processes relating to implementation of the MPO's UPWP, particularly aspects involving anticipation and submission of timely and complete UPWP modifications.	<u>09-10</u> The FY 2010-11 to FY 2011-12 UPWP has been modify to reflect the new Broward MPO Staff Services Agreement and approval of the MPO Year 2035 LRTP in December 2009. The new UPWP has been streamlined and tasks updated to reflect the new direction of the MPO as implied in the Year 2035 LRTP.
(4) Ensure that information on how the MPO handles TIP amendments and documentation of TIP amendments are readily available, including to the public.	Routinely, TIP amendments are reviewed by the TCC and CIR with recommended action taken prior to review and action on the part of the MPO board. As described in the Executive Summary of the TIP, amendments are incorporated into the TIP during the program year through the same procedures required for developing and adopting the TIP. Amendments for projects that are currently in the TIP will be reflected in their respective section. New amendments will be referenced in the Appendix, Section 11. Amendments that have been updated into the TIP will be posted quarterly on the MPO website. This posting includes projects programmed with federal economic stimulus funds.

2010 State Certification Review Questions:

Organization/Structure:

- FDOT is aware of staff reorganization related to implementation of the recently adopted 2035 Plan. Please provide a summary of what changes have been made and the anticipated outcomes.

Description of Planning Area/MPO Boundaries

- Given the recent boundary changes between Broward County and Palm Beach County please update the geographic description of your urbanized area (including an electronic file of the map of your area), and also please include discussion of any unique characteristics and demographics that have changed since the last certification review.

Please indicate whether the boundary change will effect Board representation.

The Broward County geographic boundary was changed to include about 2000 acres annexed from Palm Bch County which is referred to as the "wedge" area. According to FDOT central office staff, Broward County is part of the greater Miami urban area which includes Miami-Dade, Broward and Palm Beach Counties. Therefore, the urban area boundary would not change by the annexation. An electronic file will be provided with the new Broward County geographic boundary upon request. There is no major demographic change since the last State Certification review. The new annexed area is zoned low residential or one unit per ten acres. No change to the board representation is anticipated as a result of the boundary change.

Regional Coordination (will be addressed at a future regional meeting)

Air Quality

- What activities/efforts are underway that involve the MPO related to air quality and anticipated new federal policy directives?

The Environmental Protection Agency (EPA) is expected to change the hydrocarbon threshold from 0.075 PPM (Parts per Million) to 0.06 – 0.07 PPM. It is anticipated that EPA will determine the exact threshold by August 31, 2010. In January 2011, they will announce which urban areas do not meet the new threshold, becoming nonattainment areas. By August 2011 the nonattainment areas will need to comply with air quality requirements and issue conformity determination reports for LRTPs and TIPs, as required. The Broward MPO is allocating staff and funding in FY 2011-12 under task 3.1 of the 2010-12 UPWP for this purpose.

Long-Range Transportation Plan (LRTP)

- What is the MPO's process to measure the effectiveness of the Transportation Plan? Will the UPWP provide for the development of performance measures that relate to the Transportation Plan's goals and objectives?

Measures of effectiveness gauge, to the extent possible, how successful the LRTP objectives compare with a given standards. Annually, the MPO assesses how the LRTP objectives are met by evaluating the transportation system performance. Task 3.1 of the UPWP includes performance measures to evaluate the plan's goals and objectives using standards for moving people and goods. The following table outlines an example of this evaluation:

- *Monitor the average transit level of service (TLOS) for each quadrant of the County*
- *Reduce transit-to-auto travel time difference by implementing priority signal system on major routes.*
- *Add bike lanes with resurfacing projects, consider bike facilities when funding enhancement projects*
- *Improve access to the State's Strategic Intermodal System (SIS).*
- *Monitor percentage over capacity roadway links and the amount of vehicle mile traveled (vmt) per capita.*
- *Coordinated plan development with neighboring counties and transportation partners.*
- *Monitor implementation of improvements derived from implementation of the "Living the LRTP" component of the 2035 LRTP by tracking the development of mobility hubs, conducting Livability Planning Studies, developing milestones for innovative financing options, and enhancing the travel demand model to better capture emerging markets for alternative modes.*

- If the metropolitan planning area includes Federal public lands and/or Tribal lands, were the affected Federal agencies and Indian Tribes involved appropriately in the development of the plans and programs?

The Indian Tribes are represented on the TCC and were involved in the development of the Year 2035 LRTP from inception to completion. In addition, the MPO staff conducted a special workshop with the Indian Tribe on November 5, 2009 before the plan was adopted to get input regarding projects in the LRTP and if those projects met the Tribe's community values. After the workshops, the Tribe representative and their engineer had positive remarks about the new plan.

- Note, per the 2009 Certification Report a full review of the update and associated travel demand forecasting will be part of the 2010 state certification review.

The LRTP update and associated travel demand forecasting model are ready for review.

Environment

- From the public involvement processes used in your LRTP and TIPs, how are public comments tracked and carried forward by project into PD&E?

Zip codes of people providing comments and input during 10 workshops, 15 public meetings and hundreds of surveys are plotted on a map to demonstrate the geographic converge of input. This map is available in the LRTP main report, exhibit 1 page 2. In addition, all public comments are documented in detail in Technical Memorandum # 1 called "The Process" available on the LRTP website. This Tech Memo was part of the information provided to the consulting and FDOT team conducting PD&E for I-95 corridor study; MPO staff does not conduct PD&E studies. Converting the TELUS software being utilized for TIP development into a web-based TELUS format will enhance opportunities for public input during the TIP development process.

- To what extent does your MPO use Context Sensitive Solutions in transportation projects?

The Broward MPO strives to implement Context Sensitive Solutions (CSS) in all transportation project planning stages. Examples of that implementation include: community engagement in transportation planning, regional transportation planning, land-use and transportation planning integration, livable communities policies, urban design, visioning, strategic transportation planning, environmental considerations, GIS in transportation planning, and smart growth. One of the CSS applications is the Efficient Transportation Decision Making (ETDM). All capacity related transportation improvement projects in the LRTP that are expected to receive Federal funds and need right of way acquisition are entered into the ETDM planning screen.

Transportation Improvement Plan (TIP)

- How are bicycle, pedestrian, and transit needs addressed in the prioritization process? How do the MPO, the State, and the transit operator collaborate on the development of the TIP?

The Broward MPO Technical Coordinating Committee's Subcommittee on Priority Ranking cites four policies that comprise their strategic vision. These policies are:

- 1. Proactively support planning and funding initiatives that facilitate and enhance the accommodation of transit, pedestrian traffic, and bicycles as preferred transportation alternatives,*
- 2. Actively and enthusiastically promote cost feasible partnering among Broward cities and adjoining counties to maximize opportunities for enhancing and maintaining an affordable, efficient transportation system,*
- 3. Enhance and maintain regional and community transportation goals by supporting necessary and appropriate transportation connections between the tri-counties, and*
- 4. Emphasize significant expansion of transit.*

These policies serve as the backbone in the project ranking process which has two components. The first component is the MPO Goal Screening Process which includes Broward MPO goals and SAFETEA-LU Planning Objectives. The second component is the Technical Screening process. The Technical Screening score is mode-based, comparing similar projects to one another. The Priority Ranking Subcommittee uses a weighting factor that favors transit projects 52% (actual weighting is 51.6%), highway capacity improvement projects 31% (actual weighting is 30.7%), and pedestrian / bicycle 18% (actual weighting is 17.7%).

Through electronic mail, phone calls and meetings, there is close and continuous collaboration among the Broward MPO, the State and the Broward County modal agencies (including Port Everglades, Aviation and Transit) in developing the TIP.

- How does the TIP serve as a management tool for implementing the Transportation Plan? For reflecting policies, investment choices, and priorities identified in the Plan? How is its success or lack of success determined?

The TIP is the primary tool used to manage the implementation of projects recommended in the LRTP. Through the prioritization screening process, the Broward MPO's policies and objectives and the eight planning objectives of SAFETEA-LU, guide project selection for the unfunded list. The entire process of determining long range transportation needs, selecting appropriate projects to meet those needs, prioritizing those projects, and applying funding to implement them is conducted with those policies and planning objectives playing the lead role. The success or lack of success of the TIP is determined through active public involvement and feedback including a strong and continuous voice of the Broward MPO's Community Involvement Roundtable and municipal interaction of the TCC.

Unified Planning Work Program (UPWP)

- How will the UPWP address past FHWA/FTA comments and /or conditions from previous UPWP cycles?

Previous FHWA/FTA comments and/or conditions are addressed separately and incorporated into the new UPWP.

- How will the UPWP be able to adjust to anticipated policy initiatives including the Florida 2060 Transportation Plan and a new Federal Transportation Bill?

The UPWP is a short-range Program that spans two years. Once SAFETEA-LU is reauthorized, the UPWP will be modified and amended, as needed, to reflect how the MPO's planning efforts will carry out any new provisions in the Reauthorized Federal Act. The State's 2060 Transportation Plan is a long range Plan covering many decades. As such, the UPWP will be modified and amended, as necessary, to reflect the provisions of the Florida 2060 Transportation Plan. Over the decades, each UPWP that is developed will continue to "live" the State's 2060 Plan.

- How will the activities in the UPWP relate to the goals and priorities identified in the LRTP?

A new task has been added to the FY 2010-11 – FY 2011-12 UPWP to address the Living LRTP" component of the 2035 LRTP. Through this task Livability Planning Studies will be conducted to further refine the locations of mobility hubs and identify pedestrian/ bike, and transit improvements to encourage transit ridership throughout Broward County.

- In the current UPWP, are all Federal fiscal resources budgeted that are available for planning? Are there ongoing issues concerning over- or under-budgeting Federal-planning funds? How are these issues being addressed?

The UPWP contains a five year Business Plan that addresses staff salary and consultant contracts. The Business Plan is based on PL estimates provided by the FDOT and projections are balanced to assure that the UPWP comes in as budgeted. Each year MPO staff revisits the Business Plan and makes adjustments based on PL estimates and projected expenditures.

- How are UPWP activities developed, selected, prioritized?

UPWP activities are based on Year 2035 LRTP and MPO Board direction.

Public Involvement

- How is the public involvement process consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State?

Since adopting the FDOT Title VI/DBE procedures on April 2007 the Broward MPO completed the Federal Transit Administration (FTA) Title VI Program Update, October 2008 -2011, Assessment for Capital, Operating, Technical, and Planning Assistance for Broward County, Florida, prepared jointly by the Broward County Transportation Department and the Broward MPO. The Title VI Program Update was prepared jointly by the Broward County Transportation Department and the Broward MPO. The primary objectives of FTA's Title VI Program are to ensure,

without regard to race, color, or national origin, that recipients of federal financial assistance provide the following services for all persons:

- Plan for and operate transit services and distribute equitably;
- Transit services are sufficient to provide equal access and mobility;
- Opportunities to participate in the transit planning and decision-making process;
- Decisions on the locations of transit facilities and services are carried out equitably; and
- That remedial and corrective actions are undertaken to prevent discriminatory treatment of any beneficiary.

The process utilized in the Broward MPO Public Involvement process is consistent with the General reporting requirements apply to the operation of mass transit facilities operated by Broward County and for all consultant contracts awarded by the Broward MPO. Broward MPO contracts for major projects include reporting requirements that include demographic and service profile maps, overlays, and charts; service standards and policies; assessment of compliance; and other areas of Title VI considerations (i.e., information dissemination, minority representation on decision-making bodies, and multilingual facilities).

- How does the metropolitan transportation planning process include the preparation of technical and other reports to ensure documentation of the development, refinement, and update of the Transportation Plan?

The Broward MPO gives the public opportunities to express their concerns early and often. Before the LRTP update begins, a number of public workshops, meetings, and presentations are held to give the public an opportunity to express their concerns and provide input as to what they would like to see included in the new Plan.

In addition, the Broward MPO participates in public outreach and education events throughout Broward County where we ask the public their feedback on transportation issues of importance to them. Public workshop, meeting, and hearing advertisements are placed in the Sun-Sentinel, El Heraldo, and South Florida Times newspapers at least 30 days before a public workshop, hearing, or meeting is held. Verbal and written comments received during LRTP preparation are documented in the final LRTP document.

- Describe the process by which minority and low-income populations can comment on the UPWP, the TIP, and the Transportation Plan.

Minority and low-income populations can comment on the Unified Planning Work Program (UPWP) beginning in January every other year when the UPWP update commences. At that time, the Community Involvement Roundtable (CIR), the Broward County Coordinating Board for Transportation Disadvantaged Services (BCCB), and the Technical Coordinating Committee (TCC) request input from municipalities, transportation operating agencies, and the public. By February, the draft UPWP is posted on the MPO's web page, and comments are incorporated into the draft that the MPO takes action on in March. The comment period continues for members of the public through early May when the MPO takes final action and the Program is submitted to District 4 of the FDOT.

The public has a formal opportunity to review and provide input on the Transportation Improvement Program (TIP) annually prior to its adoption. However, the TIP process is a dynamic one, and it is always open to public comment. Throughout the year, appropriate staff members respond to questions, concerns, and suggestions about the strategy of project prioritization, specific projects in the TIP, and amendments, when proposed. The Broward MPO has a brochure, "How to Read the TIP Project Listing" to help familiarize the community with the TIP.

The TIP is alphabetized by project name and is broken into different transportation modes. It includes a color-coded project map to help identify major projects by TIP number and a cross reference index to help locate and track projects by TIP number and FDOT Financial Management number. Copies of draft and final TIP documents are placed in libraries throughout the county with information about attending meetings and providing comments. The draft and final TIP document are placed on the Broward MPO website. This information is distributed to the public through advertisements in general circulation newspapers. This process generally begins forty-five days prior to adoption. The TIP is adopted following a public hearing by the Broward MPO.

- The recently adopted 2035 Long Range Transportation Plan (LRTP) included a number of tools to reach minority and low-income populations including the following:
 - Conducting community and agency meetings at the outset of the planning process.
 - Branding the 2035 LRTP.
 - Creating an introductory LRTP video/DVD.
 - Conducting public workshops at strategic locations throughout Broward County.

- *Creating an informative and interactive LRTP website with links from Broward MPO and other websites for easy access.*
- *Implementing a 24-hour telephone hot line in English and Spanish.*
- *Administering a survey (in both traditional and online formats) to gather public opinion about current and future transportation needs and requirements.*
- *Adopting a comprehensive media outreach plan that includes regular and minority newspapers, newsletters, and the World Wide Web (project website and blogs).*
- *Using direct mailing database and electronic mail (email) to maximize public outreach especially to minority and low income areas.*

Title VI and Related Requirements

- What goals, policies, approaches, and measurements has the MPO adopted / undertaken for ensuring, demonstrating, and substantiating that the planning process complies with Title VI and related requirements?

The Broward MPO follows the Broward County Title VI Discrimination Complaint Procedures. These procedures are defined FTA's Title VI Program, as set forth in the FTA Circular 4702.1.

- How does the MPO determine the need to have documents available in alternative formats? (e.g., Braille, large print, tape cassette, Spanish)?

The Broward MPO includes statements in their advertisements and communications that if any assistance may be required that they should notify the Broward MPO staff in advance and that reasonable accommodations will be made. If assistance is requested, Broward MPO staff works with Broward County's Office of Public Communications to ensure such requests are fulfilled.

- Discuss the number and nature of consultant contracts used by the MPO. Are there contracting opportunities for planning studies, corridor studies, or other work to include minorities, women, and Minority Institutions of Higher Education (MIHE) and Historically Black Colleges and Universities (HBCUs)?

Yes, the MPO is required to follow Broward County's Purchasing Division's objectives, specifically that small and disadvantaged businesses have the maximum opportunity to participate in Broward County contracts, and to ensure equal opportunity to all qualified vendors and contractors wishing to compete for Broward County contracts.

Disadvantaged Business Enterprise (DBE)

- Does the MPO include the DBE policy statement in its boilerplate contract language for consultants and sub-consultants? Mandatory assurance verbatim? Also known as Uniform Certification Process (Please see below)

The MPO adopted FDOT's DBE policy requirements. In previous MPO contracts such as the 2035 LRTP, the DBE goal exceeded both FDOT and the County standards.

- Does the MPO have the "DBE Assurance" language in all of its contracts?

See above response.

Transit and Transportation Disadvantaged

- Please describe the transit, bicycle and pedestrian analysis tools and criteria that are utilized to assess project alternatives and public investment?

To assess project alternatives and public investment, a ranking system is being used to compare all modes of travel. Each project is first ranked based on eighteen categories relating to the MPO goals. Bicycle/pedestrian and transit projects are then assessed on eight additional categories and highway projects on an additional 3 categories. These ranking categories are listed in the TIP's unfunded priority list.

- What performance data is needed from transit operators to support MPO activities? How do the transit providers share this data with the MPO?

At a minimum, ridership data per route including boarding and alighting to determine load factor; schedules and time runs to determine travel time, on time performance and reliability; route maps identifying facilities and major activity

centers to determine connectivity, accessibility and area coverage. Transit providers have traditionally shared their data with the MPO on a regular basis. During the past year the county's transit agency has been transitioning into an automated data collection system and some delays in the data provision have occurred.

- Please outline how the UPWP will address the interactive collection of data with local transit providers. Data types would include boarding and alighting counts, peak loads, on-time performance.

We understand that the new automated data collection system used by the local transit agency has been tested and it is being calibrated. Preliminary data showed to be faulty and inconsistent. Two tasks in the UPWP will address this issue, Task 2.2 (Transit Surveillance and Development) under the Data Collection and Analysis Section, and Task 3.5 (CMP and Corridor Planning) under the Program and Plan Development Section.

Congestion Management Process

- How often is the CMP reviewed and what is the product of the update? When was the last update?

The Broward CMP is updated annually. The process has been developed as a two tier system to evaluate the roadway and transit networks. Updates are usually completed by December of every year and are depicted on GIS maps available through the Broward MPO webpage.

During the past two years the MPO has been emphasizing the process, as required by SAFETEA-LU, and has adapted a corridor approach to include Freight and Goods movement. The last update was conducted in 2008. Again, during the past year the county's transit agency has been transitioning into an automated data collection system and delays in the data provision have occurred.

- Describe how the CMP has influenced the overall metropolitan planning process (UPWP, transportation planning, corridor studies, conformity, and TIP development)?

As part of the Broward County Congestion Management Process (CMP), MPO staff participates in local, regional and statewide Congestion Management task forces. The local task force meets on a needs basis, functions as a technical sub-committee of the MPO's Technical Coordinating Committee and has representation from the different transportation agencies in the area, including FDOT District Offices of Planning, Modal Development and Traffic Operations, as well as staff from municipalities along the corridors being studied. Ultimately, most CMP identified strategies are recommended for inclusion in the Transportation Improvement Program (TIP). Most major capital investment projects are being developed along previously identified CMP corridors, and all new livability studies have been selected utilizing criteria from the CMP. In recent years, since the MPO no longer receives CMAQ funds, the programming of strategies and improvements has been limited.

- What CMP work activities are included in the UPWP and will these activities be incorporated into the overall Bus Rapid Transit/Fast Bus elements of the LRTP?

One of the CMP objectives is to identify highly congested transportation corridors and provide congestion mitigation solutions. The most recent UPWP will include a multimodal transportation corridor/area livability study that will closely work with the overall premium transit/mobility hub elements of the LRTP.

- Does the MPO have a process for periodically evaluating the effectiveness of the CMP? What has been the level of effectiveness of the CMP in identifying congested corridors and resulting strategies? How is the effectiveness of individual projects/strategies evaluated? Can the MPO list the current projects in the TIP that are direct outputs of the CMP?

The Broward MPO has a well established corridor selection process based on a multimodal transportation approach. The Broward MPO regularly conducts multimodal corridor studies. Strategies recommended by these corridor studies include 1) intersection geometric and access management improvements (TSM), 2) transit route headway reduction and construction of transit hubs, 3) pedestrian crossings and other pedestrian safety improvements, 4) bike racks on buses, 5) vanpool and carpool programs (TDM), 6) improvements to intermodal facilities. As the transportation conditions of the metropolitan area have changed, the Broward MPO has increased its direct involvement in the planning of Major Capital Investment projects such as the Florida East Coast Transit Alternative Analysis, the Central Broward East-West Study, the Downtown Transit Circulator, the People Mover/Intermodal Center, the I-95 Managed Lanes and the I-595 and I-75 Master Plans.

- How are TDM and operational commitments recommended by the CMP eventually implemented?

The Broward MPO through its CMP assists in the planning and promotion of Transportation Demand Management (TDM) alternatives and provides technical support to the Transportation Management Associations (TMAs). During the past three years, planning funds have been programmed through the UPWP, for the support and promotion of Alternative Fuel Vehicle transit projects and to advance the study of the Downtown Transit Circulator project within FTA's Small Start program. The MPO has also aggressively promoted the formation of the Regional Vanpool program. Most recently, MPO staff met with South Florida Commuter Services and VPSI to discuss and tailor a vanpool program for county employees.

Intelligent Transportation System (ITS)

- What is/has been the MPO's role and involvement with the development and maintenance of the regional ITS/APTS architecture? (23CFR 940.9)? Who are the stakeholders in this process?

All ITS activities in the Transportation Management Area, including the APTS, are coordinated through the South Florida Regional ITS Coalition. The Broward MPO is a member of the Coalition and actively participates in all Coalition activities. The stakeholders in the process include the FDOT's Traffic Operation Office, Districts 4 and 6; the three MPOs in the metropolitan area (Palm Beach, Broward, Miami-Dade); transit operating agencies (Palm Tram, BCT, M-D T, Tri-Rail); the Turnpike Enterprise; Broward's Traffic Engineering Division, Port Everglades Department; Miami-Dade Aviation.

- Who maintains the regional ITS/APTS architecture in the region? Who is/will be responsible for ensuring that all future ITS/APTS projects are consistent with the regional ITS/APTS architecture? Is maintenance of the regional ITS/APTS architecture included as an item within the UPWP?

The ITS activities are included in the Congestion Management Process (CMP) Task of the UPWP. The regional ITS/APTS is addressed at two levels: first, through the Advanced Public Transportation (APTS) Master Plan; and second, through the South Florida Regional ITS Coalition's Memorandum of Understanding (MOU) executed by the Broward MPO on November 18, 2004. This MOU provides the framework and guidelines to promote coordinated decision-making and information-sharing in planning, design, deployment, operations, funding and evaluation of ITS via a regional ITS Coalition.

- Is a system engineering process in place for the development of ITS/APTS projects in the region? Who is/will be responsible for ensuring that all future ITS/APTS projects will be developed using the systems engineering process?

Yes, on March 2005, the BMPO met Rule 940 requirements by formally acknowledging the State ITS Architecture and adopting the Regional ITS Architecture. The adopted Regional ITS Architecture provides the regional framework for insuring institutional agreements and technical integration for the implementation of ITS projects. This regional architecture functions as a subset of FDOT's Statewide Architecture.

FYI: FHWA guidance recommends review every 2 years, and update every 4 years. The update should be done prior to update of new TIP in order to incorporate ITS projects into TIP and LRTP.

Freight Planning

- How does the MPO assess the future demand placed on intermodal links and identify specific projects to facilitate access to these facilities?

As part of the Broward F&G Movement Plan, the BMPO identified major intermodal links. Highway truck volumes were available via FDOT traffic counts, commodity flow data were available from the TRANSEARCH database purchase by FDOT Central Office, and facility specific volumes were obtained from local contacts. For example Port Everglades, which is the load center for Broward County, provided a breakdown of cargo handled, as did Fort Lauderdale-Hollywood International Airport. Analysis of this data identified key corridors, key connectors, intermodal transfers points, as well as documented the existing modal splits. In addition, the local economic profile was reviewed and analyzed. These characteristics drive freight transportation needs and help identified future bottlenecks. The plan also included analysis of the National, State and county roadway networks and identifies existing and future volumes of cargo traffic as well as capacity deficiencies and lack of facilities along the most traveled freight corridors. The Plan also identified potential solutions.

Presently, the Broward MPO is working to promote regional freight coordination in SE Florida. Miami-Dade, Broward, and, Palm Beach MPOs' along with FDOT are developing a regional strategy with the production of the South Florida Regional Freight Plan. This regional freight plan includes all individual planning effort conducted by the three MPOs, with additional data collection and analysis it will assist SE Florida in the identification, prioritization, and funding of projects that will facilitate access to intermodal facilities.

- What data and analysis tools does the MPO utilize to identify and analyze existing and projected goods movement in the region?

The BMPO has identified major freight corridors and truck routes through the F&G Movement study process. The Florida Statewide Intermodal Freight Model was used to illustrate heavy truck trips operating on the highway network in Broward County. The Quick Response Freight Manual was used in coordination with the Broward County Model's socioeconomic data at the traffic analysis zone level to calculate truck trip generation within the County to illustrate major load centers for both base and future years. The F&G Movement Plan includes analysis of the national, state, and county roadway networks and identifies existing and future volumes of cargo traffic as well as capacity deficiencies and lack of facilities along the most traveled freight corridors. Subsequent to the production of this Plan, the BMPO developed a freight overlay as a component of the BMPO's Congestion Management Process (CMP). Truck volumes (AADT) and crash sites are the criteria used to measure freight level of service along arterials and collectors within the transportation network. The CMP is updated annually. In addition to this system wide data and analysis, the BMPO has focused on the largest single freight hub in Broward County, Port Everglades. Concurrent with the production of the Port's master plan the BMPO conducted a study that included a Port Everglades' truck driver survey, updated key freight trends having an impact on the movement of freight in and out of the port, and analyzed landside access conditions in its vicinity.

Safety Considerations in the Planning Process

- Has the MPO developed safety performance measures? If so, what are they and how are they used?

Goal 3 of the new 2035 LRTP is to "increase the safety of the transportation system for all of its users". In prioritizing projects as they transition into the short range plan (TIP), the Unfunded Multimodal Surface Transportation Priorities methodology includes as a key criterion to what extent each project "increases safety and security of all users". Safety is also a primary aspect considered in ranking Transportation Enhancement and federal economic stimulus projects.

- What safety databases and variables (e.g., fatalities, serious injuries, crash rates, crash hot spots, collision inventories, pedestrian injuries, behavior statistics, driver's age, location, GIS, roadway inventory data, etc.) do you consider in the planning process? How are these data used?

The Broward MPO compiles crash data from different sources including but not limited to FDOT and Department of Safety and Motor Vehicle. With the help of GIS application, the data is used in the planning process to identify high crash locations and evaluate and prioritize transportation projects.

Security Considerations in the Planning Process

- How is the MPO promoting security with its transportation partners?

The Broward MPO assisted Broward County in developing its first Continuity of Operations Plan (COOP) by writing the transportation component. During that period, the MPO drafted its own COOP for continuing MPO planning and services following catastrophic events. The MPO's COOP is continuously updated to assure current staff, board, and committee contact lists; review potential alternative work and meeting locations; and maintain GIS databases that may be used following potential manmade and natural disasters. TCC membership is comprised of a staff person from Broward County's Emergency Operations Center, who represents the security perspective in planning local and regional transportation.

- Describe the collaborative process for developing security goals, objectives, performance measures, and strategies. What entities are involved? What do they contribute? Is the collaboration institutionalized or ad hoc?
In developing security goals, objectives, performance measures, and strategies, involved entities include regional USDOT staff, FDOT staff, Broward County government, planners and engineers representing all municipalities in the County, the South Florida Regional Transportation Authority, and collaboration with regional planning councils and neighboring MPOs. Security is a major consideration in virtually all transportation planning efforts, including transit,

aviation, port, rail, climate change, hurricane preparedness, and accessibility of the SIS network following potential catastrophic events.

DOT/MPO Annual Self Certifications

- Does the MPO have processes, procedures, guidelines, and/or policies that address Title VI, ADA, DBE, lobbying, and other regulatory requirements? How are these documented and applied?

The Broward MPO is housed within Broward County Government. The Broward MPO utilizes the processes, procedures, guidelines, and policies of Broward County. The MPO is taking steps to adopt its own policy.

Transition to SAFETEA-LU Compliance

- How is the MPO addressing Year of Expenditure?

The 2035 LRTP revenue forecast was prepared in accordance with SAFETEA-LU requirements including the year of expenditure. In addition, the implementation phasing of cost feasible projects was prepared using year of expenditure.

Noteworthy Practices or Achievements

- One purpose of MPO certification reviews is to promote improvements in the metropolitan transportation planning process through recognition and sharing of noteworthy practices. Please provide a list and description of any noteworthy practices or achievements to highlight from the Broward MPO.
 - *Broward MPO Community Outreach Program*
 - *Broward MPO Elementary School Outreach Program*
 - *Broward, Miami-Dade and Palm Beach Metropolitan Planning Organizations' Annual Citizens' Advisory Committee Meeting*
 - *Creation of Broward, Miami-Dade and Palm Beach Regional Public Involvement Plan (PIP)*
 - *Beginning phase of translating Broward MPO website to Spanish and Creole*
 - *Beginning phase of converting website to meet ADA compliance*
 - *Collaboration with the Miami-Dade MPO and the Palm Beach MPO to establish the SEFTC and associated Regional Transportation Technical Advisory Committee to coordinated and develop regional transportation plans and programs*
 - *A project priority ranking process that integrates different modes and provides a seamless method to foster the implementation of non-traditional transportation improvements*
 - *Designation of SR A1A Scenic Highway.*
 - *2035 Transformation in which Livability Planning Initiatives like Mobility Hubs have begun, and*
 - *Coordination and collaboration with FDOT District 4 and local government agencies in order to program federal economic stimulus projects efficiently and effectively.*

**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 Broward 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 and a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the Broward MPO and accurately reflect the results of the joint certification review meeting held on May 2011. 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)

7/27/11
Date



MPO Chairman (or designee)

6/24/11
Date

Miami Urbanized Area (UZA)/Transportation Management Area (TMA)

2011 State Certification Review

Broward Metropolitan Planning Organization (MPO) Findings and Recommendations Report

Florida Department of Transportation (FDOT) District Four has conducted a standard annual State Certification Review of the Broward MPO. The MPO answered questions covering the its 2007 Federal Certification Review, implementation of the recommendations from its 2010 modified state certification review as well as additional areas deemed necessary by the Department.

This report assesses the written and verbal answers to the questions presented to the MPO staff. When necessary, FDOT staff requested follow-up information and/or through independent actions, verified the information provided or source of said information. FDOT staff determined the specific areas for which certain questions were asked based on observation of the MPO's operation and interaction with staff and Board members throughout FY2009/2010 and FY2010/2011.

Findings

This section reviews MPO Products/Activities and recommendations from the most recently completed Federal and State Certification Reviews and provides the District's comments on the areas identified.

MPO Products/Activities: Broward MPO has successfully completed the annual coordination and reporting efforts on schedule as follows:

- ✓ Adopted 10/11 Transportation Improvement Program (TIP)
- ✓ Held informal unfunded priorities meeting with FDOT and stakeholders
- ✓ Transmitted official unfunded priorities
- ✓ Adopted FDOT 2010/2011 to 2014/2015 Tentative Work Program
- ✓ Adopted 2035 Long Range Transportation Plan
- ✓ Held Standard Certification Review meeting with FDOT
- ✓ Responded to Certification Review Questions/Issues
- ✓ Adopted the FY 2011 and 2012 Unified Planning Work Program
- ✓ Participated in the 2011 Federal Certification Review

2007 Federal Certification Review

The Community Involvement Roundtable (CIR) has continued to support membership that more accurately reflects Broward County's socio-economic characteristics. The CIR's role in the planning process continues to be significant and the presence meaningful.

The District held a Best Practices Workshop on November 5, 2010, and the Broward MPO participated in the workshop. The Broward MPO is working to improve public involvement efforts through several improved practices including participating in the development of a regional interactive TIP.

2011 Noteworthy Practices

One purpose of the Standard MPO certification reviews is to promote improvements in the metropolitan transportation planning process through recognition and sharing of noteworthy practices. Broward MPO and FDOT have identified the following as being noteworthy:

- *Participation in FDOT's 2010 Best Practices Workshop*
- *The MPO has made it a priority to enhance relationships with its transportation partners and have contributed significantly towards improving the regional planning process and promoted the timely adoption of plans and implementation of projects*
- *The MPO has made a successful transition to an independent agency, separate from the administrative support of county government*
- *The MPO has actively pursued implementation of projects in the 2035 LRTP through innovative funding methods and coordination with its regional transportation partners*
- *The MPO has supported the concept of Mobility Hubs as detailed in the 2035 LRTP through support of projects that promote transit and multimodal connectivity. The MPO has supported corridor and livability studies that identify locations for Mobility Hub development and further consistency with regional transportation plans*
- *The MPO has developed a Congestion Management Program (CMP) that fosters livability options through innovative congestion management practices and the implementation of corridor and livability studies*
- *The MPO has partnered with the FDOT and other MPOs within the District to execute a contract for development of an Interactive TIP*
- *The MPO is providing information and supporting the research conducted by the Southeast Regional Compact on Climate Change task force to address transportation needs for changes such as a rise in sea level in South Florida*
- *The MPO has shown a commitment to providing material (newsletters, agenda packets, website material) in plain speech, improving communication with the public*
- *The MPO has addressed the needs of residents with Limited English Proficiency (LEP)*
- *The MPO is updating its website to improve public outreach*

Implementation of 2010 Modified State Certification Review Recommendations

This section provides a review of actions taken by the MPO's to address the recommendations of the 2010 State Certification Review.

SATISFIED - Organization/Structure: Consistent with the recent adoption of the *Transform* 2035 Long Range Transportation Plan (LRTP) and the new independent status of the MPO, the Department would like to be provided a description and chart of the new organizational structure that will be implemented.

Comment: New organizational chart and staff positions' descriptions provided

SATISFIED - Air Quality: Task 3.1 of the FY10-FY12 UPWP does not specifically mention air quality. If the new air quality standards do not require amending the UPWP, the MPO should still be cognoscente of air quality throughout the planning process.

Comment: Air quality is considered in livability planning

SATISFIED - Long-Range Transportation Plan: The MPO should make additional attempts to have the Indian tribes actively participate in the TCC.

Comment: Seminole Indian Tribe receives regular invitations to participate

SATISFIED - Public Involvement: The District looks forward to Broward MPO's participation in an effort this year to hold a public involvement best practices workshop with District 4 MPOs.

Comment: The MPO participated in the Regional Best Practices Workshop

SATISFIED - Title VI Related Requirements: The MPO must describe the standards it will now employ to be Title VI compliant as an entity independent of Broward County.

Comment: The MPO has hosted a Title VI and Distressed Business Enterprise Training and is working on adopting specific policies

SATISFIED - Safety Consideration in Planning Process: The MPO should identify how safety is measured/quantified on a project-by-project basis when safety is a factor in prioritizing projects.

Comment: The MPO has illustrated how safety is measured on a project-by-project basis and ranks safety a high criterion in prioritizing projects.

Recommendations

This section provides recommendations based on the answers to the questions posed to the MPO by the Department as a part of the 2011 State Certification Review.

Long-Range Transportation Plan: The MPO should continue to pursue coordination and involvement by the Seminole Indian Tribe.

Creation of Freight Committee: The FDOT recognizes the MPO's dedication to addressing goods movement as part of the long range transportation planning process. Consideration of this important demand on the transportation system can be more thoroughly addressed through the creation of or participation in a regional freight advisory committee. The MPO should coordinate the development of a regional committee dedicated to future regional freight visioning for incorporation into the MPO's plans and processes. The committee should be developed with the goal of including the freight industry.

Organizational Representation for ADA Concerns: The MPO should consider adding participants to the Community Involvement Roundtable (CIR) that represent organizations with an ADA focus. Including organizational representation may add a broader representation of ADA needs.

Safety Project Identification in the LRTP: For planning consistency and to track transportation safety improvements, the MPO should clearly identify or delineate safety projects listed in the LRTP.