



**BROWARD
METROPOLITAN PLANNING ORGANIZATION**

UNIFIED PLANNING WORK PROGRAM

Of

Transportation Planning Activities

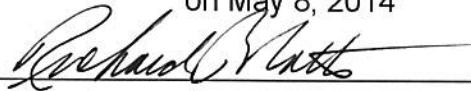
July 1, 2014 - June 30, 2016

May 8, 2014

FY14/15-15/16

UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING ACTIVITIES

ADOPTED BY THE BROWARD MPO
on May 8, 2014



MPO Chair

PREPARED BY THE
BROWARD METROPOLITAN PLANNING ORGANIZATION

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RESOLUTION NO. 2014-02

A RESOLUTION OF THE BROWARD METROPOLITAN PLANNING ORGANIZATION APPROVING THE FY 2014/2015 – FY 2015/2016 UNIFIED PLANNING WORK PROGRAM FOR FEDERAL, STATE AND INTERGOVERNMENTAL REVIEW, AUTHORIZING THE BROWARD MPO EXECUTIVE DIRECTOR TO DO ALL THINGS NECESSARY TO CARRY OUT THE AIMS OF THIS RESOLUTION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Broward Metropolitan Planning Organization (Broward MPO) is the designated and constituted body responsible for the urban transportation planning and programming process of the Broward County urbanized area; and;

WHEREAS, United States Department Of Transportation Joint Planning Regulations and Florida Statutes require the biennial 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, the Broward MPO has prepared the proposed UPWP for FY 2014/2015 – FY 2015/2016 and desires to submit same to Florida Department Of Transportation (FDOT) as a basis to apply for planning assistance grants; and

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

WHEREAS, the grant contract for financial assistance typically imposes certain obligations upon a successful applicant, including the local share 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 assurances 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 *Broward MPO* that minority business enterprise (disadvantaged business enterprise and women business enterprises) be utilized to the fullest extent possible and that definitive procedures 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, FDOT has been requested to provide financial participation in the match of these Federal Transit grants in the amount of one-half the total match; and

WHEREAS, FDOT 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, IN AND FOR THE BROWARD COUNTY URBANIZED AREA THAT:

- Section 1. The Broward MPO approves the proposed FY 2014/2015 – FY 2015/2016 Unified Planning Work Program
- Section 2. The Broward MPO directs the Executive Director to submit the same to the Florida Department of Transportation for review and approval.
- Section 3. The 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 2014/2015 – FY 2015/2016 Broward MPO Unified Planning Work Program.
- Section 5. The 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. The 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. The 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. The 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 2014/2015 – FY 2015/2016 Broward MPO Unified Planning Work Program.
- Section 9. The Executive Director is authorized to execute the necessary Joint Participation Agreements on behalf of the Broward MPO with the Florida Department of Transportation to aid in the matching for the FTA funded portions of the FY 2014/2015 – FY 2015/2016 Broward MPO Unified Planning Work Program.

Section 10. The Executive Director is hereby authorized to do all things necessary to carry out the aims of this Resolution

Section 11. This Resolution shall become effective immediately upon its adoption.

Adopted this 8th day of May, 2014

BROWARD METROPOLITAN PLANNING ORGANIZATION

By  _____
Richard Blattner, Chair

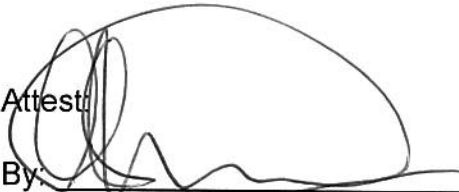
Attest 
By _____
Gregory Stuart, Executive Director

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I. ACRONYMS

AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
ARRA	American Recovery and Reinvestment Act
ATMS	Advanced Traffic Management System
BCAD	Broward County Aviation Department
BCPC	Broward County Planning Council
BCPE	Broward County Port Everglades
BCT	Broward County Transit
BCTD	Broward County Transit Division or Broward County Transportation Department
BCTED	Broward County Traffic Engineering Division
BLOS	Bicycle Level of Service
BMPO	Broward Metropolitan Planning Organization
BPAC	Bicycle and Pedestrian Advisory Committee
BRT	Bus Rapid Transit
CAM	Common Area Maintenance
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CIGP	County Incentive Grant Program
CIR	Community Involvement Roundtable
CMP	Congestion Management Process
COOP	Continuity of Operations Plan
CSS	Context Sensitive Solutions
CTC	Community Transportation Coordinator
DBE	Disadvantaged Business Enterprise
DCA	Department of Community Affairs
DEIS	Draft Environmental Impact Statement
DRI	Developments of Regional Impact
EAR	Evaluation and Appraisal Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EPGMD	Environmental Protection and Growth Management Department
ETDM	Efficient Transportation Decision Making
ETAT	Environmental Technical Advisory Team
FAA	Federal Aviation Administration
FAU	Florida Atlantic University
FCTD	Florida Commission for the Transportation Disadvantaged
FDOT	Florida Department of Transportation
FEC	Florida East Coast Railway
FHWA	Federal Highway Administration
FIHS	Florida Intrastate Highway System
FLL	Fort Lauderdale - Hollywood Int'l Airport
FSHSP	Florida Strategic Highway Safety
FSTED	Florida Seaport Transportation and Economic Development
FTA	Federal Transit Administration
GIS	Geographic Information System
HOA	Home Owners Association

ICTF	Intermodal Container Transfer Facility
ITS	Intelligent Transportation System
LAP	Local Agency Program
LCB	Local Coordinating Board for Transportation Disadvantaged
LEP	Limited English Proficiency
L RTP	Long Range Transportation Plan
LOS	Level of Service
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MDT	Miami-Dade Transit
MDTA	Miami-Dade Transit Authority
MMLOS	Multi-Modal Level of Service
MPO	Metropolitan Planning Organization
MPOAC	Metropolitan Planning Organization Advisory Council
NAAQS	National Ambient Air Quality Standards
NEPA	National Environment Policy Act
NOPC	Notices of Proposed Change
NTI	National Transit Institute
O/D	Origin & Destination
PACE	Planning and Conceptual Engineering
PBMPO	Palm Beach Metropolitan Planning Organization
PD&E	Project Development & Environment
PE	Preliminary Engineering
PEA	Planning Emphasis Area
PIMT	Public Involvement Management Team
PIP	Public Involvement Plan
PL	Planning
RCI	Roadway Characteristics Inventory
RLRTP/RTP	Regional Long Range Transportation Plan
RFQ	Request for Qualifications
RFP	Request for Proposals
ROW	Right of Way
RPC	Regional Planning Council
RPIP	Regional Public Involvement Plan
RTTAC	Regional Transportation Technical Advisory Committee
SEFTC	Southeast Florida Transportation Council
SERPM	Southeast Regional Planning Model
SFECCTA	South Florida East Coast Corridor transit Analysis
SFRC	South Florida Rail Corridor
SFRPC	South Florida Regional Planning Council
SFRTA	South Florida Regional Transportation Authority
SIS	Strategic Intermodal System
SLD	Straight Line Diagram
SPS	Survey Processing Software
S RTP	Strategic Regional Transit Plan
TAC	Complete Streets Technical Advisory Committee
TAP	Transportation Alternatives Program
TCC	Technical Coordinating Committee
TCI	Traffic Characteristics Inventory
TCTC	Treasure Coast Transportation Council

TCRPC	Treasure Coast Regional Planning Council
TDM	Transportation Demand Management
TDP	Transit Development Plan
TDSP	Transportation Disadvantaged Service Plan
TIP	Transportation Improvement Program
TMA	Transportation Management Association
TOD	Transit Oriented Development
TRB	Transportation Research Board
TRIP	Transportation Regional Incentive Program
TSM&O	Transportation System Management and Operations
TSP	Traffic Signal Priority
ULI	Urban Land Institute
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
VMT	Vehicle Miles Travelled

II. INTRODUCTION

A. Definition of the Unified Planning Work Program

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.” The BROWARD METROPOLITAN PLANNING ORGANIZATION (Broward MPO) FY 14/15 – FY 15/16 UPWP includes tasks for two (2) years. For each objective of the Broward MPO, a task is provided that identifies methodology, associated work products, previous major accomplishments, 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 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 1). 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, grant application preparation and reporting. Also included are administrative activities and programs required by Federal and State agencies to operate as a structurally and institutionally independent MPO. Further, 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 and management of Broward MPO Board and Committees, including Technical Coordinating Committee (TCC), Community Involvement Roundtable (CIR), Local Coordinating Board (LCB) and other Committees as needed. Other priorities include public involvement/education across all tasks, organizations and segments of the population, evaluating the effectiveness of the MPO's public involvement efforts, community outreach, planning emphasis areas, 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. Data collection efforts such as origin – destination and household survey information/statistics are included within this section.

PROGRAM AND PLAN DEVELOPMENT - transportation system planning tasks related to transit, safety, security, energy, and long- and 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, congestion management/livability planning, freight and intermodal transportation, transit planning/development, complete Streets/Bicycle and pedestrian mobility planning and other transportation alternative activities.

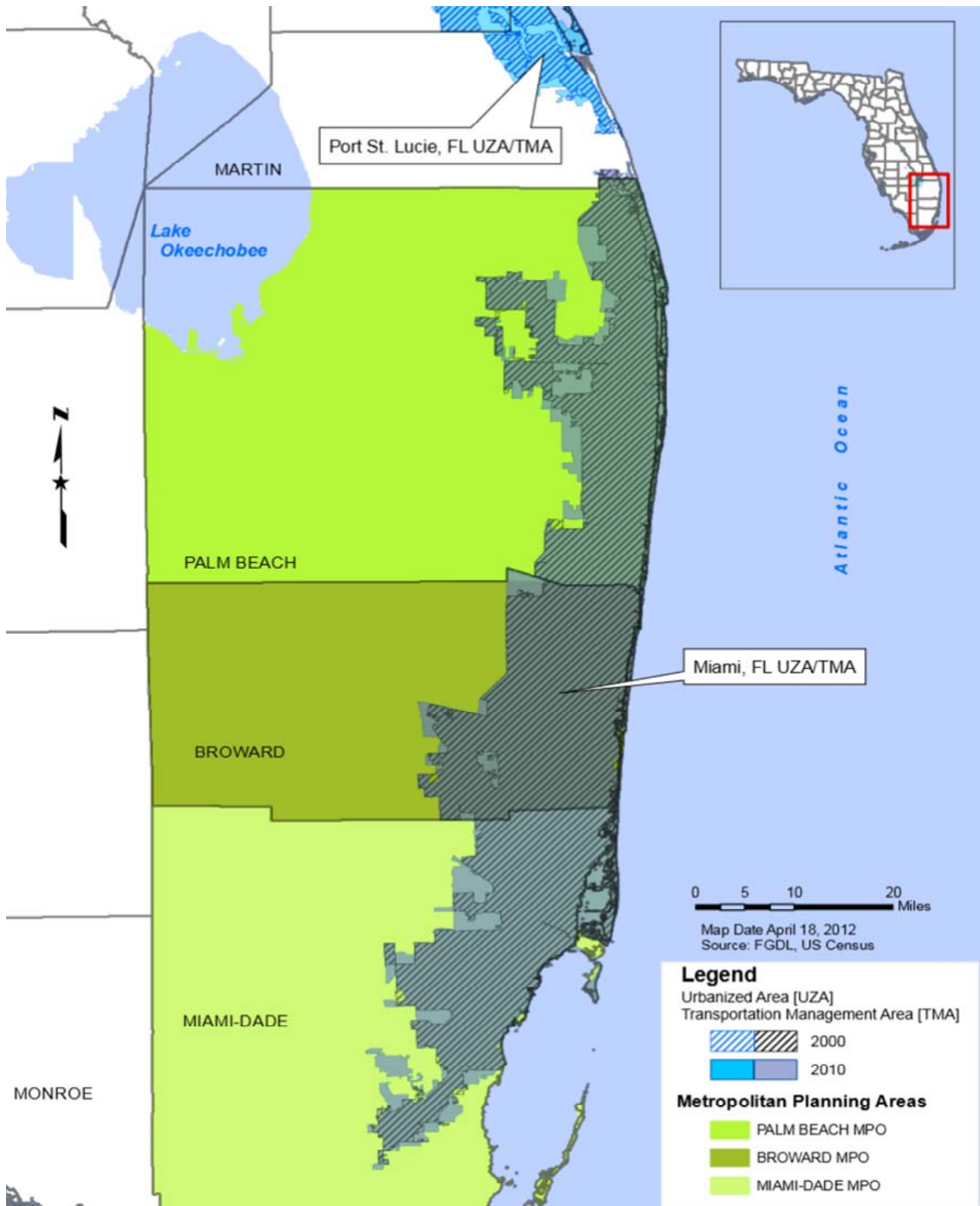
BUSINESS PLAN – a five-year projection for using annual FHWA PL funds, FTA Section 5303 funds, Transportation Disadvantage Funds and Broward MPO attributable (Surface Transportation Program (STP)) funds (as applicable). The expenditure of PL and FTA are carried-over where appropriate.

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 Highway Administration PL

(Planning) funds and Federal Transit Administration (FTA) funds. The UPWP also serves as a strategic management tool, enabling the Broward MPO to administer its planning responsibilities with available program revenues.

The UPWP is required under Chapter 163.01 and 339.175(5) (d) and (e) Florida Statutes. The UPWP was prepared in accordance with the Florida MPO Program Management Handbook, the Americans with Disabilities Act of 1990 (ADA), and Title VI of the Civil Rights Act of 1964. This document reflects the state Transit Quality of Service, Title VI Environmental Justice, Limited English Proficiency (LEP), and State Planning Emphasis Area (PEA) provisions that the Broward MPO addresses in its transportation planning activities.

Figure 1
 MIAMI URBANIZED AREA/TRANSPORTATION MANAGEMENT AREA



B. Current Overview of Comprehensive Transportation Planning Activities

Long Range Transportation Plan (LRTP)

The current adopted Plan is the 2035 Long-Range Transportation Plan (Transformation). The 2035 LRTP was developed consistent with local comprehensive planning efforts and other local and state plans and was adopted by the Broward MPO 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.

In the fall of 2014, the Broward MPO expects to adopt its 2040 Long Range Transportation Plan (Commitment 2040). The Vision of Commitment 2040 is to move people, create jobs and strengthen communities. It is anticipated that most of features listed above will remain for the 2040 LRTP, with modifications to address current and future conditions expected with the 2040 LRTP update. For example, features such as Livability Planning and Congestion Management have already been combined and a new process has been implemented. This will be updated for the 2040 LRTP. Additional features for the 2040 LRTP will include a programmatic process to identify, fund and construct low capital intensive projects (i.e. sidewalks, bike lanes, safety elements, etc.) and will include the future development of performance measures as per MAP-21. While transit will still be the focus of the 2040 LRTP, realistic funding of transit elements will include an emphasis on transit capital projects only, as operating and maintenance funding is limited for major premium transit improvements. Speak Up Broward/Transit Systems Plan efforts are envisioned to help identify the best way to fund needed premium transit service. Currently, the 2040 LRTP efforts and Speak Up Broward efforts are closely coordinated.

Regional Transportation Planning

The three MPOs of the Miami Urbanized Area recognize the importance of regional coordination of all transportation related activities. While the three MPOs remain as separate entities because of the

unique situations within each county, each acknowledge the need for strong regional coordination to ensure the Miami Urbanized Area's transportation system function seamlessly for all users of the system. In addition to the activities described in the following paragraphs, the Broward, Palm Beach and Miami-Dade MPOs will continue their regional coordination efforts with the South East Florida Transportation Council (SEFTC), the South Florida Regional Transportation Authority's (SFRTA) Planning Technical Advisory Committee (PTAC), Broward County Transit (BCT) and transit agencies from adjacent counties. Further, the Broward MPO solicits and incorporates comments from neighboring MPOs on such projects as the 2040 LRTP, the University Drive Corridor Study and other efforts which impact the respective MPO.

In addition, the three MPOs of the Miami Urbanized Area are collaborating in the development of the 2040 Southeast Florida Regional Transportation Plan (RTP). The RTP will identify the most significant transportation investments needed to meet growing travel demands throughout the Southeast Florida region (Broward, Miami-Dade, and Palm Beach Counties). The horizon year of 2040 is chosen to provide time for agencies to assemble funds and complete the technical work required to design and construct the selected improvements. In a nutshell, the 2040 RTP is the key tool linking the LRTPs of the Broward (Commitment 2040), Miami-Dade (Mobility Options 2040), and Palm Beach (Directions 2040) MPOs. The RTP is being coordinated with the three MPOs through the Regional Transportation Technical Advisory Committee (RTTAC) and the Southeast Florida Transportation Council (SEFTC).

Further, the three MPOs of the Miami Urbanized Area as well as the Florida Department of Transportation District 4 and 6 are collaborating on the development of the 2040 Southeast Florida Regional Freight Plan (SFRFP). The Plan is intended to provide critical input into the 2040 Regional Transportation Plan (RTP) as well as the individual MPOs' 2040 Long Range Transportation Plan updates. This Plan is done every 5 years.

Transportation Improvement Program (TIP)

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. The Broward MPO takes full advantage of this opportunity. Based on a list of project priorities derived from the LRTP, the MPO is working with operating agencies of all modes of transportation to implement these expanded responsibilities. As a result, the Broward MPO annually develops an updated multimodal TIP. The document allocates funds for use of the highest priority transportation projects in the first five years of the LRTP and local government comprehensive plans. The TIP includes projects/programs for the next five years, is financially constrained, and addresses both local and regional concerns. The most updated version of the Broward MPO's TIP can be found at: <http://www.browardmpo.org/programs/transportation-improvement-program>

Congestion Management / Livability Planning

The Broward MPO combined the Congestion Management Process and Livability Planning to provide a comprehensive approach to implementing the Broward MPO's LRTP. Livability Planning efforts develop the detailed elements of the LRTP Mobility Hubs, including the location of facilities such as stations and transit stops, needed bike and pedestrian infrastructure and opportunities for connections to local streets. Further, Livability Planning efforts provide for the designation of appropriate land uses and guidelines for appropriate redevelopment and retrofitting. The Congestion

Management (CM) Corridor/Area studies, as part of the Congestion Management Process, identify, develop, prioritize and implement multimodal congestion management and mobility strategies for identified corridors. Developing and implementing strategies, other than road widening, to improve the safety and mobility through other modes of transportation (i.e. transit, community shuttles, bicycle and pedestrian, carpooling/vanpooling, etc.) are the main intent of CM Corridor/Area Studies. Combining the Livability Planning and Congestion Management studies facilitate the implementation of the LRTP's transit system and Mobility Hub concepts.

Freight and Good Movement Planning/Intermodal Planning

In addition to the Regional Freight Plan (noted above), the MPO continues its coordination with Local Airports and the Seaport for the development of intermodal passenger facilities and other projects identified in the MPO's LRTP. Further the MPO works with other agencies and municipalities on new and ongoing studies affecting the Port and Airports in Broward and the Port and Airport efforts affecting local agencies and municipalities.

Transit Planning and Development

One of the main emphasis areas of the MPO's LRTP is the provision of a comprehensive transit system to improve the mobility of people. To this end, the Broward MPO coordinates with the local and regional transit agencies to assist in the development of their respective Transit Development Plans. Promoting transit fare card interoperability and community bus and premium transit systems within Broward and the region lends to this effort. One such example is the Wave Modern Streetcar in Downtown Fort Lauderdale. The Wave Modern Streetcar system is approximately 2.7 miles in length and will connect the major employment centers and primary activity centers in the urban core of the City of Fort Lauderdale. Expansion of this system to the Fort Lauderdale/Hollywood Airport and western Broward destinations such as the South Florida Education Center in the Town of Davie is anticipated. Further expansion throughout Broward is envisioned.

Complete Streets and Transportation Related Enhancements

The vision for Broward MPO's Complete Streets initiative is to create a safe and efficient transportation network that promotes the health and mobility of all residents and visitors by providing safe, high quality multi-modal (pedestrian, bicycle, transit and automobile) access throughout Broward. To facilitate and lead this effort, the Broward MPO established a Complete Streets Technical Advisory Committee (TAC). The main objective of the TAC is to guide the development of Complete Streets designs, guidelines and policies to facilitate the implementation of Complete Streets at a regional and local level. Broward Complete Streets Guidelines were developed and serve as a template that can be adopted, modified, customized, or expanded based on each community's needs and desires.

Additionally, a Multi Modal Level of Service (MMLOS) tool was developed to provide a holistic measure of all the modes of transportation (Bike, Pedestrian, Transit, Roadway). Other efforts include the development of a model Complete Streets Policy and a Complete Streets Plan framework to further assist local governments. The model Policy and model Plan framework provide guidance to local governments in revising internal policies and regulations to facilitate the implementation of Complete Streets. It is the intent of the Broward MPO to continue providing educational opportunities, technical assistance and to partner with local jurisdiction in implementing Complete Streets projects.

C. Planning Priorities and Level of Planning Effort Designated in the UPWP

The Broward MPO assists 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 and advancing congestion management/livability, transit, complete streets, freight planning, regional planning and the Long Range Transportation Plan.

The level of planning effort for the Broward MPO 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 and update to this plan, Commitment 2040, create a paradigm shift in the focus and planning effort of the Broward MPO, particularly in the areas of transit, bicycle and pedestrian modes. The previous section summarized the most significant planning priorities for the Broward MPO. The level of effort is provided in more detail in the UPWP Work Tasks listed in this document. In addition to its continuing involvement in the traditional metropolitan transportation planning and programming process, the Broward MPO 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 2060 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 United States Department of Transportation (USDOT) and FDOT. Please refer to Figure 2 for a depiction of those factors to be considered, as outlined in the MAP-21.

Figure 2
MAP-21 PLANNING FACTORS

MAP-21 identifies eight Planning Factors to be considered by MPOs in developing plans and programs that are reflected in the various tasks of the Broward MPO's UPWP. 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 of 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.

UPWP Task #	DESCRIPTIONS	1	2	3	4	5	6	7	8
1.0	ADMINISTRATION								
1.1	UPWP and Organization Administration	x	x	x	x	x	x	x	x
1.2	MPO Board and Committee Coordination	x	x	x	x	x	x	x	x
1.3	Transportation Disadvantaged Coordinating Board and Program Administration	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, Transit and Safety Data	x	x				x	x	x
2.2	Land Use and Trafficways Impact Analysis	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	Congestion Management/Livability Planning	x	x	x	x	x	x	x	x
3.4	Transportation Improvement Program	x	x	x	x	x	x	x	x
3.5	Freight and Goods Management / Intermodal Planning	x	x	x	x		x	x	
3.6	Transit Planning and Development	x	x	x	x	x	x	x	x
3.7	Complete Streets and Transportation Related Enhancements	x	x	x	x	x	x		

D. Transportation related air quality planning activities (if applicable) anticipated in the non-attainment areas

The Broward MPO is part of the Miami Urbanized Area which is currently in attainment.

E. Public participation process used in the development of the UPWP

Public involvement continues to be a major activity for the Broward MPO. 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. Further, 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 under served and underrepresented. In accordance with Title VI of the Civil Rights Act of 1964 and Environmental Justice provisions, the Broward MPO has developed a Low-Literacy and Limited-English-Proficiency Program. For the development of the UPWP, extensive outreach was performed consistent with the above. In addition to soliciting input through the MPO Board and its subcommittees, the MPO produced a flier which was widely distributed electronically and in the MPO Newsletter. The electronic distribution was successful in obtaining feedback for inclusion in the UPWP.

F. State Planning Emphasis Areas and/or any Federal Planning Emphasis Areas that have been identified

The state has a new major planning emphasis area for the MPOs. The new planning emphasis area is to develop or further implement a Pedestrian Safety Action Plan. The objective is to specifically adopt and implement a process to identify locations and behaviors prone to historical pedestrian bicycle crashes and develop, with their applicable partners, countermeasures designed to eliminate them. Please see Task 3.7, Complete Streets and Transportation Related Enhancements for further information on MPO planning efforts and budget to carry out this new planning emphasis area activity. In addition, the Broward MPO staff will continue to coordinate with FDOT, as necessary, in developing a State's Planning Emphasis Area (PEA) process applicable to this MPO area. The Broward MPO 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.

Most recently, on April 23, 2014, the Federal Government issued its Planning Emphasis Areas (PEA). The Emphasis Areas include transition to performance based planning and programming as per MAP-21, cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning and access to essential services in which the transportation planning process identifies transportation connectivity gaps in access to essential services. The Federal PEAs have been address in this UPWP. For transition to performance based planning and programming, see Tasks 1.1, 3.1, 3.2, 3.3, 3.4 and 3.6. For cooperation and coordination across MPO boundaries to ensure a regional approach to transportation planning, see the Other Boards section under the Organization and Management chapter which refers to the Southeast Florida Transportation Council (SEFTC). This entity serves as a regional forum for coordination and communication among the transportation agencies in southeast Florida. An agreement to this effect has been executed and Task 3.2 documents our Regional Planning efforts. For access to essential services in which the transportation planning process identifies transportation connectivity gaps in access to essential services, see Tasks 2.1, 3.1 and 3.3.

G. UPWP Consistency with Approved Comprehensive Plans

The Broward MPO seeks to ensure full consistency of Broward MPO adopted plans and programs with required Comprehensive Growth Management Plans for the County and municipalities. Conversely, County and municipalities' Comprehensive Plans have adopted key Broward MPO plans and programs as an integral part of the comprehensive planning process. For example, proposed revisions to the Transportation Element of the County's Comprehensive Plan seek to integrate the Broward MPO's newly approved "Broward Complete Streets Guidelines." Municipalities are doing the same. The coordination of the Broward MPO, county and municipal staff will continue as each completes its required update of the Transportation Element of the Comprehensive Plan. Further, input from county staff has been incorporated into this UPWP to ensure this consistency.

III. ORGANIZATION AND MANAGEMENT

A. Participants

Broward MPO Board and Organization

The Broward MPO 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. In March, 1999 the Broward MPO was formally reorganized to provide updated representation of all cities in Broward County through the Municipal District Plan. Updated organization approval for the Broward MPO by the Governor was transmitted to the Broward MPO on November 2, 1998. In accordance with State Statutes, the Broward MPO increased its total membership to nineteen (19) voting members, with four (4) members apportioned to the County Commission, three of whom also represent Broward County Transit and one of whom also 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 Broward MPO voting member is a Broward County School Board member. The Florida Department of Transportation (FDOT) has one (1) non-voting advisor, the Secretary of FDOT District 4. The State recognizes the Broward MPO as the forum for cooperative decision-making in area wide transportation planning and programming, and the current structure is consistent with MAP 21 legislation. The Interlocal Agreement for the creation of the MPO, its members and alternates is updated accordingly.

On October 10, 2002, the Broward MPO approved a reapportionment plan by more than three-fourths of its membership. During February 2003, the Broward MPO and the Broward County Board of County Commissioners adopted resolutions approving the Broward MPO 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. Based on 2010 census data, the MPO governance and structure was reevaluated in 2012 for any needed changes. While populations have grown, no changes in governance or structure were needed. See Figure 3 for the current MPO Board governance structure.

In May 2013, the MPOs of Broward, Miami-Dade, and Palm Beach Counties jointly concurred that the three MPOs remain individually re-designated. This conclusion was based on the complexity of the area regarding composition of the population, growth rate, travel patterns, geographical boundary constraints, socio-cultural factors, land uses and densities. However, regional coordination remains through the Southeast Florida Transportation Council (SEFTC). SEFTC members are from the respective MPO Boards. Further, SEFTC created three committees to address and advise them on regional studies, initiatives, and technical issues: 1) Regional Transportation Technical Advisory Committee (RTTAC) – composed of staff from the three MPOs, FDOT Districts IV and VI, Florida Turnpike Enterprise, Miami-Dade Expressway Authority, the four area transit agencies, and the two area Regional Planning Councils; 2) RTTAC Modeling Subcommittee - composed of technical members from each of the RTTAC agencies and; 3) Regional Freight Committee. More details about SEFTC are provided under “Other Boards.”

Figure 3

CURRENT MPO BOARD GOVERNANCE STRUCTURE

District	Municipal District Cities	Year 2010 Population	Regular Voting Members	Vote	Alternates (In order of population)
1	Coral Springs	121,096	Coral Springs	1	Margate
	Tamarac	60,427	Tamarac	1	North Lauderdale
	Margate	53,284			Parkland
	North Lauderdale	41,023			
	Parkland	23,962			
2	Pompano Beach	99,845	Pompano Beach	1	Coconut Creek
	Deerfield Beach	75,018	Deerfield Beach	1	Lighthouse Point
	Coconut Creek	52,909			Lauderdale-By-The-Sea
	Lighthouse Point	10,344			Hillsboro Beach
	Lauderdale-By-The-Sea	6,056			
	Hillsboro Beach	1,875			
3	Fort Lauderdale	165,521	Fort Lauderdale	2	Oakland Park
	Plantation	84,955	Plantation	1	Lauderdale Lakes
	Sunrise	84,439	Sunrise	1	Wilton Manors
	Lauderhill	66,887	Lauderhill	1	Sea Ranch Lakes
	Oakland Park	41,363			Lazy Lakes
	Lauderdale Lakes	32,593			
	Wilton Manors	11,632			
	Sea Ranch Lakes	670			
	Lazy Lakes	24			
4	Hollywood	140,768	Hollywood	1	Hallandale Beach
	Hallandale Beach	37,113			Dania Beach
	Dania Beach	29,639			
5	Pembroke Pines	154,750	Pembroke Pines	1	Cooper City
	Miramar	122,041	Miramar	1	West Park
	Davie	91,992	Davie	1	Southwest Ranches
	Weston	65,333	Weston	1	Pembroke Park
	Cooper City	28,547			
	West Park	14,156			
	Southwest Ranches	7,345			
	Pembroke Park	6,102			
Voting Members					Total
Municipal Officials					14
County					3
County appointee to SFRTA					1
School Board of Broward County					<u>1</u>
Total Voting Members					19

Broward MPO's Executive, Governance and Evaluation Committees

The Broward MPO Executive Committee consists of the MPO Chair, Vice Chair, 2nd Vice Chair, one County Commissioner and one MPO alternate member representing small cities. This committee meets prior to the MPO monthly meeting to review the agendas and discuss current and future projects and initiatives.

The MPO Governance Committee is comprised of several MPO Board Members. This committee monitors governance, recommends policies and provides direction on how the MPO is directed, controlled, and administered. This group provides leadership, direction and oversight for the organization.

The MPO Evaluation Committee is comprised of several MPO Board Members. This committee evaluates the performance of the Executive Director and General Counsel on an annual basis.

Broward MPO's Technical Coordinating Committee (TCC)

The Broward MPO 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 MPO decision-making process for adopting and maintaining area wide transportation plans, policies, and programs. The TCC makes technical recommendations to the MPO Board. The membership of the Broward MPO's TCC consists of staff members with expertise in matters related to transportation planning. Each voting member city and alternate city on the Broward MPO may appoint one TCC member or alternate based on the MPO District formula. See Figure 3 above. Broward County may appoint members from agencies including the Public Works Department, the Environmental Protection and Growth Management Department (EP&GM) Air Quality Program, the EP&GM Department Planning and Redevelopment Division, the Aviation Department, Highway Construction and Engineering Division, the Transportation Department/Broward County Transit (BCT) Division, the Port Everglades Department, and the Traffic Engineering 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 from the Office of Planning and Environmental Management, the Office of Modal development, and District Traffic Operations, and the Seminole Tribe of Florida may appoint one member. Also, the South Florida Regional Planning Council (SFRPC) may appoint one voting member and an alternate.

Broward MPO's Community Involvement Roundtable (CIR)

The Broward MPO 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 (45) voting members: nineteen (19) are individual appointees of the regular members of the Broward MPO, twenty (21) are appointed by service organizations and other groups authorized by the Broward MPO and five (5) are appointed by the CIR. The CIR provides community perspective recommendations to the MPO Board.

Broward MPO's Local Coordinating Board for Transportation Disadvantaged Services (LCB)

The Local Coordinating Board for Transportation Disadvantaged Services (LCB) 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, or children who are disabled or high-risk or at-risk, as defined in FS 411.202. The LCB is recognized as an advisory body to the Florida Commission for the Transportation Disadvantaged (FCTD) in its service area and focuses on compliance with state requirements for transportation disadvantaged planning, ensuring that public transportation is accessible to everyone, including the transportation disadvantaged. The FCTD is the policy setting board that is legislatively responsible for oversight and coordination of transportation disadvantaged services statewide. The FCTD establishes the membership composition for the local coordinating boards, which includes representatives of health and human services agencies, the elderly and disabled, citizens and a representative from the private transportation industry. Members of the LCB are appointed by the Broward MPO as established by law and rule (Chapter 427 F.S./41-2 F.A.C.).

Other Boards

The Broward MPO participates with other MPOs in the statewide Metropolitan Planning Organization Advisory Council (MPOAC), established by State Statute as a forum for MPOs to provide input in statewide plans and policies affecting MPOs. Statewide coordination greatly enhances communication among MPOs, sharing ideas and "best practices".

Recognizing that Census 2000 merged the three Southeast Florida counties into one Urbanized Area, the designation of the Broward MPO continues under MAP-21. In January 2006, the 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 prioritization of regional projects;
- a regional public involvement process;
- a series of performance measures to assess the effectiveness of regional coordination activities.
- an annual report documenting the progress and accomplishments of regional goals and objectives; and
- lists of anticipated regional tasks and identify funding for those tasks under the respective MPO's Unified Planning Work Programs.

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 three MPOs, FDOT Districts IV and VI, Florida Turnpike Enterprise, Miami-Dade Expressway Authority, the four area transit agencies, and the two area Regional Planning Councils, to coordinate the development of regional goals and evaluation criteria in the preparation of the Regional Long Range Transportation Plan as per the joint commitment of the three Southeast Florida MPOs. The RTTAC serves an advisory body to the SEFTC.

B. 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) Interlocal Agreement for Staff Services between the Broward MPO and SFRTA dated May 28, 2010.
- (3) Transportation Planning Funds Joint Participation Agreement (TP # 525-010-02): Execution date – February 12, 2009.
- (4) Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (TP # 525-010-03): Execution date – November 20, 2007.
- (5) Public Transportation Joint Participation Agreement (TP # 725-030-06) Execution date – September 16, 2010: The MPO has a multi-year JPA that is effective up to September 30th, 2015.
- (6) 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; amendment April 2011.

C. Operational Procedures and Bylaws

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. To move forward on the action by the Broward MPO, an Interlocal Agreement between the Broward MPO and the South Florida Regional Transportation Authority (SFRTA) was executed on May 28, 2010, to provide the MPO with capital float and limited administrative services. On August 6, 2010, the Broward MPO officially separated from its host agency, Broward County Board of County Commissioners, and became an independent agency.

With this separation the Broward MPO developed its own personnel manual (adopted April 2010) and procurement code (amended and last adopted June 13, 2013) consistent with Federal and state guidelines and requirements. Further, the MPO has begun to collect a local contribution to be used for advocacy services. This local contribution is 5 cents per capita per municipal and county member and alternate on the MPO Board. Collection of this contribution began October 2013. Task 1.1, Administration and Planning Management reflects the work products and capital/operating financial needs to staff and operate a structurally and institutionally independent MPO.

Further, the Rules of the Broward MPO were last amended and adopted on June 6, 2012. This last amendment was to modify language reflecting the independence of the MPO with separation from Broward County government and to update any related language and procedure to this effect. The Rules contains procedures for the Broward MPO, the Technical Coordinating Committee (TCC), the Community Involvement Roundtable (CIR), and the Local Coordinating Board for Transportation Disadvantaged Services (LCB), including an enhanced public involvement process, LRTP, RL RTP, and TIP amending procedures. The Rules and other documents noted above are kept on file and are readily available for review at the Broward MPO office and on the Broward MPO website: www.BrowardMPO.org.

Lastly, the Broward MPO adopted a new and comprehensive Public Involvement Plan (PIP) in July 2007 and revised it in October 2011. Incorporating measurement tools for evaluating the effectiveness of the Broward MPO's public involvement techniques, the Plan prescribes assertive outreach to the communities within the County. Using the PIP enables the Broward MPO 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 will be completed by the end of the year. Copies are available in all local County libraries and may be viewed on the Broward MPO website: www.browardMPO.org under the "Public Involvement" tab.

D. Required forms, certifications, and assurances

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 10 and 11, 2011. The Certification Review produced two (2) Corrective Actions and eight (8) recommendations. See the following table. Both corrective actions and recommendations were address and subsequently FHWA and FTA determined that the continuing, cooperative, and comprehensive (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. The certification remains in effect until August 2015 or until a new review is conducted.

Federal Corrective Actions	Progress
<p>1. <u>Title VI</u>: 23 CFR 200.9(b)(12) requires federal-aid recipients to develop Title VI information for dissemination in other languages, as appropriate. Further, as with all nondiscrimination documentation, the translated versions need to be broadly posted and easily accessible to the public. Broward MPO has an English/Spanish Title VI complaint form that is easily accessible on its website. However, the MPO does not have its Title VI policy or complaint procedures in other languages. The MPO needs to translate its Title VI policy and complaint procedures into Spanish at a minimum, as well as into any other languages identified as having significant LEP presence by November 1, 2011.</p>	<p>The Broward MPO's Title VI policy has been translated into Spanish and is available on the Broward MPO website. The policy was also distributed to Broward County libraries via the Central Library. This corrective action has been satisfied.</p>
<p>2. Total Project Cost in Transportation Improvement Plan (TIP): The TIP must include for each project the estimated total project costs, which may extend beyond the timeframe of the TIP in accordance with 23 CFR 450.324(e)(2). In reviewing the TIP, we observed that the projects shown in the document display only the expenditures during the five year timeframe. The current TIP does not display the total project costs which may extend beyond the timeframe of the TIP. The</p>	<p>The TIP was revised to include the estimated total project cost, including the cost beyond the timeframe of the TIP, for each project. MPO Board approval of a new TIP was obtained in a timely manner. The corrective action has been satisfied.</p>

<p>MPO staff needs to update, revise and obtain MPO Board approval of a new TIP which displays total project cost(s) by June 30, 2012.</p>	
<p>Federal Recommendations</p>	<p>Progress</p>
<p>1. Bicycle/Pedestrian Committee: The MPO recently became independent and the starting of committees is essential to the progress of the agency. The Federal Review Team recommends that the MPO establish their own Bicycle/Pedestrian committee to represent and help address the bike/pedestrian needs of the MPO.</p>	<p>Based on past experience, a Bicycle/Pedestrian Committee lacked focus and was less than effective in making significant changes to Broward County infrastructure. A more effective approach has been to utilize the Technical Advisory Committee (TCC) and the Community Involvement Roundtable (CIR) as a means to promote change in the way Broward roads are improved for all modes. The two committee efforts have resulted in a transit, bicycle and pedestrian focused Long Range Transportation Plan in which all needed bicycle and pedestrian facilities made it to the cost feasible plan and many of those are funded within the Transportation Improvement Program (TIP). To strengthen this effort, the Broward MPO has appointed a member of the largest bicycle club in Broward County to the CIR. Further, as the Broward MPO continues to move forward with its Complete Streets effort, a Complete Streets Technical Advisory Committee (TAC) was established. The TAC guides the development of Complete Streets designs, guidelines and policies for implementation of transportation improvements which balance the needs of bicycle, pedestrian and transit users.</p>
<p>2. Transit: The universal “smart” card project has been an ongoing effort in the region among Broward and Miami-Dade Transit agencies. The Federal Review team recommends that the MPO continue to work with the other two MPOs to develop and support the implementation of a strategy for a universal fare card for the Miami Urbanized area.</p>	<p>The Broward MPO placed the development of the Universal Fare card as the #1 priority on the MPO’s LRTP’s Unfunded List. Since then, a pilot project has been funded and MPO staff is working with FDOT, the South Florida Regional Transportation Authority (SFRTA), Broward County Transit (BCT) and our neighboring transit operators and MPOs to develop a Universal Fare card for the MUA. The Broward MPO, in coordination with BCT, is developing a sub-recipient agreement with Broward County Transit in order to commence a pilot project for the Universal Fare Card.</p>

<p>3. Transit: The Federal Review Team recommends that the MPO, BCT and FDOT continue to plan for special transit supportive districts for possible premium levels of transit service. The MPO, BCT and FDOT appear to be well-positioned to advance these proposals for a more multi-modal approach to local and regional needs. For example, proposals like the Broward Boulevard retrofit (recently awarded a \$ 8.0 million plus Bus Livability grant from FTA); Oakland Park Boulevard improvements, the WAVE Streetcar proposal; the East/West Central Broward Study and Florida East Coast Railway Corridor study (85 miles of commuter rail/intercity rail service through the heart of population centers in Palm Beach, Broward and Miami/Dade Counties) present unique opportunities to serve urban/suburban centers with premium transit.</p>	<p>The Broward MPO is working with all transportation partners to link the Central Broward East-West Transit Study with Tri-Rail, the proposed passenger transit service on the FEC corridor and the City of Fort Lauderdale’s Wave Streetcar proposal. The Broward MPO is contributing funding to and participates in the planning and design of the Wave. In addition, the Broward MPO combined the Congestion Management Process and Livability Planning to provide a comprehensive approach to implementing the Mobility Hub concept of the LRTP and the promotion of premium transit service. Further, the MPO is currently conducting the Speak Up Broward effort to determine future funding opportunities for the Transit vision of Broward.</p>
<p>4. Freight: With the planning regulation’s emphasis on the importance of incorporating providers of freight and freight stakeholders in the planning process, the creation of a freight committee might be extremely beneficial to the MPO’s planning process. At a minimum, the Federal Review Team recommend that the MPO put forth a stronger effort in inviting providers of freight to become a part of the process through participation in already established MPO subcommittees.</p>	<p>The Broward MPO has been actively working to incorporate freight into its transportation planning process. It regularly attends Freight Stakeholders meetings and participates in the development of freight corridor studies. While developing the LRTP, representatives from the seaport and airport were part of the steering committee that guided the development of the LRTP. Currently, the airport and seaport are members of our Technical Coordinating Committee (TCC) and a truck industry representative sits on our Community Involvement Roundtable (CIR). Further, a Regional Freight Advisory Committee was formed as a subcommittee of the SEFTC and is helping to shape the development of the 2040 SFRFP. The Regional Freight Advisory Committee will continue to keep freight and goods movement at the forefront for the region well after the completion and adoption of the Freight Plan.</p>
<p>5. Security: The Federal Review Team recommends the Broward MPO complete their COOP and perform a COOP exercise in order to identify any emergency processes that may need strengthening.</p>	<p>The Broward MPO has been proactive in updating its COOP and is currently taking the necessary steps to ensure a successful annual dry-run. The Broward MPO has set up a virtual private network (vpn) on all of its laptops to allow employees access to their computers in the event they are unable to</p>

	<p>reach the office. With the use of 2 4G air-cards and high capacity wireless routers that support up to 30 connections each, this mini network will allow the Broward MPO to function with limited interruptions from its daily functions. In addition, MPO is currently exploring the possibility of a cloud network to serve as a backup system with server licenses for its software.</p>
<p>6. Public Participation: The Broward MPO staff has made tremendous progress in the update of their PIP, since the hiring of the new Public Involvement Officer. The federal review team noted this effort during the site visit. However, the review team recommends that the MPO staff begin to use the “measures of effectiveness” portion of the plan. The measures have been established, they just have not been put in to practice as it relates to documenting how effective the current public involvement efforts are.</p>	<p>The Broward MPO continues to monitor effectiveness of outreach activities using an outreach summary report after each event. Staff is monitoring the website and the direct effects of particular outreach activities on website activity. There is also an effort to assess the cost of our public hearings as they relate to the TIP, UPWP and other major documents and the amount of input received. The MPO states clearly in all scopes for any project that an evaluation of the public outreach conducted should be undertaken and allow for mid-course corrections as needed.</p>
<p>7. Tribal: The Federal Review Team recommends that the MPO find a mechanism to enhance the Tribal participation in the planning process as well as active participation on the MPO’s committees</p>	<p>The Seminole Tribe is a member of the Broward MPO’s Technical Coordinating Committee and has been asked to participate in the development of the MPO’s LRTP and other planning efforts. Outreach to the Seminole Tribe to participate in MPO planning efforts is continuous.</p>
<p>8. Title VI: The MPO is commended for its proactive and aggressive use of new technology. However, the MPO should be reminded that nondiscrimination policies, forms and other similar data be posted/available in non-electronic formats and locations. The MPO should also work towards representative disabled membership and obtaining minority citizen representations on its advisory boards. Failing this, it should develop strong and documented partnerships with disability service groups and ensure they have the opportunity to participate in and comment on programs, services and activities likely to affect their service population. Accessible pedestrian features are of critical importance to the disabled community and are required by</p>	<p>MPO staff continues to update the CIR membership to ensure the make-up of the board represents Broward’s demographics. Several agencies on the CIR represent the disabled and traditionally underserved communities. In addition, major MPO projects and efforts are presented for input and feedback from the MPO’s Local Coordinating Board for Transportation Disadvantaged Services</p> <p>Further, the Broward MPO is actively seeking additional Title VI training opportunities for both MPO staff and our transportation partners in other agencies and municipalities. The MPO works closely with its representatives at FHWA in</p>

<p>federal and state law. As such, the MPO should work towards having a representative disabled membership on its advisory boards. Failing this, the MPO should develop strong and documented partnerships with disability service groups and ensure they have the opportunity to participate in and comment on programs, services and activities likely to affect their service population.</p>	<p>Tallahassee to look for opportunities to provide training in the Southeast Florida region. The MPO presented with FHWA at the 2nd Annual Florida Forum for Minority Institutions of Higher Education (MIHE) and participated in the “Wheels of Justice” workshop in the summer of 2013. The MPO has also been an active participant in the TRAC and RIDES program aimed at involving schools in transportation issues. The MPO staff has also participated in FTA webinars focused on Title VI.</p>
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On an annual basis, the FDOT and MPO staff 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 May 2013. The MPO remains certified by the State as documented in the 2013 certification package in Appendix D. As of the adoption of this document, the 2014 Annual Certification is underway. MPO staff has provided responses to the 2014 Certification questions and are awaiting feedback from FDOT.

**LOBBYING CERTIFICATION for GRANTS, LOANS
and COOPERATIVE AGREEMENTS**

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the Broward Metropolitan Planning Organization that:

(1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Broward Metropolitan Planning Organization, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state 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 Federal 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 Broward Metropolitan Planning Organization shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.

(4) 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 failure.


Chairperson

Broward Metropolitan Planning Organization
Name of MPO

2/4/14
Date

FEDERAL FY 2015-2016 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.

2/5/15
Date


Chairperson for the MPO

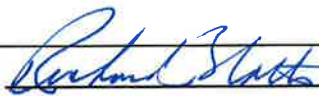
DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

Approved by OMB

0348-0046

(See reverse for public burden disclosure.)

1. Type of Federal Action: <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant c. cooperative agreement d. loan e. loan guarantee f. loan insurance	2. Status of Federal Action: <input checked="" type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	3. Report Type: <input checked="" type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change For Material Change Only: year _____ quarter _____ date of last report _____
4. Name and Address of Reporting Entity: <input checked="" type="checkbox"/> Prime <input type="checkbox"/> Subawardee Broward MPO Trade Centre South 100 W. Cypress Creek Rd. Suite 850 Fort Lauderdale, Fl. 33309	5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime: Congressional District, if known:	
6. Federal Department/Agency: US DOT	7. Federal Program Name/Description: TIGER, Etc. CFDA Number, if applicable: _____	
8. Federal Action Number, if known:	9. Award Amount, if known: \$	
10. a. Name and Address of Lobbying Registrant <i>(if individual, last name, first name, MI):</i> Holland & Knight, LLP 800 17th Street, NW Washington, DC 20006	b. Individuals Performing Services <i>(including address if different from No. 10a)</i> <i>(last name, first name, MI):</i> Boothe, Jeffrey, F.	
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.	Signature:  Print Name: Richard Blattner Title: Chair: Broward Metropolitan Planning Organization Telephone No.: (954) 876-0033 Date: 2/04/2014	
Federal Use Only:		Authorized for Local Reproduction Standard Form LLL (Rev. 7-97)

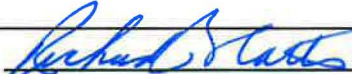
DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

Approved by OMB

0348-0046

(See reverse for public burden disclosure.)

1. Type of Federal Action: <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant c. cooperative agreement d. loan e. loan guarantee f. loan insurance	2. Status of Federal Action: <input type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	3. Report Type: <input type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change For Material Change Only: year _____ quarter _____ date of last report _____
4. Name and Address of Reporting Entity: <input checked="" type="checkbox"/> Prime <input type="checkbox"/> Subawardee Tier _____, if known: Broward Metropolitan Planning Organization 100 West Cypress Creek Road Suite 850 Fort Lauderdale, FL 33309 Congressional District, if known:	5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime: Congressional District, if known:	
6. Federal Department/Agency: US DOT	7. Federal Program Name/Description: TIGER, Etc. CFDA Number, if applicable: _____	
8. Federal Action Number, if known:	9. Award Amount, if known: \$	
10. a. Name and Address of Lobbying Registrant <i>(if individual, last name, first name, MI):</i> Holland and Knight, LLP 800 17th Street, NW Washington, DC 20006	b. Individuals Performing Services <i>(including address if different from No. 10a)</i> <i>(last name, first name, MI):</i> Boothe, Jeffrey, F.	
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Federal Use Only:		Authorized for Local Reproduction Standard Form LLL (Rev. 7-97)

DEBARMENT and SUSPENSION CERTIFICATION

As required by the USDOT regulation on Government wide Debarment and Suspension 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.



MPO Chairman

2/4/14

Date

FEDERAL FY 2015-2016 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.


Chairperson for the MPO


2/5/15
Date

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

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 Metropolitan Planning Organization 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 and sex 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 Metropolitan Planning Organization	2/4/14
Chairperson	Name of MPO	Date

Disadvantaged Business Enterprise Utilization

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 Broward Metropolitan Planning Organization contracts in a nondiscriminatory environment. The objects 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 barrier 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 work of the Broward Metropolitan Planning Organization in a non-discriminatory environment.

The Broward Metropolitan Planning Organization shall require its consultants to not discriminate on the bases 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.



Signature of Presiding Officer for the MPO/TPO

2/5/15

Date of Signature

TITLE VI/ NONDISCRIMINATION POLICY STATEMENT

The Broward Metropolitan Planning Organization 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 Metropolitan Planning Organization 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 2/4/14

by 

, Chief Executive Officer

Title VI / Non-Discrimination Policy Statement

The Broward Metropolitan Planning Organization 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 Metropolitan Planning Organization 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 subrecipient'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 subrecipient'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 Regulations.
4. Develop a complaint process and attempt to resolve complaints of discrimination against subrecipients. Complaints against the Florida Department of Transportation (FDOT) shall immediately be forward 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 the United States Department of Transportation, 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 the subrecipient'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 subrecipient.



Signature of Presiding Officer for the MPO/TPO

2/5/15

Date of Signature

Title VI / Nondiscrimination Policy Statement
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, "USDOT") 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 nondiscrimination 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.

IV. WORK PROGRAM TASKS

1.0. ADMINISTRATION

The administration section describes task functions required to manage the transportation planning process on a continual basis including program administration, development, review and reporting, anticipated staff development, annual audit and other requirements of a structurally independent MPO. Specific tasks include:

- 1.1 UPWP and Organization Administration
- 1.2 MPO Board and Committee Coordination
- 1.3 Transportation Disadvantaged Coordinating Board and Program Administration
- 1.4 Public Participation and Education
- 1.5 FDOT Match for FHWA
- 1.6 FDOT Match for FTA

BROWARD METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
July 1, 2014 - June 30, 2016

Section: Administration

Task 1.1 UPWP AND ORGANIZATION ADMINISTRATION

Purpose:

To implement the MPO's transportation planning vision by administering the activities identified in the two (2) year UPWP and managing a structurally independent organization.

Methodology

- Provide administrative services and management (legal, as needed) review of all activities and work products identified in the UPWP.
- Maintain and amend (as necessary) the UPWP, coordinate with regional partners and incorporate all applicable federal and state requirements, 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.
- Manage the day-to-day activities of the structurally independent MPO agency, ensuring proper staffing, technical resources, and office infrastructure are available to complete activities identified in the UPWP.
- Maintain continued eligibility for federal and state transportation aid through the maintenance of a certified urban transportation planning process. Complete federal and state certification reviews and address corrective actions and recommendations as needed.
- Update the MPO's Interlocal Agreement and Joint Participation Agreements as needed.
- Prepare & submit financial reports, billings, & progress reports of appropriate agencies, per existing agreements.
- Participate in Annual Audit.
- Maintain the MPO' Continuity of Operations Plan (COOP).
- Monitor federal and state legislation to identify bills that impact local transportation funding opportunities. Monitor the grant opportunities and prepare applications to secure grants for the implementation of Broward MPO plans and programs.
- Participate in federal agency rulemaking to establish performance measures while working with FDOT, transit agencies, and other MPOs to ensure targets are set in a coordinated and timely manner consistent with MAP-21's emphasis on performance-based planning and programming.
- Monitor activities related to DBE required reporting and documentation as it relates to state and federal funded activities as appropriate.

Previous Major Accomplishments

2012-14: All Work Products identified below are accomplished on an ongoing basis.

Work Product

June 2016: General management of staff and all work products, as outlined in the UPWP.

May 2016: UPWP Update.

June 2016: Maintain appropriate staffing levels in order to perform the activities specified within the UPWP.

- Feb 2015 & Feb 2016: Complete Annual State Certification Review.
- May 2015: Complete Federal Certification Review.
- June 2016: Maintain and update agreements, insurances and JPAs required as independent agency.
- June 2016: Quarterly progress reports, financial status reports, agreements, quarterly invoices, and the annual single audit report.
- Jan 2015 & 16: Annual Audit
- June 2016: Analyses of transportation bills and legislation, with special focus on MAP-21.
- June 2016: Analyses of potential funding sources, including grant availability/application preparation, for transportation related projects.
- June 2016: Maintain a “library of services” of consultants to assist in various planning studies as needed and identified in the UPWP.
- June 2016: Update and maintain all Title VI and DBE required documents.
- June 2016: Prepare grant applications and other projects as directed by the Board as needed.

Financial

FINANCIAL PARTICIPATION	FY 14-15	FY 15-16	Primary Responsibility:
PL Staff	\$ 632,794	\$ 510,141	BMPO
PL Consultant	\$ 15,000	\$ -	
FTA 5305(d) Staff (Fed & State)	\$ 197,039	\$ 293,554	
FTA 5305(d) Consultant (Fed & State)	\$ 92,271	\$ 279,000	
SU	\$ 125,000	\$ -	
Other Federal Staff (Admin Fee)	\$ -	\$ -	
Other Federal Consultant	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local ¹	\$ 619,244	\$ -	
Total Cash	\$ 1,681,349	\$ 1,082,695	
PL Match (FDOT)	\$ 142,874	\$ 112,514	
FTA 5305(d) Match (MPO)	\$ 32,146	\$ 63,617	
Other Federal Match (Local)	\$ -	\$ -	
Total Non-Cash	\$ 175,019	\$ 176,131	
Other Federal	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Non-MPO	\$ -	\$ -	
Total Participation	\$ 1,856,368	\$ 1,258,826	

Notes:

PL Consultant	FY 14-15	FY 15-16
Grant Application Services	\$ 15,000	\$ -

Funds is being transferred to the Broward MPO from the Palm Beach MPO for grant application services previously provided.

FTA 5305(d) Consultant (Fed & State)	FY 14-15	FY 15-16
Consultant/Special Projects ²	\$ 92,271	\$ 279,000

SU	FY 14-15	FY 15-16
Consultant/Special Projects ²	\$ 125,000	\$ -

¹ Includes bank balances for Capital Float, Local Contribution, A1A Scenic Hwy and Operating Account.

² Funding for consulting services for grant applications, special projects as per MPO Board direction and MPO administrative assistance pertaining to MPO Tasks in the UPWP including but not limited to: MPO Strategic Business Plan, accounting ERP services, boardroom and computer equipment.

BROWARD METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
July 1, 2014 - June 30, 2016

Section: Administration

Task 1.2: MPO BOARD AND COMMITTEE COORDINATION

Purpose

To communicate information to and between the MPO Board and its committees to facilitate the decision making process for implementing the transportation vision for Broward and the region.

Methodology

- Coordinate MPO functions with Board Members, SEFTC, TCC, CIR, LCB, MPO staff, and other related standing and special committees. Examples of other committees include, but are not limited to, the Executive Committee, the Governance Committee, the Small Cities Committee, and the Executive Director's Evaluation Committee.
- Prepare all agenda material for monthly MPO Board meetings and its advisory committees (TCC, CIR, Executive Committee, LCB etc.) and maintain active membership/representatives in each committee, respectively.
- Coordinate with partner agencies to obtain information to be presented in agenda items.
- Prepare and review minutes for each committee.
- Prepare appropriate financial statements, as required by the Audit findings, to be presented on the MPO agendas.
- Prepare policy responses to federal and state initiatives; brief board/committee members and staff of federal and state legislative delegations regarding investments identified by the Broward MPO.

Previous Major Accomplishments

- Oct. 2013: Began collecting a local contribution membership fee from MPO member representative for advocacy purposes.
- 2012-14: All Work Products identified below are accomplished on an ongoing basis.

Work Product

- June 2016: Monthly agenda packages and meetings for the Broward MPO, TCC, CIR and Executive Committee.
- June 2016: Quarterly, or as needed, agenda packages for the LCB, Governance Committee, Small Cities Committee, Executive Director's Evaluation Committee and others.
- June 2016: Recruit new Community Involvement Roundtable (CIR) members to fill vacancies, with special attention to selecting members representative of Broward County's diverse population.
- June 2016: Update membership information for the MPO Board and its committees.
- June 2016: MPO Board and committee minutes.
- June 2015: Conduct/hold a Board Member Retreat.

Financial

FINANCIAL PARTICIPATION	FY 14-15	FY 15-16	Primary Responsibility:
PL Staff	\$ 86,343	\$ 131,382	BMPO
PL Consultant	\$ -	\$ -	
FTA 5305(d) Staff (Fed & State)	\$ 26,959	\$ 31,176	<u>Other Agencies:</u>
FTA 5305(d) Consultant (Fed & State)	\$ -	\$ -	BCTD, FDOT, 211 Broward
SU	\$ -	\$ -	
Other Federal Staff (Admin Fee)	\$ -	\$ -	
Other Federal Consultant	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Cash	\$ 113,301	\$ 162,558	
PL Match (FDOT)	\$ 19,043	\$ 28,977	
FTA 5305(d) Match (MPO)	\$ 2,995	\$ 3,464	
Other Federal Match (Local)	\$ -	\$ -	
Total Non-Cash	\$ 22,039	\$ 32,441	
Other Federal	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Non-MPO	\$ -	\$ -	
Total Participation	\$ 135,340	\$ 194,999	

BROWARD METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
July 1, 2014 - June 30, 2016

Section: Administration

Task 1.3: TRANSPORTATION DISADVANTAGED COORDINATING BOARD AND PROGRAM ADMINISTRATION

Purpose

To provide the Local Coordinating Board (LCB) for the Transportation Disadvantaged with continuing administrative and planning support per Chapter 427.0157 F.S. and Rule 41-2.

Methodology

- Ensure liaison and support for the Local Coordinating Board (LCB) for Transportation Disadvantaged Services, Coordinating Council of Broward, and the Local Regional Workforce Development Board.
- 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 in developing joint projects and plans.
- Coordinate with Broward County’s Transit Development Plan (TDP).
- Evaluate innovative and nontraditional transportation services that can be considered in providing mobility alternatives.
- Research/develop/review/monitor grant opportunities and application efforts for expanded technology standards for transportation service delivery to the elderly, economically disadvantaged and disabled.
- Participate in the competitive selection process for Sections 5310 and other funding mechanisms.
- 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 or economically challenged.
- 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.

Previous Major Accomplishments

- 2012-13: Participated in FDOT Grant Application Review Panel for allocating 5310 vehicles.
- 2012-13: Participated in the Annual Disabilities EXPO.
- 2012-13: Participated in FCTD Regionalization Workshop.
- Dec 2013: Coordinated and participated in the Safety Is Golden Mobility Fair hosted by FDOT
- 2012-13: Actual Expenditure Report.
- 2012-13: Planning Grant Application and Progress Reports.
- 2012-13: Community Transportation Coordinator Evaluation.
- 2012-13: Transportation Disadvantaged Service Plan.
- 2012-13: Annual TD Local Coordinating Board (LCB) Public Hearing.
- 2012-13: Annual Review/Update of LCB Bylaws and Grievance Procedures.
- 2012-13: Participated at Annual TD Training and Technology Conference.

Work Product

- July-Dec 2014: Administer the South Florida Veterans Transportation and Community Living Initiative to upgrade the 2-1-1 telephone and website system.
- June 2016: 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.
- June 2016: TD options with ADA and Regional Workforce Development Program requirements.
- June 2016: Administrative support to the Transportation Disadvantaged Coordinating Board.
- June 2016: Service benchmarks for transportation disadvantaged service provision.
- June 2016: Annually Prepare TDSP, as required by the FCTD.
- June 2016: Evaluation documents and reports.
- June 2016: LCB meetings and agenda packages; LCB subcommittee meetings and reports as required.
- June 2016: Quarterly Reports to the Florida Commission for the Transportation Disadvantaged (FCTD). March/June/Sept/Dec.

Financial

FINANCIAL PARTICIPATION	FY 14-15	FY 15-16	Primary Responsibility:
TD Staff	\$ 58,063	\$ 58,063	BMPO
Other Federal Consultant	\$ 212,316	\$ -	
Other Federal Match (Local)	\$ 53,080	\$ -	
Total Participation	\$ 323,459	\$ 58,063	

Notes:

Other Federal Consultant, FTA 5309

2-1-1 System Upgrade	FY 14-15	FY 15-16
Consultant	\$ 212,316	\$ -
In-Kind (Local)	\$ 53,080	\$ -

Completion of the 2-1-1 System Upgrade Project, began June 2013. Grant Funds: \$674,922; \$539,937 (cash), \$134,985 (in-kind). Project Costs: \$489,658 consultant & equipment, \$49,085 admin fees, \$134,686 in-kind. Remaining \$265,396; \$212,316 consultant & equipment, \$53,080 in-kind. This project will provide residents of Broward, Miami-Dade and Palm Beach Counties with centralized access to transportation information. Under the One Call One Click concept, an individual with or without specific unique needs or limitations will use the system to determine how to travel from one point to another within the tri-county area and how much it will cost. The system will also screen for items such as potential eligibility for free or reduced price services, need for bus passes, personal mobility limitations, use of multiple transportation services to travel to distant points across county lines, and scheduling requirements.

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Section: Administration

Task 1.4: PUBLIC PARTICIPATION AND EDUCATION

Purpose

To maintain and expand the public participation and education program to audiences both familiar and unfamiliar with the transportation planning process.

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.
 - Maintain positive and pro-active media presence.
 - Maintain MPO website to disseminate information and collect feedback from the public.
 - Measure the effectiveness of the MPO website using Google Analytics.
 - Develop, distribute, collect and analyze survey material to evaluate effectiveness.
 - Formally evaluate effectiveness of PIP and update plan as warranted.
 - Review public involvement activities annually or more often on a project by project basis.
 - Provide regional public involvement opportunities in coordination with Miami-Dade & Palm Beach MPOs.
 - Conduct quarterly regional Public Involvement Management Team (PIMT) meetings, develop and implement Regional PIP, provide support for regional projects.
- Update the PIP.
 - Review best practices of other PIPs.
 - Draft streamlined PIP to make easy to read and include infographics where possible.
 - Provide 45 day to review and provide comments and then MPO Board adoption.
- Maintain the Transportation Outreach Planner tool to help identify the most appropriate outreach strategies for any given project and or community.
- Participation in coordination meeting of the Regional Transportation Technical Advisory Committee (RTTAC) Public Participation Subcommittee (PPS).
- Maintain MPO mailing lists to include contact information culled from surveys and other sources.
- Ensure compliance with principles of Environmental Justice and Title VI.
- Coordinate with South Florida Commuter Services and other local and regional partners to include but not be limited to the development and implement an annual work plan that applies Transportation Demand Management (TDM) techniques in support of Broward MPO's and FDOT's mission/vision.
- Involve the public in the development of transportation plans and programs including the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP)/Business Plan and other Programs and Plans listed in Section 3.
- Continue to provide opportunities for learning and highlighting best practices in the transportation field through workshops, awareness campaigns and various training sessions.

- Implementation of Speak Up Broward a grassroots effort, engaged in fact finding, encouraging conversation about transportation in Broward and focused on future funding needs.

Previous Major Accomplishments

- 2012-14: Continued successful partnership between the MPO and FDOT in carrying out the annual work plan for SFCS.
- 2014: Urban Land Institute's (ULI) Spring Infrastructure Event (May).
- 2014: Hosted the MPOAC training institute for Elected Officials (Feb)
- 2013: Implemented Speak Up Broward initiative including Mini Grants, Speakers Bureau, website and formation of the Broward Partners Group.
- 2013: Collaborated with FDOT, City of Tamarac and the Safety is Golden group to plan and host an event promoting senior safety (Dec).
- 2013: Provided guidance on the public outreach for Commitment 2040, Hollywood/Pines and the University Drive project.
- 2013: Developed a good working relationship with FAU and presented to a number of Urban and Regional Planning classes.
- 2012/3: Toured to Broward's municipalities and partner agencies the Three Foot Law bike safety booth.
- 2013: Co-hosted with AMPO a Linking Land Use and Transportation workshop. (April).
- 2013: Participated in a White House Business Council event with Deputy Secretary Porcari. (Feb).
- 2013: Participated and presented at the 2nd Annual Florida Forum for Minority Institutions of Higher Education. (Feb).
- 2013: In collaboration with Miami Dade and Palm Beach MPOs, produced an informational brochure for SEFTC. (Jan).

Work Product

- Feb 2015: Complete the "Path Forward Report" as a result/findings of the Speak Up Broward initiative/Transit Systems Plan.
- Oct/Nov 2014: Update PIP, LEP and Title VI program.
- Ongoing thru June 2016: Quarterly Newsletters March/June/Sept/Dec.
- Ongoing thru June 2016: Press releases and informational / educational videos, as required.
- Ongoing thru June 2016: Update Website and Transportation Outreach Planner regularly to provide timely information to the general public.
- Ongoing thru June 2016: Presentations to HOAs, Business Groups, Municipalities and Community Events as required.
- Ongoing thru June 2016: Plan and host workshops/peer exchanges with partner agencies to discuss transportation issues in Broward and the region.
- Ongoing thru June 2016: Involve and educate the public in all MPO programs and planning efforts.
- Ongoing thru June 2016: Regional Public Involvement Plan for the 2040 Regional Transportation Plan.

Financial

FINANCIAL PARTICIPATION	FY 14-15	FY 15-16	Primary Responsibility:
PL Staff	\$ 88,375	\$ 100,449	BMPO
PL Consultant	\$ -	\$ -	
FTA 5305(d) Staff (Fed & State)	\$ 80,350	\$ 247,108	<u>Other Agencies:</u>
FTA 5305(d) Consultant (Fed & State)	\$ 107,300	\$ 69,800	PBMPO, MDMPO
SU	\$ -	\$ -	
Other Federal Staff (Admin Fee)	\$ 183,674	\$ -	
Other Federal Consultant	\$ 1,842,551	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Cash	\$ 2,302,249	\$ 417,357	
PL Match (FDOT)	\$ 19,491	\$ 22,154	
FTA 5305(d) Match (MPO)	\$ 20,850	\$ 35,212	
Other Federal Match (Local)	\$ -	\$ -	
Total Non-Cash	\$ 40,341	\$ 57,366	
Other Federal	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Non-MPO	\$ -	\$ -	
Total Participation	\$ 2,342,591	\$ 474,724	

Notes:

FTA 5305(d) Consultant (Fed & State)	FY 14-15	FY 15-16
Public Involvement	\$ 107,300	\$ 69,800

Public Involvement funding will be allocated to Newsletter services, web based public involvement efforts, MPO sponsored events, translation services, hosting and maintenance of MPO web site and Transportation Outreach Planner, advertising, Title IV program compliance and other activities to encourage public involvement and information dissemination.

Other Federal Consultant, FTA 5307	FY 14-15	FY 15-16
Transit Systems Plan	\$ 1,842,551	\$ -
Admin Fee	\$ 183,674	\$ -

Phase I Grant Funds: \$1,500,000. Project Cost: \$1,499,863: \$1,349,863 consultant, \$150,000 admin fees. Remaining \$526,225; \$492,551 consultant, \$33,674 admin fee. FY 14-15 funds for Phase II, \$1,500,000; \$1,350,000 consultant, \$150,000 admin fee. The Broward MPO is a direct recipient of these funds through a federal grant award. Transit Systems Plan/Implementing LRTP projects: The focus of this planning effort is to inform about the future planning process and offer potential solutions that identify funding sources, and develop a shared transportation vision to provide increased transportation choices and expend limited resources in an efficient manner. The main emphasis to provide a rigorous and far reaching public engagement effort throughout. The effort will build on past and current transit studies, alternative analyses and transportation plans. It will identify scenarios that can address all the transportation needs identified through technical analysis in the fore-mentioned studies. The effort will identify and explore different scenarios and what steps/actions/choices and funding options are needed to achieve the successful implementation of a particular scenario(s).

Admin Fee Includes BMPO Staff Salary/Benefits, Administration and Overhead

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Section: Administration
Task 1.5: FDOT MATCH FOR FHWA

Purpose

To provide non-federal share match for the FHWA PL funded portion of the Broward MPO 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 MAP-21.

Methodology

- Specific tasks are to be defined in the Joint Participation Agreement.
- General involvement includes preparation for and attending Broward MPO, 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/Livability Planning, consultant contracts, etc.

Previous Major Accomplishments

Multiyear continuing support for the Broward MPO UPWP.

Work Product

June 2016: FDOT administrative and technical participation in the Broward MPO Program.

Financial

FINANCIAL PARTICIPATION	FY 14-15	FY 15-16	Primary Responsibility:
FDOT Match	\$ 298,111	\$ 320,393	FDOT
Total Participation	\$ 298,111	\$ 320,393	

Notes:

FDOT Match for FHWA is distributed among the tasks. In-kind match is at a rate of 18.07 percent.

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Section: Administration

Task 1.6: FDOT MATCH FOR FTA

Purpose

To provide for FDOT cash participation in the FTA Section 5303 - funded portion of the Broward MPO Unified Planning Work Program.

Methodology

- Specific tasks are to be defined in Joint Participation Agreements.
- General involvement includes preparation for and attending Broward MPO, 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/Livability Planning, Transit Development Plan, etc.

Previous Major Accomplishments

June 2014: Multi-Year support for the Broward MPO UPWP.

Work Product

June 2016: FDOT administrative and technical participation in the Broward MPO Program through a formal Joint Participation Agreement.

Financial

FINANCIAL PARTICIPATION	FY 14-15	FY 15-16	Primary Responsibility:
FDOT Match	\$ 226,956	\$ 183,252	FDOT
Total Participation	\$ 226,956	\$ 183,252	

Notes:

FDOT Match for FTA is distributed among the tasks. Cash match is at a rate of 10%.

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, Transit and Safety Data

2.2 Land Use and Trafficways Impact Analysis

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Section: Data Collection and Analysis

Task 2.1: HIGHWAY, TRANSIT AND SAFETY DATA

Purpose

To maintain on-going surveillance and data collection programs to monitor current and historic operational characteristics of the transportation network.

Methodology

- Maintain an inventory of centerline miles and lane miles for each roadway classification.
- Maintain and update the roadway functional classifications and jurisdictional assignments in cooperation with FDOT and FHWA.
- 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.
- 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.
- Obtain traffic crash data (including bike and pedestrian crash data) from FDOT, Department of Highway Safety and Motor Vehicle, Broward Sheriff's Office, and local law enforcement agencies.
- Maintain all traffic and highway data, including traffic crash information, in a GIS environment.
- Identify locations with high numbers of traffic crashes (including bike and pedestrian crashes) for improvement working with FDOT (State and Critical County Roads), Broward County (other County Roads) and municipalities (major collectors).
- Explore funding options to maintain traffic count data collection efforts in light of local funding shortfalls.
- Coordinate with FDOT for pilot program on data collection for key static locations where all modes of transportation will be counted on the same day, at the same location.
- Obtain and analyze Census data for demographic changes that impact traffic operations, demand for transportation services and traffic projections. Ensure this analysis identifies transportation connectivity gaps in access to essential services.
- Analyze ridership data for localized areas, corridors, or sub-regions leading to the planning and execution of projects that increase transportation choices.
- Obtain and analyze origin and destination data, household data and other relevant statistics to assist in the improvement of traffic operations within the region.
- Coordinate with FDOT, Broward County and local governments in the implementation TSM&O options. Secure grant funding.
- Explore the use of alternative/innovative/automated vehicle technologies and smart traffic control devices which can reduce potential crash incidences.

Previous Major Accomplishments

- 2013: Completed the 2011/2035 Roadway Level of Service Analysis Report.
- 2012: Completed the 2010/2035 Roadway Level of Service Analysis Report.
- 2012: Completed the 2010 Annual Average Daily Traffic (AADT) reports and maps.

Work Product

- Dec 2014: Collect, list and map of high crash locations, for all modes, along County and City roads using available traffic crash data.
- June 2016: Develop a program to collect traffic counts to supplement, as needed, currently collected counts.
- June 2016: Complete annual updates of the Roadway Level of Service Analysis Report.
- June 2016: Maintain roadway functional class and other maps as needed for planning purposes.
- June 2016: Collect and Integrate transit, O&D, household and other data into planning projects and share data with other agencies. Produce reports and maps using a computerized data system and GIS applications as needed.
- June 2016: Pilot program on data collection for key static locations where all modes of transportation will be counted on the same day, at the same location.

Financial

FINANCIAL PARTICIPATION	FY 14-15	FY 15-16	Primary Responsibility:
PL Staff	\$ 19,317	\$ 19,401	BMPO
PL Consultant	\$ -	\$ -	
FTA 5305(d) Staff (Fed & State)	\$ 28,227	\$ 75,075	<u>Other Agencies:</u>
FTA 5305(d) Consultant (Fed & State)	\$ -	\$ -	BCTED, FDOT, Miami-
SU	\$ 375,000	\$ -	Dade MPO, Palm Beach
Other Federal Staff (Admin Fee)	\$ -	\$ -	MPO
Other Federal Consultant	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Cash	\$ 422,544	\$ 94,476	
PL Match (FDOT)	\$ 4,260	\$ 4,279	
FTA 5305(d) Match (MPO)	\$ 3,136	\$ 8,342	
Other Federal Match (Local)	\$ -	\$ -	
Total Non-Cash	\$ 7,397	\$ 12,621	
Other Federal	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Non-MPO	\$ -	\$ -	
Total Participation	\$ 429,941	\$ 107,097	

Notes:

SU	FY 14-15	FY 15-16
Origin & Destination Data Collection ¹	\$ 225,000	\$ -
Data Collection and Analysis ²	\$ 150,000	

¹Collection O&D, household travel characteristics/patterns (in coordination with FDOT, Miami-Dade and Palm Beach MPOs) and/or other relevant data to be used in LRTP updates, corridor studies and other MPO local or regional projects. Total Project Costs: \$1,500,000: FDOT D4 & D6 \$750,000, Miami-Dade MPO \$350,000, Broward MPO \$225,000, Palm Bch MPO \$175,000. FY 14-15 \$750,000 and FY 15-16 \$750,000. Broward MPO Portion: SU Funds from FY 14-15 will be utilized for the project, FY 14-15 \$112,500 and FY 15-16 \$112,500 (carryover SU funds from FY 14-15). Miami-Dade MPO is administering the project. BMPO funds will be transferred to the Miami-Dade MPO through two written authorizations (each fiscal year) to FDOT.

²Collect and Analyze bike/ped Crashes throughout Broward and identify hot spots for targeted countermeasures.

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Section: Data Collection and Analysis

Task 2.2: LAND USE AND TRAFFICWAYS IMPACT ANALYSIS

Purpose

To analyze the impacts of land use and Trafficways amendments and ensure consistency with the Long Range Transportation Plan to meet future transportation infrastructure needs including roadways, transit, bikeways and sidewalks.

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).
- Coordinate with FDOT staff in developing guidelines for project evaluation and priority.
- Support the consideration of Transportation System Management & Operations (TSM&O) to increase the transportation network capacity using low-cost capital investment.

Previous Major Accomplishments

- 2013: Reviewed 13 Right of Way vacations request to ensure consistency with the LRTP.
- 2012: Reviewed 12 Right of Way vacations request to ensure consistency with the LRTP.
- 2012-14: All Work Products identified below are accomplished on an ongoing basis.

Work Product

- June 2016: Provide input to the county capital programming process as needed.
- June 2016: Review traffic impact studies, concurrency management, and other traffic impacts as needed to ensure consistency with MPO plan and programs.
- June 2016: 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 as needed.

Financial

FINANCIAL PARTICIPATION	FY 14-15	FY 15-16	Primary Responsibility:
PL Staff	\$ 5,396	\$ 6,070	BMPO
PL Consultant	\$ -	\$ -	
FTA 5305(d) Staff (Fed & State)	\$ 6,158	\$ 2,811	<u>Other Agencies:</u>
FTA 5305(d) Consultant (Fed & State)	\$ -	\$ -	BCTD
SU	\$ -	\$ -	
Other Federal Staff (Admin Fee)	\$ -	\$ -	
Other Federal Consultant	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Cash	\$ 11,555	\$ 8,881	
PL Match (FDOT)	\$ 1,190	\$ 1,339	
FTA 5305(d) Match (MPO)	\$ 684	\$ 312	
Other Federal Match (Local)	\$ -	\$ -	
Total Non-Cash	\$ 1,874	\$ 1,651	
Other Federal	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Non-MPO	\$ -	\$ -	
Total Participation	\$ 13,429	\$ 10,532	

3.0. PROGRAM AND PLAN DEVELOPMENT

This section describes the transportation systems planning tasks related to transit, 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 Congestion Management/Livability Planning
- 3.4 Transportation Improvement Program
- 3.5 Freight and Goods Management / Intermodal Planning
- 3.6 Transit Planning and Development
- 3.7 Complete Streets and Transportation Related Enhancements

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Section: Program and Plan Development

Task 3.1: LONG RANGE TRANSPORTATION PLANNING

Purpose

To maintain, update and implement a long-range transportation plan that is technically sound and financially feasible with the goal to move people, create jobs and strengthen communities.

Methodology

- Complete updates and adopt a Long Range Transportation Plan (LRTP) at least every 5 years or as required. Perform all LRTP public outreach activities for each update as outlined in each scope.
- Coordinate LRTP with plans from other agencies including FDOT's Strategic Intermodal System (SIS) Plan, the 2060 Florida Transportation Plan, the Florida Chamber (Six Pillars) Trade Flow Study, BCT's Transit Development Plan (TDP), the Regional LRTP, the Regional Freight Plan and other regional activities.
- Coordinate with FDOT, BCT, SFRTA, Miami-Dade, Palm Beach and other planning/implementing agencies to implement projects and policies identified in the LRTP.
- Ensure the LRTP identifies transportation connectivity gaps in access to essential services.
- Collect and update socioeconomic and travel data used for the SERPM 7.
- Develop techniques to conduct alternative land use scenarios using the SERPM 7 Activity-based modeling structure.
- Continue utilizing the ETDM process, including all related activities, to create linkages between land use, transportation and environment to improve decisions and reduce time and costs of project development.
- Participate in identifying safety and security needs along Strategic Intermodal System (SIS) facilities, connectors, and hubs.
- Process amendments to the adopted LRTP to address changing transportation needs and funding.
- Utilize the SERPM Model to 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.
- Develop LRTP performance measures criteria based on MAP-21 regulations and time lines.
- Consolidate eligible classes of non-regionally significant projects into primary capital programs and develop an annual process to evaluate and fund these projects based on consistency with the LRTP's goals and objectives.

Previous Major Accomplishments

Feb 2014: Completed Draft Cost Feasible Plan and SERPM 7 Model.
Jun 2013: Completed Needs Assessment and Financial Resources.
Jan 2013: Develop SERPM 7 2040 Horizon Year Socio-economic Data.
Dec 2012: Develop SERPM 7 2010 Base Year Socio-economic Data.

Work Product

Sep 2014: Cost Feasible Plan adoption by MPO, including all public outreach.

Dec 2015: Develop Performance Measures related to MAP-21 and MPO goals.
Dec 2015: Develop processes for Programmatically fund LRTP projects.
Dec 2015: Develop TSM&O options for Broward transportation system.
June 2016: Implement the LRTP Projects.
June 2016: Amend 2040 LRTP as needed.

Financial

FINANCIAL PARTICIPATION	FY 14-15	FY 15-16	Primary Responsibility:
PL Staff	\$ 78,848	\$ 81,279	BMPO
PL Consultant	\$ -	\$ -	
FTA 5305(d) Staff (Fed & State)	\$ 31,539	\$ 28,704	<u>Other Agencies:</u>
FTA 5305(d) Consultant (Fed & State)	\$ 592,064	\$ 43,000	BCEPGMD, FDOT, MDMPO, PBMPO, SFRTA, SFRPC,
SU	\$ -	\$ -	
Other Federal Staff (Admin Fee)	\$ -	\$ -	
Other Federal Consultant	\$ -	\$ -	TCRPC
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Cash	\$ 702,451	\$ 152,983	
PL Match (FDOT)	\$ 17,390	\$ 17,926	
FTA 5305(d) Match (MPO)	\$ 69,289	\$ 7,967	
Other Federal Match (Local)	\$ -	\$ -	
Total Non-Cash	\$ 86,679	\$ 25,894	
Other Federal	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Non-MPO	\$ -	\$ -	
Total Participation	\$ 789,130	\$ 178,876	

Notes:

FTA 5305(d) Consultant (Fed & State)	FY 14-15	FY 15-16
2040 LRTP Update	\$ 592,064	\$ 43,000

Completion of the five year update of the Long Range Transportation Plan. Project Cost \$1,580,199.28. Remaining \$98,661.47. The MPO is responsible for developing a Long Range Transportation Plan (LRTP) that addresses no less than a 20-year planning horizon from the date of the plan update adoption. The intent and purpose of the LRTP is to encourage and promote the safe and efficient management, operation, and development of a cost feasible intermodal transportation system that will serve the mobility needs of people and freight within and through urbanized areas of this state, while minimizing transportation-related fuel consumption and air pollution. The LRTP must include long-range and short-range strategies consistent with state and local goals and objectives.

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Section: Program and Plan Development
Task 3.2: REGIONAL TRANSPORTATION PLANNING

Purpose

To support a regional transportation planning process, enhance the integration of local and regional transportation planning and ensure multi-jurisdictional coordination for the Southeast Florida urbanized area.

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).
- Work cooperatively with regional partner MPOs to update SEFTC's work plan.
- Maintain a regional transportation network; develop performance measures for regional project priorities and assist with the regional household survey efforts as appropriate.
- Provide input to the Transportation Regional Incentive Program (TRIP).
- Continue working on regional projects such as high capacity transit initiatives along the Central Broward East/West Transit Corridor, the I-75 corridor, the FEC Transit Corridor and other regional corridors.
- Coordinate the implementation of a Regional Transit Smartcard Program and Climate Change Pilot project.
- Work with local/regional partners to coordinate efforts in updating and implementing 2060 Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Plan.
- Coordinate efforts with the Florida Chamber (Six Pillars) Trade Flow Study and the 2060 Regional Vision and Blueprint for Economic Prosperity (RVB)/Sustainable Communities Initiative and others.
- Coordinate 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, etc. as appropriate for each county.
- Develop a regional Transportation Improvement Program (TIP) for the tri-county area.
- 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, Performance Measures to evaluate progress, ongoing regional consultant support, maintenance of SERPM 7.0, Climate Change Integration Pilot Project, etc.
- Work with local and regional partners to conduct and promote regional public involvement as noted in Task 1.4, Public Participation and Education.
- 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.
- Work cooperatively with the South Florida Regional Transportation Authority (SFRTA) in the coordination, plan development, and programming of transportation projects as stipulated in the

Previous Major Accomplishments

- 2014: Updated the SERPM model to support the local and regional LRTP development efforts.
- 2013: Development of regional transit corridors.
- 2013: Updated the regional transportation network.
- 2013: Administer the Climate Change Vulnerability and Adaptation Pilot Project.
- 2013: Updated regional transportation projects priority list for TRIP funding.
- 2013: Incorporated the Regional Freight Plan into the development of the Regional LRTP.

Work Product

- June 2016: Coordination and maintenance of South East Regional Planning Model (SERPM) 6.7 and SERPM 7 updates.
- June 2016: Participation and support of regional activities as identified in the methodology above and in the budget item below.
- June 2016: Monitor and assist in the implementation of the consumer information network and the Smartcard.
- June 2016: Participate and provide administrative support to the SEFTC and its technical committee.
- Dec. 2014: Adopt recommendations from the Climate Change Vulnerability and Adaptation Pilot Project.
- Dec. 2014: Adopt with Miami-Dade and Palm Beach MPO, the Regional LRTP in coordination with the local LRTP's

Financial

FINANCIAL PARTICIPATION	FY 14-15	FY 15-16	Primary Responsibility:
PL Staff	\$ 17,718	\$ 14,827	BMPO, PBMP, MDMPO <u>Other Agencies:</u> FDOT, SFRPC, TCRPC, SEFTC, Local Transit Operators, Broward County Public Works
PL Consultant	\$ -	\$ 100,000	
FTA 5305(d) Staff (Fed & State)	\$ 8,087	\$ 17,786	
FTA 5305(d) Consultant (Fed & State)	\$ 200,000	\$ -	
SU	\$ -	\$ -	
Other Federal Staff (Admin Fee)	\$ -	\$ -	
Other Federal Consultant	\$ 105,306	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Cash	\$ 331,111	\$ 132,613	
PL Match (FDOT)	\$ 3,908	\$ 25,326	
FTA 5305(d) Match (MPO)	\$ 23,121	\$ 1,976	
Other Federal Match (Local)	\$ 294,354	\$ -	
Total Non-Cash	\$ 321,383	\$ 27,302	
Other Federal	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Non-MPO	\$ -	\$ -	
Total Participation	\$ 652,494	\$ 159,915	

Notes:

PL Consultant	FY 14-15	FY 15-16
Regional LRTP	\$ -	\$ 100,000

Broward MPO's contribution for regional consultant support and the development of the 2040 RL RTP which includes Miami-Dade and Palm Beach. (Miami-Dade MPO is administering the RL RTP).

Other Federal Consultant, FHWA	FY 14-15	FY 15-16
Climate Change	\$ 105,306	\$ -
Other Federal Match (Local)	\$ 294,354	\$ -

Completion of the Climate Change Project (Jan, 2015). Grant Funds \$643,200: \$300,000 (cash) through FHWA grant award to the Broward MPO and \$343,200 (in-kind) as required by the grant. Project Cost \$643,200: \$270,000 consultant, \$30,000 admin fee, \$343,200 in-kind. Remaining \$399,660.22; \$105,305.79 consultant, \$294,354.43 in-kind. The Southeast Florida Transportation and Climate Change/Extreme Weather Pilot Project (Project) will capitalize on existing expertise and experience through a regional collaboration of multiple metropolitan planning organizations (MPOs), various state and regional agencies, and the Southeast Florida Regional Climate Change Compact (Compact) organized as a Steering Committee for the Project. The Steering Committee will be part of a broader Climate Change Transportation Adaptation Research Partnership that will be formed to assist with the Project.

FTA 5305(d) Consultant (Fed & State)	FY 14-15	FY 15-16
Climate Change Phase II	\$ 200,000	\$ -

Climate Change Phase II. Project Cost \$189,798.65 consultant. Communities in South Florida have begun to assess at depth the risks from extreme weather risks, climate change and the potential combined effects. The Broward Metropolitan Planning Organization (MPO), in coordination with Broward County, intends to assess the countywide road and rail network to develop a more in-depth understanding of the potential risks and possible engineering responses as a means of ensuring that the system remains resilient to various risks and continues as a critical element of long term community viability. This assessment is to be done at the planning level to provide information to decision-makers on a prioritized list of potential improvements, their associated costs, and a method for addressing those risks.

FTA funds will be used to plan for climate change/sea level rise during Phase II because most of the facilities being evaluated directly serve or provide access to existing local or community bus routes and related infrastructure such as stops and stations. Further, key facilities will be examined as to impacts to the future WAVE modern streetcar service, including expansion of that service to western Broward. The potential climate change vulnerabilities to these facilities will provide the MPO and our local partners the information needed to support the economic vitality of the metropolitan area, to improve the safety of the existing and future multimodal transportation system and to emphasize the importance of preserving the existing transportation system to ensure that multimodal options are available for Broward residents.

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Task 3.3: CONGESTION MANAGEMENT PROCESS/LIVABILITY PLANNING

Purpose

To provide a comprehensive approach to implementing the Long Range Transportation Plan, relieve congestion and create livable communities.

Methodology

- Maintain and annually update a CMP that functions as an integral part of the overall metropolitan transportation planning process and focuses planning efforts on identified congested corridors to improve safety, mobility and livability throughout the Metropolitan Planning Area.
- Work with FDOT, Broward County Transportation Department, South Florida Regional Transportation Authority and local governments to foster active participation in CM/LP efforts, community outreach and development and implement of recommendations.
- Conduct Congestion Management/Livability Planning (CM/LP) Corridor Studies to identify congestion management and livability planning strategies which reduce congestion, improve mobility, address land use and increase transit ridership and multi-modal transportation options.
- Develop congestion management and livability planning strategies other than road widening to improve safety and increase mobility through multiple modes of transportation (i.e., transit, community shuttles, bicycles, and pedestrian, TDM, TSM, etc.). Consider objectives and performance targets as part of the strategy development.
- Ensure the CM/LP efforts identify transportation connectivity gaps in access to essential services.
- Develop the detailed elements of Mobility Hubs in the Study Areas, including the location of transit facilities, bicycle and pedestrian infrastructure, designation of appropriate land uses and zoning code revisions, and guidelines for redevelopment and retrofitting, including market analysis and economic development activity.
- Develop and implement a comprehensive public involvement plan for each CM/LP study including community visioning, workshops, public meetings, and print and media communications.
- Analyze the technical data and community input to identify and select strategies and projects, and develop an implementation and monitoring program.
- Develop performance measures that address the Goals of the 2040 LRTP.
- 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.
- Participate in Statewide and Broward County task forces to further coordinate the application of transportation strategies and projects within congested corridors.
- Coordinate TSM&O projects with FDOT, South Florida Regional Transportation Authority, Broward County Traffic Engineering Division, Broward County Transportation Department, Broward County Emergency Management Division, Airport and Seaport and the area’s TMAs.
- Provide support for TSM&O, including support from private sector and educational and research organizations, maintaining and defining the region’s ITS Architecture, in accordance with the State ITS Architecture and the ITS National Architecture and Standards.

Previous Major Accomplishments

- 2013: Conducted analysis of the county’s 2012 transportation network.
- 2013: Develop a Broward TSM&O plan, program and budget for arterial network in cooperation with Broward County and FDOT.
- Dec 2013: Completed Congestion Management/Livability Planning Project for Hollywood / Pines Boulevard.
- Jan 2013: Initiated Congestion Management/Livability Planning Project for University Drive in conjunction with the Transit Alternatives Analysis.

Work Product

- Dec 2014: Initiate Congestion Management Process / Livability Planning Project for State Road 7 Corridor south of Sample Road.
- July 2015: Initiate Congestion Management Process / Livability Planning Project for Sunrise Boulevard.
- Feb 2015 & 2016: Annual analysis of the Broward’s transportation network as part of the CMP.
- June 2016: Plan and develop BRT demonstration projects for Broward and Oakland Park Boulevards. Include operational improvements using ATMS and integrating TSP treatments for selected corridors.
- June 2016: Active participation in Statewide and Broward County’s congestion mitigation task forces.
- June 2016: Implementation of Transportation Demand Management (TDM) options and support of TMAs, TMI and commuter service agencies and programs.
- June 2016: Promotion of ITS projects including transit applications of signal priority and real time information for premium transit service in congested corridors.

Financial

FINANCIAL PARTICIPATION	FY 14-15	FY 15-16	Primary Responsibility:
PL Staff	\$ 133,302	\$ 163,935	BMPO
PL Consultant	\$ -	\$ -	
FTA 5305(d) Staff (Fed & State)	\$ 51,721	\$ 127,960	<u>Other Agencies:</u> FDOT, Broward County, SFRTA, Municipalities, FAU
FTA 5305(d) Consultant (Fed & State)	\$ 34,300	\$ -	
SU	\$ -	\$ -	
Other Federal Staff (Admin Fee)	\$ -	\$ -	
Other Federal Consultant	\$ -	\$ 65,200	
Other State	\$1,078,496	\$ 150,000	
Other Local	\$ -	\$ -	
Total Cash	\$1,297,819	\$ 507,095	
PL Match (FDOT)	\$ 29,400	\$ 36,157	
FTA 5305(d) Match (MPO)	\$ 9,558	\$ 14,218	
Other Federal Match (FDOT)	\$ -	\$ 50,000	
Total Non-Cash	\$ 38,958	\$ 100,374	

Other Federal	\$ -	\$ -
Other State	\$ -	\$ -
Other Local	\$ -	\$ -
Total Non-MPO	\$ -	\$ -
Total Participation	\$1,336,778	\$ 607,469

Notes:

FTA 5305(d) Consultant (Fed & State)	FY 14-15	FY 15-16
Quiet Zones	\$ 34,300	\$ -

FY 14-15 Quiet Zones. Project Cost: \$61,970. Consultant will assist the MPO through the process of establishment of Quiet Zones. This effort includes compilation analysis/coordination with FRA processes, community coordination with municipal Public Information Officer, and preparation of all public notifications.

Other State, State TP Funds	FY 14-15	FY 15-16
Corridor Planning (TBD) ¹	\$ 428,496	\$ 150,000
State Road 7 Corridor ²	\$ 650,000	\$ -

¹ *FY 14-15 Congestion Management Livability Corridor Planning Projects. Project Cost \$221,225. Sunrise Boulevard - University Drive (Sawgrass Expressway) to US-1 (A1A).*

Future Projects: Sample Road - University Drive (Sawgrass Expressway) to US-1 , Congested/Transit Corridor (Dixie Highway, US-1, Hallandale Beach Boulevard/Miramar Parkway)

² *FY 14-15 Congestion Management/Livability Planning (CM/LP) Study. Project Cost: \$730,740: \$665,740 consultant, \$65,000 admin fee. State Road 7 from Sample Road to Broward/Miami Dade Countyline. This project combines the Congestion Management/Livability Planning (CM/LP) process to identify congestion management and livability planning strategies which reduce congestion, improves mobility, addresses land use, increases transit ridership and multi-modal transportation options and develops detailed elements of Mobility Hubs in the Study Areas. Development of Transit, Bicycle and Pedestrian projects are emphasized in these efforts.*

Other Federal, FHWA	FY 14-15	FY 15-16
Integrated Corridor Mgmt Study	\$ -	\$ 65,200
In-Kind (FDOT)	\$ -	\$ 50,000

FY 15-16 The Integrated Corridor Management (ICM) Planning Study. Grant Funds \$230,000: \$180,000 Cash (FY 15-16 \$65,200, FY 16-18 UPWP \$114,800), \$50,000 FDOT In-kind Match. This study will develop a Concept of Operations, a high level ICM systems requirements report, and an implementation plan for designing, constructing, integrating, operating and maintaining the ICM system components with the sole purpose of improving the efficiency of the multimodal transportation system along the I-95 corridor.

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Task 3.4: TRANSPORTATION IMPROVEMENT PROGRAM

Purpose

To annually update the Five-Year Transportation Improvement Program (TIP) for all modes of transportation and the transportation project priority listings utilizing the Interactive TIP tool.

Methodology

- Draft the Annual Fiscal Year TIPs including the programming of unfunded priorities for incorporation into the TIP.
- Coordinate with FDOT and ensure consistency on TIP documentation for NEPA and ETDM purposes.
- Coordinate with the STIP and 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.
- Coordinate with municipalities and local governments on TIP projects.
- Ensure the TIP is consistent with the adopted Long Range Transportation Plan.
- Transition to performance based programming as per MAP-21.
- Utilize the Interactive TIP tool for the Web internet-enabled application for the Broward MPO.
- Educate the public and incorporate their input into the TIP 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 the Interactive TIP tool.
- Create GIS data and maps that support the TIP, Transportation Alternatives 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.
- In coordination with FDOT and local governments, prioritize and program eligible transportation projects 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/federal funds.
- Review Local and Broward County Comprehensive Plans to ascertain appropriate TIP project inclusion and consistency between the Comprehensive Plans and TIP.

Previous Major Accomplishments

- Sept 2012 & 2013: Produced the 2012 and 2013 Unfunded List of priorities derived from the LRTP.
- July 2012 & 2013: Produced the FY 2012/13 – 2016/17 TIP and FY 2013/14 – 2017/18 TIP.

2012-2013	Continued activities related to the improvement of the Interactive TIP tool
2012-2013	Continued activities in assisting the Interactive TIP Tool users, especially for the inclusion of the MPO's partner agencies locally funded projects in the tool.
2012-2013	Coordinate with FDOT to include total project cost information in the TIP which addressed FHWA requirements.
2012-2013	Continued education of the general public about the use of the Interactive TIP Tool

<u>Work Product</u>	
Sept 2014 & Sept 2015:	Annually adopted Unfunded Transportation Priorities Listings based on the LRTP Financially Feasible Plan.
July 2014 & July 2015:	FY 2014/15 – FY 2018/19 TIP and FY 2015/16 – FY 2019/20 TIP/Updated Interactive TIP Tool.
June 2016:	Amendments to the TIP, as needed.
Ongoing	Conduct environmental justice analysis of the TIP.
June 2016:	

Financial

FINANCIAL PARTICIPATION	FY 14-15	FY 15-16	Primary Responsibility:
PL Staff	\$ 38,057	\$ 43,283	BMPO
PL Consultant	\$ -	\$ -	
FTA 5305(d) Staff (Fed & State)	\$ 33,723	\$ 77,799	
FTA 5305(d) Consultant (Fed & State)	\$ 24,000	\$ 22,000	
SU	\$ -	\$ -	
Other Federal Staff (Admin Fee)	\$ -	\$ -	
Other Federal Consultant	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Cash	\$ 95,780	\$ 143,082	
PL Match (FDOT)	\$ 8,394	\$ 9,546	
FTA 5305(d) Match (MPO)	\$ 6,414	\$ 11,089	
Other Federal Match (Local)	\$ -	\$ -	
Total Non-Cash	\$ 14,807	\$ 20,635	
Other Federal	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Non-MPO	\$ -	\$ -	
Total Participation	\$ 110,588	\$ 163,717	

Notes:

FTA 5305(d) Consultant (Fed & State)	FY 14-15	FY 15-16
Interactive TIP ¹	\$ 9,000	\$ 22,000
Environmental Justice ²	\$ 15,000	\$ 5,000

¹ Hosting and Maintenance of Interactive Transportation Improvement Program which was developed to provide the public and other interested parties a more user friendly TIP. This interactive TIP is used throughout the south Florida region.

² Environment Justice analysis for the Transportation Improvement Program and maintenance to ensure that programmed projects do not adversely affect underrepresented segments of the population.

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Task 3.5: FREIGHT AND GOODS MANAGEMENT / INTERMODAL PLANNING

Purpose

To improve the movement of freight and goods, the efficiency of intermodal transportation/connections for freight and airline/cruise passengers and the inter-jurisdictional coordination and cooperation between the freight industry and Broward's Seaport and Airports.

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).
- Support the "follow-up" activities of the airport/seaport efforts including the development of intermodal passenger facilities and other projects identified in the MPO's LRTP.
- Ensure all freight activities are consistent with SIS and statewide freight initiatives.
- Participation on the Southeast Florida Freight Advisory Committee.
- Coordinate with neighboring MPO's on regional freight issues and the Freight Mobility Trade Plan.
- Coordinate and manage the development of 2040 Southeast Florida Regional Freight Plan and ensure consistency to the Local Plan.
- Implementation area wide Freight and Goods Movement studies and data collection efforts.
- Coordinate in the identification and prioritizing of airport and seaport connectors and hub components of the State's Strategic Intermodal System (SIS) into the MPO planning process and funds programming.
- Coordinate with the Airport and Seaport on freight and passenger/airport/seaport accessibility by all modes of transportation.
- Ensure seaport and airport participation in Broward MPO Long Range Plan Updates, the Regional Long Range Transportation Plan and freight and goods movement studies.
- Coordinate with agencies and municipalities on new and ongoing studies affecting the Port and Airports in Broward and Port and Airport efforts affecting local agencies and municipalities, including railroad crossing impacts.
- Continue involvement in the MPOAC Freight Committee.
- Coordinate with the Seaport on the Deepening and Widening of Port Everglades Feasibility Study and Project implementation
- Coordination with the Seaport on the development and implementation of individual components of the Port Everglades Master/Vision Plan.

Previous Major Accomplishments

- 2013: Implementation of ICTF at Port Everglades
- 2013: Updated Regional Intermodal Network Update (Regional Freight Plan).
- 2013: Established Regional Freight Advisory Committee

Work Product

July 2015: Complete and incorporate 2040 Regional Freight Plan into the 2040 Regional Transportation Plan.

Ongoing Participate and continue with the Regional Freight Plan Steering Committee.

June 2016:

June 2016: 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.

June 2016: Identify intermodal opportunities between FLL Airport and Port Everglades.

June 2016: Transportation improvements programmed in the Annual Capital Improvements Program and the Five-Year Capital Improvements Program of the Port Master/Vision Plan.

Financial

FINANCIAL PARTICIPATION	FY 14-15	FY 15-16	Primary Responsibility:
PL Staff	\$ 30,877	\$ 26,729	BMPO
PL Consultant	\$ -	\$ -	
FTA 5305(d) Staff (Fed & State)	\$ 14,151	\$ 29,273	<u>Other Agencies:</u>
FTA 5305(d) Consultant (Fed & State)	\$ 40,700	\$ -	BCTD, BCTED, FDOT, Port, Airport,
SU	\$ -	\$ -	CSX, FEC, SFRTA, Municipalities
Other Federal Staff (Admin Fee)	\$ -	\$ -	
Other Federal Consultant	\$ -	\$ -	
Other State	\$ 80,740	\$ -	
Other Local	\$ -	\$ -	
Total Cash	\$ 166,468	\$ 56,002	
PL Match (FDOT)	\$ 6,810	\$ 5,895	
FTA 5305(d) Match (MPO)	\$ 6,095	\$ 3,253	
Other Federal Match (Local)	\$ -	\$ -	
Total Non-Cash	\$ 12,905	\$ 9,148	
Other Federal	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Non-MPO	\$ -	\$ -	
Total Participation	\$ 179,373	\$ 65,149	

Notes:

FTA 5305(d) Consultant (Fed & State)	FY 14-15	FY 15-16
Regional Freight Support	\$ 40,700	\$ -

Other State	FY 14-15	FY 15-16
Regional Freight Plan	\$ 80,740	\$ -

Completion of the 2040 SE Florida Regional Freight Plan. Grant Funds \$375,000. Project Cost \$367,111.29. Remaining \$72,851.44. Broward MPO is the lead agency administering the project. The SE Florida Regional Freight Plan is a regional effort between FDOT, BMPO, MDMPO and PBMP. The purpose of the South Florida Regional Freight Plan (SFRFP) is to develop a formalized regional freight planning and implementation strategy that is inclusive of individual planning efforts that have been conducted within the area and prioritize critical freight transportation projects for the South Florida region. The SFRFP was developed in coordination with the Regional Long Range Transportation Plan (RLRTP), as the regional freight element of the RLRTP.

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Task 3.6: TRANSIT PLANNING AND DEVELOPMENT

Purpose

To provide a comprehensive approach to implementing the Long Range Transportation Plan's Transit Vision and Regional Transit Vision.

Methodology

- 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 optimize passenger safety and plan a transit system that is responsive following a natural or manmade disaster.
- Support local and regional transit operators and other agencies in finding ways to enhance service, including the Tri-Rail Coastal Link and to identify ways to fund these services, particularly O&M costs.
- Provide consistency with the MPO's Long Range Transportation Plan, the Transportation Element of the Local and Broward County Comprehensive Plans, and other guiding rules, plans, procedures, including the American with Disabilities Act and MAP-21.
- 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.
- Work with cities to improve community bus / circulator transit service.
- Include Transit Signal Priority (TSP), Automatic Vehicle Location (AVL) and Advanced Traffic Management System (ATMS) activities as enhancement tools for transit service.
- Explore interactive computer systems at major transit stops/station to map transit routes, transfers, costs and travel time.
- Coordinate with BCT on transit modeling alternatives.
- Work with municipalities, transit operators and other partner agencies to develop transit corridors, mobility hubs and TOD's.
- Leverage the public investment in transit by encouraging redevelopment and private investment in transit-supportive locations, and direct growth towards transit corridors to protect existing neighborhoods.
- Work with local and regional transit operators to implement fare interoperability and other technologies to improve transit.

Previous Major Accomplishments

- 2013: Reviewed and provided comments to BCT's TDP (minor and major updates) and SFRTA's TDP.
- 2012-2013: Secured funding and process LRTP and TIP amendments for the construction and

- operation of the Wave Modern Streetcar in Downtown Fort Lauderdale.
- 2014: Executed an Interlocal Agreement with the City of Pompano, a Joint Participation Agreement with FDOT and a consulting contract for the Pompano Beach Education Corridor Transit Study
- 2014: Executed a Subrecipient with Broward County Transit for a Fare Interoperability Pilot Project.

Work Product

- June 2016: Administer the Pompano Beach Education Corridor Transit Study
- June 2016: Administer the FTA grant to conduct the Fare Interoperability Project with Broward County Transit.
- June 2016: Review and provide comments to BCT's TDP and COA and SFRTA's TDP.
- June 2016: Expansion of the Wave Modern Streetcar and mobility hubs in Broward.
- June 2016: Coordination with regional partners on the planning of the Tri-Rail Coastal Link.
- June 2016: Coordinate, with municipalities, the placement of Mobility Hubs and the investment of public funds to leverage private investment. Current coordination projects with Fort Lauderdale, Miramar, Sunrise, Plantation, Coral Springs, and Coconut Creek/Margate at State Road 7 and Sample Road.
- June 2016: Provide support to municipal community bus planning efforts.
- Dec 2014: Complete the University Drive Study in conjunction with the Transit Alternatives Analysis.

Financial

FINANCIAL PARTICIPATION	FY 14-15	FY 15-16
PL Staff	\$ 70,228	\$ 70,195
PL Consultant	\$ -	\$ -
FTA 5305(d) Staff (Fed & State)	\$ 34,591	\$ 20,611
FTA 5305(d) Consultant (Fed & State)	\$ -	\$ -
SU	\$ -	\$ -
Other Federal Staff (Admin Fee)	\$ 455,372	\$ 236,000
Other Federal Consultant	\$ 5,945,645	\$ 2,124,000
Other State	\$ -	\$ -
Other Local	\$ -	\$ -
Total Cash	\$ 6,505,836	\$ 2,450,806
PL Match (FDOT)	\$ 15,489	\$ 15,482
FTA 5305(d) Match (MPO)	\$ 3,843	\$ 2,290
Other Federal Match (Local)	\$ -	\$ -
Total Non-Cash	\$ 19,333	\$ 17,772
Other Federal	\$ 900,000	\$ 2,500,000
Other State	\$ -	\$ -
Other Local	\$ -	\$ 550,000
Total Non-MPO	\$ 900,000	\$ 3,050,000
Total Participation	\$ 7,425,169	\$ 5,518,578

Notes:

Other Federal Consultant	FY 14-15	FY 15-16
University Drive Alternative Analysis ¹	\$ 202,658	\$ -
Fare Interoperability ²	\$ 1,998,359	\$ 1,790,000
Pompano Corridor Study ³	\$ 200,000	\$ -
Hollywood/Pines Anchor Hub ⁴	\$ -	\$ 570,000
Broward/Andrews Mobility Hub ⁵	\$ 3,500,000	\$ -
Transit System Plan ⁶	\$ 500,000	

¹ Completion of the University Drive AA Project. Grant Funds: \$1,500,000. Project Costs: \$1,346,192.17 consultant, \$150,000 admin fee. Remaining \$202,657.79: \$165,644.58 consultant, \$37,013.21 admin fees. University Drive Transit AA: Conduct an Alternatives Analysis (AA) to explore transit alternatives along University Drive from Sample Road to south of Miramar Parkway/Hallandale Beach Boulevard. This section of road has a mix of land uses and includes a high number of employment centers. To improve mobility, the study will focus in providing more transportation choices. In return, the expectations are for enhanced economic competitiveness in the surrounding area.

² Fare Interoperability. Grant funds: \$500,000. Project Costs: \$475,000 consultant, \$25,000 admin fees. Remaining: \$498,358.55: \$475,000 consultant, \$23,358.55 admin fees. FY 14-15 Grant Funds: \$1,500,000. FY 15-16 Grant Funds: \$1,790,000. The purpose of this project is to implement fare interoperability which allows passengers using the transit systems in the south Florida region one method for fare payment rather than the multiple collection methods used currently.

³ Pompano Corridor Study. FY 14-15: \$200,000: \$180,000 consultant, \$20,000 admin fees. The Pompano Education Corridor Transit Study will determine the feasibility of a transit shuttle or circulator to improve access to the educational facilities among the four municipalities. In addition, the Study will determine options for multi-jurisdictional coordination of transit services and the possible formation of a Transportation Management Association as a means of providing operational and administrative support for these services.

⁴ Hollywood Pines Corridor Anchor Hub. FY 15-16 \$570,000: \$513,000 consultant, \$57,000 admin fees. This project will develop concepts and project elements to facility transit transfers at the hub, mobility and access to the hub and financing scenarios. This will be done in conjunction with municipalities and partners to move forward the implementation of an Anchor Hub on the corridor.

⁵ Broward/Andrews Mobility Hub. FY 14-15 \$3,500,000: \$3,325,000 consultant, \$175,000 admin fees. This is a Joint Development Initiative to identify opportunities surrounding a public-private partnership to develop a Mobility Hub in Downtown Fort Lauderdale. The Broward MPO will fund streetscape improvements to ensure connectivity with the mass transit services, facilitate ease of movement throughout the area, and promote safety for pedestrians and bicyclists. The streetscape improvements are in compliance with the Fort Lauderdale Downtown Master Plan Guidelines, and will include wide sidewalks, landscaping, and street furniture such as benches, trash receptacles, bicycle racks and light poles.

⁶ Transit System Plan (TSP). FY 14-15 \$500,000: \$450,000 consultant, \$50,000 admin fees. The Transit System Plan (TSP) will develop a vision for transit not limited by funding or timeframe and will develop needed improvements to transit and non-motorized transportation systems. The TSP will ensure goal alignment between the MPO and Broward County Transit (BCT), the South Florida Regional Transportation Authority (SFRTA), community bus providers, Miami-Dade Transit (MDT) and Palm Tran. The Plan will perform a transit needs assessment and transit capabilities audit as well as explore opportunities for increased transit funding.

Admin Fees Includes BMPO Staff Salary/Benefits, Administration and Overhead.

-- The following projects are for information purposes only. Funding is not allocated, provided, or administered through the Broward MPO.

Other Federal Consultant

Broward County Transit (FTA 5307)	FY 14-15	FY 15-16
Comprehensive Operational Analysis (COA) ¹	\$ 750,000	\$ -
FY 2014-23 Transit Dev Plan (TDP) ²	\$ 150,000	\$ -

¹ In FY 2014-15, Broward County Transit (BCT) will conduct a new COA, which will be an in-depth study of BCT's services in order to identify strengths and weaknesses in current service delivery and develop a series of recommendations for improvement. Key goals of the study will be to identify the existing and potential transit users (understanding the transit market), identify current and future transit service opportunities and address or refine any aspect of BCT's service that assists in maximizing the use of public funds. Key tasks will include:

- BCT Market Analysis – An examination of current and future demographic and mobility needs of those using BCT services.
- BCT Service Assessment – A thorough evaluation of the performance of the existing BCT transit services.
- BCT Service Framework – Provide a thorough examination of a preferred BCT service framework that best addresses current customers, increase ridership and attract customers who are new to transit.

² In FY 2014-16, BCT will conduct three (3) annual public surveys to gauge the public's support of the strategic initiatives identified in the FY 2014-23 TDP and each subsequent Annual TDP Update in 2014-16. Tasks will include:

- Annual Statistically-Valid Random Telephone Survey of 500+ Broward County Residents
- Summary Analysis and Report on Findings of Survey
- Inclusion of Survey Findings into BCT's Annual TDP Updates in 2014-16

Other Federal Consultant

Federal Transit Administration (FTA) Capital Investment Grant (CIG) for Transit Oriented Development (TOD) Planning

	FY 14-15	FY 15-16
So. Florida Regional Transportation Authority ¹	\$ -	\$ 1,500,000
City of Fort Lauderdale ²	\$ -	\$ 1,550,000

¹ Total Funds \$1,500,000: \$1,250,000 grant from FTA and \$250,000 matching local funds SFRTA will use the grant funds for TOD planning along the Tri-Rail Coastal Link (TRCL) commuter rail line. The TOD work will provide the region with suggestions on how to realize that economic potential and increase livability and quality of life in South Florida. The work will include comprehensive station area planning, an infrastructure assessment, station-area bicycle and pedestrian planning, an affordable housing analysis, and explores creation of a regional TOD Fund.

² Total Funds \$1,550,000: \$1,250,000 grant from FTA with a \$300,000 match from the City. Fort Lauderdale will conduct a two-year Pilot Program for TOD Planning. The City's project will focus on working with transportation and community partners to facilitate and catalyze TOD in the near-term extension corridors of the Wave Streetcar, specifically the Port and Airport extension along SE 17th Street and Andrews Avenue, and the Flagler Loop. The study will focus on other priority transit hub areas such as the Downtown Mobility Hub, which includes the Broward County Transit Central Terminal, a future Wave Streetcar Station, future All Aboard Florida train station and the planned Tri-Rail Coastal Link station. The outcome will serve as a template to use in other areas of the City, including the Uptown area, an existing regional transportation hub and an area naturally resilient to the impacts of climate change and prime for densification.

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Task 3.7: COMPLETE STREETS AND TRANSPORTATION RELATED ENHANCEMENTS

Purpose

To implement a comprehensive approach to develop a Complete Streets system and transportation related enhancements throughout Broward.

Methodology

- Maintain and update Complete Streets design and policy guidance for implementing agencies.
- Facilitate and coordinate the monthly Complete Streets Technical Advisory Committee (TAC).
- Provide technical assistance to municipalities on implementing Complete Streets; specifically with the adoption of Complete Streets Guidelines, modal policies and plan framework.
- Provide education opportunities and host Complete Streets technical workshop/training for planners and engineers representing local governments.
- Work with local bicycle advocacy groups and other governmental agencies to develop bicycle/pedestrian awareness and traffic safety.
- Increase citizen participation regarding bicycle, pedestrian, multipurpose pathway, greenway, recreation, and tourist planning and design at the county, state, and municipal levels.
- Develop and implement a Pedestrian Safety Action Plan with the objective to adopt and implement a process to identify locations and behaviors prone to historical pedestrian bicycle crashes and develop with their applicable partners countermeasures designed to eliminate them.
- Analyze bicycle and pedestrian crashes countywide utilizing Signal 4 analytics software. Develop maps and tables to identify problem areas/corridors.
- Assist in the procurement of revenues for the construction of bikeway, sidewalk, multipurpose pathway projects, complete streets projects and greenways.
- Continue working with FDOT with the implementation of bicycle and pedestrian improvements based on Premium Transit corridors identified in the LRTP.
- Update GIS bicycle and pedestrian facilities inventory and suitability map using professionally accepted BLOS methodology.
- Manage the Transportation Alternatives Program, including Safe Routes to Schools, coordinating with FDOT and local municipalities. Provide notification and technical assistance to potential applicants.
- Submit Transportation Alternatives applications to FDOT for field review and eligibility determinations, coordinating with FDOT and local agencies as applications are reviewed and processed.
- Explore the use of alternative/innovative/automated vehicle technologies and smart traffic control devices which can reduce potential crash incidences. This includes charging/refueling station locations.
- Coordinate and facilitate the AIA Scenic Highway effort.

Previous Major Accomplishments

2012: Developed Complete Streets Guidelines.

2013: Developed a model Complete Streets Policy and Complete Streets Plan framework.

- 2013: Identified and developed a MMLOS tool to provide more holistic measure of all the modes of transportation.
- 2013: Selected and programmed for funding two Complete Streets demonstration projects.
- 2013: Initiated Complete Streets Phase III
- Jan 2014: Planned and hosted the Complete Streets “Safe Street Summit”
- 2012-2013: Successfully programmed over \$100 million in bicycle and pedestrian projects in the TIP.
- 2013: Completed Phase II development of Bicycle Knowledge Explore – the Interactive Bicycle Route Planner.
- 2013: Completed two annual cycles of the Transportation Alternatives Program awarding approximately \$8 million to eligible transportation alternative projects.
- 2012-13: Organized, hosted, facilitated, and prepared agendas for the monthly AIA Scenic Highway Meeting.
- 2012: Submitted the Annual Summary Report for Broward AIA Scenic Highway.
- 2014: Submitted the 5 year Corridor Management Plan (CMP) Update for the Broward A1A Scenic Highway for the National Scenic Byway Designation.

Work Product

- June 2016: Develop and implement a Pedestrian Safety Action Plan
- June 2016: Bicycle/Pedestrian education programs targeted to adults and in the Broward County Public Schools.
- June 2016: Organize, host, facilitate, and prepare agendas for the monthly AIA Scenic Highway Meetings⁺.
- Sept. 2014: Update Bicycle Suitability Map.
- June 2016: Coordinate with FDOT with the implementation of bicycle and pedestrian improvements based on Premium Transit corridors identified in the LRTP.
- Oct. 2014: Develop interactive images for three additional Complete Streets projects.
- June 2016: Facilitate and coordinate monthly Complete Streets TAC meetings.
- July 2015: Work with FDOT and municipalities in the design of the two Complete Streets demonstration project.
- June 2016: Provide educational opportunities and training regarding Complete Streets
- Jan. 2015: Develop a system-wide plan to assist in identifying Complete Streets projects; including identifying “excess” capacity corridors.
- Sept 2014 & 2015: Complete Transportation Alternatives Program Cycles.
- June 2016: Regional Bike Route Planner – Build one unified transportation network that allows users to cross county boundaries and to route between Palm beach, Broward, and Miami-Dade Counties. Update GIS data for bike route planner.

⁺On behalf of Broward County government, proceed with implementation phase of State Road A1A Scenic Highway, conducting necessary public outreach, convening the Corridor management Entity and Corridor Advocacy Group, and providing technical assistance. Work products include the State Road A1A Scenic Highway Annual Report. The application process for the re-designation of the National Scenic Byway was submitted in May 2014.

Financial

FINANCIAL PARTICIPATION	FY 14-15	FY 15-16	Primary Responsibility:
PL Staff	\$ 135,391	\$ 184,982	BMPO
PL Consultant	\$ -	\$ -	
FTA 5305(d) Staff (Fed & State)	\$ 39,756	\$ 170,610	<u>Other Agencies:</u>
FTA 5305(d) Consultant (Fed & State)	\$ 399,665	\$ 113,000	BMPO, FDOT, FAA, BCPE
SU	\$ -	\$ -	
Other Federal Staff (Admin Fee)	\$ -	\$ -	
Other Federal Consultant	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Cash	\$ 574,813	\$ 468,592	
PL Match (FDOT)	\$ 29,861	\$ 40,799	
FTA 5305(d) Match (MPO)	\$ 48,825	\$ 31,512	
Other Federal Match (Local)	\$ -	\$ -	
Total Non-Cash	\$ 78,686	\$ 72,311	
Other Federal	\$ -	\$ -	
Other State	\$ -	\$ -	
Other Local	\$ -	\$ -	
Total Non-MPO	\$ -	\$ -	
Total Participation	\$ 653,498	\$ 540,903	

Notes:**FTA 5305(d) Consultant (Fed & State)**

Complete Streets	\$ 399,665	\$ 113,000
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Continuation of Complete Streets Systemwide analysis. Phases I & II complete. Phase III Project Cost: 173,087.76. Remaining: \$75,665.15. Complete Streets program seeks to aid municipalities in their development of complete streets programs. Complete Streets Systemwide analysis to determine the impacts of a complete streets network and to prioritize those projects.

Development of Pedestrian Safety Action Plan and associated Bike/ped Safety Program to address crash statistics. Prepare and distribute a Bike Suitability Map to inform the riding public of the degree of difficulty one may experience riding a bike within the transportation network.

V. 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 funds in the current fiscal year. Carryover funds are combined with an MPO's new annual allocations to determine available funds for the upcoming fiscal year.

**Operations Budget Snapshot
Five Year Forecast of Funding**

	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19
Total Funds Allocated ¹	10,882,086	6,192,462	5,225,704	5,106,339	5,137,892
Total Funds Non-Allocated ²	619,244	-	-	-	-
Total Funds Carried Over	3,934,851	1,894,894	1,498,863	3,038,683	3,793,928
Total Funds Available	15,436,181	8,087,356	6,724,567	8,145,022	8,931,820
Total Contracts	11,270,354	3,733,800	745,550	1,322,550	1,297,550
Total Salaries + Fringe	1,707,475	2,130,368	2,194,279	2,260,107	2,327,910
Total Indirect Costs	563,459	724,325	746,055	768,436	791,490
Total Funds Spent	13,541,288	6,588,493	3,685,884	4,351,094	4,416,950
Total Funds Carried Over	1,894,894	1,498,863	3,038,683	3,793,928	4,514,870

¹ Funds allocated from FHWA, FTA and FDOT

² Bank account balances: Capital float, Operating, Local Contribution, A1A Scenic Hwy

**VI. FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 4 PLANNING
ACTIVITIES**

Bicycle/Pedestrian Activities and Context Sensitive Solutions (CSS)

- Support the statewide safety campaign to reduce the number of pedestrian and bicycle crashes occurring annually within Florida and adoption of specific policies and strategies to address this issue within the Florida Strategic Highway Safety Plan and the Florida Pedestrian and Bicycle Strategic Safety Plan.
- Educational and outreach activities directed to the public and agency stakeholders regarding safety programs and campaigns such as the "Alert Today, Alive Tomorrow - Safety Doesn't Happen By Accident" Pedestrian Awareness Campaign.
- Prepare multi modal scoping forms for FDOT project managers to use for identifying livable communities and CSS features to better integrate multiple modes of transportation.
- Develop Bike/Pedestrian geographic information system (GIS) count data for sharing between FDOT and its stakeholder agencies'.
- Coordinate with the Metropolitan Planning Organizations (MPO) and local governments to prioritize and program funds for projects supportive of transit, bicycle and/or pedestrian modes, including assessment of greenway crossings.
- Formalization of a District 4, multi-disciplined review process for statewide application for making lane elimination decisions on the State Highway System.

Corridor and Mobility Planning

Conduct studies with our partners to identify and evaluate issues on major transportation corridors and evaluate the effectiveness and impacts of proposed alternatives. Results may range from recommended improvements that address specific problems to a comprehensive action plan for improving a corridor or larger area. Studies which are underway include:

- US 1 Corridor Retrofit in Martin and St. Lucie Counties
- Oakland Park Boulevard Corridor Study
- Hollywood- Pines Corridor Study

Community Planning - Local Government Comprehensive Plans

Review proposed local government comprehensive plans and plan amendments with a focus on issues within the FDOT's jurisdiction as it relates to transportation resources and facilities of state importance, Identify potential adverse impacts from proposed plan amendments and ways to mitigate them. Provide technical assistance; undertake special studies or projects; and coordinate with local governments, Regional Planning Councils (RPC), MPOs, Department of Economic Opportunity (DEO) and other agencies or groups on comprehensive planning issues and opportunities, including in anticipation of plan amendments,

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. Regional models are developed to support the development of MPO Long Range Transportation Plans (LRTP) and Regional Long Range Transportation Plans (RLRTP). The District

emphasizes the importance of traffic data collection and encourages the district's counties and M/TPOs to maintain an ongoing surveillance and data collection program.

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 mobility considerations are addressed. Also, FDOT evaluates proposed changes to approved DRIs to identify any impacts and whether additional mitigation is required. Coordination with the DEO, the applicable RPC, affected local governments, and developers is a routine part of the 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.

Extreme Weather Resiliency/Climate Change

Collect and analyze related data, legislation, and requirements with an emphasis on how they relate to transportation planning and projects. Perform research regarding best practices and tools for addressing extreme weather/climate change impacts. Promote use of tools developed by FDOT, particularly the Florida Sea Level Scenario Sketch Planning Tool. Participate in initiatives of other entities addressing mitigation and adaptation to climate changes impacts (e.g., Broward County Climate Change Task Force, Southeast Florida Regional Climate Change Compact, Federal Highway Administration (FHWA), South Florida Climate Change Vulnerability, and Adaptation Pilot Project).

FDOT State Planning and Research (SPR) Program for FHWA

FDOT produces an SPR for FHWA for each state fiscal year. This document identifies planning and work program activities that will be accomplished by FDOT, at the central office and district levels, and for which federal reimbursement may be requested. It is submitted in compliance with 23 CFR 420.111 and pursuant to the current Florida Federal-Aid Partnership Agreement.

In Florida, federal planning funds are used to pay eligible costs of FDOT staff who perform functions relating to planning. State funds are used to supplement these functions to ensure department objectives are accomplished. Preparation of the Work Program, which is the basis for the State Transportation Improvement Program, is paid for using state funds. Focal areas are Transportation Planning, Systems Planning, and Data Collection.

Intelligent Transportation System (ITS) Planning

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 ensuring 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 (FHWA) and FDOT's interchange review process. FDOT conducts District Interchange Review Committee (DIRC) meetings and coordinates Interchange proposals with FHWA.

Long Range Transportation Plans (LRTPs)/ Regional LRTPs

Provide technical assistance and policy direction to the MPOs in developing and implementing their 2040 LRTPs and in meeting commitments relating to regional LRTPs. Provide state and federal revenue forecasts and guidance on transportation costs. 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.

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 (UPWP), LRTPs, Annual Transportation Project Priority Lists, Transportation Improvement Plans (TIPs), Congestion Management Plans (CMPs), and Public Involvement Participation Plans (PIPs). Conduct annual state certification reviews of the MPOs and participate in periodic FHWA/Federal Transit Administration (FTA) certification reviews of the MPOs for transportation management areas. Provide technical assistance on TIP and LRTP consistency issues for Project Development & Environmental (PD&E) and project level amendments.

Multi-Modal Systems and Transportation Studies

- Managed Lanes
The Florida Department of Transportation (FDOT) defines managed lanes (ML) as highway facilities or sets of lanes within an existing highway facility where operational strategies are proactively implemented and managed in response to changing conditions with a combination of tools. These tools may include accessibility, vehicle eligibility, pricing, or a combination thereof. Types of managed lanes include high occupancy vehicle (HOV) lanes, bus rapid transit (BRT) lanes, truck only lanes, and priced managed lanes called express lanes (EL). FDOT monitors operations of the 1-95 HOV facilities in South Florida on a biannual basis. The objective of the monitoring *effort* is to document current operations of the ML facility and to determine if operational changes are warranted.
- Fare Interoperability
The Fare Interoperability project is the *effort* to implement a regional universal fare system that interfaces with the existing MDT/SFRTA Easy Card and tests new fare collection technologies, such as mobile ticketing. The Florida Department of Transportation (FDOT) works with the local transit agencies to provide technical support and assist in facilitating consensus for this *effort*.
- Seaport/Airport
Assist with Seaport and Airport Master Plan updates. Collaborate with the Broward MPO on the South Florida Regional Freight Plan. Conduct Feasibility Study for a Florida Maritime/Intermodal Academy.

Multi-Modal Systems

FDOT provides policy guidance, technical assistance, and research to various entities regarding state and federal grants that support 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.

The Office of Modal Development (OMD) is in the process of concluding a three phased applied research initiative to understand if and how better integrated transit planning among all stakeholders could lead to improved planning that meets the travel needs of the public through more successful funding, implementation, and operations of transit services. Phase 1 investigated how transit plans and processes are working in South Florida compared to expectations based on statutory and regulatory requirements. Phase 2 involved interviews of agencies and local government officials in South Florida, case studies, and interactive workshops to identify areas where improvements can be made. Phase 3 studied the relationship between transit planning integration and transit outcomes in 12 U.S. regions selected because they provide effective transit service and have been successful at winning federal discretionary funds and local support.

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 State FY 2014/15 and State FY 2015/16.

COUNTYWIDE CORRIDOR STUDIES BROWARD CO. MPO	BROWARD
D/W CONTAMINATION ASSESSMENT & REMEDIATION	DIST/ST-WIDE
D/W ENVIRONMENTAL SERVICES (WETLAND, MITIG. & MAINTENANCE MONITORING)	DIST/ST-WIDE
D/W ENVIRONMENTAL SVCS (CULTURAL RESOURCE ASSMT/HISTORIC & ARCHLGC)	DIST/ST-WIDE
D/W GENERAL CONSULT TRANS/MOBILITY TECH ASST REGIONAL COORDINATION	DIST/ST-WIDE
D/W GENERAL PLANNING CONSULTANT SERVICES	DIST/ST-WIDE
D/W GPC- SYSTEMS PLANNING SUPPORT	DIST/ST-WIDE
D/W PD&E PROJECT TRAFFIC INTERCHANGE ANALYSIS	DIST/ST-WIDE
D/W PD&E SERVICES SUPPORT	DIST/ST-WIDE
D/W PD&E/ ENVIRONMENTAL SERVICES SUPPORT	DIST/ST-WIDE
D/W PD&E/EDTM SUPPORT ACTIVITIES	DIST/ST-WIDE
D/W PD&E/ETDM SUPPORT ACTIVITIES	DIST/ST-WIDE
D/W PL&EM TRANSPORTATION DATA MGMT ANALYSIS & DEVELOPMENT	DIST/ST-WIDE
D/W SIS ACTION PLAN/MASTER PLAN	DIST/ST-WIDE
D/W STATISTICS TRAFFIC DATA COLLECTION & ANALYSIS	DIST/ST-WIDE
D/W TRANSIT CORRIDOR PLANNING	DIST/ST-WIDE
D/W TRANSIT PLANNING GENERAL CONSULTANT SERVICES	DIST/ST-WIDE
D/W URBAN MODEL DEVELOPMENT	DIST/ST-WIDE
D/W URBAN MODEL DEVELOPMENT, SE FL REGIONAL PLANNING MODEL	DIST/ST-WIDE
DISTWIDE/CAR CONTAMINATION ASSESSMENT & REMEDIATION	DIST/ST-WIDE
DISTRICT WIDE RAIL CONSULTANT	DIST/ST-WIDE
DISTRICT WIDE SIS PROGRAM SUPPORT	DIST/ST-WIDE
DISTRICTWIDE REGIONAL COMMUTER SERVICE PROGRAM	DIST/ST-WIDE
MULTIMODAL MODELING SUPPORT	DIST/ST-WIDE
NW 21ST AVENUE FROM SR 816 OAKLAND PARK BLVD TO SR 870/COMMERCIAL BLVD	BROWARD

OSLO ROAD @ 1-95 INTERCHANGE	INDIAN RIVER
OSLO ROAD FROM SR-9/1-95 TO 58TH AVE	INDIAN RIVER
PORT ST LUCIE BLVD FROM BECKER ROAD TO DARWIN BLVD	ST. LUCIE
REGIONAL PLANNING SUPPORT	DIST/ST-WIDE
SR-5/US-1 FROM THE MIAMI-DADE COUNTY LINE TO SR-842/BROWARD BLVD	BROWARD
SR-7/US-441 TRANSIT CORRIDOR	BROWARD
SR 7 EXTENSION.	PALM BEACH
SR-816/0AKLAND PARK BLVD FROM SAWGRASS EXPRESSWAY TO SR-A1A	BROWARD
SR-9/1-95 @ PGA BOULEVARD/CENTRAL BOULEVARD	PALM BEACH
TRANSPORTATION PLANNING - DISTRICTWIDE	DIST/ST-WIDE
TRANSPORTATION PLANNING ACTIVITIES URBAN PLANNING	DIST/ST-WIDE
W. MIDWAY ROAD FROM GLADES CUTOFF ROAD TO SELVITZ ROAD	ST. LUCIE

Performance Management/Measurement

Provide expertise on performance management/measurement with a focus on transportation-related performance measures. Provide support relating to implementation of performance-based planning and programming under MAP-21. Participate in the FDOT Mobility Performance Measures (MPM) Program addressing all modes as well as movement of people and freight. Perform research, share information, and support collaboration on the use of performance measures/measurement systems at the local and regional levels that address access and multimodal mobility for people and freight and other areas. Share knowledge of Quality/LOS and other performance measures/measurement systems that currently are used or could be used by local governments in their comprehensive plans.

Programs to Reduce Peak Hour Demand

The District employs Transportation Demand Management (TDM) techniques to increase the efficiency of existing transportation systems. TDM techniques influence system demand by reducing the number of automobile trips during peak hours of highway use. These techniques are executed by the District's Commuter Assistance Program, South Florida Commuter Services (SFCS). SFCS is a regional TDM program that engages commuters in Miami-Dade, Broward, Palm Beach, Martin, and St. Lucie Counties to promote access and mobility across the region via the 1-800-234-RIDE call center and 1-800234RIDE.com website. SFCS administers the 3+ carpool registration program for Managed Use Lanes and operates the Emergency Ride Home program to incentivize commuters who use alternative modes of transportation.

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. Participate in activities of the Southeast Florida Transportation Council (SEFTC) and the Treasure Coast Transportation Council (TCTC) and in regional visioning and other regional initiatives and forums as a policy and technical resource. Support development and implementation of regional LRTPs for SEFTC and the TCTC, along with complementary LRTPs for the MPOs, and coordinated regional freight planning.

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 deliver transit oriented development (TOD) on major investment corridors. Provide guidance documents, training, and technical assistance on TOD as implemented in the Southeast Florida region. Supporting planning efforts include:

- TOD Clearinghouse - Undertaking exploratory activities to facilitate the creation of a TOD central point of contact (Clearinghouse) for TOD outreach, assistance, development/accumulation, and provision of TOD information to the region.
- TOD "readiness" and marketability - Evaluate and measure "TOD Readiness" and marketability in the tri-county region, starting with a single prototype station area.
- TOD GIS - Enhance the Livable Communities GIS database with TOD update locations and plan information obtained from TOD station area and plans inventories.
- Evaluate TOD roles and responsibilities in terms of models of collaboration to enhance effectiveness of TOD implementation.

Transportation Data, Travel Characteristics, and Mapping/Database Development

- Freight Data Collection
FDOT District 4 has identified approximately 350 key locations for collecting vehicle classification counts in Fiscal Year (FY) 2014, in order to support regional freight planning and modeling needs. These sites were carefully selected by assessing historical truck count data available in the region and based on a prioritization of needs and available resources. If funding permits, the same data collection effort is expected to be carried out continuously over several FYs to monitor the impact of the Panama Canal Expansion, currently scheduled for completion in 2015, to the regional transportation system.
- Database Framework for Archiving and Accessing Bicycle & Pedestrian Data
FDOT District 4 has historically collected bike and pedestrian counts in the region, and is currently conducting an initial assessment on how to effectively store and share multimodal data among public agencies. The District coordinate with all Metropolitan and Transportation Planning Organizations (M/TPOs) on the creation of a standardized database structure designed for the storage, delivery, and analysis of multimodal data. Coordination with other public entities at state and local levels will also be performed.
- Federal Functional Classifications
The District and M/TPOs recently collaborated and completed the decennial review and reassessment of federal functional classification designations on all public roads located within the District. As per FHWA's recommendation for reducing the level of effort needed for the next periodic review, the District will continuously update functional classification system as the roadway system and land use developments change. This maintenance process involves ongoing coordination with local planning partners on various initiatives, such as long-range planning activities and project programming and development, to identify roadways that require changes to their functional classification designations.

Quality/Level of Service (LOS)

FDOT is conducting a review of travel time reliability research that will include a summary of data requirements, software requirements, relevant applications, types of outputs, and additional work needed to make travel time reliability "implementation ready." Products will be selected for implementation based partially on the level of effort needed to incorporate them into FDOT's and local agencies' existing processes. To accomplish this implementation and testing, FDOT is developing detailed implementation plans for travel time reliability products. The concept for implementation is to work closely with FDOT and local agency personnel to add reliability analysis to specific applications.

VII. FINANCIAL TABLES

Operations Budget

FY 14-16

Contributed Funds	FY 14-15	FY 15-16
<u>Allocated</u>		
<i>Operating:</i>		
FHWA Planning Funds	1,361,496	1,452,996
FTA 5305(d) Funds	962,527	991,403
Transportation Disadvantaged	58,063	58,063
Total Operating	2,382,086	2,502,462
<i>Project Specific:</i>		
FHWA		
Pompano Corridor Study	200,000	-
Integrated Corridor Mgmt Study		180,000
FTA		
Public Engagement: Transit Systems Plan	1,500,000	-
Transit Vision: Transit System Plan	500,000	
Fare Interoperability	1,500,000	1,790,000
Hollywood Pines Anchor Hub	-	570,000
State TP		
Corridor Studies, TBD	150,000	150,000
Regional Freight Plan		
State Road 7 Corridor Study	650,000	-
STP (Surface Transportation)	500,000	1,000,000
Broward/Andrews Mobility Hub	3,500,000	
Total Project Specific	8,500,000	3,690,000
Funds Carried Over	3,934,851	1,894,894
Total Allocated	14,816,937	8,087,356
<u>Non-Allocated</u>		
Capital Float	501,254	-
Operating Account	38,705	-
Local Contribution	65,823	-
A1A Scenic Highway	13,462	-
Total Non-Allocated	619,244	-
Total Contributed Funds	15,436,181	8,087,356
<u>Expenditures</u>		
<u>Operating:</u>		
<i>Personnel:</i>		
Salaries and Wages	1,276,905	1,587,829
Fringe Benefits	430,571	542,539
Total Personnel	1,707,475	2,130,368

<i>Non-Personnel:</i>		
Occupancy	182,000	195,000
Legal	120,000	130,000
Administrative Services	84,795	84,795
Equipment	50,000	50,000
Travel/Training	50,000	50,000
Auditor	15,000	15,000
Insurance, Liability/Property/Auto	13,000	15,000
Office Supplies	10,000	12,000
Professional Fees	20,000	25,000
Other Indirect Costs	18,664	147,530
Total Non-Personnel	563,459	724,325
Total Operating	2,270,934	2,854,693
Consultant Projects:		
Grant applications and other administrative services	232,271	807,000
Public Involvement	107,300	69,800
Origin & Destination Data Collection	375,000	-
2040 LRTP Update	117,064	-
LRTP Interim Update	475,000	93,000
Regional LRTP	200,000	100,000
Quiet Zones	34,300	27,670
Interactive TIP	9,000	64,330
Environmental Justice	15,000	5,000
Regional Freight Plan	121,440	-
Complete Streets	399,665	113,000
Public Engagement: Transit Systems Plan	1,842,551	-
VTCLI 211 System Upgrade	212,316	-
Climate Change	105,306	-
Corridor Studies, TBD	428,496	150,000
State Road 7 Corridor Study	650,000	-
Transit Vision: Transit System Plan	450,000	-
University Drive Alternative Analysis	165,645	-
Fare Interoperability	1,825,000	1,611,000
Pompano Corridor Study	180,000	-
Integrated Corridor Mgmt Study	-	180,000
Broward/Andrews Mobility Hub	3,325,000	-
Hollywood Pines Anchor Hub	-	513,000
Total Consultant Projects	11,270,354	3,733,800
Total Expenditures	13,541,288	6,588,493
Net Funding/Funds Carried Over	1,894,894	1,498,863

TABLE I A					
FY 2014-2015					
AGENCY PARTICIPATION					
BROWARD METROPOLITAN PLANNING ORGANIZATION					
TASK NUMBER	DESCRIPTION	STATE ¹	LOCAL ²	FEDERAL ³	TOTAL
<u>ADMINISTRATION</u>					
1.1	UPWP ORG ADMIN	175,019	651,390	1,029,959	1,856,368
1.2	MPO BOARD & COMM COORD	22,039	2,995	110,306	135,340
1.3	TRANS DISADV	58,063	53,080	212,316	323,459
1.4	PUBLIC PART & EDUC	40,341	20,850	2,281,399	2,342,591
<u>SURVEILLANCE</u>					
2.1	HWY & TRAFFIC DATA	7,397	3,136	419,408	429,941
2.2	LAND USE & TRAFFIC IMPACT	1,874	684	10,870	13,429
<u>SYSTEMS PLANNING</u>					
3.1	LRTP	86,679	69,289	633,162	789,130
3.2	REGION TRANS PLAN	27,029	317,475	307,990	652,494
3.3	CONGEST MGMT/LIV PLAN	1,117,454	9,558	209,765	1,336,778
3.4	TRANSP IMPROV PROG	14,807	6,414	89,367	110,588
3.5	FRGT & GOOD MGMT/INTER PLAN	93,645	6,095	79,634	179,373
3.6	TRANSIT PLAN & DEVELOP	19,333	3,843	7,401,993	7,425,169
3.7	COMP STREET & TRANSP ENH	78,686	48,825	525,988	653,498
TOTALS		\$1,742,366	\$1,193,634	\$13,312,157	\$16,248,157

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 and Federal Transit Administration.

TABLE I B					
FY 2015-2016					
AGENCY PARTICIPATION					
BROWARD METROPOLITAN PLANNING ORGANIZATION					
TASK NUMBER	DESCRIPTION	STATE ¹	LOCAL ²	FEDERAL ³	TOTAL
ADMINISTRATION					
1.1	UPWP ORG ADMIN	176,131	63,617	1,019,078	1,258,826
1.2	MPO BOARD & COMM COORD	32,441	3,464	159,094	194,999
1.3	TRANS DISADV	58,063	-	-	58,063
1.4	PUBLIC PART & EDUC	57,366	35,212	382,145	474,724
SURVEILLANCE					
2.1	HWY & TRAFFIC DATA	12,621	8,342	86,135	107,097
2.2	LAND USE & TRAFFIC IMPACT	1,651	312	8,569	10,532
SYSTEMS PLANNING					
3.1	L RTP	25,894	7,967	145,016	178,876
3.2	REGION TRANS PLAN	27,302	1,976	130,637	159,915
3.3	CONGEST MGMT/LIV PLAN	200,374	64,218	342,877	607,469
3.4	TRANSP IMPROV PROG	20,635	11,089	131,994	163,717
3.5	FRGT & GOOD MGMT/INTER PLAN	9,148	3,253	52,749	65,149
3.6	TRANSIT PLAN & DEVELOP	17,772	552,290	4,948,516	5,518,578
3.7	COMP STREET & TRANSP ENH	72,311	31,512	437,080	540,903
TOTALS		\$711,708	\$783,252	\$7,843,890	\$9,338,850

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 and Federal Transit Administration.

**TABLE II A
FY 2014-2015
FUNDING SOURCE SHEET
BROWARD METROPOLITAN PLANNING ORGANIZATION**

TASK No.	DESCRIPTION	PL Funds					FTA 5305(d)						F SU Federal	Other Federal				I Other State	J Other Local	A+C+F+G Total Federal	B+D+I Total State	E+H+J Total Local	Sum of A thru J Grand Total
		MPO Staff	Consultant	Total	A FHWA 81.93%	B FDOT Match (1) 18.07%	MPO Staff	Consultant	Total	C FTA 80%	D FDOT Match 10%	E MPO Match (1) 10%		MPO Staff (Admin Fee)	Consultant	Total	H Other Match (1)						
1.1	UPWP ORG ADMIN	632,794	15,000	647,794	647,794	142,874	197,039	92,271	289,310	257,164	32,146	32,146	125,000	-	-	-	-	-	619,244	1,029,959	175,019	651,390	1,856,368
1.2	MPO BOARD & COMM COORD	86,343	-	86,343	86,343	19,043	26,959	-	26,959	23,963	2,995	2,995	-	-	-	-	-	-	-	110,306	22,039	2,995	135,340
1.3	TRANS DISADV	-	-	-	-	-	-	-	-	-	-	-	-	-	212,316	212,316	53,080	58,063	-	212,316	58,063	53,080	323,459
1.4	PUBLIC PART & EDUC	88,375	-	88,375	88,375	19,491	80,350	107,300	187,650	166,800	20,850	20,850	-	183,674	1,842,551	2,026,225	-	-	-	2,281,399	40,341	20,850	2,342,591
2.1	HWY & TRAFFIC DATA	19,317	-	19,317	19,317	4,260	28,227	-	28,227	25,091	3,136	3,136	375,000	-	-	-	-	-	-	419,408	7,397	3,136	429,941
2.2	LAND USE & TRAFFIC IMPACT	5,396	-	5,396	5,396	1,190	6,158	-	6,158	5,474	684	684	-	-	-	-	-	-	-	10,870	1,874	684	13,429
3.1	L RTP	78,848	-	78,848	78,848	17,390	31,539	592,064	623,603	554,314	69,289	69,289	-	-	-	-	-	-	-	633,162	86,679	69,289	789,130
3.2	REGION TRANS PLAN	17,718	-	17,718	17,718	3,908	8,087	200,000	208,087	184,966	23,121	23,121	-	-	105,306	105,306	294,354	-	-	307,990	27,029	317,475	652,494
3.3	CONGEST MGMT/LIV PLAN	133,302	-	133,302	133,302	29,400	51,721	34,300	86,021	76,463	9,558	9,558	-	-	-	-	-	1,078,496	-	209,765	1,117,454	9,558	1,336,778
3.4	TRANSP IMPROV PROG	38,057	-	38,057	38,057	8,394	33,723	24,000	57,723	51,309	6,414	6,414	-	-	-	-	-	-	-	89,367	14,807	6,414	110,588
3.5	FRGT & GOOD MGMT/INTER PLAN	30,877	-	30,877	30,877	6,810	14,151	40,700	54,851	48,756	6,095	6,095	-	-	-	-	-	-	80,740	79,634	93,645	6,095	179,373
3.6	TRANSIT PLAN & DEVELOP	70,228	-	70,228	70,228	15,489	34,591	-	34,591	30,748	3,843	3,843	-	455,372	6,845,645	7,301,016	-	-	-	7,401,993	19,333	3,843	7,425,169
3.7	COMP STREET & TRANSP ENH	135,391	-	135,391	135,391	29,861	39,756	399,665	439,422	390,597	48,825	48,825	-	-	-	-	-	-	-	525,988	78,686	48,825	653,498
	TOTALS	1,336,647	15,000	1,351,647	1,351,647	298,111	552,302	1,490,300	2,042,602	1,815,646	226,956	226,956	500,000	639,045	9,005,818	9,644,863	347,434	1,217,299	619,244	13,312,157	1,742,366	1,193,634	\$16,248,157

Footnotes:
See Individual task sheets for breakdown and explanation of funding
(1) In-kind or soft match (non-cash) funds

**TABLE II B
FY 2015-2016
FUNDING SOURCE SHEET
BROWARD METROPOLITAN PLANNING ORGANIZATION**

TASK No.	DESCRIPTION	PL Funds					FTA 5305(d)						F SU Federal	Other Federal				I Other State	J Other Local	A+C+F+G Total Federal	B+D+I Total State	E+H+J Total Local	Sum of A thru J Grand Total
		MPO Staff	Consultant	Total	A FHWA 81.93%	B FDOT Match (1) 18.07%	MPO Staff	Consultant	Total	C FTA 80%	D FDOT Match 10%	E BMPO Match (1) 10%		MPO Staff (Admin Fee)	Consultant	Total	H Other Match (1)						
1.1	UPWP ORG ADMIN	510,141	-	510,141	510,141	112,514	293,554	279,000	572,554	508,937	63,617	63,617	-	-	-	-	-	-	1,019,078	176,131	63,617	1,258,826	
1.2	MPO BOARD & COMM COORD	131,382	-	131,382	131,382	28,977	31,176	-	31,176	27,712	3,464	3,464	-	-	-	-	-	-	159,094	32,441	3,464	194,999	
1.3	TRANS DISADV	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58,063	-	58,063	-	58,063	
1.4	PUBLIC PART & EDUC	100,449	-	100,449	100,449	22,154	247,108	69,800	316,908	281,696	35,212	35,212	-	-	-	-	-	-	382,145	57,366	35,212	474,724	
2.1	HWY & TRAFFIC DATA	19,401	-	19,401	19,401	4,279	75,075	-	75,075	66,734	8,342	8,342	-	-	-	-	-	-	86,135	12,621	8,342	107,097	
2.2	LAND USE & TRAFFIC IMPACT	6,070	-	6,070	6,070	1,339	2,811	-	2,811	2,499	312	312	-	-	-	-	-	-	8,569	1,651	312	10,532	
3.1	LRTP	81,279	-	81,279	81,279	17,926	28,704	43,000	71,704	63,737	7,967	7,967	-	-	-	-	-	-	145,016	25,894	7,967	178,876	
3.2	REGION TRANS PLAN	14,827	100,000	114,827	114,827	25,326	17,786	-	17,786	15,810	1,976	1,976	-	-	-	-	-	-	130,637	27,302	1,976	159,915	
3.3	CONGEST MGMT/LIV PLAN	163,935	-	163,935	163,935	36,157	127,960	-	127,960	113,742	14,218	14,218	-	-	65,200	65,200	50,000	150,000	342,877	200,374	64,218	607,469	
3.4	TRANS IMPROV PROG	43,283	-	43,283	43,283	9,546	77,799	22,000	99,799	88,711	11,089	11,089	-	-	-	-	-	-	131,994	20,635	11,089	163,717	
3.5	FRGT & GOOD MGMT/INTER PLAN	26,729	-	26,729	26,729	5,895	29,273	-	29,273	26,020	3,253	3,253	-	-	-	-	-	-	52,749	9,148	3,253	65,149	
3.6	TRANSIT PLAN & DEVELOP	70,195	-	70,195	70,195	15,482	20,611	-	20,611	18,321	2,290	2,290	-	236,000	4,624,000	4,860,000	-	-	550,000	4,948,516	17,772	552,290	5,518,578
3.7	COMP STREET & TRANSP ENH	184,982	-	184,982	184,982	40,799	170,610	113,000	283,610	252,098	31,512	31,512	-	-	-	-	-	-	437,080	72,311	31,512	540,903	
TOTALS		\$1,352,673	\$100,000	\$1,452,673	\$1,452,673	320,393	1,122,469	526,800	1,649,269	1,466,017	183,252	183,252	-	236,000	4,689,200	4,925,200	50,000	\$208,063	550,000	\$7,843,890	\$711,708	\$783,252	\$9,338,850

Footnotes:
See Individual task sheets for breakdown and explanation of funding
(1) In-kind or soft match (non-cash) funds

VIII. APPENDICES

APPENDIX A

FTA 5303 Budget, and Certification and Assurances

Section 5303
Approved Project Budget for FY 2014-2015
(total dollars)

Technical Classifications:

44.21.00	Program Support and Administration	\$ 559,910	
44.22.00	General Development and Comprehensive Planning		
44.23.01	Long Range Transportation Planning: System Level		
44.23.02	Long Range Transportation Planning: Project Level	692,892	
44.24.00	Short Range Transportation Planning	231,208	
44.25.00	Transportation Improvement Program	64,137	
44.26.00	Planning Emphasis Areas	38,206	
44.26.12	Coordination of Non-Emergency Human Service Transportation	60,945	
44.26.13	Participation of Transit Operators in Metropolitan Planning	38,435	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership		
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	95,579	
44.26.16	Incorporating Safety & Security in Transportation Planning	488,246	
44.27.00	Other Activities		
Total Net Project Cost		\$ 2,269,558	

Accounting Classifications

44.30.01	Personnel	\$ 1,276,131	
44.30.02	Fringe	430,310	
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	563,117	
Total Net Project Cost		\$ 2,269,558	

Fund Allocations

44.40.01	MPO Activities	\$ 2,269,558	
44.40.02	Transit Operator Activities		
44.40.03	State and/or Local Agency Activities		
Total Net Project Cost		\$ 2,269,558	
		\$ 1,815,646	
		453,912	

Accounting Classification	FPC	Description	Amount
91.37.08.8P-2	02	Technical Studies - Planning	\$ 2,269,558

Section 5303
GMIS Planning Line Item Codes - FY 2014-2015
(FTA Funds Only)

Technical Classifications:

44.21.00	Program Support and Administration	\$ 447,928
44.22.00	General Development and Comprehensive Planning	_____
44.23.01	Long Range Transportation Planning: System Level	_____
44.23.02	Long Range Transportation Planning: Project Level	554,314
44.24.00	Short Range Transportation Planning	184,966
44.25.00	Transportation Improvement Program	51,309
44.26.00	Planning Emphasis Areas	30,565
44.26.12	Coordination of Non-Emergency Human Service Transportation	48,756
44.26.13	Participation of Transit Operators in Metropolitan Planning	30,748
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	_____
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	76,463
44.26.16	Incorporating Safety & Security in Transportation Planning	390,597
44.27.00	Other Activities	_____
Total Net Project Costs		\$ <u>1,815,646</u>

Accounting Classifications:

44.30.01	Personnel	\$ 1,020,905
44.30.02	Fringe Benefits	344,248
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	450,494
Total Net Project Costs		\$ <u>1,815,646</u>

Fund Allocations:

44.40.01	MPO Activities	\$ 1,815,646
44.40.02	Transit Operator Activities	_____
44.40.03	State and/or Local Agency Activities	_____
Total Net Project Costs		\$ <u>1,815,646</u>

Section 5303
Approved Project Budget for FY 2015-2016
(total dollars)

Technical Classifications:

44.21.00	Program Support and Administration	1,022,932	
44.22.00	General Development and Comprehensive Planning		
44.23.01	Long Range Transportation Planning: System Level		
44.23.02	Long Range Transportation Planning: Project Level	79,671	
44.24.00	Short Range Transportation Planning	19,763	
44.25.00	Transportation Improvement Program	110,888	
44.26.00	Planning Emphasis Areas	86,541	
44.26.12	Coordination of Non-Emergency Human Service Transportation	32,525	
44.26.13	Participation of Transit Operators in Metropolitan Planning	22,902	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership		
44.26.08	Support Transit Capital Investment Decisions through Effective Systems Planning	142,178	
44.26.10	Incorporating Safety & Security in Transportation Planning	315,122	
44.27.00	Other Activities		
Total Net Project Cost			\$1,832,521

Accounting Classifications

44.30.01	Personnel	1,019,280	
44.30.02	Fringe Benefits	348,274	
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	464,968	
Total Net Project Cost			\$1,832,521

Fund Allocations

44.40.01	MPO Activities	1,832,521	
44.40.02	Transit Operator Activities		
44.40.03	State and/or Local Agency Activities		
Total Net Project Cost			\$1,832,521
	Federal Share (80%)	1,466,017	
	Local Share (20%)	366,504	

Accounting Classification	FPC	Description	Amount
91.37.08.8P-2	02	Technical Studies - Planning	\$1,832,521

GMIS Planning Line Item Codes - FY 2015-2016
(FTA Funds Only)

Technical Classifications:

44.21.00	Program Support and Administration	<u>818,345</u>
44.22.00	General Development and Comprehensive Planning	<u> </u>
44.23.01	Long Range Transportation Planning: System Level	<u> </u>
44.23.02	Long Range Transportation Planning: Project Level	<u>63,737</u>
44.24.00	Short Range Transportation Planning	<u>15,810</u>
44.25.00	Transportation Improvement Program	<u>88,711</u>
44.26.00	Planning Emphasis Areas	<u>69,233</u>
44.26.12	Coordination of Non-Emergency Human Service Transportation	<u>26,020</u>
44.26.13	Participation of Transit Operators in Metropolitan Planning	<u>18,321</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	<u>113,742</u>
44.26.10	Incorporating Safety & Security in Transportation Planning	<u>252,098</u>
44.27.00	Other Activities	<u> </u>
	Total FTA Funds	<u>\$1,466,017</u>

Accounting Classifications

44.30.01	Personnel	<u>815,424</u>
44.30.02	Fringe Benefits	<u>278,619</u>
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	<u>371,974</u>
	Total FTA Funds	<u>\$1,466,017</u>

Fund Allocations

44.40.01	MPO Activities	<u>1,466,017</u>
44.40.02	Transit Operator Activities	<u> </u>
44.40.03	State and/or Local Agency Activities	<u> </u>
	Total FTA Funds	<u>\$1,466,017</u>

FTA FISCAL YEAR 2014 CERTIFICATION AND ASSURANCES

**FEDERAL FISCAL YEAR 2014 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>Group</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement and Procurement Systems.	_____
04.	Private Section Protections.	_____
05.	Rolling Stock Reviews and Bus Testing.	_____
06.	Demand Responsive Service.	_____
07.	Intelligent Transportation Systems.	_____
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
09.	Transit Asset Management Plan and Public Transportation Agency Safety Plan.	_____
10.	Alcohol and Controlled Substances Testing.	_____
11.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity) and Capital Investment Program in Effect before Map-21.	_____
12.	State of Good Repair Program.	_____
13.	Fixed Guideway Modernization Grant Program.	_____
14.	Bus and Bus Facilities Formula Grants Program and Bus and Bus Related Equipment and Facilities Grant Program (Discretionary)	_____
15.	Urbanized Area Formula Grants Program, Passenger Ferry Grants Program, and Job Access and Reverse Commute (JARC) Program.	_____
16.	Seniors/Elderly/Individuals with Disabilities Programs and New Freedom Program.	_____
17.	Rural/Other Than Urbanized Areas/Appalachian Development/Over-the-Road bus Accessibility programs.	_____
18.	Public Transportation on Indian Reservations Programs (also known as the Tribal Transit Programs).	_____
19.	Low or No Emission/Clean Fuels Grant Programs.	_____
20.	Paul S. Sarbanes Transit in Parks Program.	_____
21.	State Safety Oversight Program.	_____
22.	Public Transportation Emergency Relief Program.	_____
23.	Expedited Project Delivery Pilot Program.	_____
24.	Infrastructure Finance Programs.	_____

FTA FISCAL YEAR 2015 CERTIFICATIONS AND ASSURANCES

**FEDERAL FISCAL YEAR 2015 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature pages 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 Groups 01 – 24. X

OR

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

<u>Group</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement and Procurement Systems.	_____
04.	Private Sector Protections.	_____
05.	Rolling Stock Reviews and Bus Testing.	_____
06.	Demand Responsive Service.	_____
07.	Intelligent Transportation Systems.	_____
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
09.	Transit Asset Management Plan and Public Transportation Agency Safety Plan.	_____
10.	Alcohol and Controlled Substances Testing.	_____
11.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity) and Capital Investment Program in Effect before MAP-21 Became Effective.	_____
12.	State of Good Repair Program.	_____
13.	Fixed Guideway Modernization Grant Program.	_____
14.	Bus and Bus Facilities Formula Grants Program and Bus and Bus-Related Equipment and Facilities Grant Program (Discretionary).	_____
15.	Urbanized Area Formula Grants Programs/ Passenger Ferry Grants Program/Job Access and Reverse Commute (JARC) Formula Grant Program.	_____
16.	Seniors/Elderly/Individuals with Disabilities Programs/New Freedom Program.	_____
17.	Rural/Other Than Urbanized Areas/Appalachian Development/Over-the-Road Bus Accessibility Programs.	_____
18.	Tribal Transit Programs (Public Transportation on Indian Reservations Programs).	_____
19.	Low or No Emission/Clean Fuels Grant Programs.	_____
20.	Paul S. Sarbanes Transit in Parks Program.	_____
21.	State Safety Oversight Grant Program.	_____
22.	Public Transportation Emergency Relief Program.	_____
23.	Expedited Project Delivery Pilot Program.	_____
24.	Infrastructure Finance Programs.	_____

FTA FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2014 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE (Required of all Applicants for FTA funding 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, 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 guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its authorized representative makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2014, irrespective of whether the individual that acted on its Applicant's behalf continues to represent the Applicant.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply, as provided, to each Project for which the Applicant seeks now, or may later seek FTA funding during Federal Fiscal Year 2014.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted 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 by 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 accurate.

Signature  Date: 2/20/2014

Name Gregory Stuart, 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 its FTA Project or Projects.

Signature  Date: 2/28/2014

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

Each Applicant for FTA funding 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.

FTA FISCAL YEAR 2015 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2015 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA funding and all FTA Grantees with an active Capital or Formula Project)

AFFIRMATION OF APPLICANT

Name of the Applicant: Broward Metropolitan Planning Organization

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

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all Federal statutes and regulations, and follow applicable Federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2015, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Project for which it seeks now, or may later seek FTA funding during Federal Fiscal Year 2015.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted 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 by 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 accurate.

Signature  _____

Date: 2/5/15

Name Gregory Stuart, 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 it.

I further affirm 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 its FTA Project or Projects.

Signature  _____

Date: 2/5/15

Name Alan L. Gabriel, Weiss Serota Helfman Cole Bierman & Popok, P.L.
Attorney for Applicant

Each Applicant for FTA funding 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 B

Indirect Cost Allocation Plan

**Proposed Indirect Rate Schedule
for the Year ended June 30, 2013**

Expense	FY 2013
Indirect Costs	456,638.15 (a)
Direct Salaries and Wages	1,347,765.38 (b)
Indirect Rate	34% (a)/(b)

**Expense Statement of Accounts
for the Year ended June 30, 2013**

Expense	Total	Exclusions	Expenditures not Allowable	Indirect Costs	Direct Costs	
					Direct Salaries and Wages	Other Direct Expenditures
Salaries & Wages	1,009,349.54				1,009,349.54	
Cellular Premium	1,500.00				1,500.00	
Auto Allowance Premium	6,000.00				6,000.00	
FICA	57,619.34				57,619.34	
FICA Medicare	14,495.76				14,495.76	
Health	97,241.12				97,241.12	
Life Insurance	1,899.41				1,899.41	
Long-Term Disability	7,639.76				7,639.76	
Pension	57,055.70				57,055.70	
State Unemployment	6,232.75				6,232.75	
Business Travel	21,062.05			21,062.05		
Dues & Subscriptions	1,218.00			1,218.00		
Consultants	825,756.46			2,743.55		823,012.91
Professional Fees-Educational Support	12,745.09			12,745.09		
Legal Fees	78,064.93			78,064.93		
Administrative Services (SFRTA)	84,795.00			84,795.00		
Bank Fees - (SFRTA)	2,765.81			2,765.81		
Postage & Mass Mailings - Pitney Bowes	1,058.38			1,058.38		
Postage & Mass Mailings - Fedex	99.83			99.83		
Insurance - General Liability	11,118.00			11,118.00		
Insurance - Property	628.00			628.00		
Insurance - Auto	92.00			92.00		
Workers Compensation Insurance	9,440.00			9,440.00		
Auditing Fees	13,990.00			13,990.00		
Telephone-Verizon Air Card	960.24			960.24		
Telephone-AT&T Ethernet	8,895.00			8,895.00		
Consultants-FTA 5307 Transit Sys Plan Gr	180,964.39					180,964.39
Consultant-FTA 5339 Univ DrTransit AA Gr	412,029.17					412,029.17
BMPO Fee- FTA 5309-211-Sys Upg Grant	35,639.68			18,772.07	16,867.61	
BMPO Fee-FTA 5307 Transit Sys Plan Gr	41,221.69			7,924.23	33,297.46	
BMPO - FTA 5339 Univ Dr Transit AA Grant	43,400.97			4,834.05	38,566.93	
Office Supplies - General	172.62			172.62		
Office Supplies-Copier-Canon Maintenance	1,263.86			1,263.86		
Office Supplies- Office Depot	1,596.16			1,596.16		
Office Supplies - Staples	800.06			800.06		
Office Rent	166,696.54			166,696.54		
Auto Allowance- Mileage	4,063.60			4,063.60		
Miscellaneous Expenses	839.08			839.08		
In Kind Expense (FTA 5305(d) Soft)	58,886.74					58,886.74
In Kind Expense -FTA 211 Grant	8,940.82					8,940.82
Total Expense	3,288,237.55	-	-	456,638.15	1,347,765.38	1,483,834.03

APPENDIX C

Florida Department of Transportation Joint Certification Statement

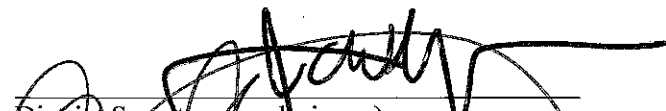
**JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN TRANSPORTATION
PLANNING PROCESS**

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

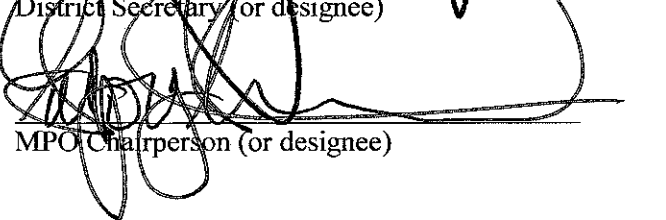
1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of SAFETEA-LU (Public Law 109-59) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on January 30, 2013.

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



District Secretary (or designee)



MPO Chairperson (or designee)

6/28/13
Date

6/26/2013
Date

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

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

May 21, 2013

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

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

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

Summary of Key Activities to Support Planning Process

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

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

Progress on Implementation of 2012 State Recommendations

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

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

SATISFIED and ONGOING

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

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

SATISFIED

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

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

SATISFIED

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

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

SATISFIED and ONGOING

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

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

SATISFIED and ONGOING

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

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

SATISFIED and ONGOING

**2013 FDOT Recommendations to
Improve Planning Process**

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

2013 Noteworthy Practices

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

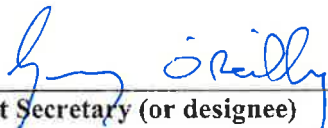
**JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN
TRANSPORTATION PLANNING PROCESS**

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

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

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on **December 9, 2014**.

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)



Date



MPO Chairman (or designee)



Date

**Miami Urbanized Area (UZA)/Transportation Management Area (TMA)
2015 Modified Joint State/MPO Certification Review**

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

The Florida Department of Transportation (FDOT) District Four conducted a Modified Joint State/MPO State Certification Review of the Broward MPO. The Modified Joint State/MPO Review includes; the comprehensive list of 2015 Federal questions and MPO responses prepared in advance of the May 2015 Federal Certification Review and the MPO's implemented recommendations from the 2014 State Modified Certification Review.

This report assesses the written and verbal answers to the questions presented to the MPO staff by FDOT in February 2015 using the automated certification system. The questions were asked based on information from the December 2014 Best Practices Meeting, the 2014 Modified Joint State/MPO Certification process, coordination with MPO staff and attendance at MPO Board and committee meetings. Areas that are not commented on in this report have met, or exceeded, requirements.

The Broward MPO is commended for continually raising the bar in educating the public and peers through the growing success of the Speak Up Broward program, hosting workshops and training for the region including programs aimed at educating elementary, middle and high school teachers in Transportation and Civil Engineering. The Broward MPO should be credited for their Complete Streets Model Policy and Complete Streets Model Plan Framework which has been embraced by Broward County and 12 municipalities, resulting in the implementation of Complete Streets projects in the Transportation Improvement Program (TIP).

Other areas which the MPO demonstrates leadership are; their collaborative efforts with the transit operators and the District, their role in creating regional forums for resolving interagency conflicts, the South Florida Regional Freight Plan (SFRFP), and the South Florida Climate Change Vulnerability Assessment and Adaptation Pilot Project.

Summary of Key Activities to Support Planning Process

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

- ✓ Signed 2014 Certification Package
- ✓ Signed 2014 Disadvantaged Business Enterprise (DBE) Verification
- ✓ Adopted 14/15 Transportation Improvement Program (TIP)
- ✓ Held informal unfunded priorities meeting in 2014 with FDOT and stakeholders
- ✓ Transmitted official unfunded priorities
- ✓ Adopted 2015/2016 to 2019/2020 FDOT Tentative Work Program
- ✓ Held Certification Review meeting with FDOT on December 9, 2014
- ✓ Responded to Certification Review Questions/Issues
- ✓ Adopted the Fiscal Year (FY) 2014/2015-2015/2016 Unified Planning Work Program (UPWP)
- ✓ Adopted the 2040 Long Range Transportation Plan (LRTP)

Progress on Implementation of 2014 State Recommendations

1. **TIP/STIP Amendments:** Staff should continue to take an active role in partnering with FDOT and FHWA in all aspects to improve the TIP/STIP process.

MPO Comment: Broward MPO staff continues to take an active role in improving the TIP/STIP amendment process by continuing and improving upon the coordination and communication with its planning partners when amendment requests are made. This involves direct and extensive communication (emails, phone calls and meetings) with FDOT's MPO Liaison and project managers to fully understand TIP amendment requirements and the impacts of the amendment request. When needed, MPO staff also communicates with Federal Highway Administration (FHWA) staff. As a result, in several circumstances amendments were not required or related projects were updated within the normal TIP cycle. Further, improved coordination and communication has resulted in improved vetting of projects before amendments are required.

Additionally, to ensure full disclosure of public documents to the general public, the Broward MPO incorporates TIP amendments into its Interactive TIP Tool within the shortest time possible of the amendment being approved by the MPO. TIP amendments are also posted on Broward MPO's website.

SATISFIED AND ONGOING

2. 2040 LRTP:

- a. The MPO should ensure that the upcoming 2040 LRTP meets the requirements outlined in the 2012 FHWA Expectations Letter
- b. The upcoming 2040 LRTP should provide more information and technical back up for the method used to derive project costs and associated breakdowns.

MPO Comment:

- a. The MPO developed its scoping and LRTP consultant selection process prior to the release of the 2012 FHWA Expectation Letter; however, that process was shaped by guidance received from FHWA, FDOT and Metropolitan Planning Organization Advisory Council (MPOAC) staff regarding the ensuing contents of the Expectation Letter. The MPO has and continues to have close coordination with FHWA and FDOT staff to ensure that the 2040 LRTP meets the requirements of the FHWA Expectations Letter.
- b. The 2040 LRTP provides all technical information and methods used to derive projects and their associated costs. The MPO, as part of the LRTP process, requested that project sponsors provide a purpose and need statement as well as the costs associated with the project (PE, R/W, and Construction). The costs are then reviewed based on the Cost Estimation Tool. All technical back up can be found on Commitment 2040 web site at: <http://www.browardmpo.org/commitment-2040>

SATISFIED AND UNDERWAY

3. **Interactive TIP:** Continue to evaluate the usefulness of the current Interactive TIP, as it will be an agenda item at the annual "Best Practices" meeting.

MPO Comment: The Broward MPO continues to evaluate the usefulness of the current Interactive TIP Tool. In order to address concerns related to “user-friendliness” of the current interface, the Broward MPO is taking the lead to upgrade the existing tool. Once the upgrade is completed, it is expected that the Interactive TIP Tool will be easier to use, incorporate more robust mapping functions, and include more resources for TIP analysis including Title VI. A new Agreement with Data Transfer Solutions (DTS) to upgrade the Interactive TIP Tool has been finalized and is anticipated to be approved by the MPO Board at their April 9, 2015 meeting.

SATISFIED AND UNDERWAY

4. **2015 Federal Certification:** In preparation for the MPO’s upcoming quadrennial Federal Certification process, the MPO should continue their efforts to review and evaluate the public involvement process through the assessment and evaluation of current and new techniques and activities. The Federal Review Team is focused on and will continue to look for improvements of the MPO’s Public Involvement Plan (PIP) and public involvement strategies. The District recommends the MPO feature a Best Practice for Measures of Effectiveness in its PIP for the upcoming federal certification review.

MPO Comment: It is standard practice for all projects and initiatives initiated by the MPO to require an evaluation of the public outreach activities. This is conducted on a case-by-case basis, as the evaluation needs to consider the context in which the project is being undertaken as well as the communities involved. All Public Participation Plans (PPP) developed for projects and initiatives undertaken by the MPO require an evaluation section (see examples from Speak Up Broward, Hollywood/Pines Corridor Study and University Drive in Appendix A of the newly revised and adopted PPP (February 2015) on the MPO’s Public Involvement page (<http://www.browardmpo.org/planning/public-involvement-2>). Evaluations are conducted to allow the project team to make informed mid-course corrections in its approach to public outreach. If the assessment reveals that the public participation goals are not being achieved, then the techniques will be modified or changed. The reason this type of approach is being used is because we have learned from previous attempts this encourages mid-course corrections to outreach strategies to make the process better.

SATISFIED

5. **2040 Regional LRTP:** Continue to work with the Southeast Florida Transportation Council (SEFTC) MPOs to develop a 2040 Regional Long Range Transportation Plan that includes regional priorities.

MPO Comment: The MPO has and continues to work with SEFTC partner agencies to develop the 2040 Regional LRTP (RTP) and its associated regional priorities. The RTP identifies the most significant transportation investments needed to meet growing travel demands throughout the Southeast Florida region. The horizon year of 2040 was chosen to provide time for agencies to assemble funds and complete the technical work required to design and construct the selected improvements. Important elements included in the RTP include:

- Estimates of growth over the next 25 years
- Goals for accommodating this growth
- Regional multimodal options
- Public engagement
- Regionally significant investments which include prioritizing projects that best meet the goals for the plan
- Funding to implement the plan
- A complete regional picture

The RTP is scheduled for adoption for Spring 2015. More information can be found here:
<http://seftc.org/pages/the-plan>

SATISFIED

2015 FDOT Recommendations

- 1. Recommendations from the 2015 Federal Certification:** Implement the recommendations as addressed, in the 2015 Federal Certification Report. (Anticipated for release in late summer, 2015).
- 2. Performance Measures:** The MPO should continue its collaborative efforts with the Department, transit operators and other stakeholders as appropriate for a coordinated approach to performance measurement and selection of targets to ensure consistency to the extent practicable.
- 3. Leveraging Local Funds:** MPO staff should maintain efforts in pursuing grant opportunities for leveraging local funds to construct needed transportation projects that are identified in its 2040 LRTP.
- 4. Interactive TIP Tool Improvements:** Lead the region in producing a more public friendly tool with robust uses including identification of Environmental Justice Areas.
- 5. Complete Streets and Localized Initiatives:** Implement the new funding program as envisioned in the 2040 LRTP to expedite the implementation of non-regionally significant mobility projects.
- 6. Transit Fare Interoperability:** Work with the tri-county partners in implementation of an interoperable fare card.
- 7. Southeast Florida Transportation Council (SEFTC):** Continue to utilize SEFTC as the mechanism for formalized regional coordination processes.
- 8. Florida Transportation Plan (FTP) and Strategic Intermodal System (SIS) Policy Plan Updates:** Continue to assist the Department in their outreach efforts in obtaining input to the plans, utilizing the MPO's vast outreach network.

2014 Noteworthy Practices

The following highlights provided by the Broward MPO summarize the many premier events and noteworthy practices, some of which are recognized nationally.

Speak Up Broward

Initiated in February 2013, Speak Up Broward is the MPO's grassroots public awareness initiative designed to promote awareness about regional transportation planning projects, engage the community to become more involved in the planning process, and solicit feedback that will help us improve our efforts toward providing Broward County residents with a safe, convenient, and efficient multimodal transportation system. Over the past two years, Speak Up Broward has launched a number of successful campaigns, including:

- eTownhall series – a live televised panel featuring experts who answered the public's questions about transportation topics that matter most to them. Guest panelists included, Congresswoman Lois Frankel, Congresswoman Debbie Wasserman Schultz, City of Hollywood Commissioner and MPO Chair Richard Blattner, as well as County Commissioners Chip LaMarca and Barbara Sharief.
- Speak Up Broward's Program for Empowering People (PEP) – mini-grants were awarded to select partner organizations with the goal of conducting outreach and soliciting feedback tailored to specific audiences, including traditionally under-represented communities and neighborhoods.

Mini-grants were awarded to the following organizations:

- Covenant Keepers Community Development, Inc.
 - Downtown Fort Lauderdale Transportation Management Association
 - iCenter Foundation
 - Lighthouse of Broward/Stand Among Friends at Florida Atlantic University (FAU)
 - Mount Olive Development Corporation
 - Stand Among Friends
 - Tayan Alliances
- Speakers Bureau Program – this program is committed to recruiting, organizing, and training “transportation ambassadors,” who then identify and educate organizations and individuals throughout Broward about the benefits of a multimodal transportation system.

Speak Up Broward outreach has been extensive. As of 1/26/15 there were 35,000 plus unique visitors to the website that was launched September 2013, 54 presentations were given by the Speakers Bureau, over 700 people were reached in 11 different PEP events and there were over 5,300 followers on our social media. For more information visit www.SpeakUpBroward.org

TRAC & RIDES Education Program

The Broward MPO has worked with the FHWA and the FDOT to bring various training programs to Florida. For example, TRAC (Transportation and Civil Engineering) & RIDES (Roadways Into Developing Elementary Students) is a hands-on, educational outreach program of the American Association of State Highway Transportation Officials (AASHTO). The TRAC program is designed for integration into science, technology, engineering, and math (STEM) courses. State Departments of Transportation provide the program free of charge to middle and high schools in their state. The MPO has worked hard with the Broward County School Board to move this important education initiative forward. Two all day TRAC & RIDES education programs were hosted by the Broward MPO on February 10 and 11, 2015.

TRAC & RIDES Vision: To deliver educational outreach programs that connect students to the world of transportation while enhancing math, science, and technology skills.

TRAC & RIDES Mission: To introduce students in grades K-12 to the working world of transportation, especially civil engineering, and inspire them to consider careers in those fields.

Complete Streets

The Broward MPO has taken a leadership role in implementing Complete Streets in Broward. Moving people safely, regardless of the mode, is the key component of Complete Streets. The vision for Complete Streets is to create a safe and efficient transportation network that promotes the health and mobility of all citizens and visitors by providing high quality pedestrian, bicycle, transit and automobile access to all destinations throughout Broward. Understanding the importance of a multi-modal transportation system, the Broward MPO, along with its planning partners, developed the “Broward Complete Streets Guidelines.” The general intent of these guidelines is to assist local governments in modifying their standards and manuals in preparation for Complete Streets. Furthermore, it provides a template that can be adopted, modified, customized, or expanded based on each community’s needs and desires. The Complete Streets Guidelines were adopted by the MPO Executive Board on July 12, 2012. Additionally, a Multimodal Level of Service (MMLOS) tool was identified and developed to provide a more holistic measure of all the modes of transportation (bike, pedestrian, transit, roadway). A MMLOS analysis was conducted on two demonstration projects to illustrate and measure the benefits of a more flexible tool and to illustrate the benefits of a “Complete Street.” The Broward MPO has also developed a Complete Streets Model Policy and a Complete Streets Model Plan Framework. The general intent of these resources is to assist local governments in promoting the Complete Streets concept at a local level. Furthermore, it provides a template that can be adopted, modified, customized, or expanded based on each community’s needs and desires.

To date, 12 municipalities have taken steps to implement Complete Streets in their community utilizing one or more of the aforementioned resources. The concept has been wholly embraced by our partners at Broward County Engineering (who have modified their minimum design standards and adopted Complete Streets Guidelines) and the FDOT District 4. The Broward MPO is currently moving into the implementation phase of over \$100 million in Complete Streets projects programmed in our current FY 14/15 Transportation Improvement Program – adding approximately 90 miles of bicycle facilities and 35 miles of pedestrian facilities to our existing network. As a result, the Broward MPO has forged a close relationship with FDOT District 4, Broward County Engineering, and all of our municipal partners to ensure stakeholders are actively involved in the design and construction of these projects. The Broward MPO will continue to program Complete Streets projects using this approach and will continue working with our partners through design and implementation. For example, Complete Streets design principles are included in the Corridor Management Plan (CMP) for the 2014 Florida A1A Scenic Byway Redesignation. The Broward MPO has also committed to monitoring and evaluating our Complete Streets program through the development of performance measures at both a corridor and program level. This effort is currently under way. Metrics related to the mobility, safety, health and sustainability, and economic vitality have been identified and will be used to evaluate the success of all of existing and future projects.

Through our Complete Streets Initiative, the Broward MPO has established two annual events that emphasize the benefits of active transportation.

- Let’s Go Biking - this annual event provides an opportunity for cyclists of all ages and abilities to ride along a predetermined route and experience the benefits of active transportation. In addition to the bike ride, helmet and bicycle giveaways, healthy eating demonstrations and other fun activities are planned. The last Let’s Go Biking Event was held on March 22, 2015.

- **Safe Streets Summit** – this annual summit promotes the Complete Streets concept, educates and receives “buy-in” from local public officials, provides municipal technical staff with the necessary tools to implement Complete Streets, and highlights the Broward MPO and partners’ ongoing efforts. The events feature nationally recognized experts and panelists who speak on the economic, health, and safety benefits of a street designed for all users.

Complete Streets and Localized Initiatives Program

The focus of Commitment 2040, the Broward MPO’s LRTP, is to improve the transit experience, to provide safe, connected sidewalks and bicycle facilities and to make Broward’s existing roadways function more effectively for those who wish to travel by transit, car, bicycle or by walking. A key component of Commitment 2040 is the Broward MPO’s Complete Streets and Localized Initiatives Program. This Program consolidates eligible classes of localized projects into one overall program. The Program is intended to expedite the implementation of much needed mobility projects.

Bicycle/pedestrian facilities, crosswalk improvements, mobility hubs, bus shelters, greenways and traffic light synchronizations are just a few examples of mobility projects targeted for funding. An annual process will evaluate and fund these projects based on their consistency with LRTP’s goals and objectives, demonstrated public support, and Environmental Justice (EJ) and Title VI requirements. Broward MPO’s discretionary funding (SU) will be available for the Complete Streets and Localized Initiatives Program. Eligible recipients such as local governments, transit service providers, educational institutions and others can apply for MPO discretionary funding for candidate projects. The “application” and process to prioritize these projects will be a collaborative effort between local government agencies and MPO staff. The “application” is intended to be automated/on-line and require minimal effort by the applicant to complete. The prioritization of projects will also be automated and is intended to be based on completely objective criteria. While this Program is still in the development stages, we have received concurrence from FDOT staff that the current Transportation Alternative Program (TAP) funding can be rolled into the Complete Streets and Localized Initiatives Program. FDOT has also agreed to construct projects resulting from this program which will lighten the burden placed on local municipalities to follow the Local Agency Program (LAP) requirements for project construction. To date, we have received positive responses from our local governments.

Bicycle and Pedestrian Safety Action Plan

The State’s Planning Emphasis Area (PEA) is to develop or further implement a Pedestrian Safety Action Plan. Understanding that bicycle and pedestrian safety issues are closely related, the Broward MPO has developed a scope for a Bicycle and Pedestrian Safety Action Plan and is currently circulating the draft scope to our partners for feedback. This plan will analyze crash data, identify high crash locations, and develop countermeasures that address safety issues based on accident type. A list of recommendations, based on the goals and objectives of the Bicycle and Pedestrian Safety Action Plan, will also be included in the final plan. Furthermore, the Broward MPO will use this analysis to inform our Complete Streets Initiative and other planning efforts.

MPOAC State Wide Freight Advisory Committee

At the urging of the Broward MPO, the Florida MPOAC created the Freight Advisory Committee in April 2013 to serve as a clearinghouse of actionable ideas that allow Florida’s MPOs to foster and support sound freight planning and freight initiatives. The members of the Freight Advisory Committee seek to understand the economic effects of proposed freight-supportive projects; foster relationships between public agencies with responsibilities for freight movement and private freight interests; and reduce policy barriers to goods movement to, from, and within Florida. The Chair of the MPOAC Freight Committee is

Gregory Stuart (Executive Director of the Broward MPO) and the Vice-Chair is Gary Huttman (Deputy Executive Director of MetroPlan Orlando). The Freight Committee meets on a quarterly basis throughout the year in concert with the statewide meetings of the MPOAC.

Southeast Florida Regional Freight Plan

The SFRFP is a collaboration of the three MPOs of the Miami Urbanized Area and the two Florida Department of Transportation Districts (District 4 & 6). The SFRFP is conducted every 5 years and the Broward MPO is responsible for its administration during this update cycle. The SFRFP provided critical input into the 2040 RTP as well as the individual MPO 2040 LRTP updates. It highlights key trends, developments and initiatives that are shaping our freight system, creating opportunities to grow and expand our economy. The Plan identifies and prioritizes our freight system needs, including seaport, rail, air, and highway projects, taking into consideration the most current master plans and capital improvement plans. This Plan also includes a hot spot analysis that helped identify short term operational improvements along critical freight corridors, including arterials functioning as critical access points to our warehouse/distribution and industrial areas.

South Florida Climate Change Vulnerability and Adaptation Pilot Project

The Broward MPO administered the South Florida Climate Change Vulnerability and Adaptation Pilot Project. The Pilot Project covers the four counties and three MPOs in the South Florida area. The purpose of the Pilot Project is to determine the impact of extreme weather on the area's regional transportation network based on the following stressors: sea level rise, storm surge, and precipitation induced flooding. The focus of the Pilot Project is to develop a consistent methodology for integrating vulnerability into the MPO transportation decision making process. A second phase to this project will apply the climate change stressors to county and local roadways within the Broward region. The analysis will result in the identification of vulnerable facilities and methods for treatment of the roadways in areas that might be impacted by these stressors. Planning level cost estimates for these treatments and recommended strategic approaches to help the decision-makers determine where transportation investments make sense will also be provided in the second phase. The South Florida Climate Change Vulnerability and Adaptation Pilot Project was endorsed by the MPO Board on March 12, 2015. On December 11, 2014, the Broward MPO authorized the funding of the second phase of the Pilot Project.

Quiet Zones

In anticipation of passenger rail service and increasing freight service on the Florida East Coast (FEC), the Broward MPO has coordinated with eight municipalities, FDOT District 4, Broward County Engineering, and All Aboard Florida, to optimize funding and timing to create a single continuous quiet zone throughout Broward County on the FEC railroad corridor. Staff and elected officials were included in every step of the process which included a workshop from the Federal Railroad Administration (FRA) on using the FRA Quiet Zone Calculator; a tool developed to maximize safety. Through the combined efforts of all parties involved, the Broward MPO designed a Quiet Zone which exceeds FRA's minimum standards, while meeting the planning goals of the local municipalities. It is anticipated the Broward MPO will approve a consulting services agreement at its April 9, 2015 meeting to provide technical support for the establishment of a quiet zone for Broward along the FEC.

Transportation Disadvantaged –1-Click South Florida

A Federal Transit Administration (FTA) Grant was awarded to the Broward MPO in partnership with 2-1-1 Broward to expand the 2-1-1 services to include a new “1-Click” service. “1-Click” is a transportation feature for Broward 2-1-1 that assists the Transportation Disadvantaged with the planning and mapping of easy and efficient routes to a number of destinations within South Florida, including shopping, medical, and entertainment venues. This service is free of charge, is available 24/7/365, and is available in English, Spanish, and Creole. For more information, please visit: www.211-broward.org.

Interactive TIP Tool

As part of the TIP development process, the MPO has implemented an Interactive TIP Tool. The Tool helps save time and personnel requirements in the development of the annual TIP document. The tool also improves information about projects by providing project location maps and detailed financial information features not available prior to the implementation of this interactive software. Additionally, to assist its transportation partners in using the Interactive TIP Tool and to add locally funded projects to the new TIP, the Broward MPO provides training classes that demonstrate how to use the tool. Also, individual meetings are scheduled, when requested, to address any questions related to the software. Further, as noted above, the Broward MPO continues to evaluate the usefulness of the current Interactive TIP Tool. In order to address concerns related to “user-friendliness” of the current interface, the Broward MPO is taking the lead to upgrade the existing tool. Once the upgrade is completed, it is expected that the Interactive TIP Tool will be easier to use, incorporate more robust mapping functions, and include more resources for TIP analysis including Title VI. A new Agreement with the Interactive TIP Tool provider to upgrade the system has been finalized and is anticipated to be approved by the MPO Board at their April 9, 2015 meeting.

Congestion Mitigation/Livability Planning Efforts

The University Drive Congestion Mitigation/Livability Planning and Transit Improvement Study is the second planning effort to combine the Congestion Management Process and Livability Planning as a comprehensive approach to implementing the Broward MPO’s 2040 LRTP. The Study has resulted in recommendations for near-term actions to address congestion and improve transit service, while taking into consideration the mid- to long-term effects on creating a transit-supportive, multimodal corridor. The main intent of the Study is to develop and implement strategies other than road widening to improve safety and mobility through other modes of transportation (i.e., transit, bicycle and pedestrian use, etc.) and to reduce single occupancy vehicle (SOV) travel. The University Drive Study Locally Preferred Alternative (LPA) was approved by the MPO Board on September 11, 2014 and identified a range of potential short-term, mid-term and long-term solutions for the corridor. Final endorsement of the Study and prioritized projects were approved by the MPO Board on March 12, 2015. Given the success of combining the Congestion Management Process and Livability Planning, the Broward MPO will continue to incorporate the combined concept on future studies, such as the SR 7 Congestion Mitigation/Livability Planning Study (which began in January 2015). Like all our planning efforts, MPO staff will take the lead, in cooperation with FDOT and local municipalities, to implement Study recommendations/projects. For additional information about the University Drive Study, please visit: <http://UniversityDriveImprovements.org/>.

Mobility Hubs

The Broward MPO’s 2035 LRTP created a Mobility Hub concept and defined Hubs as transit access points with frequent transit service, high development potential and a critical point for trip generation or transfers within the transit system. The 2035 LRTP identified 103 potential Hub locations in three major categories (Gateway, Anchor and Community Hubs) based on a variety of land use and transit criteria. As a consequence of economic and demographic changes to South Florida, the original criteria for selecting

and categorizing the Hubs are no longer applicable. Therefore, in conjunction with the Commitment 2040 LRTP, which is an update of the 2035 LRTP, the Broward MPO is updating the typology and screening process for identifying Hub locations. This analysis will provide opportunities to revisit not only the location criteria, but also the Mobility Hub concept, as the Broward MPO examines how to leverage its investments to maximize a Mobility Hub's economic and transit potential. Because the Hub concept is evolving, MPO staff is working with partner agencies and local governments to design and implement Hubs. There has been a greater focus on pedestrian and bicycle connections to the transit corridors, on secure and comfortable places to wait for transit, and on safe and easy transfers between routes. These investments in public spaces provide the framework for private investment in places where people live, work and play.

One such example of this evolution is the Downtown Fort Lauderdale Mobility Hub Project. Since 2011, the Broward MPO has partnered with the City of Fort Lauderdale and other project partners to complete the Downtown Mobility Hub and Joint Development Initiative (JDI). This initiative provided the blueprint and design concepts for streetscape improvements for the Mobility Hub. The overall goal is to enhance the experience of pedestrians and transit passengers, to improve the walkability and access to transit options, to encourage transit oriented development, and to spur economic development in the Downtown Mobility Hub area. The Downtown Fort Lauderdale Mobility Hub is located within a four block area generally bounded by Broward Boulevard, Andrews Avenue, NW 4th Street, and the FEC tracks. To make the Downtown Fort Lauderdale Mobility Hub a reality, the Broward MPO has set aside \$3.5 million to reimburse the City for the design and construction of improvements within the Mobility Hub area. A sub recipient agreement sets out the terms and conditions for the City to provide management of the design and construction. The MPO, as the grant recipient, is responsible for ensuring compliance with the FTA's Section 5307 grant requirements and the general oversight of the project.

Education Corridor Coordinated Transit Service

The Broward MPO is leading a study, funded by a Federal grant, to improve access to the educational facilities amongst four municipalities: Pompano Beach, Margate, Coconut Creek and Coral Springs. Our analysis will include the various transit services in the area including Broward County Transit (BCT), local community buses (<http://www.browardmpo.org/projects-studies/community-shuttles>) and Tri-Rail Shuttles. We will also examine how school schedules (primary, secondary and post-secondary) interact with the current transit service. Our team will use creative strategies to enhance or redesign the existing system into one that provides the most convenient public transportation (with fewest transfers) between the educational facilities, the local business community and neighboring residential communities. The goal is to develop a transit and shuttle/circulator concept plan that will focus on improvements that can be implemented in the near- (1-5 years) and mid-term (6-10 years) horizons.

Community Bus Coordination

The Broward MPO hosts a bimonthly Community Bus Coalition meeting. This meeting of municipal community bus administrators share best practices, and is working towards actionable goals which could include sharing resources, regional collaboration on routing, and funding opportunities.

APPENDIX D

Southeast Florida Transportation Council FY 13-17 Work Plan

SOUTHEAST FLORIDA TRANSPORTATION COUNCIL FY 13-17 WORK PLAN

In 2002, the U.S. Census Bureau delineated the Miami Urbanized Area (UZA) which includes portions of Miami-Dade, Broward, Palm Beach and Martin counties based on the results of the 2000 Census. Figure 1 shows the Miami UZA boundary and the metropolitan planning area boundaries for the three MPOs designated in the Miami UZA. *(To be provided by FDOT)* The UZA represented the growth and merger of three prior UZAs located in Miami-Dade, Broward and Palm Beach counties. Discussions with the Florida Department of Transportation (FDOT) resulted in the identification of several areas for coordination of transportation planning activities carried out by the MPOs that should be undertaken in a formal manner as provided for in Florida Statutes governing the metropolitan transportation planning process. The Southeast Florida Transportation Council (SEFTC) was created to carry out the duties and responsibilities of a separate administrative entity to serve as a forum for coordination and communication among the Miami-Dade, Broward and Palm Beach MPO's, FDOT Districts 4 and 6, the Florida Turnpike Enterprise, the South Florida Regional Transportation Authority, the South Florida Regional Planning Council, the Treasure Coast Regional Planning Council, Monroe County, Martin County MPO, St. Lucie County MPO and other agencies and organizations involved in transportation planning and programs in South Florida. This coordination is conducted in accordance with the requirements of Chapter 339.175, F.S. and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and subsequent legislative actions deemed appropriate for inclusion by the MPO's. Coordination includes long range transportation planning, short range programming and activities to support regional multimodal transportation projects. The results of the coordination process are provided to the various agencies as guidance in the development of other required transportation plans and programs within the tri-county region.

The duties of SEFTC include the development of:

- a Regional Long Range Transportation Plan;
- a process for prioritization of regional projects;
- a regional public involvement process;
- a series of performance measures to assess the effectiveness of regional coordination activities.
- an annual report documenting the progress and accomplishments of regional goals and objectives; and
- lists of anticipated regional tasks and identify funding for those tasks under the respective MPO's Unified Planning Work Programs.

Membership on the Council consists of the Chair or a designee of each of the three MPO's. The Council has the authority to act on regional plans and programs and to recommend activities which affect individual MPO plans or programs.

To provide technical review and support for regional transportation planning, SEFTC created a Regional Transportation Technical Advisory Committee (RTTAC). Membership on RTTAC consists of staff from the three MPOs, two FDOT Districts, Florida Turnpike Enterprise, Miami-Dade Expressway Authority, two Regional Planning Councils, South Florida Regional Transportation Authority (SFRTA) and three county transit operators. Representatives of the ports and airports also participate.

Regional Tasks

A series of regional tasks have been identified for performing the functions of SEFTC in supporting its regional plans and programs. These tasks are generally funded through the MPOs as part of their respective Unified Planning Work Programs and the FDOT Districts in their respective Work Programs. Some of the tasks are included in continuing activities of the local MPOs in carrying out required tasks for the transportation planning process. Other tasks are specifically related to regional transportation planning activities. The intent of this plan is to more clearly and fully identify regional level and related local MPO activities to find efficiencies and improve results. This plan provides an estimate of the

financial resources allocated to regional planning tasks for Southeast Florida. The information contained in this plan is reflected in the respective Unified Planning Work Programs as appropriate and may be modified over time to reflect changes in plans and programs and the resources associated with those changes. A list of the tasks and a brief description for each follows.

SEFTC/RTTAC Support

Staff support for the administrative activities of the Council is provided by the MPOs. This support takes the form of MPO staff and consultant services performing the duties required to prepare and distribute information and materials for quarterly SEFTC meetings and more frequent RTTAC meetings. The functions also include administration of funds expended on regional studies, maintaining and updating the work plan and maintaining records of the Council.

Regional Public Involvement

Public Involvement is a major component of the transportation planning process. Each MPO adopts and carries out its own public involvement program to provide information and receive input to its plans and programs. Regional aspects of the planning process are incorporated into the local process where appropriate and performed separately when needed. The Regional Public Involvement Plan will be reviewed and updated to consider measures of effectiveness and periodic evaluations. The activities will be coordinated with other regional planning activities as appropriate.

Regional Performance Measures

The Council is developing a series of performance measures to determine the success level of coordination of transportation planning on a regional level. The measures will include a combination of direct measurements of coordination and indirect measures indicating the impacts on transportation from regional activities. Following approval, the performance measures will focus on regional transportation coordination efforts and coordination with other regional planning activities.

Regional Reporting

The Council will provide a report annually documenting the progress and accomplishments of regional goals and objectives. The report will include indicators related to transportation operations in the three counties as well as accomplishments of SEFTC during the previous year. The Council and staff will also participate in development of FDOT regional reports.

Transportation Outreach Program Support

Florida International University (FIU) has developed a program to compile census information into user-identified areas within the three-county area. The program then uses the characteristics of the identified population to suggest techniques to be used for effective public outreach. The program is maintained and updated by FIU through a continuing maintenance agreement with the MPOs.

Website Hosting and Maintenance

The Council currently has a website (www.SEFTC.org) maintained by the consultant retained for preparation of the RL RTP. This consultant is also responsible for providing support to the Council. The website is located on the consultant's server. SEFTC must determine the appropriate location of the website and how to host and maintain the site. Consideration will also be given to expanding the use of the site for social media.

SERPM Model Preparation and Support

The Southeast Regional Planning Model (SERPM) serves as the transportation model for the tri-county region. The model is developed by consultants under contract to FDOT District 4 with oversight by the RTTAC Modeling Subcommittee. Model support is provided through FDOT. Funding of the model development is a joint effort by the MPOs and the FDOT Districts as documented in a Memorandum of Understanding. The model is currently being updated to SERPM 7 for use in developing the 2040 RL RTP and the respective MPO 2040 LRTPs.

Regional Bicycle/Greenway/Pedestrian Planning

Each MPO includes planning for non-motorized travel in the transportation planning process. These plans include bicycle, pedestrian and greenways within each MPO area. Planning is occurring to ensure connections across county lines are coordinated. In addition, consideration is given to development of the East Coast Greenway, a multistate project along the Atlantic seaboard with connections north and south of the Miami UZA. Movement of pedestrians with emphasis on access to transit is part of the transportation planning process. The regional bicycle/greenway/pedestrian planning results will serve as input and a component of the RL RTP.

Regional Freight Planning

Regional freight planning addresses the movement of goods within and through the tri-county region. It also considers ingress and egress for freight to the area particularly in light of the proposals to address waterborne freight following the widening of the Panama Canal. The planning will take into consideration serving the ports and airports as well as trucking interests in the area. The proposals for intermodal freight terminals and their access are part of the freight planning process. The roles of roadway, rail, air and waterborne freight movement will serve as input and a component of the RL RTP in determining the projects contained in the Plan.

Regional Transit Planning

Regional transit planning includes various aspects of service provision and time frames in the process. There are three local transit operators in the tri-county region and the South Florida Regional Transportation Authority which operates Tri Rail, the commuter train. Each of these entities performs transit planning to address their respective needs. Transit Development Plans are prepared by each agency and cover a ten-year time frame and address capital and operating needs. The RTA has prepared a Strategic Regional Transit Plan identifying current and future transit needs in the tri-county region. Each MPO LRTP includes a transit element reflecting needed and cost feasible projects. SEFTC is encouraging cooperation among the operators in the development and deployment of seamless regional fare media. A study will provide input to the RL RTP from a more in-depth analysis of transit opportunities in the region. The study will be a joint effort of the MPOs, FDOT and the operators.

Regional Long Range Transportation Plan

A major activity of SEFTC is the development and maintenance of a Regional Long Range Transportation Plan (RL RTP) for the tri-county region. The 2040 RL RTP preparation will be a joint effort funded by the MPOs. Input to the process will include the individual local MPO plans and other regional transportation planning studies contained in other tasks and planning activities performed by other organizations that have impacts on the transportation system. Efforts will also include maintenance of the adopted 2035 RL RTP to ensure compatibility of the regional plan with local plans.

Regional Project Evaluation and Prioritization

SEFTC has adopted a regional transportation network encompassing all travel modes. Projects on it are also included in the respective LRTPs. A methodology for evaluating regional projects based on comparisons of network impacts and qualitative measures is used to prioritize projects. SEFTC will continue to review and modify the prioritization process for the RL RTP. This methodology is used by SEFTC to prioritize transportation projects for use of Transportation Regional Incentive Program (TRIP) funds. These state funds may only be used on regional projects and must be approved by a regional transportation entity. The results are adopted by the Council and submitted to FDOT for funding as it becomes available.

Specific Projects

A number of the planning activities involving SEFTC are regional aspects of the local MPO process. Through SEFTC, coordination of these activities occurs. There will be times when projects are regional in nature and the direct responsibility of the Council. Specific projects or studies may occur appropriate for sponsorship by SEFTC.

Regional Household Study

Transportation modeling uses the latest Census and the American Communities Surveys (ACS) as the basis for parameters associated with the travel characteristics in the region. Additional surveys may be undertaken to refine the information used in the model or to add to the information serving as input. A regional household survey would validate and refine the information collected by the Census and the ACS. It could also provide additional information of interest for the local transportation efforts.

Regional Planning Funds

As previously discussed, funding for support and activities of the Council are provided by the three MPOs and FDOT. Funding amounts are estimates and may reflect a portion of the costs associated with larger tasks contained in the respective Unified Planning Work Programs adopted by the MPOs. Table 1 depicts the financial resources allocated to regional transportation planning. In other instances, regional activities are closely associated with local transportation planning tasks and cannot be estimated separately.

SOUTHEAST FLORIDA TRANSPORTATION COUNCIL
FY 13-17 WORK PLAN

TASK	FY 13			FY 14			FY 15			FY 16			FY 17		
	Broward	Miami-Dade	Palm Beach	Broward	Miami-Dade	Palm Beach	Broward	Miami-Dade	Palm Beach	Broward	Miami-Dade	Palm Beach	Broward	Miami-Dade	Palm Beach
SEFTC/RTTAC Support	*	*	*	*	*	*	*	*	*	50000	50000	50000	50000	50000	50000
Regional Staff Support		125000			125000			125000			125000			125000	
Regional Public Involvement	22256		10000	22924		12000	23612		14000	24320		16000	25050		18000
Regional Performance Measurements	13300		7500	13700		8750	14111		10000	14534		12500	14970		15000
Regional Reporting	13300		5000	13700		5000	14111		7500	14534		10000	14970		12000
Transportation Outreach Program Support	2500	60000	2500	2500	60000	2500	2500	60000	2500	2500	60000	2500	2500	60000	2500
Website Hosting and Maintenance	*	*	*	*	*	*	*	*	*	#	#	#	#	#	#
SERPM Model Preparation and Support	50000	50000	50000							60000	60000	60000	60000	60000	60000
Regional Bicycle/Greenway Planning			5000			5000			5000			5000			5000
Regional Freight Planning	74611	25000	25000										25000	25000	25000
Regional Transit Planning	20000	25000	20000	20000	25000	20000	20000	25000	20000	20000	25000	20000	20000	25000	20000
Regional Long Range Transportation Plan	100000	100000	100000	100000	100000	100000	100000	100000	100000						
Regional Project Evaluation and Prioritization	5000		5000	5000		5000	5000		5000	5000		5000	5000		5000
Regional Household Survey							100000	100000	100000	100000	100000	100000			
Total	300967	385000	230000	177824	310000	158250	279334	410000	264000	290888	420000	281000	217490	345000	212500

* Included in Regional Long Range Transportation Plan funding

Included in SEFTC/RTTAC Support funding

April 16, 2012

APPENDIX E

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

Agency Comment Matrix

Agency	Summary Comments	Response
FHWA	General Comments	
FHWA	The MPO is commended for their championing of Regional Planning and the multi-MPO Freight and Goods Movement Planning initiatives	Thank you.
FHWA	The UPWP provides an excellent summary of the current planning efforts and planning priorities of the MPO.	Thank you.
FHWA	Since the State Planning Emphasis Area is for the development and implementation of Pedestrian Safety Action Plan – it would be helpful to the reader to reference or identify in the narrative under Section F. <i>Planning Emphasis Areas and/or any Federal Planning Emphasis Areas that have been identified</i> on page 13 the specific task number where the work for this initiative will be performed.	Task 3.7 has been referenced.
FHWA	Page 25 – please update when the annual certification for 2014 either took place or will occur. Currently the document states May 2013 for the 2013 Certification.	Language has been updated. MPO staff has provided responses for the 2014 certification to FDOT. We are awaiting feedback from FDOT.
FHWA	Please review all tasks pages and ensure that work products have a month/year associated with the specific work products.	Task pages were reviewed and work product month/years were added/updated.
FHWA	<p><i>General Questions/Comment for all tasks:</i></p> <p>Is the amount in each task identified for the PL Match (FDOT) Soft Matched or Cash Matched? Table II-A identifies the match as a soft match but the tasks tables list it under Cash Match. Please ensure that this is clearly identified in each task. Please ensure the tables and the tasks are consistent in the information identified.</p>	All PL match is a soft (In-Kind/ non-cash) match as described in Table II (A&B) and Task 1.5. The individual task tables show the PL cash in the top portion, followed by PL soft (In-kind/ non cash) matches.

FHWA	<p><i>General Questions/Comment for all tasks:</i></p> <p>Is the MPO using different types of matches for the MPO Planning Program? In Task 1.5 (FDOT Match for FHWA) is the MPO using soft matched PL funds as well as FDOT services (in-kind) to match the planning fund program? The in-kind appears to be the Activities noted under the methodology section. If so, what is the Soft match amount and what is the in-kind match amount? These should be clearly identified and labeled in each task (where appropriate); in the budget tables, are any cash matches used for the FHWA Planning funds for the UPWP?</p>	<p>Different types of matches are not used for PL. The PL funds are soft matched using toll credits as indicated in the “purpose” section of Task 1.5. There is no cash match for the PL funds. Task 1.5 and 1.6 are prepared by FDOT District IV. MPO staff believes that these tasks may cause confusion. We will be working with FDOT to either clarify these tasks or eliminate them in the next UPWP.</p>
FHWA	<p><i>General Questions/Comment for all tasks:</i></p> <p>In tasks where STP funds are being identified for use, are these funds soft matched as well? Please identify the match for the STP funds. Is it at a different rate than the PL funds? (See tasks 1.1, 2.1, 3.1).</p>	<p>There are no soft match’s for STP funds. The PL match is at a rate of 18.07%, cash is at a rate of 81.93% totaling 100%. The MPO anticipates cash fund needs of \$1,477,803. The soft portion would be \$325,935. Total cash and soft is \$1,803,738.</p>
FHWA	<p>Tasks that involve consultant participation should provide enough detail (such as project scope, work to be accomplished for each project, anticipated completion dates, and project costs) about what the consultant responsibilities are concerning the activities to be undertaken using federal-aid funds. If that is not possible at this time, prior to the MPO’s use of PL funds for these types planning projects or activities, the District should forward a copy of the scope of services, the anticipated cost, and completion date to the FHWA for review. It will continue to be the responsibility of the District and MPO to ensure that all activities undertaken as part of these tasks are eligible and are allowable costs.</p>	<p>A brief description of the project, cost and completion dates are added if known at this time. As the project begins to take shape, a scope is developed and reviewed by all partner agencies including the District. Scopes will be forwarded to FHWA for review.</p>

FHWA	Task Specific Comments	
FHWA	<u>Task 1.4 Public Participation</u>	
FHWA	Page 21 states that the next major update to the current PIP will be completed by the end of the year. I did not see activities related to the update other than a statement that the plan will be updated as warranted. Are these perhaps included in another task? Is the September 2014 the anticipated completion date of the major update? There does not appear to be any work products identified for 2015, only June 2016.	Clarifying language has been added to the methodology section of this task to address these questions. November 2014 is the anticipated completion date for the update. Work product dates have been updated.
FHWA	Are the public outreach efforts and Public Involvement Plan for the LRTP being performed under this task or will these be conducted under a different task? Please include the activities and work products under the appropriate task.	The LRTP public outreach efforts are included in Task 3.1. Long Range Transportation Planning. Clarifying language has been added.
FHWA	<u>Task 1.5 FDOT Match for FHWA</u>	
FHWA	Please verify this match amount. Also, are the amounts identified only for PL funds? What about STP funds? (See the general comment related to match).	The match amounts have been verified and only apply to PL funds for this task. Please also see response to related general comment above. This is an FDOT task.
FHWA	<u>Task 2.1 Highway, Transit and Safety Data</u>	
FHWA	See the general comment related to the STP funds and match/soft match.	Please see above responses related to this comment.
FHWA	<u>Task 3.1 Long Range Transportation Planning</u>	
FHWA	As asked in Task 1.4, are the public outreach efforts and Public	The LRTP public outreach efforts are

	Involvement Plan for the LRTP being performed under this task or will these be conducted under a different task? Please include the activities and work products under the appropriate task.	included in Task 3.1. Long Range Transportation Planning. Clarifying language has been added.
FHWA	When were the products completed under the previous work accomplishments? Some of the products identify months and others do not.	Months have been added.
FHWA	<u>Task 3.2 Regional Planning</u>	
FHWA	The MPO is commended on its support and contribution towards the regional planning efforts in the area. Are the "Other Federal Consultant" funds (\$261,193) identified in 2014-2015 FHWA PL funds or FTA funds? Which MPO is administering the joint funds for the Regional LRTP?	Thank you. Task 3.2 sheet indicates that these funds are related to the Climate Change Project (see bottom of financial section), which are FHWA grant funds, not Planning Funds (PL). The Broward MPO is administering this project which is currently underway. The Miami-Dade MPO is administering the Regional LRTP. Clarifying language has been added.
FHWA	The Budget Table for 2015-2016 on Page 84 is missing part of the table.	Corrected.
FHWA	For the final UPWP, The MPO should consult the latest funding tables from the Florida Department of Transportation (FDOT) to verify the total PL funds available for the MPO's programming in the UPWP. To verify the funding tables: <ul style="list-style-type: none"> • Is the MPO requesting \$1,477,803 of Federal PL funds to be approved by FHWA for FY 2014-2015? • Is the MPO requesting \$1,342,923 of Federal PL funds to be approved by FHWA for FY 2015-2016? 	The funds available per the TIP for FY 14-15 and 15-16 are \$1,346,496 for both years. In FY 13-14 we plan to de-obligate \$135,000 of PL funds to be made available in FY 14-15 for total available funds of \$1,481,496. Consistency with the funding tables is being verified.
FHWA	Please include the updated Annual Certification Package in the final UPWP	MPO staff has provided responses to FDOT for the 2014 certification. We are awaiting feedback from FDOT. We have included the latest package available as of our Final UPWP submittal.

FTA	General Comments	
FTA	As a general rule, when 5307 funds will be used for transit planning by a transit agency, the UPWP must reference and contain the 5307 funds and related planning tasks in the approved UPWP (in sufficient detail for FTA to determine the study's relationship to public transit). We appreciate this info in the UPWP.	Thank you.
FTA	Regarding specific items in your UPWP, we appreciate the detail and exemplary work on RTP updates, Complete Streets, Corridor Studies/AA's, Pedestrian Safety, Livability, funds for enhancement projects; MM Level of Service and development of Smart Cards for the UZA. The MPO's cooperative approach with multiple transit agencies, other MPO's and FDOT is also noted.	Thank you.
FHWA & FTA	Planning Emphasis Areas (PEAs) for All MPOs	These PEAs have been included in the Planning Emphasis Area section of the introduction of the UPWP. In addition, specifics are listed below.
FHWA & FTA	<i>Transition to Performance Based Planning and Programming.</i> The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.	Tasks 1.1, 3.1, 3.2, 3.3, 3.4 and 3.6 included references to performance based planning and programming. Task 1.1 relates to the overall application, while Tasks 3.1, 3.2, 3.3, 3.4 and 3.6 included methodologies for the respective projects included in the task.
FHWA & FTA	<i>Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.</i>	The Other Boards section under the Organization and Management chapter refers to the Southeast Florida Transportation Council (SEFTC). This entity serves as a regional forum for coordination and communication among the transportation agencies in southeast Florida region. An agreement to this

		effect has been executed and Task 3.2 documents our Regional Planning efforts.
FHWA & FTA	<i>Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.</i>	Tasks 2.1, 3.1 and 3.3 include language for related projects which will address transportation connectivity gaps and access to essential services.

APPENDIX F

Florida Department of Transportation District IV Comments

Agency Comment Matrix

FDOT	General Comments	
FDOT	The UPWP should provide for the MPO's engagement in implementation of the performance management/measurement provisions in MAP-21. Engagement includes participating in federal agency rulemaking to establish performance measures and working with FDOT, transit agencies, and other MPOs to ensure targets are set in a coordinated and timely manner consistent with MAP-21's emphasis on performance-based planning and programming.	References and language has been added to related tasks throughout the UPWP and specifically noted in Task 1.1 which covers the management and oversight off all MPO plans and programs. Other tasks including these references are Tasks 3.1, 3.2, 3.3 and 3.6.
FDOT	The distribution and presentation of regional planning and coordination work varies across the three Southeast Florida Transportation Council (SEFTC) MPO's draft UPWPs. To improve the consistency of regional activities across the UPWPs, we ask that you consider including SEFTC's FY 13-17 work plan as an appendix, add an update of the work plan to FY 15-19 as a regional activity, and ensure ongoing regional consultant support for SEFTC. Additional comments on this are provided in the attachment.	The SEFTC's work plan has been added as an appendix. Language has been added the Task 3.2, Regional Transportation Planning. The budget already reflects regional consultant support.
FDOT	Consider adding language regarding the Broward MPO's participation in the 2015 Southeast Florida Regional Household Survey.	Sufficient language has been included in Task 2.1.
FDOT	Consider identifying resources needed to participate in the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Strategic Plan major updates to be completed by the end of 2015.	This has already been considered in Task 3.2.
FDOT	Consider the extent to which the MPO intends to be involved in the implementation of the Seven50 Southeast Florida Prosperity Plan (i.e., through content in the LRTP, participation in regional coalitions on balanced mobility, etc.).	This has already been considered.

FDOT	<p>MIAMI-DADE, BROWARD, AND PALM BEACH MPO - REGIONAL ACTIVITIES</p> <p>One of the duties identified in the Southeast Florida Transportation Committee (SEFTC) Interlocal Agreement is "a list of anticipated regional tasks and identify funding for those tasks under the respective MPO's Unified Planning Work Programs." One of the appendices in the Palm Beach MPO's draft UPWP is SEFTC's FY 13-17 Work Plan. This work plan describes regional tasks and includes a five-year funding table showing amounts by regional task and MPO. The Broward MPO's draft UPWP includes a map showing the boundary of the Miami UZA along with the metropolitan planning area boundaries for the Miami-Dade, Broward, and Palm Beach MPOs.</p> <p>The three draft UPWPs all contain a regional task/element (Regional Support, Regional Transportation Planning, Regional Planning and Coordination). They also address regional activities in additional tasks/elements. The coverage and level of detail on regional activities, however, varies across the three draft UPWPs. It is unclear from reviewing them how regional consultant support for SEFTC will be handled after the current regional consultant contract expires in 2015. Response: Future funding has been identified in Task 3.2 for regional planning efforts.</p> <p>All three UPWPs should include a Miami UZA map and SEFTC's work plan as an appendix since the work plan provides an overview of regional activities. The MPOs should add an update to SEFTC's work plan to FY 15-19 as a regional activity and anticipate UPWP changes following completion of the update. In addition, they should improve the consistency of the regional activities across their UPWPs. Particular attention should be paid to those involving ongoing regional consultant support for SEFTC, completion and implementation of the 2040 Regional Transportation Plan, maintenance of SERPM 7.0, regional public involvement, completion of the 2015 regional household travel survey, and completion of Southeast Florida Transportation and Climate Change Integration Pilot Project. Response: Appropriate language has been added, the SEFTC's work plan has been include in the appendix. Broward's UPWP already includes the Miami UZA map.</p>	
FDOT	Where applicable, please provide the month and year for specific deliverables.	Adjustments have been made. Most work product items contained the month and year.
FDOT	Consider numbering individual methodology items rather than bullet points for easier reference.	As noted two years ago, changing the bullets to numbers makes the items appear as if they are prioritized and may cause confusion. This change has not been made.

FDOT	Use of Transportation Enhancement language throughout the document is dated and should be updated to Transportation Alternatives.	Staff has review the document and made appropriate changes as needed. However, please note that “Enhancements” and “Alternative” have different meaning, so not all references to “Enhancements” have been changed. In this case “Enhancements” include scenic highway designations, landscaping/drainage to improve the transportation experience, etc.
FDOT	Please review the UPWP document for references to past planning projects and be sure that all projects referenced will take place during the UPWP's timeframe.	Review was conducted. Appropriate changes were made.
FDOT	For future UPWPs, it would be helpful to add a chart or graphic that presents funding for each Fiscal Year (FY) for each of the tasks.	Noted for future UPWP development.
FDOT	The MPO should provide a better delineation of work to be completed by other agencies, including a separated budget. Budgets and descriptions in the UPWP appear to be reflective of MPO staff leading all tasks.	Clarifying language has been added as appropriate. Please see the footnotes. In general, this will always cause some confusion in an extensive document which is to include both planning activities by the MPO and other agencies. Staff believes that this is not the best approach to developing its UPWP for the public to understand the responsibilities of the MPO. Other alternatives have been suggested and should be explored.
FDOT	All studies, projects, and initiatives included in a Task Budget should be referenced as a Work Product in that Task.	Additional language has been added where appropriate.
FDOT	Use of Community Impact Assessment language throughout the document is dated, replace and refer to State Planning Emphasis Area (PEA) language instead.	Changes have been made.

FDOT	Task Specific Comments	
FDOT	Acronyms	
FDOT	Ensure that all acronyms are being used, otherwise remove unused acronyms.	The acronyms list is satisfactory.
FDOT	I. Introduction	
FDOT	Current Overview of Comprehensive Transportation Planning Activities	
FDOT	Page 9, Regional Transportation Planning - Explain the importance and level of activity associated with regional coordination. This will include interaction with South East Florida Transportation Council (SEFTC), South Florida Regional Transportation Authority's (SFRTA) Planning Technical Advisory Committee (PTAC), Broward County Transit (BCT) and transit agencies from adjacent counties, and implementation of the Seven50 Plan.	Language has been updated as appropriate.
FDOT	Regional transportation elements should include common language used in the other MPO's UPWP's. Regional coordination should be evident throughout the document.	Language has been updated as appropriate. In the future, comments like this should be supported with references to specific common language which should be used by all MPOs.
FDOT	Consider using SEFTC language showing cooperation and how the MPOs are working together in the regional TIP, regional initiatives/priorities.	Language has been updated as appropriate.
FDOT	<p>Include more focus on the 2040 Long Range Transportation Plan (LRTP) throughout the document as the LRTP 2035 plan is still referenced and discussed.</p> <ul style="list-style-type: none"> The 2040 LRTP plan should be included and what is expected from the plan should be mentioned, even if the 	While the 2035 LRTP language remains because of relevance, language has been added for the 2040 LRTP as appropriate.

	<p>2040 LRTP is still in development.</p> <ul style="list-style-type: none"> • A "crosswalk" between the 2035 LRTP and the 2040 LRTP should be included to show any shortcomings of the 2035 plan and how the 2040 plan will overcome those issues. 	
FDOT	Page 10, Congestion Management/Livability Planning - Please include carpooling and vanpooling as other strategies being developed and implemented other than road widening.	Language has been updated as appropriate.
FDOT	Page 11, Transit Planning and Development - Rename University Campus to South Florida Educational Center.	Language has been updated as appropriate.
FDOT	Page 11, Complete Streets - Local Complete Streets initiatives in the LRTP process are not called out specifically, please include Mobility Hubs Language.	Language has been updated as appropriate.
FDOT	Page 11, first sentence in third paragraph: Was a new multimodal level of service tool developed? If not, suggest rewording the sentence to reflect use of existing tools: " Additionally, tools addressing multimodal quality/level of service were used to present a holistic picture of all the modes of transportation (bike, pedestrian, transit, roadway)."	Yes, a multimodal level of service tool was developed as noted in the first sentence.
FDOT	Page 16, first paragraph: Consider noting FDOT's role on MPO governing boards has changed from "non-voting member" to "non-voting adviser" in Section 339.175(4)(a), Florida Statutes. Given the change in MAP-21 regarding representation for public transportation providers, suggest noting county commission members of the MPO board also represent Broward County Transit.	Language has been updated as appropriate.
FDOT	Page 16, third paragraph: Update the information on the committee/subcommittee structure for SEFTC (more than two).	Language has been updated as appropriate.
FDOT	Page 19, last paragraph: The listing of RTTAC members needs to be corrected (including to match the listing of RTTAC members in the last paragraph on page 16).	Changes have been made.

FDOT	Page 20, B. (6): Add amendments made to the SEFTC Interlocal Agreement in April 2011.	Added.
FDOT	III. Work Program Tasks	
FDOT	<u>Task 1.1 UPWP and Organization Administration</u>	
FDOT	The last bullet related to Disadvantaged Business Enterprise (DBE) activities to FTA, should be "state and federal".	Language has been updated.
FDOT	Change language to "Joint Participation Agreements" instead of "Joint Planning Agreements".	Language has been changed.
FDOT	Include a statement related to the preparation for the federal certification review in FY 2015.	Language has been updated as appropriate.
FDOT	Strive to streamline invoicing process.	Language has been updated as appropriate. Please note: Invoicing is streamlined as much as currently possible. With the introduction of the indirect cost allocation plan, the process should be more efficient. However, our hope is that the process on the District's side is more streamlined as well. Consider greater support to vendors through electronic invoicing, and providing tools and seminar's to aid in the understanding of the financial services invoice process. Additionally, invoices should be sent directly to financial services instead of a pass through department thereby reducing review time and increasing the reimbursement time.

FDOT	Verify the use of Surface Transportation Program (STP) funds for appropriate tasks.	Verified.
FDOT	Provide clarification on how each funding category will be used, for example, how will the \$76K under Other Local Funding and FTA's 5303 Consultant \$100K be used?	The information has been added to the task. Please refer to the footnotes for a description of how the funding will be used.
FDOT	<u>Task 1.3 Transportation Disadvantaged Coordinating Board and Program Administration</u>	
FDOT	Timeframes under Work Products should cover an entire period, not show just the date the work product is due.	This comment is inconsistent with past comments from FDOT on the UPWP.
FDOT	<u>Task 1.4 Public Participation Education</u>	
FDOT	Include measures on the effectiveness of the website, languages used, etc.	Language has been included to reference Google analytics as a measure of effectiveness tool.
FDOT	During the last Federal Certification there were questions about outreach to Native American/Tribal populations, we suggest you add a reference.	Language regarding this is already included on page 24, within the certification table. While staff understands the comment, it is believe that one group/community should not be singled out in this task since outreach to all communities is important.
FDOT	Include an Annual Public Involvement Evaluation of Effectiveness and whether the Public Involvement Plan (PIP) needs to be updated as a Work Product.	Language has been added. The PIP is updated every four years or more frequently if needed.
FDOT	Page 41, Consider rewording South Florida Commuter Services (SFCS) to include coordination on developing and implementing an annual work plan that applies Transportation Demand Management (TDM) techniques in support of Broward MPO's and FDOT's mission/vision.	Language has been changed as appropriate.

FDOT	Page 41-42, In the Previous Major Accomplishments section and/or the Work Products section, include reference to the continuing partnership between the MPO and FDOT in carrying out the annual work plans for SFCS.	Language has been added.
FDOT	Page 42, Develop a "working relationship with Florida Atlantic University (FAU)" – Make this a measurable statement. Identify the performance measure or the goal or target to achieve.	This is an achievement. Language has been updated as appropriate.
FDOT	Include a work product on the regional involvement efforts of the Broward MPO.	An appropriate work product has been added.
FDOT	Clarify the use and source of Section 5307 funds and how these are being transmitted to the Broward MPO. Clarify if Section 5307 funds are allocated to SFRTA and/or BCT and then transmitted to Broward MPO.	The use of these funds is described in the footnote, as with all tasks. The source of funds is a federal grant award. The Broward MPO is a direct recipient of FTA funds. The footnote has been updated.
FDOT	<u>Task 1.6 FDOT Match for FTA</u>	
FDOT	Clarify that this task reflects FDOT work. If it does, the Major Accomplishment section should reflect FDOT's modeling efforts, for example.	Task 1.5 and 1.6 are District 4 requirements and represents FDOT work. We rely on District 4 staff to provide an update to their tasks. This update has not been provided. In the future, MPO staff will not include these two tasks as they are redundant to figures provided in the funding tables and the FDOT District 4 Planning activities provided in Section VI. These tasks do not lend to a better understanding of what Broward MPO staff is responsible for.
FDOT	Explain what "multi-year support for the Broward MPO UPWP" means on Previous Major Accomplishment section.	See above response for this task.

FDOT	<u>Task 2.1 Highway Transit and Safety Data</u>	
FDOT	Coordinate with FDOT for a FY 2016 pilot program on data collection for key static locations (20-25) where all modes will be counted on the same day, at the same location.	Appropriate language has been added.
FDOT	Add language on the Broward MPO's participation in the implementation of the FHWA Port Everglades Commodity Study (SEA-21 award)/grant.	Level of detail is not appropriate for this task.
FDOT	Add language on the Broward MPO's participation in the 2015 Southeast Florida Regional Household Survey, as well as language on the importance of the survey itself. <ul style="list-style-type: none"> • Show the Broward MPO is working together with Miami-Dade and Palm Beach MPOs on the household survey implementation. • The Miami-Dade MPO is the lead agency managing the household survey and should be included in Other Agencies. 	Appropriate language was already included. At this time, Broward MPO staff is not convinced of the importance of this survey. Therefore, language to this effect will not be included. However funding is available/programmed, if needed, and documented in this task.
FDOT	Pages 47-48, Task 2.1: This task shows \$500,000 budgeted for consultants for "Origin & Destination Data Collection." Does that include the Broward MPO's \$225,000 contribution toward completion of the 2015 regional household travel survey to be managed by the Miami-Dade MPO? It would be clearer if the Broward MPO's UPWP used the same terminology as the Miami-Dade and Palm Beach MPOs to describe the survey and how it is being managed and jointly funded.	Clarifying language has been added and budget figures have been updated as appropriate. Please note that the \$500,000 budgeted could go to the regional efforts as well as local efforts as appropriate. Also, see response above.
FDOT	<u>Task 2.2 Land Use and Trafficways Impact Analysis</u>	
FDOT	Review other related strategic plans and documents used in the transportation planning process such as, but not limited to the Transportation Development Plan (TDP) so that better multimodal planning can be implemented consistent with the direction of the LRTP, as this task is focused primarily on consistency of land use	Language on the review of the TDP is provided in Task 3.6 Transit Planning and Development. Review of other documents is provided in other appropriate tasks/sections as needed.

	and Trafficways amendments with the LRTP. A robust consistency check with other plans and documents will also improve the integration of other modes in the transportation planning process primarily through enhanced coordination, compatibility amongst multiple planning documents (short and long range) and shared understanding of local and regional transportation visions.	We are considering removing this Task for the next UPWP update as it is limited in scope and only relates to services we provide to other agencies related to land use and trafficways.
FDOT	Task could be a bullet within other tasks or a more robust section should be created by adding references to pertinent sections. Preference is to keep as is, but maybe mention sample projects.	See comment above.
FDOT	Include the Efficient Transportation Decision Making (ETDM) process for consistency as mentioned in Task 3.1. All consistency checks should be included in this task as well.	Appropriate updates to this Task have been provided. However, MPO staff believes that too much overlap for "consistency" sake will create confusion. Data collection efforts for each Task/Project should remain with that Task/Project as data collection efforts are performed under a Consulting Contract for such specified projects (i.e. LRTP, CM/LP, etc.). Those data collection efforts outside a specific Task's/Project's will remain in the Data Collection Section.
FDOT	<u>Task 3.1 Long Range Transportation Planning</u>	
FDOT	Remove "Developed Final Cost Feasible Plan" as Previous Major Accomplishment since it has not been done yet.	Language has been updated as appropriate.
FDOT	Please define the LRTP interim update and associated costs (\$375K in FY2015) and its distinction to LRTP amendments.	A footnote describing the activities for the LRTP update was provided. Please refer to this footnote for details. This applies to all tasks.
FDOT	Pages 52-53 , Task 3.1: What accounts for the significant amount of PL, 5303 (and match), and STP funds budgeted for the LRTP task (\$1,242,518) and the amount of PL and 5303 (and match)	Please read the footnotes for details. While the LRTP will be completed by the end of the year, there are other efforts

	funds budgeted for the Regional Transportation Planning task (\$271,740), when the plans are to be complete before the end of FY 15.	which will continue, such as the development of performance measures, development of a 2040 programmatic process, etc. as described in the footnote. Staff time is also needed to manage these efforts. For the regional task, budget numbers have been updated and see footnote for Climate Change efforts and funding and contributions to the regional efforts.
FDOT	<u>Task 3.2 Regional Transportation Planning</u>	
FDOT	Mention the Seven50 Plan and how will the Broward MPO LRTP help implement it.	Language has been updated as appropriate.
FDOT	Include the climate change pilot that Broward MPO is managing in the Methodology.	Language has been updated as appropriate.
FDOT	Include the Regional Household Survey and how the Broward MPO will assist in the effort.	Language has been updated as appropriate. For details on financial assistance for this effort please see Task 2.1 and the responses for Task 2.1.
FDOT	Use the results of the regional household survey to identify demand for regional transit services including express buses, commuter rail, and other modes.	So noted.
FDOT	The level of effort that will be put in place for future regional planning activities should be mentioned.	So noted in the Task.
FDOT	Maintenance of South East Regional Planning Model (SERPM) 6.7 and SERPM 7 updates should be coordinated and mentioned in the Final UPWP.	Language has been updated as appropriate.
FDOT	Last Methodology bullet should say 10-Year Transit Development Program instead of 5-Year.	Change has been made.

FDOT	Language and activities should be consistent with Broward and Miami-Dade MPO's tasks on regional planning to reflect coordination on regional activities.	Language has been updated as appropriate.
FDOT	Pages 55-56, Task 3.2: The MPO's administrative and other work on the Southeast Florida Transportation and Climate Change Integration Pilot Project should be added under Methodology. The related amount in the budget should reflect anticipated conditions as of July 1, 2014. The \$261,193 budgeted is the balance remaining for consultant support as of November 2, 2013. The final transfer of \$100,000 in PL funds for the current regional consultant contract for SEFTC, including 2040 Regional Transportation Plan development, will be in FY 14/15. Is the \$100,000 in PL funds in FY 15/16 for the next regional consultant contract for SEFTC?	Climate Change efforts were included in the methodology. The budget has been updated based on anticipated expenditures. Yes, the \$100,000 in FY 15/16 is for the next regional consultant. Please see the footnote.
FDOT	<u>Task 3.3 Congestion Management Process/Livability Planning</u>	
FDOT	Consider Transportation Demand Management (TDM) as a possible strategy to relieve congestion and create livable communities as part of the methodology for conducting the task.	Language has been updated as appropriate.
FDOT	Include a list of examples like Signal Operations, Intelligent Transportation System (ITS)/Advanced Traffic Management System (ATMS) enhancements, and active traffic management to the i.e. list to address signalization as a congestion management and livability planning strategy. These strategies compliment the goals related to congested management and livability and are necessary in order to achieve the maximum benefit from the recommendations that are likely to come out of these assessments.	Language has been updated as appropriate.
FDOT	Check the grant amount for the Climate Change under Other Federal Consultant, FHWA. A note mentioning the grant date extension should be added.	Climate Change is included in Task 3.2, not this task. Task 3.2 was modified to include the total cost of the grant with soft match, along with the estimated completion of the project by the consultant in December 2014 under the Work Product section.

FDOT	Revise the methodology to Identify potential TDM strategies, including developing an implementation plan and securing public agency support. One possible activity could include support for adoption of Commute Trip Reduction (CTR) ordinances based on CTR plans.	Language has been updated as appropriate.
FDOT	The objectives and performance targets for the CMP strategies need to be considered as part of the strategy development. Such as "decreased head ways" "improved travel time reliability, as measured by Travel Time Index". If the target is understood, the strategy and recommended investment will be easier to identify and easier to measure its success.	This language was included. However, additional language has been added as appropriate.
FDOT	Please consider adding a bullet point that mentions that the process will include an assessment of existing funding levels and needed Operation and Maintenance (O&M) funding. The goal of this new bullet would be to have a plan for funding O&M, and whether it includes County funds, City funds, and/or FDOT funds?	Staff feels that this is not the appropriate task to mention O&M funding and has included appropriate references in Task 1.4 as it relates to the Speak Up Broward Efforts on how to fund the transportation system Broward residents want. Language has also been added to Task 3.6. Transit Planning and Development.
FDOT	Clarify if Project Development and Environmental (PD&E) funds are being received. PD&E funding should be removed if included in consultant totals.	PD&E funds are not being used. This reference has been eliminated.
FDOT	<u>Task 3.4 Transportation Improvement Program</u>	
FDOT	Remove enhancement program language needs.	Language has been updated as appropriate. However, please note that "Enhancements" and "Alternative" have different meanings, so not all references to "Enhancements" have been changed. In this case "Enhancements" include scenic highway designations,

		landscaping/drainage to improve the transportation experience, etc.
FDOT	Coordinate with FDOT and ensure consistency on documentation for NEPA purposes.	Language has been updated as appropriate.
FDOT	Include ETDM references as it relates to the TIP and the corresponding task that is being accomplished in.	Language has been updated as appropriate.
FDOT	Include more consistency checks in this task, such as comparisons to comprehensive plans or other plans. Do not rely only on ETDM.	Sufficient language was included in the methodology.
FDOT	Per FDOT and FHWA instructions, add previous years budgets in total cost information to the Transportation Improvement Program (TIP). This is potentially a large effort that will require additional resources to be allocated.	Language has been updated as appropriate. This type of information is already included within the TIP.
FDOT	<u>Task 3.5 Freight and Goods Management/Intermodal Planning</u>	
FDOT	Include in the Task Purpose section a more clear description that seaports and airports are more than just freight, they include airline and cruise passengers as well.	Language has been updated as appropriate.
FDOT	Reference the data collection efforts for freight in this task.	Language has been updated as appropriate.
FDOT	Coordinate with FDOT on railroad crossing delay monitoring.	Language has been updated as appropriate.
FDOT	Remove "Implementation of Intermodal Transfer Container Facility (ITCF) at Port Everglades" as project will be completed before FY 2015.	This was language was received from the Port.
FDOT	Clarify if the Regional Freight Plan will be completed July 2015.	Language has been updated. It will be completed in 2015.

FDOT	Clarify the \$75K for FY 2015 for the Regional Freight Plan if it will be completed for FY 2014.	Clarification language has been added. Please see the footnote.
FDOT	Other Agencies should include Port Everglades, Fort Lauderdale/Hollywood International Airport (FLL), Florida East Coast (FEC) rail corridor, CSX rail corridor, and SFRTA.	Added.
FDOT	Add activity to participate/coordinate with the State's Freight Mobility Trade Plan (FMTP).	Language has been updated as appropriate.
FDOT	<u>Task 3.6 Transit Planning and Development</u>	
FDOT	Regional Transit Vision should be mentioned in this task and throughout the plan.	Language has been added as appropriate.
FDOT	Include activities for South Florida Commuter Services.	Language has been added as appropriate.
FDOT	Include a methodology task to participate with agency partners on the cross agency Transit Oriented Development (TOD) Task Team to facilitate creative strategies and effective approaches to accelerate the implementation of TOD in the region.	Language has been added as appropriate.
FDOT	Include a methodology task to participate in the development of outside agency transit alternatives analysis/corridor studies.	Transit AAs are no longer being conducted because of the lack of dedicated O&M funding. Appropriate language is included in Task 3.3 where congestion management/livability studies are identified. These types of studies have replaced the AA efforts. However, language has been added to task 3.6 to work with partners on their transit corridor development efforts.
FDOT	Expand the bullet "Work with local and regional transit operators to implement fare interoperability." To include mobile ticketing, smart phone apps for trip planning/bus locator, and Park-and-Ride lots to	Language has been updated as appropriate.

	support express bus service.	
FDOT	Clarify the source of the \$450,000 funds assigned for Fare Interoperability.	Clarification has been provided.
FDOT	Add technical assistance to local partners.	This is understood throughout the many bullets within this task.
FDOT	Clarify the use of Section 5307 to fund planning studies such as Comprehensive Operational Analysis (COA) and TDP, is the MPO leading those studies.	BCT is leading these studies. These have been provided for informational purposes only as this is a requirement of FTA. Please see the statement provided before these efforts and footnotes for clarification.
FDOT	All studies, projects, initiatives included in the budget should be referenced as a Work Product in this task and throughout the plan.	Language has been added as appropriate.
FDOT	<u>Task 3.7 Complete Streets and Transportation Related Enhancements</u>	
FDOT	Include the Planning Emphasis Area (PEA) from Central Office to prepare a Bike/Pedestrian safety plan.	This language was already included within the methodology and work product sections and budget item under Complete Streets. Please read these sections and footnotes.
FDOT	Please mention the greenway plans under this task.	Language has been added as appropriate.
FDOT	Page 68, Task 3.7, third entry in Previous Major Accomplishments: See comment on Page 11 regarding tools addressing multimodal quality/level of service.	Please see response to this question above.
FDOT	<u>BUSINESS PLAN</u>	

FDOT	Page 71, Business Plan: The entries for Tasks 3.1 and 3.2 appear to assume a multi-plan approach will be taken for the 2045 planning cycle as it was in prior planning cycles. Since federal regulation allows multiple MPOs for a single UZA to develop a single metropolitan transportation plan (LRTP) and/or a single TIP for the entire UZA (23 CFR 450.314(d)), suggest adding a FDOT note indicating that option may be considered for the 2045 planning cycle.	This table has changed and consideration for this language is included as warranted.
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