



Prepared by:

**Federal Highway
Administration**
Florida Division

**Federal Transit Administration
Region 4**

**2007
Certification
Report**

*Miami Urbanized
Area*

*Palm Beach, Broward,
and Miami-Dade
Metropolitan Planning
Organizations*

August 24, 2007

TABLE OF CONTENTS

I. INTRODUCTION

A. Overview of the Federal Certification Process	1
B. Scope of the Certification Review	2
C. Objectives of the Certification Review	2
D. Federal, State, Local and Public Participation in the Review	3

II. PALM BEACH METROPOLITAN PLANNING ORGANIZATION

A. Overview of the Certification of the Palm Beach MPO	7
B. Findings from Previous Review and MPO Responses	7
C. Organization and Management of the Planning Process	11
1. Description of the Planning Area and Local Agencies	11
2. Metropolitan Planning Organization Structure	12
3. Unified Planning Work Program	13
D. Products of the Planning Process	14
1. Long Range Transportation Plan	14
2. Transportation Improvement Program	15
E. Elements of the 3-C Planning Process and Related Activities	22
1. Planning Factors	22
2. Financial Planning	24
3. Public Involvement / Title VI	24
4. Intermodal Activities / Freight / STRAHNET	30
5. Transit / Transportation Disadvantaged / Bicycle and Pedestrian	31
6. Air Quality and Environment Considerations	34
7. Congestion Management System	34
8. Safety and Security Considerations	36
9. Intelligent Transportation Systems	37
10. Travel Demand Forecasting / Land Use	38
11. Transition to SAFETEA-LU	38
F. Findings	39

III. BROWARD COUNTY METROPOLITAN PLANNING ORGANIZATION

A. Overview of the Certification of the Broward MPO	45
B. Findings from Previous Review and MPO Responses	45
C. Organization and Management of the Planning Process	49
1. Description of the Planning Area and Local Agencies	49
2. Metropolitan Planning Organization Structure	50
3. Unified Planning Work Program	52
D. Products of the Planning Process	54
1. Long Range Transportation Plan	54
2. Transportation Improvement Program	56
E. Elements of the 3-C Planning Process and Related Activities	57
1. Planning Factors	57
2. Financial Planning	58
3. Public Involvement / Title VI	59
4. Intermodal Activities / Freight	64
5. Transit / Transportation Disadvantaged / Bicycle and Pedestrian	65
6. Air Quality and Environment Considerations	68
7. Congestion Management System	68
8. Safety and Security Considerations	69
9. Intelligent Transportation Systems	71
10. Transition to SAFETEA-LU	72
F. Findings	73

IV. MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

A. Overview of the Certification of the Miami-Dade MPO	79
B. Findings from Previous Review and MPO Responses	79
C. Organization and Management of the Planning Process	81
1. Description of the Planning Area and Local Agencies	81
2. Metropolitan Planning Organization Structure	83
3. Unified Planning Work Program	87

D. Products of the Planning Process	88
1. Long Range Transportation Plan	88
2. Transportation Improvement Program	92
E. Elements of the 3-C Planning Process and Related Activities	95
1. Planning Factors	95
2. Financial Planning	97
3. Public Involvement / Title VI	98
4. Intermodal Activities / Freight / STRAHNET	105
5. Transit / Transportation Disadvantaged / Bicycle and Pedestrian	108
6. Air Quality and Environment Considerations	113
7. Congestion Management System	114
8. Safety and Security Considerations	116
9. Intelligent Transportation Systems	118
10. Travel Demand Forecasting / Land Use	119
11. Transition to SAFETEA-LU	121
F. Findings	122

V. MIAMI URBANIZED AREA REGIONAL COORDINATION

A. Background	129
B. Southeast Florida Transportation Council	129
C. South Florida Regional Transportation Authority	131
D. Long Range Planning	131
E. Project Prioritization	132
F. Performance Measurement	133
G. Unified Planning Work Program	133
H. Public Involvement	134
I. Land Use Strategies	134
J. Air Quality	135
K. Regional Projects	135
L. Regional Coordination Meeting	136

VI. APPENDICES

Appendix A	Palm Beach MPO Site Visit Participants	141
Appendix B	Palm Beach MPO Certification Review Agenda	143
Appendix C	Palm Beach MPO Public Meeting Notice	147
Appendix D	Palm Beach MPO Public Meeting Minutes / Comments	149
Appendix E	Broward MPO Site Visit Participants	155
Appendix F	Broward MPO Certification Review Agenda	157
Appendix G	Broward MPO Public Meeting Notice	161
Appendix H	Broward MPO Public Meeting Minutes / Comments	163
Appendix I	Miami –Dade MPO Site Visit Participants	169
Appendix J	Miami-Dade MPO Certification Review Agenda	171
Appendix K	Miami-Dade Public Meeting Notice	175
Appendix L	Miami-Dade Public Meeting Minutes / Comments	177
Appendix M	Miami Urbanized Area Map	181
Appendix N	Regional Coordination Meeting Participants	183
Appendix O	Miami Urbanized Area Regional Coordination Meeting Agenda	185

I. INTRODUCTION

A. Overview of the Federal Certification Process

The Intermodal Surface Transportation Efficiency Act (ISTEA) established a requirement in 23 U.S.C. 134 and 49 U.S.C. 1607 for the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes in metropolitan areas with over 200,000 population (i.e., Transportation Management Areas (TMAs)) at least every three years. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005 continued this requirement, but extended the timeframe to at least every four years.

Prior to 2000, Palm Beach County, Broward County and Miami-Dade County, along with their respective Metropolitan Planning Organizations (MPOs), each comprised a Transportation Management Area (TMA). As a result of the 2000 Census, the Miami Urbanized Area now encompasses Miami-Dade, Palm Beach and Broward Counties and their respective MPOs within one TMA. As such, each MPO's certification review information is included in this one, unified report that represents the Miami TMA.

These reviews also must “provide for public involvement appropriate to the metropolitan area under review.” Moreover, 23 U.S.C. 134(i)(5)(B) states that these certifications may be issued if: (i) the transportation planning process complies with the requirements of 23 U.S.C. 134 and 49 U.S.C. 1607 (as amended) and other applicable Federal requirements and (ii) there is a Transportation Improvement Program (TIP) for the TMA that has been approved by the Metropolitan Planning Organization (MPO) and the Governor (or Governor’s designee). Moreover, the FHWA/FTA certification finding remains in effect for four years, unless a new certification finding is issued sooner.

The FHWA Florida Division Office and the FTA Region IV Office began conducting TMA Certification Reviews in Florida in August 1994, utilizing a process that consists of four primary activities for each review:

1. A “desk review” of selected TMA planning process documents;
2. A site visit with staffs from the TMA’s various planning agencies (e.g., the MPO, Florida Department of Transportation (FDOT), local/regional transit service provider, and other participating State/local agencies), including opportunities for local elected officials and the general public (particularly the traditionally underserved and traditionally underrepresented) to provide comments on the TMA planning process;

3. FHWA/FTA preparation of a *TMA Certification Review Report* that documents the certification review's findings; and
4. A formal FHWA Division Office presentation of the review's findings and FHWA/FTA certification action at a future meeting of the respective MPO Policy Board.

B. Scope of the Certification Review

The purpose of this review was to allow FHWA and FTA to evaluate whether the transportation planning process meets joint FTA and FHWA planning regulations, and to certify, as appropriate, the planning process as required by 23 CFR 450.334, entitled "Metropolitan Planning Process: Certification." As part of this review, the team considered products and materials related to the transportation planning process including the:

1. Long Range Transportation Plan (LRTP);
2. Transportation Improvement Program (TIP);
3. Unified Planning Work Program (UPWP); and
4. Congestion Management Process (CMP)

C. Objectives of the Certification Review

The objectives of the planning certification review are to determine if:

1. Planning activities of MPO, FDOT, and other agencies with responsibilities for transportation planning are conducted in accordance with FHWA and FTA regulations, policies, and procedures including the provisions of ISTEA, TEA-21, and SAFETEA-LU;
2. The transportation planning process for the metropolitan planning organization is a (3-C) (continuing, cooperative, and comprehensive) process that results in the development, implementation, and support of transportation improvements;
3. The UPWP adequately documents MPO's transportation planning activities and all other significant transportation planning activities occurring in the area;
4. The transportation planning products, including the LRTP and TIP reflect the identified transportation needs, priorities, and funding resources;
5. Products of the transportation planning process are multi-modal in perspective, complete, based on current information, and interrelated;

6. Requirements and objectives of ISTEA, TEA-21, SAFETEA-LU, the Clean Air Act Amendments (CAAA), Title VI of the Civil Rights Act, and the Americans with Disabilities Act (ADA) are considered and incorporated where appropriate into the planning process and supported through development activities; and
7. The issues raised during the last Federal Certification review have been addressed by MPO.

D. Federal, State, Local and Public Participation in the Review

Oversight of the compliance with federal rules and regulations by those receiving federal highway and transit funds, is accomplished by the United States Department of Transportation, Federal Highway Administration (FHWA), Florida Division Office and the Federal Transit Administration (FTA) Region 4 Office. Among other activities, FHWA/FTA have responsibility for: reviewing and approving the annual unified planning work program; reviewing the Long Range Transportation Plan and Transportation Improvement Program (TIP); reviewing amendments to the Long Range Transportation Plan; FHWA approving highway amendments to the Statewide Transportation Improvement Program (STIP) and FTA approving transit only STIP amendments; FHWA making a finding of conformity in Air Quality areas; and making various eligibility determinations.

The site visit portion of the certification review process is conducted by a federal review team comprised of representatives from FHWA and FTA. The participants in each federal review team for the Palm Beach, Broward County and Miami-Dade MPO site visits are included in each MPO's individual section of this report.

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Section II

Palm Beach Metropolitan Planning Organization

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II. PALM BEACH METROPOLITAN PLANNING ORGANIZATION

A. Overview of the Certification of the Palm Beach MPO

On May 2-4, 2007, a team of representatives from FHWA and FTA met with representatives of the Palm Beach MPO, the Florida Department of Transportation (FDOT), local agencies and the public to conduct the certification review for the Palm Beach MPO. The site visit consisted of structured meetings with staff from the regional, local, and state agencies responsible for transportation planning, and the major public transit providers. The site visit also included an open forum at which members of the public spoke.

The Federal Review Team was composed of the following individuals:

1. Lee Ann Jacobs, FHWA – Florida Division, Transportation Planner
2. James Garland, FTA – Region IV, Community Planner
3. Shakira Crandol, FHWA – Florida Division, Professional Development Program Trainee

The review team met with representatives of the MPO, FDOT, Palm Tran, and South Florida Regional Transportation Authority (Tri-Rail), the Technical Advisory Committee, and the Citizens Advisory Committee. Individuals on staff of the state and various local transportation agencies were interviewed or provided input during the review. Please see Appendix A for a list of people in attendance for the site visit. The site visit agenda is shown in Appendix B.

The public was presented an opportunity to provide input to the review team and express their concerns on transportation planning issues during the course of the review meetings. A public meeting, designed to elicit comments from the public on the MPO planning process, was held at 3:00pm on May 2, 2007, in the VISTA Center at 2300 North Jog Road in West Palm Beach. A copy of the notice is included as Appendix C. The notice was also posted on the MPO's website. Comment forms were provided for those that wanted to submit comments, but did not wish to speak publicly. The meeting minutes and public comments received are included as Appendix D.

B. Findings from Previous Review and MPO Responses

The following items represent a summary of the overall findings and recommendations for further action that were included in last certification review report issued on May 24, 2004. These findings, identified as corrective actions and recommendations, are intended to not only ensure continuing regulatory compliance of the Palm Beach MPO transportation planning process with federal planning requirements, but to also foster good planning practice and improve the transportation planning program and process in the area.

Previous Corrective Actions

Three Corrective Actions were issued by the review team as a result of the last review. A summary of the Corrective Actions and the MPO's activities to address these findings follows.

1. Congestion Mitigation and Air Quality: The MPO needs to establish and document a process for the solicitation and selection of Congestion Mitigation and Air Quality (CMAQ) projects, in accordance with the CMAQ Guidance by January 1, 2005.

Response: The MPO staff developed a procedure to use in soliciting and evaluating CMAQ projects submitted by local governmental agencies. This procedure was reviewed by FDOT and the Technical Advisory Committee and the Citizens Advisory Committee. On December 16, 2004, the procedure was presented to the MPO with the comments and recommendations received during the review process. Following the staff presentation, the MPO adopted the procedure. However, since the Southeast Florida Airshed was re-designated as an attainment area in 2005, Palm Beach County no longer receives CMAQ funds.

2. Transportation Improvement Program: The MPO needs to provide documentation of their criteria and process for prioritizing projects for inclusion in the TIP, per CFR 450.324 by May 1, 2005. This process should identify all criteria used to evaluate the projects, and the various weights assigned to each criterion. If the MPO prefers one type of project over others for a category, this preference needs to be documented as part of the process. The MPO should strive to achieve the best practice identified in FDOT's "State of the Practice in Project Prioritization" (Cambridge Systematics, April 2004) whereby "The process should be formal, documented and transparent and mechanisms should be in place to ensure that criteria are fairly and uniformly applied".

Response: The MPO staff reviewed the current process and other procedures used by Florida MPOs. The staff also explored data collection opportunities available as the result of new technology. This information was used to develop criteria for use in prioritizing projects. The procedure was presented to the TAC, CAC and MPO in April and adopted. The procedure was used to establish the priorities set by the MPO for the FY 07-11 Transportation Improvement Program.

3. Joint Partnership Agreement: The Joint Partnership Agreement (JPA) for the Transportation Planning Funds was last approved on December 12, 1980. This agreement needs to be updated before the next federal certification. A new boilerplate agreement is available from FDOT.

Response: The MPO obtained the new boilerplate from the Department and executed an agreement with FDOT on October 27, 2006.

Following review of the MPO activities addressing the Corrective Actions required by the Federal Modal agencies, the MPO was fully certified on August 16, 2005.

Previous Recommendations

A summary of the Recommendations from the last review and the MPO's activities to address these recommendations follows.

1. Long Range Transportation Plan (LRTP): As part of the 2030 LRTP development, the MPO should enhance the direct link between the objectives and how the MPO demonstrates that the objectives have been met (the computation of the Measures of Effectiveness). Prior to adopting the Cost Feasible Plan, the 2030 plan should be evaluated to determine if the objectives have been met. This analysis should be documented as part of the LRTP.

Response: The MPO staff reviewed the Measures of Effectiveness and made adjustments to relate the measurements to the objectives. The Measures were also modified to provide meaningful measurements easily obtained that provide a means to determine if the objective is being met. These items were used in a "Report Card" for each LRTP alternative presented to the MPO, its committees and the public. This information is documented in the adopted 2030 Plan.

2. Public Involvement: A periodic review of the public involvement plan is recommended to ensure that the traditionally underserved groups are included in the planning process. The MPO should continue to work toward obtaining greater involvement by all jurisdictions within the MPO boundary, and ensure their adequate representation on the various MPO policy and technical committees. Public involvement activity evaluations and assessments made against the measures of effectiveness as defined in the Public Involvement Plan (PIP) should be well documented. It is suggested that evaluation methods be applied at least annually to ensure effective public participation.

Response: The MPO will develop methods to evaluate the effectiveness of the PIP and apply those techniques on an annual basis. The results will be documented and used to provide opportunities for improved participation by the traditionally underserved and other interested parties. MPO staff attended a public involvement course presented by NTI to gather information on practices and procedures used by other MPOs.

3. Title VI: It is recommended that MPO staff participate in Title VI training as provided by FDOT and FHWA to become more familiar with Title VI issues related to traditionally underserved populations, such as low-income and minority groups as they pertain to the transportation planning process.

Response: The MPO Director and Public Information Specialist attended a two-day class for Title VI. The class was taught by representatives from FDOT and FHWA.

4. Citizen Advisory Committee Membership/Involvement: The MPO is encouraged to continue working toward and maintaining and maintain a representative composition

of Palm Beach County residents on the Citizen Advisory Committee (CAC). This includes: 1) keeping vacancies filled; 2) making participation meaningful; and 3) having inclusive representation of all income levels and population types (including minority populations) that reside within the MPO area.

Response: The MPO staff reviewed the current composition of the CAC and is seeking to provide for more diverse membership and increase the opportunities to participate. Attendance rules were implemented and are being used to replace inactive members. The staff has increased efforts to involve CAC members in the planning process to a greater degree and has meetings only when significant issues are involved in order to maintain member interest. A survey was distributed to current CAC members related to meeting time and location, areas of interests and suggestions to improve the meetings. The staff is incorporating the results into changes for the CAC.

5. Coordination with Planning/ITS/Safety: It is recommended that better coordination needs to occur between the areas of planning, intelligent transportation systems and safety. Intelligent Transportation Systems (ITS) and safety projects are not often included in or during the MPO transportation planning process. As such, system-wide improvements resulting from safety and ITS improvements could be better addressed, rather than on a project by project basis. MPO participation on the Community Traffic Safety Team would enhance the ability to better coordinate transportation planning with safety issues. District outreach to the MPO on the regional architecture (perhaps through the ITS subcommittee), as well as MPO adoption of the regional architecture, would enhance the ability to integrate ITS projects into the transportation planning process, and assist in meeting Rule 940 requirements for future use of federal funds for ITS projects after February 7, 2005.

Response: The MPO has worked with the FDOT District office and accepted the regional ITS architecture, meeting the requirements of Rule 940. The 2030 LRTP acknowledges the regional ITS architecture and includes funding for implementation of ITS projects. A long standing policy in the priorities for the TIP calls for inclusion of ITS components in transportation projects when appropriate and the opportunity exists. The MPO staff has attended meetings of the Community Traffic Safety Team.

6. TIP/Air Quality: As the TIP is updated and amended during the next year, the MPO should be cognizant of projects that may cross a conformity analysis year and require a conformity determination using the regional emissions analysis. FHWA/FTA should be also notified as soon as draft TIPs and CDRs are ready for public availability to provide adequate time for their review.

Response: Palm Beach County was re-designated as an attainment area in July 2005 using the 8-hour ozone standard and is no longer required to perform conformity analysis.

7. Intelligent Transportation Systems (ITS): The MPO needs to adopt the regional architecture through resolution or as part of their LRTP. This action is needed to be consistent with FDOT guidance for implementing Rule 940, so that the MPO may

continue to use federal funds for ITS projects after February 7, 2005.

Response: The 2030 LRTP acknowledges the regional ITS architecture and includes funding for implementation of ITS projects. The MPO has worked with the FDOT District office and accepted the regional ITS architecture, meeting the requirements of Rule 940.

8. Amendment Authority: If the MPO Director has been given the authority by the MPO Board to approve TIP and STIP Amendments, and/or other administrative actions on their behalf, an approved resolution or agreement to that effect should to be provided to FHWA/FTA for their files. The documentation should spell out the conditions for which the Director is allowed to use this authority.

Response: The MPO adopted a resolution providing for the Director's authority to perform administrative approvals and actions on April 20, 2006.

C. Organization and Management of the Planning Process

1. Description of the Planning Area and Local Agencies

For transportation planning purposes, the Palm Beach MPO's jurisdiction includes all of Palm Beach County and the 37 municipalities therein. As of the 2000 census, over 1.1 million people live in Palm Beach County. West Palm Beach and Boca Raton are the two largest cities in the County, with populations of over 82,000 and 74,000 respectively. A map of the Miami Urbanized Area, including Palm Beach County, is shown in Appendix M.

Located along Florida's east coast, Palm Beach County is one of the two largest counties in Florida, with approximately 2,023 square miles of land area (not including lakes), measuring approximately 50 miles east-west and 45 miles north-south. While the eastern portion of Palm Beach County is largely urban, the western portion is largely rural, with expansive wetlands to the southwest and agriculture dominating the northwestern end of the County. Over 95% of the county's population resides along the east coast and the remaining residents in the western area, with approximately 20 miles separating the two areas.

There are large areas of predominantly elderly and retired populations, many on fixed incomes. There are many gated communities with limited access to the transportation network and limited means internally to access the network. There are many developments with lower densities located in the northern and western areas of the eastern area. Income ranges from very low to very high in areas with close proximity. These factors combine to present many challenges and opportunities for transportation.

Along with Broward and Miami-Dade counties, Palm Beach County is part of the Southeast Florida airshed, which was initially designated as an ozone "moderate" non-attainment area under the one-hour ozone National Ambient Air Quality Standards (NAAQS), pursuant to the passage of the 1990 Clean Air Act Amendments. In July,

2005, the entire state of Florida was re-designated as an attainment area due to a new 8-hour ozone standard. As such, the MPOs in Florida are no longer required to conduct conformity analyses. However, air quality remains as a monitoring issue.

A large and diverse group of state and local agencies participate in transportation planning for the MPO area. A number of these agencies receive, or are eligible to receive, federal transportation funds either through the state of Florida, or directly from the Federal government. Examples of these types of agencies include SFRTA/Tri-Rail, Palm Tran, Florida Department of Transportation, and the Palm Beach County Department of Airports.

There are other agencies in the Palm Beach area that are involved in the transportation planning process that do not receive federal surface transportation funds on a regular basis. These include: the Florida Department of Environmental Protection, Palm Beach County Engineering and Public Works Department, Palm Beach County Planning, Zoning and Building Department, Palm Beach County Health Department, Treasure Coast Regional Planning Council, Palm Beach County School Board and local municipalities.

No significant changes have occurred in the urbanized area since the last Certification requiring a change in the transportation planning process for Palm Beach County. There are some proposals in the western communities that may necessitate an increase in the level of analysis for the area, but these proposals have not progressed to the point of need.

2. Metropolitan Planning Organization Structure

The Palm Beach MPO is the lead agency responsible for determining overall policy affecting long-range and short-range transportation programs and plans for Palm Beach County, Florida.

Joint Partnership Agreements (JPAs) and other planning agreements entered into by the MPO provide overall guidance in defining the products created and maintained by the MPO in the transportation planning process. These agreements also define the partnerships and roles of the various agencies and provide the linkages with various partners in the transportation planning process to carry out the requirements of the federal and state laws and statutes, while retaining the flexibility needed to address the concerns specific to the area.

The following JPAs and other agreements are in effect with the execution dates indicated below:

- Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement - July 13, 1999 (coordination of multimodal transportation planning and comprehensive plans).
- PL Joint Participation Agreement -October 27, 2006 (funding of transportation

planning activities using FHWA sources)

- MPO Interlocal Agreement – October 13, 2004 (creates the MPO to reflect membership apportionment)
- MPO Staff Services Agreement - October 22, 1985 (provides staff for carrying out MPO activities)
- Public Transportation Joint Participation Agreement – August 10, 2004 (provides for FTA Section 5303 funding)
- Southeast Florida Transportation Council Interlocal Agreement – January 9, 2006 (creates the SEFTC)

The Intergovernmental Coordination and Review and Public Transportation Coordination Agreement (ICAR) is undergoing revision at this time, using the FDOT standard agreement as a basis. The Agreement has been approved by the MPO, the Treasure Coast Regional Planning Council and the Port of Palm Beach. The South Florida Regional Transportation Authority has requested modifications to the basic agreement that requires approval by FDOT. The MPO is awaiting resolution of the issue before further approvals for the transit and airport operations are obtained.

The MPO should continue to monitor and review the planning agreements periodically and update them as needed.

The Palm Beach County Metropolitan Planning Organization (MPO) is composed of nineteen (19) elected officials from the County, municipalities and the Port of Palm Beach. Each member of the Board has one vote. One of the MPO Board voting memberships rotates annually between the Village of Royal Palm Beach and the City of Greenacres. The Florida Department of Transportation (FDOT) is a non-voting member.

Voting membership consists of five (5) Palm Beach County Commissioners, two representatives from each of the cities of West Palm Beach and Boca Raton, and municipal representatives from the Town of Jupiter, the City of Palm Beach Gardens, the City of Riviera Beach, the City of Boynton Beach, the City of Delray Beach, the City of Lake Worth, Village of Wellington, City of Belle Glade, Village of Royal Palm Beach, and City of Green Acres (Royal Palm Beach and Green Acres alternate membership on the board annually). A Port Commissioner represents the Port of Palm Beach. The Tri-Rail Commuter Rail Authority (Tri-Rail) is represented by a Palm Beach County Commissioner. The Palm Beach County International Airport (PBI) is a part of the County government.

An MPO member also serves on the South Florida Regional Transportation Authority (RTA) Board. MPO staff serves on the RTA Planning Technical Advisory Committee (PTAC) and the Americans with Disabilities Act (ADA) Advisory Committee.

The MPO staff is comprised of 10 full-time positions, including the director, 2 administrative staff, five planners, one finance person and one public involvement specialist. The MPO staff provides staff support to the MPO board and the MPO's advisory committees.

The primary boards and committees of the MPO are the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), the Bicycle/Pedestrian Advisory Committee (BPAC), and the Transportation Disadvantaged Coordinating Board (TDCB). These bodies review projects, plans and programs and make recommendations to the MPO Board at various times on projects within their scope of interest.

The Technical Advisory Committee (TAC) is composed of engineers and planners involved in all areas of transportation planning and operations (including fixed route and paratransit, commuter rail services, airports, seaport and bicycle/pedestrian), comprehensive planning, and environmental sciences, including air quality monitoring agencies at the municipal county and state levels. The TAC has eighteen (18) voting members, including representatives of the FDOT District 4 Offices of Planning and Environmental Management and Modal Development, Palm Beach International Airport, Tri-Rail, the Port of Palm Beach, Palm Tran, Florida Department of Environmental Protection, the County Health Department (Air Quality), and the Palm Beach School Board.

The Citizens Advisory Committee (CAC) membership includes individuals appointed by the MPO to represent various interests or population groups. The CAC is composed of citizens with varying backgrounds, age groups and geographic locations. Several members represent the aging and elderly community. Several members are involved in land development and construction, which is a significant portion of the local economy. The CAC also includes representation of the western agricultural industry, also a significant portion of the economy. Other members include a private transportation provider, a School Board member, a trucking company representative and a local environmentalist.

The Bicycle/Greenway/Pedestrian Advisory Committee (BPAC) includes individuals involved in recreation planning, traffic operations, comprehensive planning, law enforcement, and private business. The Transportation Disadvantaged Coordinating Board (TDCB) membership is set by state statute to include social service agencies, transportation operators and citizens using the system.

3. Unified Planning Work Program

The Unified Planning Work Program (UPWP) is used to: identify and define various tasks; estimate funding requirements and resources necessary to carry out activities and programs for the 3-C transportation planning process for the urban study area; and schedule these resources over the year to ensure the activities are accomplished. The relationship between the various tasks is indicated in the Program. The tasks show a progression over the years that reflect the continuity of the long range and short-range transportation plans and programs. The UPWP is used as an information document to

outline the MPO functions and activities, as well as provide guidance for local governmental units in coordinating planning activities and seeking programs to address local problems. The MPO uses the Technical Advisory Committee as the primary coordination mechanism for the development of the UPWP.

The UPWP includes new or modified work tasks, or additional activities associated with existing work tasks, that are required to address any recommendations or actions provided by FHWA/FTA from past certification reviews. A timeframe to institute necessary changes may also be included, as appropriate.

The LRTP is one of the main products of the MPO transportation planning process, and as such, serves as one of the driving forces behind all the activities of the MPO. Since the UPWP sets forth all the planning activities of the MPO in carrying out its responsibilities to meet the transportation planning requirements for Palm Beach County, the UPWP has the goals and priorities of the LRTP as its foundation.

The current UPWP includes the Federal fiscal resources required to carry out various tasks needed to continue the transportation planning process this year. The document also includes a multiyear work plan, which reflects anticipated funding requirements in coming years. These requirements include the major plan update, continuing land use and transportation planning activities, and reserves to address unanticipated transportation planning studies. The current and anticipated budgets fall within the guidelines adopted by FDOT relative to over and under allocation of federal funds by the MPO.

Federal funds are tracked through use of the UPWP tasks and time sheets maintained by MPO staff members. Overall Federal funding availability is monitored jointly by the MPO and FDOT.

The MPO develops and prioritizes activities based on: progress or completion of tasks in the current year's UPWP; "Planning Emphasis Areas" periodically or annually issued by FDOT; special needs and special requests arising or becoming apparent during the year from the MPO Policy Board or local Governments; the seven planning factors of TEA-21 (now eight factors per the passage of SAFETEA-LU in 2005); Federal regulations, including American with Disabilities Act, Title VI, etc, and rule changes; locally defined needs and tasks identified and defined by modal agencies (transit, rail, port and airport).

As Palm Beach County's anticipated growth over the next 20 years is steadily climbing, the future will highlight the importance of planning for the use of Intelligent Transportation Systems (ITS), the availability of alternative modes for travel, and the movement of freight and goods. Based on the level of effort required for the Palm Beach County area and the federal, state and local needs and priorities, the transportation planning process will continue to address a number of areas and projects in the coming year such as:

2030 Long Range Transportation Plan

The latest long range transportation plan update resulted in a Cost Feasible Plan and interim plans for use in selecting projects and preparing the TIP. Following public hearings, the Plan was adopted on December 16, 2004. After responding to requests for further information, the 2030 Plan was found in conformity and approved by the appropriate Federal agencies on March 10, 2005. The MPO has initiated a minor update to the adopted plan to reflect the financial impacts of SAFETEA and the Florida Growth Management Act of 2005. This update will also incorporate the regional long range transportation plan component prepared by the MPOs in the Miami Urbanized Area/Transportation Management Area.

Downtown Intermodal Transfer Facility/Transit Oriented Development

Tri Rail, Amtrak and Greyhound currently operate in a building on the site east of the South Florida Rail corridor tracks. The initial plan included provisions for the Palm Tran, the commuter rail service, the downtown shuttle, Greyhound, Amtrak, paratransit services, private operators, bicycle and pedestrian travel. These plans have been expanded to encompass other uses on the site and in the vicinity of the project resulting in a Transit Oriented Development (TOD). The County is moving forward with plans to construct the Intermodal Facility within the TOD area adjacent to the current station. The TOD will include transportation uses, social service agencies, commercial development and residential uses with provisions for workforce housing. The project implementation plan is being led by the Treasure Coast Regional Planning Council under an agreement with the MPO.

Regional Planning and Coordination

The Palm Beach MPO is enhancing the coordination activities carried out with various agencies in Southeast Florida. An Interlocal Agreement has been executed creating the Southeast Florida Transportation Council composed of an MPO Board member from each of the three MPOs. The Council coordinates its activities with FDOT, SFRTA and the regional planning councils. The Regional LRTP update committee has met regularly to prepare a regional component of the local LRTPs and will continue to develop regional projects. The regional plan includes roadway facilities and transit plans and programs. A document containing Goals, Objectives and Measures of Effectiveness, a Regional Corridors Map and projects along those corridors will be presented to SEFTC. Discussions are underway in the committee for land use planning activities along the regional corridors identified in the plans to encourage transit use.

The MPO staff prepares the UPWP to be user/public friendly by using brief, concise descriptions of transportation planning activities that identify responsible and participating agencies, providing an acronym list and prominently displaying contact information. The MPO provides opportunities for the public to comment on the draft UPWP prior to final adoption by the Board. The UPWP is placed in public libraries throughout the county with information on providing comments. The draft document is also placed on the MPO website and highlighted on the opening screen.

Copies of the draft UPWP are provided to the Broward and Miami-Dade MPOs for review and comment. Specific tasks related to regional planning activities and planning projects are coordinated to ensure project descriptions, responsible agencies and funding are the same. Some of these activities are coordinated through the RTA planning process.

D. Products of the Planning Process

1. Long-Range Transportation Plan

Federal law requires that TMAs develop a Transportation Plan addressing a minimum twenty-year planning horizon and that this plan be updated at least every five years in Air Quality Attainment Areas. The Long Range Transportation Plan (LRTP) must also identify major roadways, transit systems, and intermodal facilities that function as an integrated regional transportation system. The plan must identify both short term and long term actions needed to develop and maintain an integrated intermodal transportation system that is accessible and provides for the efficient movement of people and goods. The transportation plan must reflect environmental and intermodal considerations and provide a financially constrained agenda for future transportation investments.

The 2030 Long Range Transportation System Plan for Palm Beach County is a 25-year forecast based on regional needs identified through the process of forecasting travel demand, evaluating system alternatives, and selecting those options which best meet the mobility needs of the county considering financial, environmental and social constraints. It includes a multi-modal approach, integrating all transportation modes within the area, including highway, bicycle and pedestrian facilities, public transportation (i.e. PalmTran and Tri-Rail) and intermodal facilities such as airport and seaport sites. It takes into consideration such components as high occupancy vehicle (HOV) lanes, interchanges, Intelligent Transportation System (ITS), and freight mobility. The Plan serves as the primary tool used for transportation planning in Palm Beach County. The 2030 Long Range Transportation Plan was adopted by the MPO Board on December 17, 2004. The Plan received Federal approval in mid-March 2005.

The Certification Team has reviewed the Goals, Objectives and Measures of Effectiveness that were used to develop the 2030 LRTP. The MPO states that during the development of the Goals and Objectives and Measures of Effectiveness (GOMs), the TEA 21 planning factors were considered. The goals generally incorporated the overall concepts embodied in the planning factors, while the objectives and measures of effectiveness provide more specifics on how the factors apply to the transportation system in Palm Beach County. The GOMs provided direction throughout the development of the various components in the LRTP. The plan is evaluated to determine how well it meets the GOMs with this evaluation included in the documentation of the LRTP.

Alternative land use scenarios are considered in the LRTP on a limited basis. The 2030 Plan Update was used to evaluate alternatives related to redevelopment and density increases along the coastal area of the urban area. The plan was based on three levels of socio-economic land-use data. These levels included existing land-use, future land use as shown in adopted comprehensive plans, and potential development areas not yet included in adopted plans. Since the adoption of the 2030 plan, the LRTP has been used to evaluate potential development of several large agricultural areas. The Plan has also been used to determine the impacts on the transportation system associated with research facilities in various locations. The results of the evaluations performed using the LRTP provide input to the decision-making process for the comprehensive plans.

The MPO uses a number of items in a Geographic Information System (GIS) in developing and coordinating transportation and land use planning. Aerial photography is used for roadway alignments, existing laneage, and land use indications. Local land use plans with designations and densities are used in conjunction with the Traffic Analysis Zones to develop the socioeconomic data. Environmental lands are obtained from the County and other agencies. Transit routes are overlaid on base maps and land use maps. Information on minority populations and age groups from the census is available for use with various transportation components. The MPO also uses the GIS information in the Efficient Transportation Decision-Making (ETDM) process when reviewing projects.

The MPO measures the effectiveness of the LRTP using several methods. The Measures of Effectiveness are quantitative in nature, and provide for values which can be compared to adopted standards. The MPO also uses the Congestion Management System to evaluate the effectiveness of projects in the LRTP on a short-term basis using adopted standards. Each major update of the LRTP also provides an opportunity to compare proposed changes to the plan with the previous adopted plan.

The MPO states that The Palm Beach 2030 LRTP Project involved the development of a public involvement plan, the creation of community definitions, the development of a community data repository, and the development of the Palm Beach Transportation Models (Years 2000, 2010, 2015, 2020, 2025, and 2030) for the Palm Beach MPO. The approach to the project included developing public involvement procedures and a plan to be utilized throughout the project, collect and analyze area-wide information in order to identify and define the various communities and define the boundaries of all communities in Palm Beach County. Based on concentrations of citizens of similar characteristics, the consultant team developed profiles summarizing information for each community in a variety of formats that can be easily used in the transportation planning process.

The MPO states that the new data serves as the basis of future analysis and enables staff to assess social, economic, and environmental impacts in the Palm Beach MPO study area. The development of the Palm Beach Transportation Models began with a review of Socioeconomic Data and the existing Palm Beach Model and led to the development of the Base Year 2000 Transportation Model and Future Year

Transportation Models; Year 2010, 2015, 2020, 2025, and 2030. The Long Range Transportation Plan Models will lead to the development of transportation improvement projects for the future.

The validity of the assumptions used in the update of the LRTP is reviewed both at the model level and for the socio-economic data. The transportation model is validated prior to its use in each plan update to determine if the assumptions should be revised. The socio-economic data is compared with the growth which has occurred since the last update. Projections of future data are based on the most recent census information and local trends for development. The forecasts for future data are also compared with previous forecasts and information provided by the University of Florida Bureau of Economic and Business Research.

The LRTP contains a summary of existing funding sources with projections of the revenue from these sources to 2030. Revenue from Federal and State sources was provided by FDOT to 2025 with the MPO projecting revenues to 2030. The revenues were identified by program for five-year time periods. Information for the County's transportation income was compiled from the Palm Beach County Office of Financial Management and Budget. These revenues included gas tax, interest and impact fees. These revenues were converted to current dollars for comparison with cost estimates for the LRTP. Cost estimates were based on recent transportation projects and material cost estimates. Where available, cost estimates for specific projects were included. All costs and revenues were recalculated to current dollars.

The LRTP includes operations and maintenance (O&M) costs for the various modes and jurisdictions. Information on O&M costs were provided by FDOT for state roadways and by Palm Beach County for County roads. Costs associated with transit service was obtained from Palm Tran and used for future estimates. Commuter rail costs were provided by Tri Rail. Revenue from Federal and State sources was provided by FDOT. Information for the County's transportation income was compiled from the Palm Beach County Office of Financial Management and Budget gas tax revenues and impact fees. In general, the responsible agency provided information on costs and revenues for their respective operations. Few private sector endeavors were included in the LRTP. No new funding sources were proposed to meet unmet transportation needs.

FDOT provides input to the development of the LRTP and the TIP throughout the process as a part of the LRTP steering committee, the Technical Advisory Committee and one of the review agencies. Information on future plans and programs is provided through the Florida Transportation Plan and specific modal/master plans such as the South Florida East Coast Corridor Transportation Analysis Study. The MPO's adopted priorities are used by FDOT to develop their Program. The FDOT Five-Year Work Program serves as the basis for the TIP and is used in electronic form to prepare the TIP. FDOT provides information on the Strategic Intermodal System (SIS) funding and project schedule, which is incorporated into the TIP and the LRTP. Throughout the transportation planning process, the MPO and FDOT work together closely.

Proposed amendments to the LRTP require an analysis showing project costs and revenues from existing and proposed sources. If revenues are anticipated from private sources, the applicant must show commitments from that source. If a proposed project is anticipated to be implemented in place of another project, the project to be deleted must be identified. The results of these analyses and considerations are presented to the MPO board during consideration for adoption of the amendment. There have been no amendments to the long-range plan.

There have been no significant oral or written comments submitted during the adoption of the LRTP in recent years. Should such comments be received, the staff would work with the consultant and the relevant modal partner to provide a response and summary of the comment to the MPO board and the general public. In general, 30 days additional time would be provided for review of the final document with the revisions. This timeframe could be modified based on the magnitude and complexity of the changes associated with the comments or questions. The MPO board would provide direction in this matter.

Revisions to the LRTP are initiated in several ways. The staff, working with local municipalities and the County, monitors development activity in relation with the levels anticipated in the LRTP data. Where significant deviations occur, the Plan is reviewed for the impacts on the transportation system. The MPO also reviews impacts from requests of the local municipalities or the County as a result of public input in an area. These requests include changes in roadway alignment, number of lanes, possible deletion of a link, or the need for additional facilities. The results of these evaluations are presented to the requesting authority for further consideration. If warranted, the LRTP is changed.

2. Transportation Improvement Program

The provisions of 23 U.S.C. 134 (h) require that the metropolitan transportation planning process produce a Transportation Improvement Program (TIP) developed by the MPO in cooperation with the State and public transit operators. The TIP is a list of priority projects and activities intended to accomplish the objectives of the regional transportation plan. Projects from the Airports, the Port of Palm Beach and South Florida Regional Transportation Authority (SFRTA) are also included in the TIP. Projects listed in the TIP are intended to be carried out over the short-term (5-year) period. The MPO's TIP is a subset of the Long Range Transportation Plan (LRTP). The LRTP reflects the transportation system needed to meet the travel needs of the public within the constraints of policies and funding availability. Capacity improvements must be contained in the LRTP for inclusion in the TIP. The TIP must be approved by MPO and FDOT (acting on behalf of the Governor). The TIP becomes part of the Statewide Transportation Improvement Program (STIP) and is developed and updated on a frequency cycle that is compatible with the development of the STIP.

The MPO TIP is based on the FDOT Five Year Work Program and includes all federal and state transportation funds to be expended in Palm Beach County. The draft TIP is distributed to other modal operators for review to ensure their projects are included in

the document. The County's Five-Year Road Program is also included in the TIP for information purposes.

The TIP prioritization process is a combination of capacity shortfalls, congestion, safety, and MPO policies. The prioritization process uses a number of factors to develop an overall score used to rank individual projects. These factors include, volume to capacity ratio, percentage of trucks, use as an evacuation route, transit service availability and similar items.

The Congestion Management System (CMS) provides input for projects to relieve congestion. Safety projects are nominated by local municipalities and the County for consideration by the MPO. The MPO Board has also adopted policies and allocated funds for various programs which are difficult to quantify and rank. The MPO has a policy to install bus shelters and has set aside funds annually to be matched for shelters. There is also a beautification program with similar funding and conditions. The MPO encourages the inclusion of landscaping and bus infrastructure with roadway resurfacing and reconstruction and supports the additional funding required.

Bicycle and pedestrian projects are identified and selected through the Transportation Enhancement process. A separate scoring process is used to rank these projects. The project priority recommendations are reviewed by the TAC and CAC prior to submission to the MPO board. FDOT and the transit operator have representatives on the TAC. The transit operator is also represented on the MPO board. The MPO adopts a series of project priorities for the various categories. The Board then selects projects from the various categories to adopt overall system priorities. The MPO board is composed of the elected officials from local communities in the area. The board provides direction in determining how priorities are derived and has final approval of the priority ranking of projects. The board members reflect the goals and priorities of the local communities. All of these priorities are considered by FDOT in preparing their program and the Statewide Transportation Improvement Program (STIP).

The TIP projects must be included in the LRTP. As such, the TIP serves as a mechanism for implementing the LRTP. The projects in the LRTP are phased to reflect anticipated demand over the timeframe of the Plan and assist in setting priorities for implementation. Since the LRTP is multimodal, the projects in the Plan also reflect investment choices set by the MPO. During major updates of the Plan, the progress in implementing the projects is reviewed and serves as a methodology for measuring success.

Amendments to the TIP are submitted to the MPO staff for review. The amendments must include a title and description of the project as well as cost estimates and funding sources and phasing for implementation of the project. Minor amendments are approved administratively by the staff and reported to the MPO and its advisory committees at their next meetings. Major amendments are reviewed by the TAC for review and recommendation to the MPO for final action. The approved amendment is submitted to FDOT for inclusion in the STIP.

TIP amendments include a description of the revised project listing in the format used in the TIP. A form is also completed which provides information on the air quality impacts (if any) of the project change. Amendments to the TIP must show a funding source for implementation of the project. If another project in the TIP is affected, these effects must be shown.

Should significant oral and written comments be received for the TIP, the staff would work with FDOT and the relevant modal partner to provide a response and summary of the comment to the MPO board and the general public. In general, 30 days additional time would be provided for review of the final document with the revisions. This timeframe could be modified based on the magnitude of the changes associated with the comments or questions. The MPO board would provide direction in this matter.

The MPO obtains a list of projects with Federal funding obligations during the previous year from FDOT and includes it as a separate section in the TIP. The TIP is available in hard copy or on the MPO web site.

The public has the opportunity to review and provide input on the TIP annually prior to its adoption. The draft document, which includes information on meetings and providing comments, is placed in libraries throughout the county. The draft is also placed on the MPO website. This information is distributed to the public through advertisements in general circulation newspapers. Notices are also distributed to the MPO mailing list. This process generally begins thirty days prior to adoption. The TIP is adopted following a public hearing by the MPO. TIP amendments are presented and adopted by the MPO at a regularly scheduled meeting as an item on the agenda.

E. Elements of the 3-C Planning Process and Related Activities

1. Planning Factors

Transportation Equity Act for the 21st Century (TEA-21) requires that the metropolitan transportation planning process explicitly consider and analyze a number of specific planning factors assumed to reflect sound planning principles. The seven metropolitan planning factors are:

- Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity, and efficiency;
- Increase safety and security of transportation system of motorized and non-motorized users;
- Increase the accessibility and mobility to people and freight;

- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of transportation systems, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Throughout the planning process and in the development of products such as the LRTP, TIP and UPWP, the MPO must consider the seven planning factors. The MPO states that during the development of the Goal, Objectives, and Measures of Effectiveness, the MPO ensures that they are consistent with planning factors. As indicated previously, this procedure does not adequately assess the seven planning factors because the planning factors are not reflected in the MPO's Measures of Effectiveness, nor have the results of this analysis been provided.

The MPO also states that it considers the TEA-21 Planning Factors when drafting the UPWP. To demonstrate consistency, the UPWP includes a matrix that cross-references the TEA-21 Planning Factors, the UPWP work tasks, and the Federal Planning Emphasis Areas.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005 separated the second factor related to safety and security into two stand-alone factors, one to increase safety of the transportation system of motorized and non-motorized users. and the other to increase security of the transportation system of motorized and non-motorized users.

Safety also is a part of the priorities adopted by the MPO annually. The primary consideration relates to accidents on the roadway network and accidents associated with bicycles and pedestrians. The bicycle and pedestrian plans consider safety as a major force in development. Security of intermodal facilities is also becoming a factor in the local transportation planning process. The MPO does not manage any safety programs directly. The MPO states that they are participating in some programs related to bicycles and pedestrians.

The primary efforts relating to safety for the MPO currently are an emphasis on the provision of bicycle facilities for safety reasons. The MPO has identified high accidents locations. Lack of understanding related to operation of bicycles on the roadway network by motorists and bicyclists has also been identified as a problem. The MPO is exploring methods to provide education to the public and encouraging enforcement by local law agencies.

To address growing concerns of security, the MPO is developing a Continuity of Operations Plan (COOP) as part of the County's plan to ensure the continuation of essential services in case of natural or man-made disasters or disruption of service.

MPO staff will meet with the county emergency management staff to identify opportunities to incorporate MPO functions. The plans will also be used to develop a plan for continuation of MPO activities which do not apply to the essential services category. The plan will also include backup of Geographic Information System (GIS) data files, work products, and programs unique to the MPO.

The planning for security of the airports and seaports in the area are being carried out by the responsible agencies. While the MPO is not directly involved, they are aware of these agencies' efforts. The upcoming freight study can include consideration of safety and security for highway and rail networks.

2. Financial Planning

The Long Range Transportation Plan incorporates all existing and anticipated funding sources as identified through the statewide transportation revenue forecasting process.

The Florida Department of Transportation (FDOT) has prepared a forecast of state and federal transportation revenue through the year 2025. The MPO used these estimates to prepare the financial forecasts for the LRTP.

The metropolitan area estimates are the area's share of state capacity programs that can be used to fund planned improvements such as highway, transit, rail, aviation, and intermodal access.

The estimates of funds for programs designed to support, operate, and maintain the state transportation system are not included in the metropolitan estimates. As part of the Florida Transportation Plan, the FDOT sets aside "sufficient" funds in the 2020 Revenue Forecast Update for these "non-capacity" programs. For the highway component, non-capacity programs include safety, resurfacing, bridge, product support, operations and maintenance, and administration.

3. Public Involvement/Title VI

The MPO attempts to engage citizens in their transportation planning process through a number of activities. Much of these efforts are initiated through the Citizen Advisory Committee (CAC). This committee is one of the official advisory groups for the MPO. The CAC is comprised of citizens selected by the MPO to represent the transportation needs of a given geographical area or socio-economic group(s) within the planning area. The CAC meets regularly and reviews work products of the MPO staff and makes recommendations to the MPO Board. The CAC should be diverse, representing a variety of perspectives, and mirror the general demographic composition of Palm Beach County. The MPO should continue to work toward obtaining greater involvement by all jurisdictions within the MPO boundary, and ensure their adequate representation on the various MPO policy and technical committees.

The MPO coordinates public involvement activities with Palm Tran, the South Florida Commuter Services and the South Florida Regional Transportation Agency (SFRTA)

whenever it is appropriate or possible. Palm Tran has a fully staffed Public Involvement program that promotes public transit within Palm Beach County. Palm Tran staff members participate in transportation fairs sponsored/supported by the MPO and its contracted vendors. Palm Tran also sends out public notices of route changes, awards won, and general information through their email blasts.

The public involvement process is coordinated between FDOT and the MPO through its consulting agents secured for specific projects. All state transportation projects are included in the Long Range Transportation Plan and the Transportation Improvement Program for Palm Beach County. Planning Consultant agencies are secured through legal and binding agreements of both the MPO and FDOT. Public Information is included as a Scope of Services Element in the project agreement. Public meetings, public hearings, and community forums for projects are advertised by the MPO locally via newspapers and local government postings. The Project Coordinators for the FDOT, MPO and selected Consultant meet regularly to monitor the progress of a specific project and ensure all elements are being addressed and requirements of the scope of services are met.

- General Public Outreach

Palm Beach County is a diverse community. The community comprises the very wealthy, the very poor, the homeless, elderly persons, seasonal residents and a large agricultural community including migrant workers. In addition, the County is geographically large in area, covering over 2200 square miles. These realities create significant challenges for the MPO in trying to reach out and establish relationships with the public at large.

Many members of the public are unaware of who or what the MPO is, so in order to inform citizens, the MPO plans to contact schools to disseminate information, as well as homeowners associations when specific projects are in the planning and programming stages that would affect the residents directly. Neighborhood associations are another targeted area for dissemination of project related information.

The MPO attempts to engage citizens in their transportation planning process through a number of activities. The MPO documents Public Involvement activities, efforts and outreach by keeping a public involvement notebook of various activities, copies of newsletters, public meeting announcements, public hearing notices, emails, correspondence, and similar items. Surveys are conducted at various public involvement events/meetings, i.e. South Florida Fair, as well as project specific community surveys, newsletter surveys, transit route surveys, and website hits. The effectiveness of the public involvement program is evaluated on a regular basis, as all monthly meeting sign in sheets request those signing in to indicate how they heard about the meeting they are attending.

At various events, the MPO staff distributes newsletters and brochures explaining the responsibilities of the office and a web site where the public can obtain more

information about specific projects, etc. Middle and high school students are also encouraged to contact the MPO office to obtain transportation-related information for class projects.

The role of public involvement is addressed in terms of decision-making by the MPO by providing members of the public an opportunity to ask questions, make statements and offer suggestions at all public meetings of the MPO Board, Technical Advisory Committee, Citizens Advisory Committee, and Bicycle/Greenways/Pedestrian Advisory Committees. All public comments are incorporated into the meeting minutes and project specific comments secured through the Advisory Committees are relayed to the MPO Board as part of the Agenda Package each month. Public comments are reviewed and viable comments are taken into consideration during the decision-making process.

The staff gives presentations on specific projects to municipal committees and boards regarding transportation oriented project (s) affecting their community directly. These presentations may include PowerPoint presentations, printed material, brochures, and MPO documents such as the Unified Work Program, Transportation Improvement Program or the 2030 Long Range Transportation Plan. Informational presentations are given at the regional level when transportation projects cross county line boundaries such as the South Florida East Coast Railway Corridor, and transit agency routes crossing into adjacent counties.

MPO staff is verbally responsive to public telephone inquiries regarding transportation project related issues, population statistics, land use items, congestion management locations, bicycle, greenways, pedestrian concerns, public transit items, and other transportation related activities. Written responses are often provided to inquiries which are sent either by email, fax or postal service, depending on the urgency of the request. MPO staff works closely with transportation consultants providing them a myriad of materials depending on the project. Inquiries are addressed in a timely manner and according to the complexities of the request.

The MPO provides outreach to the general public on specific work tasks, such as the LRTP, TIP, and corridor studies. The Palm Beach MPO utilizes a range of techniques to inform the public of meetings, including traditional newspaper ads and public information releases to the local media to generate stories. Public hearings are advertised in newspapers of general circulation. Meetings schedules are provided to Palm Beach County's Public Information Office and distributed to the media for publication.

The MPO also provides information on request to publishers of homeowner newsletters related to transportation topics and issues. Efforts to identify more of these groups are underway. MPO staff makes presentations to chambers of commerce, local civic organizations, homeowners groups and local elected officials on general and specific transportation topics. Effectiveness of these approaches is evaluated on the basis of attendance at meetings to discuss the items

of interest. Some issues also generate input through mail and email sent to the MPO. The staff also periodically monitors the telephone information requests to determine the items which generate the most interest.

The MPO also makes extensive use of its web site in providing information to the public. Transportation information on traffic volumes and related data is posted for use by the public, other agencies and the consulting industry. The LRTP, TIP, UPWP and other program reports are also on the web site. The MPO has also posted a survey mechanism to obtain information on plans, programs and MPO operations. Similar surveys are included in the newsletters distributed to the public and other agencies. The MPO gets statistics on the number of visits to the site and average duration each visit.

While the public involvement program of the MPO has made some improvements, the MPO should continue to review, evaluate and improve the public involvement process through the assessment and evaluation of current techniques and activities. The MPO should use the results of the surveys, public comments from meetings and school activities to enhance the current process. The MPO should also consider integrating Palm Beach into the Community Characteristics Inventory process begun by Miami-Dade MPO to help identify and reach the various populations that comprise the area.

It is recommended that the MPO also add meeting minutes to the website. Presently only meeting agendas are available. Training and technical assistance opportunities in Public Involvement provided by FHWA, FDOT, the National Highway or Transit Institute, etc. should be utilized as much as practicable. The MPO is encouraged to continue its progress in addressing public involvement, documenting their PI efforts and utilizing public input to affect transportation planning decisions.

- **Public Involvement Plan**

Federal legislation requires that the metropolitan transportation planning process include a proactive Public Involvement Plan (PIP) that provides complete information, timely public notice, full public access to key decisions and supports early and continuing involvement in plans and TIPs. Specifically, it is required that there be an adopted, documented process that the public had an opportunity to review and comment on prior to its adoption. This process must demonstrate explicit consideration and response to public input. It must seek out and consider the needs of those traditionally underserved by existing transportation systems. Its effectiveness must be periodically reviewed and assessed by the MPO. The metropolitan public involvement plan must also be coordinated with the statewide public involvement process.

The latest revision of the Public Involvement Plan contains a number of strategies related to evaluation of the process. The PIP also refers to a triennial study for a major evaluation of the MPO public involvement process with the initial study

included in the LRTP update. The MPO uses local municipalities and the County to reach out to the traditionally underserved as part of the ongoing process of identifying needs and addressing those needs through the comprehensive planning process. The methods identified to provide information to the public were expanded. Activities to measure the magnitude and effectiveness of the public involvement process were added to the plan. Recent public involvement activities were summarized and included. The PIP was placed in public libraries and on the MPO web site for review and comment. The revised Plan was presented to the TAC and CAC prior to an advertised public hearing at the MPO meeting where the revised Plan was adopted.

Although the MPO has made improvements to its Public Involvement Program, a baseline for measuring the effectiveness of the program has not been established. The MPO needs to establish a baseline and implement measures of effectiveness to evaluate the public involvement program. This item was included as a recommendation in the last certification review in 2004, and has yet to be accomplished. Although effectiveness measures have been included in the PIP, a baseline is needed to help determine if and how much progress has been made using those measures. Additionally, the effectiveness evaluations that are conducted annually should be documented, as well as what changes are being considered to the program based on these evaluations. The MPO needs to present FHWA/FTA with a scheduled timeline within 30 days of the issuance of this report that identifies when activities will occur to ensure that a baseline is established for the effectiveness measures the MPO has included in their PIP by May 1, 2008.

The passage of SAFETEA-LU changed the emphasis of the public involvement plan to more of a public participation plan, increasing the expected level of participation by the public in the development of the plan through the opportunity to participate in the actual creation of the plan, as opposed to just having the opportunity to comment on an already existing draft of the plan. As the PIP is being updated, these considerations should be included.

- Title VI

Title VI of the Civil Rights Act of 1964 states that no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. Executive Order 12898 regarding Environmental Justice involves addressing disproportionate and highly adverse impacts to minority and low-income groups. Title VI prohibits intentional discrimination as well as a disparate impact on protected groups. The transportation planning regulations require consistency with Title VI and subsequent civil rights laws and regulations.

There have not been any complaints received or processed by the MPO regarding non-compliance with Title VI. The MPO is reviewing the standard procedure provided by FDOT. The MPO was considering adoption of the suggested FDOT

Title VI reporting requirements and adopted the Department's process on May 17, 2007. All Title VI of the Civil Rights Act of 1964 and Title VI Assurance principles are required to be addressed as part of the Scope of Services for a transportation project.

The regular meetings of the MPO and its advisory committees are held at locations on the transit routes. The MPO complies with the ADA regulations by ensuring that public meetings meet accessibility requirements for those in a wheelchair and/or physically challenged. All public meeting notices provide a contact name and number for alternative modes of transportation, visual impairment (Braille), and/or language needs.

The MPO uses the ETAT Review Process to determine if a project area is being impacted regarding Title VI initiatives. Project areas are reviewed according to available demographic information provided by the Sociocultural Effects and Community Characteristics Study prepared for the 2030 LRTP, Census Data, aerial photography, on-site inspections, and history of previous projects in specified locations. If a project location is identified by specific socio-economic groups, i.e., low-income, religious, or minority, the project manager is notified of the MPO's findings through the ETAT Review Process for the State. The MPO PIO staff continues to seek ways to address environment justice issues that may affect minority-based neighborhoods and ensure the equality of those residing in blighted environments.

The MPO determines the need to have documents available in alternative formats by providing information on all printed materials that those materials may be obtained in an alternative format. At project specific public meetings and public hearings, the public information specialist reviews the community at large to determine if the neighborhood is inhabited by residents speaking predominantly a specific language, i.e., Spanish or Creole. Copies of cassette tapes are made available upon request for the vision impaired, or large ADA compliant prints of documents are available as well.

The MPO attempts to provide outreach to solicit input from diverse groups of people for inclusion in the transportation planning process and specific transportation plans. Different methods are necessary to reach different segments of the population, so it is essential to use a variety of activities to distribute information to and obtain feedback from the public. The traditionally underserved are generally involved with local representatives, who are part of the process at the local municipal level, and are most familiar to the population and with their concerns. By working with the local municipalities, the MPO can address transportation needs for these groups (low-income, minority, elderly, children, etc.). The MPO should continue to work with FDOT and FHWA on addressing Title VI and DBE requirements for the MPO processes as they are determined, including the adoption of a Title VI complaint procedure. The MPO needs to create formal documentation of its public involvement efforts which will assist it with demonstrating compliance with Title VI of the Civil Rights Act of 1964. It is

recommended that MPO staff continue to participate in Title VI training as provided by FDOT and FHWA to become more familiar with Title VI issues and comfortable in their efforts to address them with regards to the transportation planning process.

The MPO currently provides and solicits information through some local newspapers, including some Hispanic and African-American publications. The MPO has updated and expanded its mailing list, and will continue to do so. The MPO has obtained current socio-economic and location information about its citizens from their recent study efforts, and has established a process for documenting citizen comments received via telephone, website, and mail.

4. Intermodal Activities / Freight / STRAHNET

- Intermodal Activities / Freight

The MPO has identified the access facilities to major modal centers. The LRTP and the TIP included a direct connection between Interstate 95 and Palm Beach International Airport which has been completed. The MPO supported the elevation of a roadway dividing the Port to increase its freight handling capacity. Past studies identified a location for an intermodal facility for downtown West Palm Beach. The LRTP includes the extension of Tri Rail to serve the northern portion of Palm Beach County. The highest MPO priority on the adopted list is the roadway connection into the Port primarily used by trucks with freight for the port. A study is under way to consider additional rail passenger service on the FEC railroad, which may also enhance the provision of freight services. The MPO developed a program to fund docking facilities for water taxis. A study of freight movement within and through Palm Beach County was completed last year. The recommendations from the study include changes and enhancements to the goals and objectives and measures of effectiveness for the LRTP. These recommendations will be considered toward the major update to start later this year.

Over the years, the MPO has set priorities that improve access to major facilities serving other modes. The MPO prioritized the connection between Interstate 95 and Palm Beach International Airport now completed. The MPO committed to repay a portion of the bonds for the installation of a second track for Tri Rail. Two of the current priorities provide improved access to the Port. The highest unfunded priority at this time is State Road 710, which is the main access for freight entering and exiting the Port. The MPO also supported a new Turnpike interchange with SR 710, which recently opened. Funds are being allocated to the design and construction of the West Palm Beach Intermodal facility. The Freight Study, completed last year projected future demand in the county.

The MPO has used available information to identify freight terminals and those independent operators in the goods movement industry. General information for the county as a whole is available. The MPO assisted the Port in initial efforts to

identify freight and goods moving through the Port and the access facilities used. Following the initial efforts, the Port did not continue the study. The MPO completed a freight study. A steering committee of industry representatives used for the study will serve as a continuing Freight Advisory Committee.

Intermodal activities are integrated in the transportation planning process in a variety of ways. Representatives of the various modes serve on the MPO, TAC, and CAC as previously mentioned. These representatives are used as contacts for the various modes to review and provide input to the transportation plans and programs during the development process. The MPO also reviews and considers the comprehensive development plans for these modes in developing the LRTP. The LRTP considers the connections between various modes in estimating the travel demand to be met. The Plan also includes intermodal connections for the traveling public. The transit component identifies areas to construct park-and-ride facilities. An intermodal facility located in downtown West Palm Beach is part of the Plan. The extension of Tri Rail and locations for existing and planned stations are indicated.

Project from the Port, airports, Tri Rail and Palm Tran are included in the adopted TIP. The TIP contains projects to implement some of intermodal connections mentioned above. Additional projects undertaken by the MPO include matching grant programs for bus shelters and local community transit services.

- Strategic Highway Network (STRAHNET)

No military installations are located in Palm Beach County. There are Coast Guard stations located on the waterfront and at a lighthouse in the northern county. Impacts on the transportation system are minimal. The majority of the Strategic Highway Network (STRAHNET) is included in the Strategic Intermodal System (SIS). The SIS receives special emphasis in the MPO planning process based on the availability of funds and the destination served.

5. Transit / Transportation Disadvantaged / Bicycle and Pedestrian

- Transit / Transportation Disadvantaged

The transit operators in Palm Beach County include Palm Tran and the South Florida Regional Transportation Authority, formerly known as Tri-Rail. The MPO works with Palm Tran and Tri-Rail to coordinate transit planning and service for the area. Representatives from both organizations have memberships on the following committees:

- Palm Beach MPO Technical Advisory Committee
- MPO Board of Directors

As committee members, they are involved in all facets of the transportation planning process, including development of the LRTP and the TIP. Transit service is a major component of the LRTP, and has a significant role in the provision of transportation services to the residents and visitors of Palm Beach County. Within the planning process, factors for setting priorities annually for transportation projects include the availability of transit service. The MPO reviews and makes recommendations on the annual update of the Transit Development Plan (TDP). The TDP contains a list of perceived/needed improvements, recommendations to meet those needs, and strategies to implement the recommendations, based on availability of resources.

Palm Tran now has a Service Board that meets monthly to review the transit system. The MPO attends the meetings, as well as Palm Tran's Service Board Planning Committee meetings, where current ridership data is reviewed on specific routes. The Palm Tran fixed-route ridership is close to 9 million annually.

Palm Tran is the Community Transportation Coordinator (CTC) for the Palm Beach county area. The MPO recommends the agency to serve as the Community Transportation Coordinator for approval by the Commission and monitors the CTC on an annual basis. The MPO provides funding to Palm Tran to conduct an annual update of the Transportation Disadvantaged Service Plan. Palm Tran supports the local CTC and Transportation Disadvantaged Coordinating Board and provides information for inclusion in the annual report of activities, costs and expenditures to the MPO. The MPO approves all appointments to the TD Service Board, and appoints the chairman of the board. Projects and programs from both the transit and transportation disadvantaged programs are included in the LRTP and the TIP. Costs and revenues for the transit and paratransit systems are included in the LRTP. Specific projects are included in the annual TIP. The MPO also compiles information on the annual expenses and budget estimates for the statewide Commission for the Transportation Disadvantaged.

Performance data requested from Palm Tran is dependent upon the project. For the LRTP, ridership information is provided for developing the transit component. Specific data such as routes, headways, and ridership per day is used. For the Congestion Management System, data such as load factors, and passenger per seat during peak periods, along with on-time performance data, are provided. The Transit Infrastructure Quality of Service review includes data such as all the fixed route stops and passenger loadings. Data is provided to the MPO and shared at meetings in which the MPO and Palm Tran participate. Specific data is also provided to the MPO upon request.

A significant amount of transit-related planning and environmental studies, as well as transit expansion routes and facilities, are underway within the region, which overlaps with the MPO's jurisdiction. These studies and new projects focus on providing transportation alternatives by expanding and delivering public transportation through a series of new corridors and systems. Some of these initiatives include:

- South Florida Regional Transportation Authority Station Expansion and Development
- South Florida East Coast Corridor Transportation Analysis (Palm Beach County component)
- State Route 710 Corridor Study (in conjunction with Martin County)
- Downtown West Palm Beach Intermodal Facility and surrounding transit oriented development

At this time, there is no specific public outreach plan for the Transportation Disadvantaged Service Plan. FTA encourages the MPO and Palm Tran to continue coordination of mobility options for all citizens, and expand participation opportunities to all Human Service Transportation providers within the MPO's area and throughout the Region.

As congestion within the Region continues to increase along with an escalating population within Palm Beach County and the southeast Florida region, it will become critical for the MPO to remain as connected as possible to the local transit agencies. Additionally, FTA encourages the MPO and the local transit agency (Palm Tran) to utilize the existing SEFTC Planning Committee as a means to communicate and exchange information related to on-going transit-related studies and investments that can help provide the public with commuting and travel alternatives. FTA encourages the MPO to remain involved to the extent possible in each of these transit-related initiatives.

- Bicycle and Pedestrian / Greenways Planning

The MPO considers bicycle and pedestrian facilities to be a standard part of any roadway project approved by the Board. FDOT also includes these facilities in any new construction or reconstruction projects. The LRTP contains a plan showing existing and future bicycle and pedestrian facilities. In addition to these plans, the Palm Beach County Comprehensive Plan, Transportation Element, includes provisions for bicycle and pedestrian planning. The MPO has adopted an area wide bicycle plan and provisions for pedestrians. An update to these plans is scheduled for the coming year. Transportation Enhancement funds are used primarily on bicycle and pedestrian facilities. A Bicycle/Greenway/Pedestrian Advisory Committee (BGPAC) meets monthly for planning, project selection and recommendations to the MPO.

The MPO, in conjunction with Palm Beach County Department of Environmental Resource Management, is in the process of developing county-wide greenways and trails master plan. This plan will include multi-use paths, bicycle lanes, sidewalks, and a linked open space network. The initial portion of this plan, the Northeast Everglades Natural Area (NENA), has been completed and adopted. A similar plan for the southern part of the county is underway and being administered by the MPO. The MPO is commended for its work with Palm Beach

County and Martin County to develop these master plans to expand the greenways and trails network in this area.

While new construction or reconstruction includes bicycle and pedestrian facilities, the MPO has established a process to select and prioritize projects not included in that category. Each year, the MPO distributes an application package to the municipalities, the County and other interested parties for the Transportation Enhancement funds allocated to the area. These applications are evaluated and ranked in priority order by the Bicycle/Greenways/Pedestrian Advisory Committee. Projects are ranked based on set criteria, which include requirements that favor projects which create new pedestrian and/or bicycle facilities, or fill in gaps in existing systems. The ranked projects are submitted to FDOT for eligibility review. Following the FDOT review, the priorities are reviewed by the MPO and its advisory committees. The project priorities become part of the MPO's overall transportation system priorities for use by FDOT in programming funds.

Outside of the Transportation Enhancements Funding, bicycle and pedestrian projects are prioritized based on travel demand or need, and on whether or not these projects enhance connectivity for transit-dependent neighborhoods and areas with high zero-automobile households. Special attention is also given to projects that provide safe routes to schools. Projects that accomplish more than one of these goals are given highest priority.

6. Air Quality and Environment Considerations

Since July 2005, the entire state of Florida is not a non-attainment or maintenance area based on the current 8-hour ozone standards. Therefore, MPOs in the state are no longer required to adhere to conformity standards. However, air quality remains as a monitoring issue.

The Palm Beach County MPO, the Board of County Commissioners (on behalf of the Palm Beach County Health Department), the FDOT, and the Florida Department of Environmental Protection (FDEP) have a Memorandum of Understanding to ensure the cooperative participation by air quality and related agencies in air quality maintenance activities including the evaluation of the Long Range Transportation Plan and the TIP, and joint development of any necessary Transportation Control Measures (TCMs).

The MPO is a member of the Southeast Florida Inter-MPO Air Quality Committee that consists of MPO staff directors and the representatives of state and county air quality agencies and the regional planning councils. The committee meets regularly to discuss air quality and related regional issues. A statewide Air Quality Committee has also been formed with representatives from all the air quality MPOs, FDOT, FDEP and FHWA. This committee meets on a periodic basis to discuss changes to the EPA rules and procedures as well as statewide issues.

7. Congestion Management System

The Congestion Management System (CMS) is a short-range strategic planning system that is used to identify and alleviate traffic congestion. The CMS is designed to identify areas and corridors where congestion occurs or may occur, determine the cause, evaluate strategies for managing congestion and enhancing mobility and develop a plan for implementing the most effective strategies. The adopted CMS uses the results of the Transportation Monitoring System and the County's Concurrency Management program to investigate congestion locations. The CMS is reviewed on an annual basis, and the MPO generally conducts a major review of the CMS in conjunction with the LRTP update every five years. The MPO reviews the results of the CMS process to determine if the results are logical and have identified congestion problems. An implementation plan containing the measures to reduce congestion and enhance mobility is reviewed annually. Data is analyzed related to traffic and passenger congestion on the transportation system for Palm Beach County.

Depending upon the level of concern, the CMS may undergo greater depth of review, resulting in changes to the system. The CMS report contains a list of roadway segments experiencing congestion and potential measures to address the congestion problems. The information gathered through the CMS process provides input into the criteria used by the MPO to select and rank projects and set its priorities. The results go into the prioritization process leading to a list of priorities adopted by the MPO each year.

The CMS fills short-term and long-range roles in the transportation planning process with the primary emphasis on short-term. Its focus is based on the most recent peak season performance of the transportation network. It looks backwards up to one year and also gives a glimpse, as closely as possible, to the here and now performance of the system. This review provides input into the TIP prioritization process because proposed TIP projects can be evaluated as to that location's standing in the CMS' annual System Performance Report. From a long-range viewpoint, the CMS can identify corridors in need of parallel facilities for relief which should receive increased emphasis.

The UPWP contains a specific task to address the congestion management system. The CMS is used to identify problem areas in a transportation system including roadways and transit services. The results will be used to prepare recommendations for improvements to the transportation system in the preparation of priorities for the TIP and the Transit Development Plan. The monitoring results will assist in developing and evaluating various scenarios to mitigate impacts of development projects on different modes. The Palm Beach CMS will be coordinated with the Broward and Miami-Dade CMS programs to address regional congestion over a wide area in need of regional support.

The CMS uses existing traffic volumes as the first evaluation step to identify congested facilities. Following the identification of a roadway that exceeds the daily capacity, the individual intersections are analyzed at peak hours to determine if the

intersection is congested. The CMS contains a list of corridors for further detailed study to address multiple problems contributing to the congestion.

The MPO produces an annual System Performance Report, which uses traffic data collected by the various transportation agencies that operate within Palm Beach County, including the FDOT, Palm Beach County, the city of Boca Raton, and the city of West Palm Beach. Additionally, the transit operator (Palm Tran) provides transit-related data. These data sets are measured against the performance measures set in the base CMS document, and the transportation system's performance is noted, mapped, and graphed. The performance measures have a tiered structure that filters intensity of congestion, duration of congestion, etc. and prioritizes the congested locations into CMS Analysis Corridors. The specific causes of congestion are focused on in the subsequent corridor studies. Strategy effectiveness is measured by reappearance of the affected location in the CMS Analysis Corridor list.

Implementation schedules and responsibilities are dependent on the results of the identification of intersections and corridor studies. The strategies identified via the corridor study would be implemented through the traditional TIP process. The identified intersections are reviewed and discussed with responsible agencies relative to needed improvements.

8. Safety and Security Considerations

The MPO goals and policies include safety considerations as a component of the planning process. Safety is a factor in developing the LRTP and the TIP. Safety also is a part of the priorities adopted by the MPO annually. The bicycle and pedestrian plans consider safety as a major force in development.

Security of intermodal facilities is also becoming a factor in the local transportation planning process. The LRTP includes a goal, objective and measure of effectiveness related to security of intermodal facilities, such as the Port and the airport. Each of those facilities submitted a letter certifying that they met the security requirements. These letters were included in the LRTP adopted by the MPO. Projects related to security of the Port and airport are included in the TIP.

The MPO is working with its transportation partners on different aspects of transportation safety and security. One of the major concerns of the MPO is safety for bicycle users and pedestrians. The MPO is encouraging FDOT and the county to provide bicycle and pedestrian facilities on all new roadway projects and improvements to existing roadways. Funding for a training program for law enforcement officials for bicycle laws and use is being sought. The MPO distributed information on the Safe Routes to Schools program and encouraged local agencies to file applications. The system used to develop priorities also considers accidents rates and high accident index locations.

The MPO maintains its Continuity of Operations Plan (COOP) and coordinates its plan with the overall Palm Beach County COOP. The MPO computer system is part

of the County network, which is backed up on a regular basis. The staff works with the County Information Systems and Services (ISS) Department to ensure MPO information is included. The County Emergency Management Office has developed a COOP for all departments. The MPO COOP is coordinated with that Office. In addition, the staff will make additional backups for off-site storage of electronic files when emergencies, such as hurricanes, are pending. The MPO is part of the countywide plan to provide alternative office space in the event current offices are unusable due to damage.

The planning for security of the airports and seaports in the area are being carried out by the responsible agencies. The recent freight study conducted by the MPO included consideration of safety and security for highway and rail networks. The MPO is encouraged to continue their efforts to emphasize security and work to incorporate security measures and the consideration of security issues in the planning process.

9. Intelligent Transportation Systems

The MPO has adopted a policy in its priority list that calls for the inclusion of ITS and its components in transportation projects. There are a number of ITS projects underway in Palm Beach County with several in various stages of implementation and others being planned. FDOT and the County Traffic Engineering Division have constructed a number of computerized traffic signal systems throughout the county. These systems are tied into an existing central Traffic Management Center (TMC) with an expanded TMC under construction. The City of Boca Raton has a separate signal system and TMC.

Traffic surveillance cameras are installed at Interstate 95 and Florida's Turnpike interchanges to monitor interchange movements and arterial congestion. Additional cameras are installed at major intersections throughout the county, with plans for the inclusion of additional intersections. Plans are underway for a Dynamic Message Sign System (DMSS) along I-95 and the intersecting roadways. A temporary DMSS on I-95 during construction over the next 5 to 7 years will assist in the design and installation of the permanent system until it is in place and operating.

The MPO and other local agencies participated in the planning and implementation of the Consumer Information System for transit services in the south Florida area. This system is a part of the Advanced Traveler Information System for Palm Beach, Broward, and Miami-Dade counties. Palm Tran had programmed an Automated Vehicle Locator project into the TIP and is seeking funding for implementation. The MPO and Regional Transportation Authority had funded a study for enhance transit service in the central portion of the county. It is anticipated this project will utilize preferential treatment at traffic signals for transit vehicles.

ITS activities are coordinated by the operating agencies responsible for the implementation and maintenance of the particular application. FDOT and the County Traffic Engineering Division coordinate the planning, construction and operation of the roadway projects. Palm Tran and FDOT coordinate the transit related projects.

The MPO monitors the various plans and programs and includes these in the LRTP and the TIP for funding. The MPO is also reviewing a coordination agreement with other entities in the tri-county region for coordination of ITS services.

10. Travel Demand Forecasting / Land Use

The travel demand forecast model used by the Palm Beach MPO is the traditional four-step travel demand-forecasting model and is based on the Florida Standard Urban Transportation Model System (FSUTMS). The model is a four step gravity model system, with trip generation and attraction equations validated to reflect conditions in Palm Beach County. The process also relies on the Southeast Florida Regional Model System to provide travel volumes at County line crossings. The Southeast Florida Regional Model includes Broward, Miami-Dade and Palm Beach counties. The MPO also utilizes information from the Treasure Coast Regional Planning Model for the urban areas north of the county. The model uses existing and future land use to project traffic volumes on the existing and planned transportation network. The process also includes projected transit ridership and other modes of travel. The projected traffic volumes are compared to adopted level of service standards established for Palm Beach County and used to prepare the LRTP.

For the upcoming 2035 LRTP, the MPO will be using the Southeast Regional Planning Model (SERPM 6.5) that models Miami-Dade, Broward and Palm Beach Counties. The modeling effort will be managed by a working group made up of the staff of the three MPO's and the two FDOT districts. The user group worked closely with the consultant to validate the conversion of the SERPM 6.1 model to Cube Voyager, completing the validation of the 2000 model in August 2006. The SERPM user group will directly oversee the 2005 validation and the development of all 2035 alternatives and networks. Each County MPO will initiate their own future networks, but the model task force will review the networks to assure they are regionally compatible.

The MPO staff currently includes a planner with extensive technical experience in transportation modeling and use of the FSUTMS process. The MPO is also training an additional person to carry out the computer modeling process in-house.

The MPO participates extensively in all phases of the transportation forecasting process for Palm Beach County. The MPO staff compiles information from the adopted comprehensive plans prepared by the municipalities and the County and converts this information into the variables used by the model. The socio-economic data forecast is prepared by the MPO staff and reviewed by local municipal and county staff. In the case of a major plan update, the data is also reviewed by the MPO's consultant. During the major update, the MPO staff works cooperatively with the consulting staff to develop and review the travel demand forecasts. In the case of minor updates or modifications to the plan, the MPO staff utilizes the transportation model in-house to evaluate these changes. The MPO staff also reviews all forecast model results submitted by the private sector in conjunction with plan change requests.

11. Transition to SAFETEA-LU

In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted. As a result, new requirements were put into effect, with LRTPs being required to be compliant with SAFETEA-LU by July 1, 2007 in order to process amendment approvals. Other planning documents, such as the UPWP, the Public Participation Plan and the Congestion Management System, which is now referred to as the Congestion Management Process, also required some revisions to reflect SAFETEA-LU. The draft FY 08 UPWP includes changes to the planning factors used in the transportation planning process and provides information linking the document to the SAFETEA-LU Planning Factors. The MPO considers the SAFETEA-LU planning factors in performing the various same duties associated with the work tasks in UPWP in a similar manner to those contained in previous federal transportation bills. The document also contains work tasks related to SAFETEA-LU.

The MPO also conducted a SAFETEA-LU gap analysis to determine if any changes were needed to bring the current LRTP into conformance with SAFETEA-LU prior to the July 1, 2007 deadline. Minor changes to the 2030 LRTP were approved by the MPO on June 21, 2007.

F. Findings

It is the finding of the Federal Review Team that the Palm Beach MPO has made progress in some areas in implementing the federal planning requirements in 23 U.S.C. 134(i)(5) and 49 U.S.C. 1607 and 23 CFR 450.334.

Based on the findings of this review and the ongoing federal oversight of the planning activities in the Palm Beach MPO, FTA and FHWA jointly certify the transportation planning process of this region, conditioned upon the MPO planning process participants satisfactorily addressing the “Corrective Actions” stated below. This conditional certification will remain in effect until **May 1, 2008**. At such time, FHWA/FTA will reevaluate the progress made towards addressing the “Corrective Actions” and determine if full certification should be granted.

Noteworthy Practices

The MPO has instituted a number of noteworthy practices that indicate a commitment to a continually improving planning process, and which may be used as examples for other MPOs. Noteworthy practices provide an opportunity to highlight commendable activities displayed by the MPO in its transportation planning process. In addition to their continuing good work with the expanded school pools and the bus shelter programs cited in the previous certification report, the Palm Beach MPO has instituted a few more noteworthy practices that indicate a commitment to a continually improving planning process, and which may be used as examples for other MPOs:

1. Transportation and Land Use: The MPO is recognized for its work to integrate land use and transportation, specifically transit, within the urban fabric of the community.

This includes the studies developed to enhance Transit Oriented Development areas within Palm Beach County, and their coordination with the Regional Planning Council, FDOT and local governments to provide incentives for urban in-fill and the support and promotion of TOD within the area.

2. Greenways: The MPO, in conjunction with Palm Beach County Department of Environmental Resource Management, is in the process of developing county-wide greenways and trails master plan. This plan will include multi-use paths, bicycle lanes, sidewalks, and a linked open space network. The initial portion of this plan, the Northeast Everglades Natural Area (NENA), has been completed and adopted. A similar plan for the southern part of the county is underway and being administered by the MPO. The MPO is commended for its work with Palm Beach County, Martin County, and other agencies to develop these master plans to expand the greenways and trails network in this area.
3. Regional Coordination: The formal establishment of the Southeast Florida Transportation Committee (SEFTC), the coordinating body which threads all three local MPO's within the Miami Urbanized Area, strengthens regional coordination efforts and serves as an excellent best practice. FTA and FHWA continue to encourage the MPO to participate and fund, when available, activities that promote and enhance regional coordination. Regional Coordination and associated activities are discussed more fully in the Regional Coordination section of this document.

Corrective Actions

Public Involvement: Public involvement activity evaluations and assessments made against the measures of effectiveness as defined in the PIP should be well documented. The MPO needs to create a formal evaluation process of their public involvement program and establish a baseline to implement and evaluate their measures of effectiveness as a follow-up to the procedures and methodologies for their adopted Public Involvement Plan. These measures of effectiveness should also include an assessment of the environmental justice issues within the urbanized area. This item was included as a recommendation in the last certification review in 2004, and has yet to be accomplished. **The MPO needs to present FHWA/FTA with a scheduled timeline within 30 days of the issuance of this report** that identifies when activities will occur to ensure that a baseline is established for effectiveness measures by **May 1, 2008**. FHWA/FTA can assist with providing assistance/examples if desired.

Recommendations

The following recommendations are offered to enhance the planning process in Palm Beach County:

1. Public Involvement: While the public involvement program of the MPO has made some improvements, the MPO should continue to review, evaluate and improve the public involvement process through the assessment and evaluation of current techniques and activities. It is recommended that the MPO also add meeting minutes

to the website. Presently only meeting agendas are available.

The MPO should use the results of the surveys, public comments from meetings and school activities to enhance the current process. The MPO should also consider integrating Palm Beach into the Community Characteristics Inventory process begun by Miami-Dade MPO to help identify and reach the various populations that comprise the area.

2. Public Involvement/SAFETEA-LU: The passage of SAFETEA-LU changed the emphasis of the public involvement plan to more of a public participation plan, increasing the expected level of participation by the public in the development of the plan through the opportunity to participate in the actual creation of the plan, as opposed to just having the opportunity to comment on an already existing draft of the plan. As the PIP is being updated, these considerations should be included.
3. Title VI: The MPO should continue to work with FDOT and FHWA on addressing Title VI and DBE requirements for the MPO's processes as they are determined. The MPO needs to create formal documentation of its public involvement efforts, which will assist it with demonstrating compliance with Title VI of the Civil Rights Act of 1964. It is recommended that MPO staff continue to participate in Title VI training as provided by FDOT and FHWA to become more familiar with Title VI issues and comfortable in their efforts to address them with regards to the transportation planning process.
4. SAFETEA-LU: The MPO should continue to review all of its planning processes and plans as they are updated to consider and include the provisions of SAFETEA-LU. FTA encourages Palm Tran and the Palm Beach MPO to develop and implement a public outreach plan for their Transportation Disadvantaged Service Plan, also known as the Human Service Transportation Plan, mandated under SAFETEA-LU. FTA encourages MDT to work closely with the MPO, as well as Human Service Transportation providers within the urbanized area, on this initiative.
5. New Starts/Small Starts: FTA encourages the use of New Starts/Small Starts guidance materials to help ensure cost estimates, and operation/maintenance figures reflect actual year-of-expenditure amounts. *Regulatory References: 23 CFR 450.316 (a) (12)*
6. Congestion Management System: With the passage of SAFETEA-LU in 2005, the CMS is now referred to as the Congestion Management Process (CMP), with emphasis on the process used to identify and prioritize congested corridors, the participants in the process, the development and implementation of strategies, how this information is utilized in the planning process, etc. Congestion management systems or plans can be viewed as an output of the process itself. The CMP is intended to be integrated into the overall transportation planning process, and not a stand-alone process. The MPO should review their congestion management system to determine what changes need to be made to incorporate the requirements of SAFETEA-LU, and update the CMP for integration into the 2035 LRTP.

7. Coordinated Human Service Transportation Plan: The MPO should continue to work with and coordinate activities with Palm Tran, as well as other local Human Service Transportation providers within Palm Beach County, to ensure full compliance with the SAFETEA-LU requirement for Coordinated Planning amongst Human Service Transportation providers, as well as the Florida Commission for the Transportation Disadvantaged (CTD) required Transportation Disadvantaged Service Plan. The MPO should support coordination of the FTA and CTD requirements to ensure efforts are not duplicated and the planning process is streamlined to meet the public needs in a timely and efficient manner.
8. Planning/ITS/Safety: The MPO is encouraged to continue efforts to strengthen the relationship and coordination between safety and the planning process through work with local Community Traffic Safety Teams (CTSTs), ITS coalition, Safe Routes to School, and other entities with safety responsibilities. The 2035 LRTP should be consistent with and promote the implementation of the Strategic Highway Safety Plan per SAFETEA-LU.
9. MPO Products: In an effort to continually improve the quality of the plans and programs developed by the MPO, the comments provided by FHWA and FTA to last year's TIP and the 2030 LRTP should be considered during the development of the next TIP and 2035 LRTP.
10. Security: The MPO is encouraged to continue their efforts to emphasize security and work to incorporate security measures and the consideration of security issues in the planning process.
11. CAC Membership/Involvement: The MPO is encouraged to continue working toward a representative composition of Palm Beach County residents on the CAC. This membership should be expanded and outreach should be conducted to draw in new CAC members in an effort to: keep vacancies filled; make participation meaningful; and have inclusive representation of all income levels and population types (including minority populations) that reside within the MPO area.

Section III

Broward Metropolitan Planning Organization

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III. BROWARD METROPOLITAN PLANNING ORGANIZATION

A. Overview of the Federal Certification of the Broward MPO

On May 1-2, 2007, a team of representatives from FHWA and FTA met with representatives of the Broward MPO, the Florida Department of Transportation (FDOT), local agencies and the public. The site visit consisted of structured meetings with staff from the regional, local, and state agencies responsible for transportation planning, and the major public transit providers. The site visit also included an open forum at which members of the public spoke.

The Federal Review Team was composed of the following individuals:

1. Lee Ann Jacobs, FHWA–Florida Division, Transportation Planner
2. James Garland, FTA – Region IV, Community Planner
3. Shakira Crandol, FHWA–Florida Division, Professional Development Program Trainee

The review team met with representatives of the MPO, FDOT, South Florida Regional Transportation Authority (Tri-Rail), Broward County Transit, the South Florida Regional Planning Council, and various other Broward County transportation divisions and departments.

Individuals on staff of the state and various local transportation agencies were interviewed or provided input during the review. Please see Appendix E for a list of people in attendance. The site visit agenda is shown in Appendix F.

The public was presented an opportunity to provide input to the review team and express their concerns on transportation planning issues during the course of the review meetings. A public meeting, designed to elicit comments from the public on the MPO planning process, was held on May 1, 2007, in the Governmental Center, Room 430 in Fort Lauderdale, Florida. This public meeting was held in conjunction with a regularly scheduled Community Involvement Roundtable (CIR) meeting. A copy of the public notice is included as Appendix G. Comment forms were also provided for those that wanted to submit comments, but did not wish to speak publicly. The meeting minutes and public comments received are included in Appendix H.

B. Findings from Previous Review and MPO Responses

The following items represent a summary of the overall findings and recommendations for further action that were included in last certification review report. These findings, identified as recommendations, are intended to not only ensure continuing regulatory compliance of the Broward MPO transportation planning process with federal planning requirements, but to also foster good planning practice and improve the transportation planning program and process in the area.

There were no previous Corrective Actions to address.

Previous Recommendations

1. Public Involvement Plan (PIP): The MPO has made considerable progress in addressing public involvement, and is encouraged to continue those efforts. Training and technical assistance opportunities in Public Involvement provided by FHWA, FDOT, the National Highway or Transit Institute, etc. should be utilized as much as practicable. The assessment of the PIP using effectiveness measures should include and document quantitative analysis as well as qualitative analysis. The MPO is encouraged to continually strive to appropriately assess the effectiveness of their techniques and identify meaningful, quantifiable performance measures. A baseline needs to be established from which to measure marked improvement. The results of each annual assessment should be documented and included as an appendix in the PIP. It is also suggested that, as individual plans are developed for specific MPO products, such as the LRTP, TIP, etc., they be incorporated into the PIP in separate sections or as appendices to demonstrate and document in one place specific plans of action developed for public involvement.

Response: Broward MPO has continued to move forward in the improvement of its public involvement program. Surveys are utilized and effectiveness measures were developed to evaluate the PIP. Agendas are mailed out 10 days prior to meetings. Agendas are put on the website one week prior to meetings.

2. Website: The MPO is commended for their continued quest for improvement of their website. It is recommended that staff contact information and staff responsibilities, perhaps even an organization chart, be considered for inclusion on the website.

Response: An MPO staff contact list and organization chart has been added to the website. Continuous website improvements and frequent website updates are possible now due to having an in-house webmaster, so changes and approvals can be processed quickly.

3. Amendment Authority: If the MPO Director has been given the authority by the MPO Board to approve TIP and STIP Amendments, and/or other administrative actions on their behalf, an approved resolution or agreement to that effect should to be provided to FHWA/FTA for their files. The documentation should spell out the conditions for which the Director is allowed to use this authority.

Response: The MPO By-laws, amended in July of 2006, Section 4.042 states that ...”In situations where an immediate decision is required for input to be effective, is administrative in nature, and occurs while the Broward MPO is on break, the Broward MPO Executive Director may act without recommendations from the Broward MPO, TCC, CIR, and BCCB unless precluded by federal or state law or regulation. In those instances, the Broward MPO Executive Director shall notify the Broward MPO, TCC, CIR, and/or the BCCB of the action taken and reason for acting without a recommendation at their next regular meeting. Further, the Broward MPO approved by Resolution #2006-03....”authorizing the MPO Staff Director to perform minor

revisions to plans, reports, and documents,” and “requiring minor charges with the Transportation Improvement Program (TIP), and minor changes to the Unified Planning Work Program (UPWP) involving budget line item revisions in amounts under \$300,000.”

4. Community Involvement Roundtable: The MPO is encouraged to continue working to get and maintain a representative composition of Broward County residents on the CIR. If 17% of the population in Broward County is Hispanic; efforts need to be made to gain Hispanic representation on the CIR. The MPO should continue to work toward obtaining greater involvement of all populations within the MPO boundary, and ensure their adequate representation on the various MPO policy and technical committees.

Response: The MPO staff does keep records of attendance of the CIR members and keeps the MPO Board informed of vacancies and persons expressing an interest in becoming CIR members. In addition, a high school student appointed by the School Board representative of the MPO Board, and an urban and regional planning student from Florida Atlantic University now serve on the CIR, in an effort to include a broader range of other populations that were not presented on the CIR previously.

5. Planning/ITS/Safety: It is recommended that better coordination needs to occur between the areas of planning, intelligent transportation systems (ITS) and safety. ITS and safety projects are not often included in or during the MPO transportation planning process. As such, system-wide improvements resulting from safety and ITS improvements could be better addressed, rather than on a project by project basis. MPO participation on the Community Traffic Safety Team would enhance the ability to better coordinate transportation planning with safety issues. District outreach to the MPO on the regional architecture (perhaps through the ITS subcommittee), as well as MPO adoption of the regional architecture, would enhance the ability to integrate ITS projects into the transportation planning process, and assist in meeting Rule 940 requirements for future use of federal funds for ITS projects after February 7, 2005.

Response: The MPO participates in the Regional ITS Coalition, which includes FDOT Districts 4 and 6, Broward, Palm Beach and Miami-Dade counties, the Turnpike and Miami-Dade Transit, as well as the Department of Homeland Security, and works closely with the Broward County Emergency Center and the Traffic Management Center in Broward County. The MPO is proactive in using Intelligent Transportation Systems (ITS) technology to address congestion problems and increase safety and security. The MPO uses a multimodal approach to corridor studies that includes ITS applications and partners with FDOT and other operating agencies in implementing these projects. Due to regional growth and the cost of right-of-way, Broward County has very limited opportunities to continue adding capacity in the form of roadway construction and expansion. To enhance the transportation network capacity, the MPO's Plans and Programs emphasize the shifting of efforts towards public transportation and high technology strategies such as ITS. In March 2005, the Broward MPO met Rule 940 requirements by formally acknowledging the State ITS Architecture and adopting the Regional ITS Architecture. The adopted Regional ITS

Architecture provides the regional framework for insuring institutional agreement and technical integration for the implementation of ITS projects. This regional architecture functions as a subset of FDOT's Statewide Architecture. Through coordination with FDOT District 4 transportation safety and security needs on regional roadways are being addressed. The current UPWP includes plans to develop an MPO Continuity of Operations Plan (COOP). In May 2007 the Broward MPO staff participated in the Disaster Response in Transportation Planning Peer Exchange in Houston, Texas.

6. Long Range Transportation Plan: As part of the 2030 LRTP development, the MPO should provide a more direct link between the objectives and how the MPO demonstrates that the objectives have been met. Prior to adopting the Cost Feasible Plan, the 2030 plan should be evaluated to determine if the objectives have been met. This analysis should be documented as part of the LRTP.

Response: The evaluation of plan objectives and how they were met via the 2030LRTP will be included in the Scope of Services to be addressed for the upcoming 2035 LRTP.

7. TIP/Air Quality Conformity: As the TIP is updated and amended during the next year, the MPO should be cognizant of projects that may cross a conformity analysis year and require a conformity determination using the regional emissions analysis. FHWA/FTA should be also notified as soon as draft TIPs and CDRs are ready for public availability to provide adequate time for their review.

Response: This recommendation is no longer applicable, as Florida is not a non-attainment or maintenance area based on the 8-hour ozone standards that went into effect in July 2005.

8. Air Quality: The MPO should expand their use of the interagency consultation process for air quality conformity issues, particularly regarding the determination of exempt projects.

Response: This recommendation is no longer applicable, as Florida is not a non-attainment or maintenance area based on the 8-hour ozone standards that went into effect in July 2005.

9. Intelligent Transportation Systems: The MPO needs to adopt the regional architecture through resolution or as part of their LRTP. This action is needed to be consistent with FDOT guidance for implementing Rule 940, so that the MPO may continue to use federal funds for ITS projects after February 7, 2005.

Response: In March 2005, the Broward MPO met Rule 940 requirements by formally acknowledging the State ITS Architecture and adopting the Regional ITS Architecture.

10. Conformity Determination Report (CDR): it is recommended the MPO continue efforts to improve their CDR per the suggestions outlined in the body of this report.

Response: This recommendation is no longer applicable, as Florida is not a non-attainment or maintenance area based on the 8-hour ozone standards that went into effect in 2005.

C. Organization and Management of the Planning Process

1. Description of the Planning Area and Local Agencies

For transportation planning purposes, the Broward MPO includes all of Broward County and the 31 municipalities within Broward County. The MPO has four large cities, Coral Springs, Fort Lauderdale, Hollywood, and Pembroke Pines, ranging from Coral Springs with over 130,000 to Fort Lauderdale with over 178,000 in population. The total population estimate for the MPO area is almost 1.9 million people for the year 2010. Broward County's population is expected to grow by more than 525,000 between 2006 and 2030.

Broward County is the second largest county in population in Florida and covers a total land area of 1,196.9 square miles. This is a diverse county with thirty-one incorporated municipalities, pockets of unincorporated areas, and tribal lands on 409.8 square miles. The remaining 787.1 square miles, the western two-thirds of the county, is part of the Everglades Conservation Area and acts as a natural urban development boundary. The Atlantic Ocean is the eastern boundary, Palm Beach County lies to the north, Miami-Dade County to the south, and Collier County to the west. Broward County is divided into 5 MPO districts. Each district includes municipal members and alternates. The Broward MPO Interlocal Agreement was last amended in April 2005. A map of the Miami Urbanized Area, including Broward County, is shown in Appendix M.

Southeast Florida commuters travel on a grid-like design where travel across county boundaries occurs in only two directions. Additionally, multiple central business districts lie along not only north-south corridors, but are present on the east/west passageways as well. Also, numerous high-capacity east-west corridors connect with the same running north and south so connections from the Everglades to the Atlantic are just as important and vital to the region as those between West Palm Beach and Miami. Additionally, there are substantial variances in socioeconomic, cultures, land uses, growth rates, population, densities, and other variables that compound regional transportation planning initiatives.

A large and diverse group of state and local agencies participate in transportation planning for the MPO area. A number of these agencies receive, or are eligible to receive, federal transportation funds either through the state of Florida, or directly from the Federal government. Examples of these types of agencies include FDOT, Broward County Office of Transportation, the South Florida Regional Transportation Authority (SFRTA), and the Florida Department of Environmental Protection (DEP).

2. Metropolitan Planning Organization Structure

The Broward Metropolitan Planning Organization (MPO) for the Miami Urbanized Area Transportation Management Area (MUA/TMA) was created in July 1977 under the authority of Chapter 163 of the Florida Statutes. The Broward MPO serves the residents Broward County, Florida. The Broward MPO is comprised of nineteen local elected officials, of which fourteen board positions are allocated to municipalities; four positions are reserved for County Commissioners, one of which represents the South Florida Regional Transportation Authority; and, one position is filled by a member of the School Board of Broward County. In 2005, the city of West Park was included in the municipalities represented by the MPO Board.

The MPO has executed the following Agreements:

- Interlocal Agreement for the Creation of Metropolitan Planning Organization; Execution date: 2004. The Interlocal Agreement for the Creation of Metropolitan Planning Organization was originally executed in July 1977. Some Amendments to the agreement have occurred over time, the latest one dated February 2004. In 2004, the new City of West Park was created and the Interlocal Agreement was amended.
- Transportation Planning Funds Joint Participation Agreement; Execution date: November, 2006.
- Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement: Approved by the MPO in November 2006, participating Agency approvals pending.
- Public Transportation Joint Participation Agreement: A new agreement is submitted yearly with the UPWP. The MPO has a multi-year JPA executed in FY2004/2005 that is effective for five years.
- Tri-county interlocal agreement for the creating the Southeast Florida Transportation Council (SEFTC) for Regional Transportation Planning and Coordination in South Florida: Execution date January 2006. In January 2006, the Southeast Florida Transportation Council (SEFTC) was legally constituted. SEFTC was established to serve as the forum for communication among the Broward, Miami-Dade and Palm Beach MPOs, the Florida Department of Transportation, the Florida Turnpike Enterprise, the South Florida Regional Transportation Authority, and the RPCs. The duties of the SEFTC include the development of a regional long range transportation plan, project prioritization process, public participation plan, and performance measures.

In 2004, the Broward MPO Board undertook an effort to reexamine the structure of the Broward MPO and commissioned the Center for Urban Transportation Research (CUTR) to study the various MPO structures within the State of Florida and recommend a new organizational structure for the Broward MPO. The study was

completed in May 2006. Although the report provided several recommendations, the Board did not act on any specific organizational structure. Instead, the Board approved a proposal by Broward County by which the Broward MPO could hire an independent attorney and have more input into the hiring/firing of an MPO Staff Director. A new MPO Attorney has been selected and began representing the Broward MPO on April 1, 2007. On May 10, 2007 a new MPO Executive Director was hired.

The Transportation Planning Division of the Broward County Urban Planning and Redevelopment Department (URPD) serve as staff for the MPO. The URPD was created in 2004 and the Transportation Planning Division, which had been housed in the Department of Planning and Environmental Protection, was moved into the new Department in an effort to consolidate all planning efforts. Currently, an effort is underway to replace the name “Transportation Planning Division” and with “Metropolitan Planning Organization Division”. This name change will aid in distinguishing the MPO functions from other county planning and transportation related activities. Of the 29-member MPO staff, 23 positions are grant funded and 6 are county funded. A new position is being created for a planner that will largely work on the development of a Continuity of Operations Plan for the MPO and aid in statistical research.

It should also be noted that the Broward MPO has been operating with an acting MPO staff director for the last three years. Only recently has a permanent Director been appointed. The MPO staff is commended for their continued dedication and commitment to work together to continue to provide quality service to the Broward community during this lengthy transition period.

The Technical Coordinating Committee (TCC) consists of staff members with expertise in matters related to transportation planning from Broward County agencies including Public Works Department; Department of Planning and Environmental Protection; Office of Urban Planning and Redevelopment; Division of Mass Transit; Traffic Engineering Division; Engineering Division; Air Quality Division; Port Everglades Department; Aviation Department; Emergency Management Division. Other members include South Florida Regional Planning Council, FDOT and the Florida Department of Environmental Protection. An invitation is also extended to the Seminole Tribal Government to actively serve on the TCC, for which the MPO has been commended in the past.

The Technical Coordinating Committee (TCC) is responsible for coordinating transportation, planning and programming, for review of all transportation studies, reports, plans and programs, and for making recommendations to the MPO.

The TCC assists the MPO by providing technical resources as requested. TCC recommendations to the MPO are based upon the technical sufficiency, accuracy, and completeness of studies, plans and programs. The TCC serves as an advisory committee for the completion of all required transportation studies, plans, development and programming recommendations required under state and federal laws pertaining to all modes of transportation and transportation support facilities.

The Community Involvement Roundtable (CIR) is the citizen advisory group of the MPO. Its membership (over 40 positions) is appointed by the MPO Board and by service organizations and other groups authorized by the MPO. CIR members are public representatives who are interested in participating in the transportation planning process in Broward County, and represent a broad cross section of Broward's population including members from various cities, towns, and community organizations. A high school student also serves on the CIR, as an appointment by the School Board representative of the MPO Board. More recently, an urban and regional planning student from Florida Atlantic University also now serves on the CIR, in an effort to include a broader range of other populations that were not presented on the CIR previously. Currently, there are five vacancies on the CIR.

The CIR functions as a sounding board for public opinion on transportation issues, and promotes ways to improve the quality of Broward County's transportation system. This group of citizens reviews and provides recommendations on transportation plans and programs, taking into consideration the impacts of these plans and programs on their communities. The work of the CIR provides the MPO with valuable insight into local communities, thereby assisting the MPO in formulating goals and objectives that shape the urban environment of the county.

The MPO also has a number of ancillary committees and subcommittees involved in the transportation planning process. These include the following:

- 2035 LRTP Update Steering Committee (to be established)
- 2035 LRTP Management Team (to be established)
- Broward Partnership for Workforce Transportation (BPWT)
- Community Studies Pilot Program Subcommittee of the CIR
- Community Studies Pilot Program Subcommittee of the TCC
- Congestion Management Task Force
- Corridor Advocacy Group (Scenic Highways)
- Enhancement Process Subcommittee (subcommittee of the TCC)
- Freight and Goods Study Review Committee
- Pedestrian/Bicycle Focus Group
- Regional Transportation Technical Advisory Committee
- Selection and Evaluation Subcommittee of the MPO
- Transit Bridge / State Road 7 Technical Advisory Committee
- (Unfunded Priorities) Criteria Ranking Subcommittee of the MPO

3. Unified Planning Work Program

The Unified Planning Work Program (UPWP) for the Broward MPO defines and guides the transportation planning process and the development of major MPO products, such as the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP) and the Congestion Management System (CMS) or

Congestion Management Process (CMP). The UPWP outlines the tasks related to transportation planning to be accomplished in and for the Broward MPO Area during the upcoming fiscal year, serving as an annual budget of time and funding requirements. For each objective of the MPO, tasks are directly related to State Planning Emphasis Areas and encompass SAFETEA-LU planning factors.

The UPWP documents federal, state, and local participation in the continuing, comprehensive, and cooperative Broward MPO transportation planning process. The UPWP reflects not only traditional activities, but also addresses newer areas of planning focus. Priorities for the MPO continue to include coordination of non-emergency transportation systems, environmental streamlining of projects, promoting safe and secure transportation systems, advancing freight planning, greenway planning, corridor studies, and updating the LRTP, as well as the interaction with regional transportation models and their applications to regional and comprehensive issues.

The MPO prepares an initial draft of the UPWP based on known requirements and needs. Previous FHWA/FTA comments are also reviewed and considered when developing the new UPWP, as are MPO Certification Review Recommendations and their current status. The level of planning effort for the Broward MPO is driven by the LRTP and operational planning needs of the various operating agencies and state/federal requirements. The UPWP provides detailed information linking the document to the SAFETEA-LU Planning Factors.

The FY 2007-08 UPWP addresses the Safety and Security in a new task. The new task will focus on planning activities to increase safety and security of transportation systems through developing effective transportation-related plans and programs that will assist in protecting the region's residents, visitors, infrastructure, and operations. The main project of this task is to develop a Continuity of Operations Plan (COOP) more specifically for the Broward MPO, as opposed to the current plan, which is geared more generally toward the County's operations.

Also new in the current UPWP is the establishment of a Community Pilot Program, which provides up to \$150,000 for planning studies applied for by cities and municipalities. Applicants will be reviewed by a subcommittee of the TCC and the CIR, in accordance with established criteria and awarded funding. This is a new program under development. More information will be determined as the program progresses. The MPO is commended for this effort to aid cities and municipalities address their transportation planning needs.

Additional coordination is derived through review and input from the MPO's Technical Coordinating Committee, the Community Involvement Roundtable, and the MPO Board. Each of the three groups brings varying levels of technical knowledge, community familiarity, and special interests to the table for discussion and possible insertion in to the document. The tri-County MPOs (Palm Beach, Broward and Miami-Dade) include regional coordination through a specific Regional Planning/

Coordination Task in their respective UPWPs. The task reflects regional activities including plans, programs, project lists, and public involvement.

The Broward MPO draft UPWP is provided to both Palm Beach and Miami-Dade MPOs for review and comment. Efforts have been made between the MPOs to provide standard language in each MPOs' UPWP for regional work tasks that are common to all three MPOs. These three MPOs also participate in annual "Kick-Off" Meetings to assist them in identifying regional coordination activities prior to drafting each of the three MPO UPWPs.

In addition to the CIR and TCC, the MPO also uses electronic and print media to solicit input from the community, cities, transportation providers, planners, and interested parties. A public notice is published in area newspapers, and the draft annual UPWP is posted on the MPO's web page, alerting the community to its availability and to solicit public comments. Finally, the Community Involvement Roundtable, the public involvement arm of the MPO, reviews and comments on the document prior to MPO approval.

D. Products of the Planning Process

1. Long Range Transportation Plan

The Long Range Transportation Plan (LRTP) was last fully updated in March 2005. Minor edits were made to address the requirements of SAFETEA-LU before July 1, 2007. The new Plan update is about to get underway and will be adopted by December 2009. By federal law LRTP is updated every five years. The next update will extend the planning horizon of the LRTP from the year 2030 to the year 2035.

The existing Plan has a primary focus on the non-automobile modes of transportation. It is designed to guide the development of multimodal transportation systems throughout Broward County and includes transportation needs relative to pedestrian, bikeways, greenways, transit, waterborne transportation, and highway improvements. In addition, the Plan includes provisions for freight and goods movement and access to the Airport and Port. The needs for the highway and transit system are assessed using the travel forecast model and input from the public, planners, transportation experts, environmental agencies, elected officials, and other interested parties.

The Goals, Objectives and Measures of Effectiveness (GOMs) of the adopted LRTP were developed in accordance with TEA-21 seven planning factors. The consistency between the GOMs and the planning factors are reflected in table form in the LRTP. Annually, the MPO assesses how the LRTP objectives are met by evaluating the transportation system performance.

The LRTP includes a financial analysis chapter, which includes revenue projections developed by FDOT for capacity related projects as well as revenue projections from local governments and private developers as they apply to capacity related projects. The existing Plan does not consider new revenues except for "New Starts" funding through FTA. The LRTP suggests, "New Starts" to finance part of the new Central

Broward east-west Transit corridor. There are estimates of potential new revenue sources in the LRTP financial chapter provided for information purposes such as new local option 1 or 1/2 % sales tax. However, none of these resources was used in the Cost Feasible LRTP.

The maintenance and operational cost for all modes of mass transit is included in the LRTP cost feasible plan. The revenue used to maintain the State Highway System is not part of the funding formula provided by FDOT. However, the revenue estimated for capacity projects, generated by FDOT, was reduced to account for the higher maintenance cost in Southeast Florida. The reduction was based on the average maintenance cost for a 19-year period (2006-25) as provided by FDOT. County revenues were also estimated using the County's capital improvement program and the historic expenditure on capacity related highway and transit improvements. Similar assumptions are used to estimate revenues from the private sector and municipalities.

A great deal of information was used to prepare the travel demand model for use in forecasting automobile and transit travel in 2030. The Florida Standard Urban Transportation Model Structure (FSUTMS) was used to forecast these trips. This model relies on socio-economic data (population and employment) for the 2000 base year, as well as forecasts for the 2030 horizon year. The transportation demand model was converted to a lifestyle format in 1996 based on alternative trip generation methodologies developed by the FAU/FIU Joint Center for Urban Policy Research. The lifestyle concept of trip generation modeling focuses on household characteristics such as life cycle, social class, labor force participation, rural versus urban residence, and the presence or absence of children in households. The results of the model runs are applied communities of interest to determine which transportation improvements could most likely be beneficial and cost feasible. These projects then become part of the approved LRTP and eventually are programmed into the TIP.

Before the LRTP update begins, a number of workshops are held to give the public an opportunity to express concerns and provide input as to what they would like to see included in the new plan. As part of the last adopted LRTP process, the MPO conducted over 30 meetings, 4 public workshops, and 8 local meetings with various civic and neighborhood associations, as well as participation from the various MPO Board committees. The MPO participates in public outreach events throughout Broward County where the public is asked for feedback on transportation issues of importance to them. Public workshop and hearing advertisements are placed in the Sun-Sentinel, El Herald and Broward Times newspapers at least 30 days before a public workshop or hearing is held. Verbal and written comments received during LRTP preparation are documented in the Appendix of the final LRTP document.

Amendments to the Plan are considered twice a year. MPO staff, members on the MPO, or local municipalities may initiate the update. The public is notified of the process through advertising for public hearings, the agenda and review by the Community Involvement Roundtable and the MPO web site. Any plan amendment is reviewed by the TCC, CIR and approved by the MPO in an advertised public hearing.

2. Transportation Improvement Program

The Transportation Improvement Program (TIP) is the primary tool used to manage the implementation of projects recommended in the LRTP via its translation into a five year program of tangible transportation improvements with committed funding. The MPO TIP provides a comprehensive listing of local, county, state, and federally-funded transportation projects that is financially constrained. The TIP is alphabetized by project name and is broken into different transportation modes. It includes a color-coded project map to help identify major projects by TIP number and a cross reference index to help locate and track projects by TIP number and FDOT item segment number. Broward County is divided into five different MPO districts. Since 2004, TELUS has been utilized to help make the TIP more user friendly, and illustrate the TIP projects by MPO district.

The Broward MPO ensures that the TIP includes all funded regionally significant projects, including intermodal facilities, through close coordination with the South Florida Regional Transportation Authority, the Southeast Florida Transportation Council, the Miami-Dade MPO, the Palm Beach MPO, Broward County modal agencies (Port Everglades, Aviation and Transit), and FDOT Districts 4 and 6.

Through the prioritization screening process, the MPO's policies and objectives and the seven planning factors of TEA-21 (now eight factors in SAFETEA-LU) guide project selection for the TIP. Projects for the TIP are evaluated and sorted in priority order. The following policies form the basis for the priority ranking process:

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

The project ranking process has two components. The first component is the MPO Goal Screening Process which includes Broward MPO goals and the seven TEA-21 Planning Factors (now eight SAFETEA-LU Planning Factors). The second component is the Technical Screening process. The Technical Screening score is mode-based, comparing similar projects to one another.

The TCC Priority Ranking Subcommittee uses a weighting factor that has favored transit projects (50%) and pedestrian / bicycle (30%) over highway capacity improvement projects (20%).

In 2006, the Broward MPO's Priority Criteria Subcommittee reviewed its process for prioritizing transportation projects. The Subcommittee recommended to the full Broward MPO Board the following revisions to the process:

- Three additional Screening Criteria including percent of project funded, length of time project has been on list, and whether the project is multimodal; and
- Modifying the modal weighting as follows: transit (52%), roadway (32%) and pedestrian / bicycle (16%).

These revisions will be reflected for the first time in the FY 08-09 Unfunded Multimodal Surface Transportation Priorities listing to be completed this summer for Broward MPO approval in September 2007.

The public has a formal opportunity to review and provide input on the TIP annually prior to its adoption. However, the TIP process is a dynamic one, and it is always open to public comment. Throughout the year, appropriate staff members respond to questions, concerns, and suggestions about the strategy of project prioritization, specific projects in the TIP, and amendments, when proposed. The MPO's brochure, "How to Read the TIP Project Listing" helps familiarize the community with the TIP, and is currently being updated. The success or lack of success of the TIP is determined through active public involvement and feedback, including a strong and continuous voice of the MPO's Community Involvement Roundtable and municipal interaction of the TCC.

Copies of draft and final TIP documents are placed in libraries throughout the county with information about attending meetings and providing comments. The draft and final TIP document is also placed on the MPO website. Information is distributed to the public through advertisements in general circulation newspapers and notices are distributed to the MPO mailing list. This process generally begins forty-five days prior to adoption. The TIP is adopted following a public hearing by the MPO.

Tip amendments are closely coordinated with FDOT, and the TCC and CIR for their recommendations prior to the MPO Board considering the amendment. TIP amendments are presented and adopted by the MPO at regularly scheduled meetings as action items on the agenda. The cost of new projects and cost increases on existing projects for the TIP must be offset by decreases in other areas of the TIP to maintain the financial constraints upon which the TIP was originally developed, unless new sources of funds are identified.

E. Elements of the 3-C Planning Process and Related Activities

1. Planning Factors

Transportation Equity Act for the 21st Century (TEA-21) requires that the metropolitan transportation planning process explicitly consider and analyze a number of specific planning factors assumed to reflect sound planning principles. The seven metropolitan planning factors are:

- Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity, and efficiency;
- Increase safety and security of transportation system of motorized and non-motorized users;
- Increase the accessibility and mobility to people and freight;
- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of transportation systems, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005 separated the second factor related to safety and security into two stand-alone factors, one to increase safety of the transportation system of motorized and non-motorized users. and the other to increase security of the transportation system of motorized and non-motorized users.

Throughout the planning process and in the development of products such as the LRTP, TIP and UPWP, the MPO must consider these planning factors. During the development of the Goal, Objectives, and Measures of Effectiveness, the MPO ensures that they are consistent with the planning factors. The MPO also considers the planning factors when drafting the UPWP. To demonstrate consistency, the UPWP includes a matrix that cross-references the TEA-21 (now SAFETEA-LU) Planning Factors, the UPWP work tasks, and the Federal Planning Emphasis Areas (no longer applicable).

2. Financial Planning

The Long Range Transportation Plan incorporates all existing and anticipated funding sources as identified through the statewide transportation revenue forecasting process. For the purposes of developing the LRTP, the MPO and the Florida Department of Transportation (FDOT) cooperatively develop estimates of funds that will be available to support plan implementation. The metropolitan area estimates are the area's share of state capacity programs that can be used to fund planned improvements such as highway, transit, rail, aviation, and intermodal access.

Existing revenue sources available for financing the 2030 LRTP projects are provided by DOT, the publication *Local Government Financial Information Handbook* (December 2003), prepared by the Florida Legislative Committee on Intergovernmental Relations, and the publications *Revenue Forecast Handbook* (February 2001) and *Florida's Transportation Tax Sources, A Primer* (January 2004), published by FDOT. FDOT District 4 provides estimates of the state and Federal

transportation funding for Broward County for 2010 through 2025. Revenue projections for the FY 2026-2030 period were estimated by extrapolating FDOT revenue projections using the methodology developed for the *2020 Florida Transportation Plan update – Development of the 2020 Revenue Forecast* (May 2001). The forecast categorizes FDOT’s major programs into capacity and non-capacity programs.

The estimates of funds for programs designed to support, operate, and maintain the state transportation system are not included in the metropolitan estimates. As part of the Florida Transportation Plan, the FDOT sets aside “sufficient” funds in the 2020 Revenue Forecast Update for these “non-capacity” programs. For the highway component, non-capacity programs include safety, resurfacing, bridge, product support, operations and maintenance, and administration.

3. Public Involvement / Title VI

The MPO’s Public Involvement Plan (PIP) was first adopted by the MPO Board in February 2002. The Public Involvement Plan (PIP) is reviewed annually and revised when applicable but at a minimum of every three years. The PIP is located on the MPO’s website: www.browardmpo.org.

The effectiveness of the BMPO’s public involvement process is evaluated each year prior to April 1. Staff members participate in several community events throughout each year, informing attendees about the BMPO’s activities and surveying these individuals. After each of these events, the Public Education Coordinator and staff review the feedback received, attendance of the event, receptiveness of the audience, etc. as a guide for planning future public outreach activities.

On a less formal basis, effectiveness is monitored continuously through reviewing public comment at monthly meetings of the BMPO, TCC, and CIR meetings and through communications received from the public via the internet and telephone calls.

The outcome of the most current review, completed this past month, revealed that the BMPO process is comprehensive and provides a variety of techniques that genuinely tap into the transportation learning curve of the community, involving people of all geographic, economic, age, racial, and ethnic groups.

Regarding changes that will be made to the process, data analysis revealed that the number of community events in which BMPO staff participated varied, and there was even greater variance in the total number of survey instruments administered annually. While it is understood that many factors influence the amount of data collected, staff have determined that it will be prudent to establish a minimum number of community events and a minimum number of survey responses annually to assure a satisfactory level of continuity.

- The Community Involvement Roundtable

The MPO continues to work to engage citizens in their transportation planning process. Many of these efforts are conducted through the Community Involvement Roundtable (CIR). The CIR is an official advisory group for the MPO. A very active group of over forty people, the CIR membership represents a large and varied range in age, race, ethnicity, and geographic location of the County's population. Half of the membership is selected by the BMPO and the other half represents a variety of entities including veterans, urban ministries, public schools, etc. This set up allows the needs of a given area, or organization be present so as to provide a specific philosophy and knowledge base for the CIR. As such, the CIR represents a variety of perspectives including the NAACP, a high school in a traditionally underserved area, an urban church minister, and members from groups serving the elderly and disabled.

Recently, the CIR membership added an urban planning student from Florida Atlantic University, as an appointment by the MPO Board member representing the School Board. This appointment will provide the student with valuable experience in the area for which they are being trained, and provide the CIR with a new, fresh perspective on transportation decisions affecting the college student community. The MPO is commended for this innovative concept in gaining membership for the CIR and are encouraged to develop the idea further, perhaps working with the university to receive college credits for this service or use the experience for class project work for the serving student.

The CIR reviews work products of the MPO staff, makes recommendations to the MPO Board, and provides regular outlets and avenues into public input for the public involvement process. CIR members actively suggest new ideas and areas for improvement, and support the MPO's transition from having a road perspective to more of a transit perspective.

The MPO is encouraged to continue working to obtain and maintain a representative composition of Broward County residents on the CIR. The MPO staff does keep records of attendance of the CIR members and keeps the MPO Board informed of vacancies and persons expressing an interest in becoming CIR members. Currently, the CIR membership is close to half vacancies. The MPO should work very diligently to fill these positions, being cognizant of the desire to have the membership of the CIR roughly reflect the demographic characteristics of Broward County.

- General Public Outreach

The MPO also provides outreach to the general public on specific work tasks, such as the LRTP, TIP, and corridor studies. This outreach effort includes input from diverse groups of people into the transportation planning process and specific transportation plans. The public involvement plan for the LRTP ensures that some of the public workshops are held in different areas of the County. Public meetings and workshops are held at facilities offering free (or low cost) parking and near transit routes and facilities. With advanced notice, assistance for those who are

hearing or visually impaired, have limited English-speaking skills, are transportation disadvantaged, or require other types of assistance is provided. All MPO meetings are accessible by transit and meet ADA requirements. The MPO also makes extensive use of the media, the MPO web site, civic groups, schools, in alternative formats (i.e. Braille, Spanish etc) and public areas to notice current activities, with particular emphasis on targeting the traditionally underserved based on information from the GIS database.

The MPO staff, with the support of the MPO school board member, initiated an outreach program with the elementary schools in Broward County. A total of 14 presentations have been conducted at elementary schools since the pilot presentation on June 9, 2004. A talking, red, remote controlled car named "Buddy" accompanies staff to the school to assist in teaching the children (third through fifth graders) about transportation planning and safety. The students actively participate and are provided surveys, games, puzzles, and safety tips they can take home and share with their parents and other siblings. A Kids webpage has also been added to the MPO's website. A new component was added by the Public Education Coordinator (PEC) for the 2006-07 school year. The PEC now makes a return visit to each school, reviews homework, and leads a discussion on transportation. Initially, schools in minority and disadvantage neighborhoods were targeted for the program. However, the program is expanding and will include six new presentations scheduled for the 2007-08 school year at elementary schools throughout Broward County.

Through such activities as community events and the Outreach Program for School Age Children, public education of the transportation planning process is being implemented. The MPO's PEC is available to provide assistance to cities' public information officers or transportation agencies by sharing information and services upon request. The PEC communicates with the media, delivers transportation education to groups of all ages, and seeks public input at community events, public meetings, Community Involvement meetings, etc.

Other efforts initiated to engage the public included Opinion Leader "Lunch And Learn" Presentations and the placement of public service announcements (PSAs). In 2004, four Opinion Leader "Lunch and Learn" presentations were conducted with business leaders throughout Broward County to inform them about the MPO and how they can become involved in the transportation decision making process. This effort was innovative but did not garner sufficient business leader participation to warrant continued implementation.

The MPO also developed some 30-second PSA spots in English, Spanish and Creole to air on radio stations, informing the public about who the MPO is and what it does. The PSAs run on local FM and AM stations with special emphasis given to seeking radio stations that reach minority audiences. MPO staff members have been heard on radio stations and are available upon request to provide the public with transportation information.

At the next level of involvement, the public has the opportunity to voice their opinions on issues at public hearings, workshops, community outreach events and through the BMPO website. The public's views are taken into consideration before transportation plans are developed by staff and before the MPO approves plans or programs. The BMPO records all public involvement activities, efforts and outreach activities in the quarterly reports. It also retains hard copies of sign-in sheets, survey responses, and visitor sign-in logs. Further, the BCMPO maintains in a log all transportation news clips, press releases, and published workshop and meeting announcements to provide a historical perspective of transportation information reaching the public.

An MPO staff contact list and organization chart has been added to the website. Continuous website improvements and frequent website updates are possible now due to having an in-house webmaster, so changes and approvals can be processed quickly.

The MPO produces a myriad of pamphlets and brochures, designed to inform and educate the public on the MPO and their related products (LRTP, TIP, CMS, etc.). A quarterly newsletter, entitled *Shortcuts*, is also developed, which provides detailed information about current activities, meeting schedules and locations, and planning and programs that are underway. These documents are distributed and available in the County libraries, as well as in the MPO's County Office and on the MPO's website. The MPO continues to improve their website's user-friendly layout. The website contains photos and contact information for MPO members, a Kids Page to compliment the Outreach Program for School Age Children, and a "Taking it to the Streets" page that highlights public outreach activities around Broward County. Continuous website improvements and frequent website updates are possible now due to having an in-house webmaster, so changes and approvals can be processed quickly.

MPO Agendas are mailed out 10 days prior to the meetings, and are posted on the website one week prior to meetings. Public Comments are a part of the all MPO meeting agendas. At the beginning of each BMPO meeting, the public is invited to express comments and questions. When concerns or requests for information are voiced at these meetings, the elected officials and staff generally respond during the meeting to those questions. If further research is required, a response is provided at the next MPO meeting.

One of the primary purposes of early and continuing public involvement is to determine the positive and negative impacts of transportation projects or programs before implementation. The MPO recognizes the critical importance of public involvement and livable community considerations in successfully implementing transportation projects that benefit all parties to the greatest extent possible. For this reason, MPO staff actively participant in the continuous and ongoing development of efforts such as Community Impact Assessment (otherwise known as Socio-Cultural Effects) and Efficient Transportation Decision Making (ETDM).

- Title VI

Title VI of the Civil Rights Act of 1964 states that no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. Executive Order 12898 regarding Environmental Justice involves addressing disproportionate and highly adverse impacts to minority and low-income groups. Title VI prohibits intentional discrimination as well as a disparate impact on protected groups. The transportation planning regulations require consistency with Title VI and subsequent civil rights laws and regulations. For the purposes of the certification review, the products of the planning process must reflect compliance with this Act.

The MPO attempts to provide outreach to solicit input from diverse groups of people for inclusion in the transportation planning process and specific transportation plans. Different methods are necessary to reach different segments of the population, so it is essential to use a variety of activities to distribute information to and obtain feedback from the public. Routinely, FDOT and BCMPO conduct public workshops to obtain input from the community on transportation investments. Members of disadvantaged socio-economic groups and other interested groups of the community are researched by our consultant team who are contractually required to incorporate these community contacts as a part of the public involvement process. MPO staff and consultants send press releases to minority newspapers including EL Heraldo and the Broward Times to announce public hearings and workshops.

In addition, the MPO proactively seeks minority representatives to serve on the Community Involvement Roundtable (CIR), the public involvement arm of the MPO. CIR membership includes representation of the NAACP, a student from a public high school in a minority community, and a university student. Using GIS and area event calendars, the MPO actively identifies and participates in community events targeting minority communities to “get the word out” to these citizens. Such events have included Viva Broward, South Florida Disabilities Expo, Dillard Elementary School’s Community Day, South Florida Senior Games ceremonies, Pride Fest, Calliope Fest, Cinco de Mayo, and Fiesta Fort Lauderdale. Public Service Announcements and fact sheets are also produced in Spanish, and surveys are available in both Spanish and French. In addition, with consultant assistance, all major MPO documents as well as the Citizen’s Guide brochure, Shortcuts newsletter, and TIP brochure, are available in Spanish and Creole.

Public meetings are accessible by transit and they are accessible according to the Americans with Disabilities Act (ADA). Accommodations such as signers for the deaf and amplification tools can be made available for those who need them.

The Broward MPO has adopted the procedures followed by the FDOT) for their Title VI Discrimination Complaint Procedures. No complaints are active or have been received by the MPO related to Title VI as of this report’s publication.

4. Intermodal Activities / Freight

The Broward MPO has been coordinating plans with FDOT Districts 4 and 6, and with intermodal facility operators in this area for over a decade. Intermodal activities are integrated in the transportation planning process in a variety of ways. The LRTP considers the connections between various modes in estimating the travel demand to be met. The Plan also includes intermodal connections for the traveling public. The transit component identifies areas to construct park-and-ride facilities.

Both the Airport and Port Everglades Plans are included in both the LRTP and the TIP. The Airport and the Port are represented on Technical Coordinating Committee and participate in all phases of plan design and development leading to plan adoption and related fund allocations in the TIP. Highway projects that provide access and connectivity to the Port/Airport are highlighted during prioritization of both the LRTP and the TIP planning process as multimodal components. The MPO also works closely with State and County agencies participating in the development of the Strategic Intermodal System (SIS).

Presently, the Broward MPO is working closely with the Miami-Dade and Palm Beach MPOs, with the cooperation of the State, Regional, and County agencies, in the development of the Southeast Florida Regional Long Range Transportation Plan. A resource document, which addresses the freight element, outlines the SIS freight intermodal connectors that meet adopted criteria and thresholds in the southeast economic region (Palm Beach, Broward, and Miami-Dade).

The MPO completed the Freight and Goods (F&G) Movement Plan in July 2002. This Plan is intended to serve as the basis for the Strategic Intermodal System (SIS) in the South Florida region. As part of the F&G Movement Plan, the Broward MPO identified major intermodal links and analyzed highway truck volumes, commodity flow data and facility specific volumes. Analysis of these data identified key corridors, key connectors, and intermodal transfer points, as well as documented the existing modal splits. The local economic and demographic profile was also reviewed and analyzed, as these characteristics drive freight transportation needs and help identify future bottlenecks. The Plan also includes analysis of the national, state and county roadway networks; identifies existing and future volumes of cargo traffic as well as capacity deficiencies and lack of facilities along the most traveled freight corridors; and identifies potential solutions.

Projects included in the Broward MPO's Freight and Goods Movement study, as well as those recommended in the Intermodal Connectivity in the Atlantic Commerce Corridor (project conducted by FDOT District 4 Office of Modal Development) were considered for inclusion during the 2030 LRTP development process. A final list, including some of these projects, is in the financially feasible component of the Plan.

5. Transit / Transportation Disadvantaged / Bicycle and Pedestrian

- Transit / Transportation Disadvantaged

Transit within the MPO's jurisdiction is heavily threaded into the MPO's Planning Process. This is evidenced through several on-going initiatives to deliver enhanced transit services to the public as the demographics of Broward County continue to demand alternative methods in transporting people to and from various destinations. Coordination and collaboration between the Broward MPO and the Office of Transportation (formerly the Mass Transit Division) is accomplished through public involvement efforts with local residents, businesses, and elected officials. Information is communicated to the MPO regarding the operational and capital improvements for Broward County's Transit and Paratransit Systems. Transit operators are involved in the MPO planning process as active members of the following committees:

- Broward MPO Technical Advisory Committee
- Regional LRTP (SFTEC) Planning Committee

A significant amount of transit-related planning and environmental studies are underway within the MPO's jurisdiction. These studies evaluate the possibility of expanding and delivering transit through a series of new corridors and systems. Some of these initiatives include:

- South Florida East Coast Corridor Transit Analysis
- Central Broward (I-595) East West Corridor Transit Analysis
- I-75 Bus Rapid Transit (BRT) PD&E Study
- Downtown Development Authority (DDA) Transit Analysis
- State Route 7 Bus Rapid Transit (BRT) Study
- Fort Lauderdale Airport/Port Everglades People Mover Initiative

The MPO has dedicated staff that prepares agendas and organizes meetings for the Broward County Coordinating Board for Transportation Disadvantaged Services (BCCB). These efforts are shared with staff from the transit operator. The BCCB acts as an advisory body, providing input to the Office of Transportation in reviewing the Transportation Disadvantaged Service Plan (TDSP), and evaluating the Community Transportation Coordinator (CTC) annually. Broward County Office of Transportation acts as the Community Transportation Coordinator for Broward County. The BCCB members represent federal, state and local agencies, as well as citizen advocates and users of the paratransit system.

Regarding the Transportation Disadvantaged, the Broward County's Paratransit Service (TOPS) is noted as a nationally recognized paratransit service, and serves as a national model. Overall, the Transportation Disadvantaged program seems to be coordinated across county and MPO boundaries, primarily with Miami-Dade Transit. FTA encourages the MPO to continue coordination of mobility options for all citizens, and expand participation opportunities to all Human Service Transportation providers within the MPO's area and throughout the Region.

Operation, capital, and marketing information are provided by the transit agencies as part of the MPO planning efforts in the preparation of: short and long range plan updates. Performance data needed from transit operators to support MPO activities include transit ridership, route information, fleet size, projected expansion, and plans developed primarily having to do with the development of the MPO LRTP. The transit providers share this data with the MPO through quarterly dissemination of data and through regular staff meetings.

The MPO has been very involved with the transit operators and regional and local transit agencies to promote and support the increased emphasis on the use of transit as reflected in the LRTP. Funding has been provided to purchase vehicles for Bus Rapid Transit (BRT) on SR 7 and US 1, as well as limited express bus services on Sample Road and US 1. The MPO is involved in the BCT meetings, and also currently provides staff support and implementation funds for the South Florida Regional Transportation Authority. The MPO staff noted that outreach efforts such as a marketing program to train students to use transit, using transit at community events, and other localized efforts, have helped to get buy-in from the community and public officials for transit initiatives.

As congestion within the Region continues to increase along with an escalating population within Broward County and the Region, it will become critical for the MPO to remain as connected as possible to the local transit agency. Additionally, FTA encourages the MPO and the local transit agency (Broward County Transit) to utilize the existing SFTEC Planning Committee as a means to communicate and exchange information related to on-going transit-related studies and investments that can help provide the public with commuting and travel alternatives. FTA encourages the MPO to remain involved to the extent possible in each of these transit-related initiatives.

- Bicycle and Pedestrian

The Pedestrian Plan is an element of the 2030 LRTP and therefore, is not a stand-alone plan. The Broward County Commission and the Metropolitan Planning Organization (MPO) has, in their respective goals and visions, stated their commitment to a Balanced Transportation System. Broward MPO Resolution #89-8 set in motion the process to ensure that a pedestrian-oriented plan be incorporated into the multimodal planning approach to transportation. The Broward County MPO Sidewalk Conditions and Transit Infrastructure Inventory Program and Safe Routes to School Program are consistent with the Pedestrian Plan for the Broward County Urban Area. The pedestrian plan is developed through other local plans and additional studies, including:

- Catalog potential sidewalk improvement projects
- Hazardous walking conditions report
- Identification of high pedestrian traffic generators including parks, libraries, and health, human and social service agencies
- Bus stop data collection and sidewalk conditions along transit routes
- Centralized location for data sharing

The MPO looks at and reviews sidewalk and transit amenities on an area-wide basis to enhance and facilitate better pedestrian/bicycle/transit mobility, cohesiveness, and connectivity. The MPO, in conjunction with the Safe Routes to School program, performed a baseline study of nine schools, and conducted an on-line survey of the elementary schools in Broward County. As a result of the MPO's efforts, seventeen applications were submitted for funding under the Safe Routes to Schools Program. The MPO is commended for their active pursuit in reaching out and promoting the Safe Routes to School Program in conjunction with the Broward County School system.

The MPO, with assistance from a consultant, also produced a bike suitability map that is available on-line. The Broward County Bicycle Suitability Map is intended to serve as a reference for bicycling in Broward County. The primary factors considered in determining streets suitable for bicycling included traffic speed, volume and outside lane width, however other factors including roadway grade, number of driveways, pavement condition, and adjacent land use were also considered. Each roadway's characteristics were collected and then rated according to a computer model developed at Auburn University and adapted for Broward County. The streets that are color coded were categorized according to how they scored on over 20 factors that affect bicycling. The preliminary results were field tested and the model was adjusted as necessary by local cyclists and transportation professionals.

As a result of the County and the MPO's Bicycle Facility Network Plan, bicycle facilities are routinely incorporated into road construction and resurfacing projects. However, it still necessary to identify priority segments that will not be addressed through construction or resurfacing. Because of the volume of bicycle projects, road segments go through a filtering process prior to ranking. Initially road segments that are funded are filtered out. From the remaining segments, those located in Traffic Analysis Zones with above average labor force or employment and, that have fifty or more people with no access to automobiles are identified. These segment choices are further refined by Bicycle Level of Service (BLOS). Using a target of BLOS of C as the worst case, the current BLOS, without an improvement, and future BLOS, with an improvement, are compared. The segments are then grouped by determining whether or not BLOS deteriorates to the point where adding a bicycle lane does or does not help keep the BLOS at C. If adding a bike lane does not improve the BLOS or maintain it at C, the segment drops in priority. The segments that will be improved to BLOS C, or those that will be prevented from deteriorating, are in the first group of priorities. These segments are then further refined for inclusion into the BCMPO's Priority Ranking Process. Additionally, the MPO's Bicycle Pedestrian Committee has its own trust fund \$4,000 to \$5,0000 annually that can be spent on bicycle/pedestrian educational activities as determined by the committee.

The MPO has also been involved in consolidating the school crossing guard program from city to city, and initiating a level of coverage performance measure

which identifies the percentage of major trip generators within a ¼ mile for determining bicycle accessibility and suitability.

6. Air Quality and Environment Considerations

Since July 2005, the entire state of Florida is not a non-attainment or maintenance area based on the current 8-hour ozone standards. Therefore, MPOs in the state are no longer required to adhere to conformity standards. However, air quality remains as a monitoring issue.

A statewide Air Quality Committee has also been formed with representatives from all the air quality MPOs, FDOT, FDEP and FHWA. This committee meets on a periodic basis to discuss changes to the EPA rules and procedures as well as statewide issues.

MPO also partners with the Broward County Department of Planning and Environmental Protection Department Air Quality Division on outreach and education initiatives in public schools. MPO staff attends the Southeast Florida Air Coalition (SEACO) meetings, contributes to regional air quality events held during the month of May, and participates in air quality teleconferences. SEACO is also represented on the TCC. The MPO also administers the County's beautification and urban forestry program, both of which promote clean air initiatives. As noted above, the MPO actively participates in the Clean Air Cooperative, and has distributed bike rack parking around the city, which estimates 30,000 bike rack usages per month. This interagency, public/private partnership supports transportation solutions through the use of alternative fuel vehicles and environmentally-friendly technologies.

7. Congestion Management System

The Broward MPO has had a Congestion Management System in process since 1994. Since that time they have maintained and regularly updated the Congestion Management Process (CMP) that identifies innovative congestion mitigation options. The CMS plans and promotes Transportation Demand Management (TDM) alternatives and provides technical support to the Transportation Management Associations (TMAs).

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

Ultimately, most CMS identified strategies are recommended for inclusion in the Transportation Improvement Program (TIP). Lately, and since the MPO no longer

receives large amounts of CMAQ funds, the funding of strategies and improvements has been limited.

During the past three years, planning funds have been programmed through the UPWP, for the support and development of Alternative Fuel Vehicle projects and to advance the study of the Downtown Transit Circulator project within FTA's New Start program. The MPO has also aggressively promoted the formation of a Regional Vanpool program.

The Broward County CMS is updated annually and evaluated to monitor the effectiveness of the recommended strategies. The corridor selection process is based on a multimodal approach, and has been developed as a two tier system to evaluate the roadway and transit networks. Updates are usually completed by December of every year and are depicted on GIS maps available through the Broward MPO webpage: <http://www.broward.org>. During the past two years the process has been emphasized, as required by SAFETEA-LU, and the corridor approach has been updated to include Freight and Goods movement.

As part of the Broward County Congestion Management Process (CMP) a Congestion Management Task Force has been formed. This Task Force functions as a technical sub-committee of the MPO's Technical Coordinating Committee and has representation from the different transportation agencies in the area including FDOT District 4 Offices of Planning, Modal Development and Traffic Operations.

8. Safety and Security Considerations

Safety is one of the key factors analyzed in project selection, in compliance with SAFETEA-LU planning factors, that provides for increasing the safety of the transportation system for motorized and non-motorized users. Security is also a key factor (now a stand-alone planning factor in SAFETEA-LU) considered in project selection that provides for increasing the security of the transportation system for motorized and non-motorized users. The MPO recognizes that planning a safe and secure transportation system for a region becomes more challenging as the population density increases, affecting all modes of transportation, including freight movement, transit, rail corridors, and hubs of the Strategic Intermodal System. Therefore, safety and security are two critical components in project planning for all roadways, transit, Strategic Intermodal System hubs, bikeways, pedestrian-ways, and rail corridors. These factors are considered in the MPO's goals and objectives, development of UPWP tasks, and in prioritizing potential projects from the Cost Feasible List to the Unfunded Multimodal Transportation Priority listings. Regarding the annual prioritization of Transportation Enhancement projects, the TCC Enhancement Process Subcommittee added security to the safety factor in the project ranking process for this Program earlier this year, and the Subcommittee increased the weighting of safety and security from 10% to 15% of the total scoring.

In 2005, the Southeast Florida Transportation Council (SEFTC) was created in order to oversee regional decision-making, including safety and security issues related to transportation in the tri-county region. Safety and security are key criteria in

developing and maintaining functional corridors and intermodal hubs. With SEFTC membership limited to the Palm Beach, Miami-Dade, and Broward MPO Chairs, one of its subcommittees is composed of the three MPO staff directors, three county transit providers, FDOT Districts 4 and 6, the South Florida Regional Transportation Authority, Treasure Coast Regional Planning Council, and the South Florida Regional Planning Council. Membership invitations are being extended to seaport and aviation agencies in each county, and may be extended to law enforcement agencies, as well, to help coordinate this effort.

The MPO is encouraged to continue efforts to strengthen the relationship between safety and the planning process through work with local Community Traffic Safety Teams (CTSTs), ITS coalition, Safe Routes to School, and other entities with safety responsibilities. The 2035 LRTP should be consistent with and promote the implementation of the Strategic Highway Safety Plan per SAFETEA-LU.

Security of intermodal facilities is also becoming a factor in the local transportation planning process. The MPO is directly involved in ITS applications for improving Port security directly related to timely, efficient and safe movement freight and goods vehicles. As part of the ITS Intermodal Plan recently completed by the MPO, a pilot project is being developed in coordination with the Port, FDOT and Broward County Traffic Engineering Division to provide a safe and more efficient approach to the Port of entrance.

To address the security issues as they relate to MPO operations, the MPO, through its partnership with Broward County's Emergency Management Agency, is included in the County's Continuity of Operations Plan (COOP) that identifies alternate locations, equipment, and resources necessary to establish, reestablish, or maintain staff planning functions during and following a catastrophic event.

As a partner in this Plan, the BMPO staff maintains communication with the County's Emergency Operations Center (EOC) and lends support in preparation of, during, and in response to the region's needs in emergencies. The BMPO works closely with the Broward County Emergency Management Agency to plan for emergency preparedness covering security before, during, and following crises.

Communication with staff and the MPO board is maintained following a crisis through an organized network of land-based and cell phone communications with one another.

The MPO is currently advertising a new position for a Principal Planner, whose time will be partially devoted to developing and maintaining a COOP more specifically tailored for the MPO's operations and management in the event of a serious disaster. The MPO is commended for its proactive effort in addressing security through work tasks in the coming year's UPWP and in recognizing the need for an MPO-specific Continuity of Operations plan, which will be one of the responsibilities of a new MPO staff hire.

In November 2006, when the National Association of MPOs hosted their annual conference in Fort Lauderdale, the Broward MPO coordinated with Port Everglades, Port of Miami, Fort Lauderdale/Hollywood International Airport, and the Southeast Regional Transportation Authority in providing a one-day tour of the seaports, airport, and Tri-County Commuter Rail featuring security and efficiency of operations.

9. Intelligent Transportation Systems

The MPO is very proactive in using Intelligent Transportation Systems (ITS) technology to address congestion problems and increase safety and security. The MPO uses a multimodal approach to corridor studies that includes ITS applications and partners with FDOT and other operating agencies in implementing these projects. Due to regional growth and the cost of right-of-way, Broward County has very limited opportunities to continue adding capacity in the form of roadway construction and expansion. To enhance the transportation network capacity, the MPO's Plans and Programs emphasize the shifting of efforts towards public transportation and high technology strategies such as ITS.

Broward's current and future ITS efforts, activities and plans include:

- Advanced Traveler Information System (ATIS) is a regional program and a public/private partnership between SmartRoutes, Inc., Miami-Dade, Palm Beach and Broward MPOs, the FDOT District 4 and 6 Offices and the Florida Turnpike. This project collects, compiles and provides real time travel information to motorists via phone, fax, web page, radio and TV. It also operates the 511 Dial Systems.
- The Advanced Public Transportation System (APTS) Master Plan relates to ITS applications for Mass Transit services and includes direct participation from Broward County Transit.
- Broward County ITS Intermodal Plan is a continuation of the MPO freight program developed in partnership with the FDOT District 4 (Traffic Operations Office) and Port Everglades. This plan addressed, specifically, the application of Intelligent Transportation Systems (ITS) to freight security and mobility. This project reviewed state of the art ITS applications for freight operations and developed a recommended alternative/strategy for Broward County. This recommended alternative consisted of a range of projects, each one of them dealing with the safety, security, reliability, and mobility of the transportation system. The recommended projects are included in the 2030 LRTP.
- Traffic Signal System Upgrade and Fiber Optic Deployment is a massive project being implemented by Broward County Traffic Engineering and includes the refurbishing of the traffic signal system and the deployment of new equipment (hardware and software) throughout the County.

- Dynamic Message Sign (DMS) Program includes more than 34 dynamic message signs at major interchanges, a PC-based remote control/ monitoring system and a phone drop/single mode fiber optic communication system along Interstates 95 and 595.
- The Traffic Management Center at the Broward County Traffic Engineering Division has been completed and serves as the nerve center for all ITS projects deployed in Broward County. The Center houses the ITS Operations Center with support from Federal funds, as well as the Broward County Traffic Engineering Offices supported by local funds. The Center also provides space and operation consoles for the Florida Highway Patrol and Broward County Transit.

On November 18, 2004, and in anticipation of satisfying Federal Rule 940, the Broward MPO Board authorized the MPO Director to execute the South Florida Regional ITS Coalition Memorandum of Understanding (MOU). This MOU provides the framework and guidelines to promote coordinated decision making and information sharing in planning, design, deployment, operations, funding and evaluation of ITS via a regional ITS Coalition. All ITS activities in the Transportation Management Area are coordinated through the South Florida Regional ITS Coalition.

The MPO is a member of the Regional ITS Coalition and actively participates in all Coalition activities. This Coalition includes FDOT Districts 4 and 6, Broward, Palm Beach and Miami-Dade counties, the Turnpike and Miami-Dade Transit, as well as the Department of Homeland Security. MPO staff also work closely with the Broward County Emergency Center and the Traffic Management Center in Broward County.

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

10. Transition to SAFETEA-LU

In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted. As a result, new requirements were put into effect, with LRTPs being required to be compliant with SAFETEA-LU by July 1, 2007 in order to process amendment approvals. Other planning documents, such as the UPWP and the Congestion Management System, which is now referred to as the Congestion Management Process, also required some revisions to reflect SAFETEA-LU. The newest UPWP provides detailed information linking the document to the SAFETEA-LU Planning Factors. The document also contains work tasks related to SAFETEA-LU.

The MPO staff also completed a "gap analysis" developed by FHWA in March, 2007 to evaluate the current LRTP's compliance with SAFETEA-LU. The analysis shows

which SAFETEA-LU factors are covered in the current plan and which factors need to be added as a minor amendment. As a result of this analysis, and comments received by FDOT and FHWA, revisions to the Plan have been made in May 2007.

The MPO reviewed and adopted the revised LRTP at the June 14 MPO meeting which included a public hearing.

The MPO should continue to review all of its planning processes and plans as they are updated to consider and include the provisions of SAFETEA-LU.

F. Findings

The following items represent a summary of the overall findings and recommendations for further action that are included in this certification report. These findings, which are identified as noteworthy practices and recommendations, as indicated previously, are intended to not only ensure continuing regulatory compliance of the Broward MPO transportation planning process with federal planning requirements, but to also foster good planning practice and improve the transportation planning program and process in the area.

The review has shown that the Broward MPO has made improvements to its transportation planning process in many areas during the last four years. The MPO has instituted a few noteworthy practices which may be used as examples for other MPOs. The review also indicated no need for corrective actions. However, some recommendations have been identified that the MPO should consider.

Based on the findings of this review, the review team determined that the metropolitan planning process in the Broward MPO continues to meet the federal planning requirements of 23 U.S.C. 134(i)(5) and 49 U.S.C. 1607. and 23 CFR 450.334.

The result of the review is that FTA and FHWA jointly certify the transportation planning process for the Broward MPO.

This FHWA/FTA certification will remain in effect until **August 24, 2011**.

Noteworthy Practices

The MPO has instituted some noteworthy practices that indicate a commitment to a continually improving planning process, and which may be used as examples for other MPOs. In addition to their continued regional coordination efforts and congestion management system/process, the following exemplary practices are acknowledged:

1. Community Involvement Roundtable: The MPO is commended for their creativity in expanding the membership for the CIR by obtaining, through the recommendation of

- the School Board Representative of the MPO, an urban planning university student to serve on the CIR. Their involvement provides a fresh and often overlooked perspective to transportation issues on transportation decisions affecting the college student community. The MPO is encouraged to develop the idea further, perhaps working with the university to obtain college credits for this service or use the experience for class project work for the serving student.
2. Public Involvement: The MPO is commended for its initiation of the “What is an MPO?” outreach program for the elementary schools in Broward County. This approach helps educate the transportation users of the future about transportation and safety issues today. A talking, red, remote controlled car named “Buddy” accompanies staff to the school to assist in teaching the children (third through fifth graders) about transportation planning and safety. The students actively participate and are provided surveys, games, puzzles, and safety tips they can take home and share.
 3. Website: The MPO continues to improve their website’s user-friendly lay-out. An MPO staff contact list and organization chart has been added, as well as a new Kids page. Continuous website improvements and frequent website updates are possible now due to having an in-house webmaster, so changes and approvals can be processed quickly.
 4. Community Pilot Program: The MPO is commended for recently established a Community Pilot Program, which provides up to \$150,000 for planning studies applied for by cities and municipalities. Applicants will be reviewed by a subcommittee of the TCC in accordance with established criteria and awarded funding. As it is a new program, the results and its effectiveness have yet to be determined.
 5. Security: The MPO is recognized for its proactive effort in addressing security through work tasks in the coming year’s UPWP and in recognizing the need for an MPO-specific Continuity of Operations plan, which will be one of the responsibilities of a new MPO staff hire.
 6. Safe Routes to School: The MPO is recognized for their active pursuit in reaching out and promoting the Safe Routes to School Program in conjunction with the Broward County School system. As a result of the MPO’s efforts, seventeen applications were submitted for funding under the Safe Routes to Schools Program.
 7. Bicycle/Pedestrian: The MPO is recognized for their work in developing their Bicycle Coverage and suitability map and. The Broward County MPO Sidewalk Conditions and Transit Infrastructure Inventory Program guided the creation of maps indicating traffic calming streets and bike suitability that are available on-line.
 8. Regional Coordination: The formal establishment of the Southeast Florida Transportation Committee (SEFTC), the coordinating body which threads all three

local MPO's within the Miami Urbanized Area, strengthens regional coordination efforts serves as an excellent best practice. FTA and FHWA continue to encourage the MPO to participate and fund, when available, activities that promote and enhance regional coordination. More information about the regional coordination efforts in the Miami Urbanized area can be found in the regional coordination section of this report.

It should also be noted that the Broward MPO has been operating with an acting MPO staff director for the last three years. Only recently has a permanent Director been appointed. The MPO staff is commended for their continued dedication and commitment to work together to continue to provide quality service to the Broward community during this lengthy transition period.

Corrective Actions

There are no corrective actions.

Recommendations

The following recommendations are offered to enhance the planning process in Broward County:

1. **Community Involvement Roundtable:** The MPO is encouraged to continue working to get and maintain a representative composition of Broward County residents on the CIR. The MPO should continue to work toward obtaining greater involvement of all populations within the MPO boundary, and ensure their adequate representation on the various MPO policy and technical committees.
2. **SAFETEA-LU:** The MPO should continue to review all of its planning processes and plans as they are updated to consider and include the provisions of SAFETEA-LU. The MPO should also work with and coordinate activities with Broward County Transit, as well as other local Human Service Transportation providers, to ensure full compliance with the SAFETEA-LU requirement for Coordinated Planning amongst Human Service Transportation providers.
3. **Transit:** Agreements should be updated and/or initiated between Broward County Transit, and the South Florida Regional Transportation Authority. *Regulatory References: 23 CFR 450.310 (b) and 23 CFR 450.318 (a).*
4. **Transit:** FTA encourages the use of New Starts/Small Starts guidance materials to help ensure cost estimates, and operation/maintenance figures reflect actual year-of-expenditure amounts. *Regulatory References: 23 CFR 450.316 (a) (12).*
5. **Public Involvement:** continue to review, evaluate and improve the public involvement process through the assessment and evaluation of current techniques and activities. Use the results of the surveys, public comments from meetings and school activities to enhance the current process. Consider integrating Broward into the Community Characteristics Inventory process begun by Miami-Dade MPO to help identify and reach the various populations that comprise the area.

6. Title VI / DBE: The MPO has recently adopted the FDOT DBE procedures and should continue to work with FDOT and FHWA on addressing Title VI and DBE requirements for the MPO processes as they are determined, and take advantage of training offered by FDOT and FHWA, when available.
7. Security: The MPO should continue their efforts to emphasize security and work to incorporate security measures and the consideration of security issues in the planning process.
8. Safety: The MPO is encouraged to continue efforts to strengthen the relationship between safety and the planning process through work with the CTSTs, ITS coalition, Safe Routes to School, and other entities with safety responsibilities. The 2035 LRTP should be consistent with and promote the implementation of the Strategic Highway Safety Plan per SAFETEA-LU.
9. MPO Products: In an effort to continually improve the quality of the plans and programs developed by the MPO, the comments provided by FHWA and FTA to last year's TIP and the 2030 LRTP should be considered during the development of the next TIP and 2035 LRTP.

Section IV

Miami-Dade Metropolitan Planning Organization

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IV. MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

A. Overview of the Certification of the Miami-Dade MPO

On May 16-17, 2007, a team of representatives from FHWA and FTA met with representatives of the Miami-Dade MPO, the Florida Department of Transportation (FDOT), local agencies and the public for the site visit component of the Miami-Dade TMA certification review. The site visit consisted of structured meetings with staff from the regional, local, and state agencies responsible for transportation planning, and the major public transit providers. The Federal Review Team was composed of the following individuals:

1. Lee Ann Jacobs, FHWA–Florida Division, Transportation Planner
2. James Garland, FTA – Region IV, Community Planner
3. John Sprowls, FTA– Washington, DC, Community Planner
4. Shakira Crandol, FHWA–Florida Division, Professional Development Program Trainee

The review team met with representatives of the MPO, FDOT, South Florida Regional Transportation Authority (Tri-Rail), Miami-Dade Transit, the South Florida Regional Planning Council, and various other Miami-Dade County transportation divisions and departments. Individuals on staff of the state and various local transportation agencies were interviewed or provided input during the review. Please see Appendix I for a list of people in attendance. The site visit agenda is shown in Appendix J.

The public was presented an opportunity to provide input to the review team and express their concerns on transportation planning issues during the course of the review meetings. A public meeting, designed to elicit comments from the public on the MPO planning process, was held on May 16, 2007, in the Miami-Dade County Government Center in Miami, Florida. A copy of the public notice is included as Appendix K. Comment forms were also provided for those that wanted to submit comments, but did not wish to speak publicly. The meeting minutes and public comments received are included in Appendix L.

B Findings from Previous Review and MPO Responses

A summary of the overall findings and recommendations for further action from the 2004 Certification Report for the Miami-Dade County MPO is provided below. There were no previous Corrective Actions to address.

Previous Recommendations

1. Amendment Authority: If the MPO Director has been given authority by the MPO Board to approve TIP and STIP Amendments, and/or other administrative actions

on their behalf, an approved resolution or agreement to that effect should be provided to FHWA for their files. The documentation should spell out the conditions for which the Director is allowed to use this authority.

Response: MPO Resolutions approving the UPWP includes, under Section 4, the authorization from the Board to the MPO Director to sign any and all assurances, reimbursement requests, warranties, request to advertise, certifications, and any other documents which may be required in connection with application or subsequent agreements for funding and to acquire consultant services to perform work as shown in said document. Copies of the MPO Resolutions approving the 2006 UPWP (MPO Resolution #23-05) and the 2007 UPWP (MPO Resolution #21-06) have been provided to FHWA and FTA.

2. Transportation Improvement Program: The MPO should continue its efforts to refine project descriptions in the TIP to show clearer project locations, number of existing lanes, number of lanes for improvement, etc., making it easy to review the conformity determination.

Response: Since the inception of the Interactive TIP application, maximum emphasis has been placed on making sure that project descriptions, work mix, limits and scope are accurate and consistent with the LRTP. This new tool has enhanced public access and has made information user-friendly by providing different alternatives to access the information by: project name, agency, project type, geographic area, etc. Although Air Quality Conformity Determination requirements for both TIP and LRTP were no longer applicable in the State of Florida after EPA's full attainment designation in areas for ozone in June 2005, the MPO strives to continually improve information delivery to the citizenry.

3. Congestion Management System: The MPO should continue its efforts to review, update and improve their Mobility Management System (MMS)/ Congestion Management System (CMS) as part of the 2030 LRTP.

Response: The CMS was considered during the development of the 2030 LRTP and the effort will continue in the development of the 2035 LRTP.

4. Intelligent Transportation Systems: The MPO needs to adopt the regional ITS architecture through resolution or as part of the LRTP. This action is needed to be consistent with FDOT's guidance for implementing Rule 940 so that the MPO may continue to use federal funds for ITS projects after February 7, 2005.

Response: MPO Resolution #13-05 approved the ITS Architecture as part of a Memorandum of Agreement (MOU) approving the South Florida ITS Coalition.

C. Organization and Management of the Planning Process

1. Description of the Planning Area and Local Agencies

Miami-Dade County is located at the southeastern tip of the Florida peninsula. Only Monroe County stretches further south. The total land area of the County is 1,944 square miles, making it the third largest among Florida's 67 counties. It is almost 60 miles north to south and about the same distance east to west, however all but the first 17 miles of this width is located in the Everglades. As the Everglades comprise a large part of the southwestern portion of the County, the urbanized portion of this large jurisdiction is only about 420 square miles. Over the decade of the 1990s, about 35 square miles were added to this built-up portion. There are barrier islands on the east side which extend for about a third of the length of the County. Of the urbanized portion, the northern half is much more densely developed than the southern half. In the southwest, there is a large agricultural area and other low-density development. In the extreme southeast, there is an extensive amount of environmentally protected land. A map of the Miami Urbanized Area, including Miami-Dade County, is shown in Appendix M.

Miami-Dade is Florida's most populous county, a position it has held for several decades. Even in a national setting, it stands out, being larger than seventeen states and the District of Columbia. In 1980, Miami-Dade County ranked 21st among all metropolitan areas in the United States. By 1990, the County ranked 23rd in the country, but slipped to 25th in the 2000 Census. For a large area, it has a high growth rate relative to all metro areas, 16.3 percent versus 13.9 percent between 1990 and 2000. Within Florida, Miami-Dade is not growing as fast as other parts of the State. Consequently, its share of the total population for Florida has dropped from 14.9 percent in 1990 to 14.1 percent in 2000.

Even Miami-Dade's unincorporated area (which in effect is a city) is large compared to other cities. In 2000, with its 1.2 million residents, Miami-Dade was bigger than all but seven cities in the U.S. Current population projections indicate that this level of growth is very likely to continue. The latest official projection shows Miami-Dade attaining 3.2 million residents by 2030, an increase of 935,000 from 2000, or about 31,000 annually. Forty years ago (1960), the County population was 80 percent Non-Hispanic-White (and other Non-Hispanic), 14.7 percent Black, and only 5.3 percent Hispanics (98 percent being white). By the year 2000, these percentages had shifted to 23.7, 19, and 57.3 respectively and this trend is expected to continue. Several Spanish and Haitian communities currently speak their respective languages. As a result, the Miami-Dade County area has unique characteristics that can create challenges and opportunities for the transportation planning process.

There are 35 municipalities in Miami-Dade County, but one is a paper city only. The largest is the City of Miami (391,300) located in the central coastal portion of the County. Hialeah is number two (228,300) and lies to the northwest of Miami.

Miami Gardens is located towards the northern boarder of the county and is the third largest city (107,600), followed by Miami Beach (92,145), North Miami (59,700) and Coral Gables (44,400). Coral Gables abuts Miami on the southwest and Miami Beach to the east, while North Miami is located well to the north.

The total unincorporated area in the County has been reduced in recent years through both annexation efforts of existing municipalities and the incorporation of new municipalities. The portion of land that is incorporated has expanded from 87,731 acres or 137 square miles in 1995, to 141,926 acres or 222 square miles in early 2007, an increase of approximately 62 percent. Between 1995 and February 2007, the municipalities of Homestead, Coral Gables, Florida City, Hialeah, Hialeah Gardens, and Medley added a total of 9,303 acres or 14.5 square miles through annexation. From 1995 to 2003, the communities of Aventura, Pinecrest, Sunny Isles Beach, Miami Lakes, Palmetto Bay, Miami Gardens, Doral, and Cutler Bay incorporated and added a total of 45,883 acres or 71.7 square miles to the land area located in municipalities. Additional unincorporated land is expected to become incorporated in the near future.

The population trends between 1995 and 2000 in the County varied substantially by geographic area, with the northern and eastern portions of the urban core declining, modest growth occurring in the remainder of the core, in the open land south of SW 184 Street and in older suburban areas, and rapid growth occurring in many of the outer western and southern suburban areas and in the area on the Atlantic Ocean and on the south by NW/NE 119 Street, West Dixie Highway and NE 125 Street. This northeastern area was the only portion of the designated Urban Infill Area that has experienced rapid growth.

Major employment concentrations are located in Miami Beach, downtown Miami, the Civic Center/Jackson Hospital Complex, around Miami International Airport and the warehouse and distribution center west of the Airport. Retail employment concentrations are found in and around the big shopping malls such as Dadeland, Aventura, Dolphin, NW 103 Street and NW 163 Street malls, Mall of the Americas, the Falls, and Southland Mall. There are also a large number of small retail centers and strip shopping areas.

Significant built features of the area are the 22-mile Metrorail line with the accompanying Metromover in downtown Miami. Development in proximity to these two facilities is increasing and extensions of the system are planned. The County is traversed north and south by the Homestead Extension of the Florida Turnpike in the west and Interstate 95 in the east until it intersects with U.S.1 near SW 24th Street. The Palmetto Expressway runs east and west between the Golden Glades Interchange in the north, out to about 77th Avenue, then goes south to U.S.1 at SW 100 Street. The Dolphin Expressway lies just south of the Miami International Airport (MIA) running east and west. The Don Shula Expressway runs diagonally between the Palmetto Expressway, just north of SW 56 Street, to

the Turnpike south of SW 120 Street. The Snapper Creek Expressway is a short east-west segment which connects the Don Shula and Palmetto Expressways at about SW 80 Street. A major landmark in the Miami area is the Miami International Airport, which is located essentially in the heart of this large, bustling metropolis.

The 2000 Census changed the urbanized area designation from Miami-Hialeah to the Miami-Fort Lauderdale-West Palm Beach urbanized area. The new urban area encompasses Miami-Dade, Broward and Palm Beach Counties, and as such, the respective three MPO's. The issue of a potential single, unified MPO has been discussed and addressed by the respective MPO's. All three have agreed to support the existing MPO structure, with added emphasis on regional transportation planning matters, as indicated in a joint letter to the Florida Secretary of Transportation. The MPOs approved a Regional Interlocal Agreement in January 2006, which created the Southeast Florida Transportation Council (SEFTC) to support regional transportation efforts, including the preparation of a regional LRTP. More discussion of regional activities in the Miami Urbanized Area is contained in the Regional Coordination section of this report.

2. Metropolitan Planning Organization Structure

The Miami-Dade Metropolitan Planning Organization was created on March 23, 1977, under the authority of Chapter 163 of the Florida Statutes. Membership of the MPO is constituted under the Chartered County option allowed by Florida Statutes. The MPO Governing Board is comprised of Twenty-two (22) voting members: all thirteen (13) Miami-Dade County Commissioners; two appointees by the Governor of Florida, which include an elected official to represent municipal interests and a citizen who does not hold an elective office and resides in the unincorporated area of Miami-Dade County; a member of the Miami-Dade Expressway Authority; a member of the Miami-Dade County Public School Board; an elected official from each city with over fifty-thousand (50,000) residents in Miami-Dade County, which include the Cities of Hialeah, Miami, Miami Beach, Miami Gardens and North Miami. The Florida Department of Transportation (FDOT) has two non-voting representatives on the MPO Board. A quorum constitutes 12 of the 22 voting members. All documentation goes to every government entity in the region. There is a reporting requirement in place for the coordination of investments in transportation for the usage of the Local Option Gas Tax.

The MPO's current agreements and their executed dates are listed below:

- Interlocal Agreement for the Creation of Metropolitan Planning Organization. (FDOT form 525-010-01). This agreement was executed on March 2, 1977. The first amendment to the 1977 Interlocal Agreement was approved by the Board of County Commissioners on February 3, 2004.

- Pursuant to a previous request by FHWA and FDOT, the Miami-Dade MPO has aggressively pursued obtaining an Intergovernmental Coordination and Review (ICAR) and Operators of Public Transportation Coordination Joint Participation Agreement with the Florida Department of Transportation, South Florida Regional Planning Council, and Miami-Dade County. Currently, the agreement is in its final stages of review by the participating parties and will subsequently be scheduled for MPO Board approval. Meanwhile, the MPO has a continuing, cooperative, and comprehensive transportation planning process to develop transportation plans and programs for the metropolitan planning area. Units of governments and major transportation agencies have a voice in the process.
- An Interlocal Agreement for the creation of the Southeast Florida Transportation Council (SEFTC) was approved by the Miami-Dade MPO on January 9, 2006, under MPO Resolution 36-05. Pursuant to Chapter 339.175(5)(i)(2) of Florida Statutes providing for creation of an administrative entity to coordinate regional transportation planning goals and activities consistent with federal and state law, the Miami-Dade MPO entered into a regional interlocal agreement with Broward MPO and Palm Beach MPO creating the Southeast Florida Transportation Council. SEFTC was created as a forum for coordinating and communicating regional transportation planning efforts such as the development of a Regional Long Range Transportation Plan; a process for process for prioritization of regional projects; a regional public involvement process; and performance measures to assess the effectiveness of regional coordination activities consistent with federal and state law. SEFTC has been meeting on a quarterly basis since January 2006 and has addressed various regional issues, such as: Defining Regional Corridors of Significance; and Developing Regional Transportation Goals and Objectives, the 2035 Regional LRTP Element, the Priority List for Transportation Regional Incentive Program (TRIP) Projects and a Regional Greenways Plan. More information on regional planning and coordination activities within the Miami Urbanized Area can be found in the Regional Coordination section of this report.

In addition, the MPO funds cities for participation in transportation planning under the Municipal Grant Program. Miami-Dade County does not have a Port, Aviation or Transit Authority. Decision-making for these functions is vested in the County Commission, which is included in its entirety in the voting membership of the MPO. The Regional Transportation Authority is also represented on the MPO. These agencies are also further represented in the MPO process through various committees, which also include the South Florida Regional Transportation Authority (SFRTA).

The MPO has six standing committees: the Transportation Planning Council (TPC); Transportation Plan Technical Advisory Committee (TPTAC); Citizen Transportation Advisory Committee (CTAC); Bicycle Pedestrian Advisory Committee (BPAC); Transportation Aesthetic Review Committee (TARC) and Freight Transportation Advisory Committee (FTAC). Additionally, the MPO

Board may create special committees for specific projects, such as the I-395 Committee, to discuss alternatives to replace the existing I-395 Corridor. Committee resolutions and reports are routinely included in the MPO agendas. The MPO Board and its committees are supported by a 16-member staff housed in the Miami-Dade County Government Center.

The Transportation Planning Council (TPC) membership includes the directors of various agencies involved in transportation planning, as well as those affected by the process. Representation on the TPC includes Miami Dade Seaport Department, Miami-Dade Public Works, the Miami-Dade Transit, Miami-Dade Airport Department, Miami-Dade Department of Planning & Zoning, South Florida Regional Transportation Authority, Department of Environment Resources Management (DERM), the Florida Department of Environmental Protection, the Florida Department of Transportation, Miami-Dade County Public Schools, the Miami-Dade League of Cities and the Miami-Dade Expressway Authority. Representatives from the county municipalities with over 50,000 in population such as the Cities of Hialeah, Miami, Miami Beach, Miami Gardens, and North Miami are also TPC members. TPC also has several subcommittees which help guide the development of the LRTP, UPWP, and TIP.

The Citizens Transportation Advisory Committee, (CTAC), is appointed by the Governing Board, and is comprised of 44 member positions representing the diverse community of Miami-Dade County. Each MPO Board member is entitled two appointments to the CTAC. Each commission district has at least one member on the CTAC. The remaining members may or may not be residents of the district of the Commissioner or Board Member nominating them. The CTAC also has several subcommittees to discuss and evaluate specific issues, such as Transit, Elderly & Disabled, and Special Projects. The composition of the CTAC includes representatives from different races, income level and educational background, as well the elderly and disabled community. Additionally, the CTAC is represented by employees, retirees, self employers and executives from the private sector. The CTAC serves as the MPO's primary committee for soliciting input and participation from the public.

The Bicycle/Pedestrian Advisory Committee (BPAC) ensures that the MPO meets its obligation to plan for non-motorized transportation alternatives, and assists with the implementation of the Bicycle and Pedestrian Program. BPAC is also involved in the integration of transit and walking, the Safe Routes to School program, and standards for bus shelters. The BPAC also reports to the Governing Board.

The Transportation Aesthetics Review Committee (TARC), appointed by the MPO Governing Board, includes architects and landscape planners. The TARC assesses the visual aspects of major transportation projects, and works to incorporate desirable aesthetics into transportation projects early in planning and throughout the project phases. The TARC reviews project concepts and designs for aesthetic quality and integrity. The TARC promotes urban design and planning functionality, and has influenced the outcome of several significant projects within

the area. Aesthetics are also considered in the evaluation criteria for project selection. The MPO is commended for the creation of this committee and for the TARC's accomplishments as they relate to the promotion of context sensitive design.

The MPO's Freight Transportation Advisory Committee (FTAC) is a formal committee of the MPO comprised of 14 members that represent Miami-Dade's economically vital freight movement industry in the MPO process. The FTAC addresses the multimodal transportation needs of freight movement throughout Miami-Dade County. The FTAC reports to the MPO Board. The FTAC encompasses private sector voting members from the local aviation, maritime, rail, trucking and delivery freight transport communities on its roster, along with representatives of the MPO, the Seaport, the Airport, Transportation Security Administration, Florida DOT, Miami-Dade Public Works, and as appropriate, local municipalities' transportation agencies as ex-officio members. The Committee reviews transportation planning activities and projects from the perspectives of trucking interests and offers insight into the needs of freight and goods movement on the surface street system and intermodal transfer facilities involving shipping, air cargo, and rail freight.

The SEFTC approved the creation of the Regional Transportation Technical Advisory Committee (RTTAC) and the Southeast Regional Planning Model (SERPM) Subcommittee. The creation of these committees formalized the previous regional ad-hoc committees under the SEFTC organization. As previously state, more information regarding regional planning and coordination effort is provided in the Regional Coordination section of this report.

In conjunction with the Miami-Dade Transit Agency, the MPO also provides funding and staff support for the Transportation Disadvantaged Local Coordinating Board (TDLCB). The TDLCB is a special advisory committee that provides guidance to the Community Transportation Coordinator, which is the Miami-Dade Transit Agency. The TDLCB also participates in the development, implementation, and evaluation of the Transportation Disadvantaged Service Plan with the MPO.

A large and diverse group of state and local agencies participate in transportation planning for the MPO Area. A number of these agencies receive, or are eligible to receive, federal transportation funds, either through the State of Florida or directly from the Federal government. Examples of these types of agencies include: the Florida Department of Transportation, the Miami-Dade Metropolitan Planning Organization; Miami-Dade Transit (MDT); South Florida Regional Transportation Authority (SFRTA); Miami-Dade Seaport Department; and the Miami-Dade County Aviation Department.

There are other agencies in the Miami-Dade County Area that are involved in the transportation planning process that do not receive federal surface transportation funds on a regular basis. Examples of these types of agencies include: the Florida

Department of Environmental Resources Management; Miami-Dade Department of Planning and Zoning; Miami-Dade County Department of Environmental Management; South Florida Regional Planning Council; Miami-Dade Expressway Authority; and the Miami-Dade School Board.

3. Unified Planning Work Program

Annually, the Miami-Dade MPO prepares the Unified Planning Work Program (UPWP). The UPWP describes the multi-modal transportation planning activities that have recently been completed or will be initiated during the next state fiscal year (July 1 to June 30). The document is intended to provide other agencies and the public with an overview of the major transportation issues facing the area, and the tasks that will be undertaken to support those planning efforts. The UPWP is a working document whereby many milestones are targeted. The UPWP provides a tool to project managers for measuring their performance and effective control of projects. Also, elements of the UPWP are included in the approved MPO Business Plan that is integrated into the Miami-Dade County Business Plan as a tool for determining the performance of the MPO staff function. The UPWP is also a way to program new and innovative ideas to help alleviate congestion problems. Additionally, the UPWP is a tool that provides municipalities and other entities a mechanism to obtain funding to plan for transportation related problems being faced at local levels.

The development of the UPWP is a six-month process, starting in December and ending in June. The MPO coordinates the development of the UPWP through the FDOT District 6 Office, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the UPWP Development Committee. The UPWP Development Committee is a subcommittee of the Transportation Planning Council and is used by the MPO to solicit and recommend new work task proposals. The Committee reviews and recommends those work tasks that should be included in the upcoming UPWP. The recommendations are then forwarded for review, comment, and/or endorsement by the CTAC, TPC, FDOT, FHWA and FTA in draft format during the 30-day review cycle. Ultimately, the UPWP is adopted by MPO Governing Board and is transmitted for review and/or approval by FDOT, FHWA and FTA.

Once the core elements and the supporting agency projects in the UPWP are programmed, the balance of funds are programmed for new projects. Projects are proposed from a variety of sources, including previous studies and various planning partners and agencies. The MPO also distributes a "Call for Ideas" Brochure to contacts in the MPO's database early in the development process. This extensive database includes Homeowner's Associations, Churches, Citizens at large (from previous inquiry) and various agencies, including all municipalities within the county. The brochure solicits ideas for consideration to be programmed in the UPWP. Ideas received are then discussed, screened and rated by the UPWP Development Committee. Depending on the amount of funding available, ideas

ranked at the top are awarded with funding for inclusion in the current UPWP. Sponsors are notified of the studies to be included in the document.

The Miami-Dade MPO exchanges UPWPs with Palm Beach and Broward MPOs for review. Efforts have been made between the MPOs to provide standard language in each MPOs' UPWP for regional work tasks that are common to all three MPOs. These three MPOs also participate in an annual "UPWP Kick-Off" Meeting to assist them in identifying regional coordination activities prior to drafting their MPO UPWPs.

The final draft is addressed at a public hearing, which is advertised in local periodicals. In addition, public comment on the UPWP is solicited through the Citizen's Transportation Advisory Committee (CTAC). It is recommended that more time be allowed between the delivery of the final UPWP to the reviewing agencies and the adoption of the final UPWP by the MPO Board to allow for any revisions that may be needed as a result of the final review, unless the MPO Director has the authority to make revisions as necessary to obtain final FDOT recommendation for approval and subsequent FHWA/FTA final UPWP approval.

The UPWP is posted on the web site with a search button option, to allow viewers to go directly to the matters of interest. All end products identified in the UPWP are also posted in the MPO Website. In addition, when the funding source is Section 5303 or a new scope of work that is not in the adopted document, a detailed scope of services is forwarded for both the State and Federal agencies' approval on consultant contracts, prior to submitting a notice to proceed.

D. PRODUCTS OF THE PLANNING PROCESS

1. Long Range Transportation Plan

Based on consideration of the elements of the planning process, the MPO is required to develop a 20-year Long Range Transportation Plan (LRTP) that identifies major roadways, transit systems, and intermodal facilities that function as an integrated regional transportation system. The plan must identify both short term and long-term actions needed to develop and maintain an integrated intermodal transportation system that is accessible and provides for the efficient movement of people and goods. Transit, bicycle and pedestrian needs are identified in the multimodal LRTP needs plan and prioritized in the Cost Feasible LRTP Plan. The transportation plan must reflect environmental and intermodal considerations and provide a financially constrained agenda for future transportation investments.

The Federal metropolitan transportation planning regulations require an MPO's LRTP be reviewed and updated at least every five years (areas without air quality conformity issues). The Miami-Dade County MPO Governing Board adopted the 2030 LRTP in December, 2004. The Year 2035 LRTP is scheduled for adoption by December, 2009.

One of the initial tasks in the development of the LRTP is the development of the Goals and Objectives. The LRTP Steering Committee ensures that the goals of the Transportation Plan are consistent with those of the in the Transportation Element of the County's Comprehensive Development Master Plan (CDMP). The LRTP Steering Committee includes representatives of the cities of Miami, Miami Beach, Miami Gardens, North Miami and Hialeah. This group meets monthly during the development of the LRTP. The Goals and Objectives are adopted as a part of the Plan. The LRTP Steering Committee developed six primary goals for the Miami-Dade County transportation system. For each goal, a number of more specific objectives were identified. The Transportation Equity Act of the 21st Century's (TEA-21)'s seven planning factors (now eight planning factors, per SAFETEA-LU) for guiding the development of LRTPs are the foundation of the goals and objectives. In addition, goals were based on local experience, incorporated with local community desires, and evaluated by systems level multimodal and intermodal security concerns.

The 2035 LRTP approval document will reference the appropriate policies in the Transportation Element of the CDMP. The Board of County Commissioners has created a new standing committee that will be involved in the development of the LRTP - the Planners Technical Committee. The LRTP will be presented to this committee at monthly meetings so the representatives of the planning departments of most of the larger cities in the County will have the opportunity to assure that the LRTP Goals and Objectives are consistent with local community plans.

The goals and objectives are the basis for selecting and prioritizing projects to develop a transportation system that optimizes the movement of people and goods, while reinforcing the fundamental guiding principals of sustainability, equability and environmental capability. Highway and transit safety is reflected as a priority through the Goals and Objectives in the LRTP. This priority is carried forward as the project evaluation criteria, based on the Goals and Objectives, and includes safety considerations as a basis for ranking projects. In addition, safety, as a part of operations and maintenance, is accounted for in the revenues/costs of the Plan, particularly in the FDOT revenue projections.

The effectiveness of the LRTP is based on the Goals and Objectives through the evaluation process. Steering Committee members determine how each project met the Goals and Objectives, based in part on review of travel demand model results provided in the web-based evaluation process and regularly at Steering Committee meetings. The Scope of Work for the upcoming 2035 LRTP requires the Consultant to use the results of the financial data and the eight planning factors in SAFETEA-LU to develop a set of performance measures that will be used to measure the effectiveness of each project. Projects will be measured against data results from the model output, financial projections and construction assumptions. All of this information will be prepared and presented as part of the LRTP documentation.

The LRTP development process includes a task which calls for the technical steering committee, assisted by the consultant team, to review, revise and revalidate the planning assumptions used in the previous Plan Update. This task holds true whether the Plan Update is a minor or major one. With every update of the LRTP, socio-economic datasets are reviewed and updated based on most recent census information; the model is reassessed and revalidated; project costs are re-estimated/updated; and revenue streams are updated and re-forecasted.

Land use changes anticipated through either the Developments of Regional Impact (DRI) process or through amendments to the County's Comprehensive Development Master Plan (CDMP) are analyzed in the context of the LRTP. These tasks are also a part of the consultant contract for the LRTP, and will extend beyond the adoption date of the LRTP. The upcoming 2035 LRTP includes the development of a long-term vision as a first task. This effort will provide for early input from the public into the desired vision for the area. The result of this task should provide several alternative development scenarios to the LRTP task which will develop the "Needs Plan". The Scope requires the Consultant to anticipate up to 50 simulations for processing DRI amendments and changes to the CDMP. The Consultant is required to summarize the impacts of the various land use changes on the transportation system. Geographic Information System (GIS) efforts were used for visual presentation and mapping purposes throughout the development of the LRTP. Transportation facilities were superimposed on various base maps to help analyze the transportation supply and demand. The web-based evaluation process used to evaluate the individual projects was also GIS based. Transit, bicycle and pedestrian needs are identified in the multimodal LRTP Needs Plan and prioritized in the Cost Feasible LRTP.

During the preparation of the Scope of Work for the upcoming LRTP, all of the relevant State programs, policies and processes are identified that the consultant must address in the LRTP. The first step in coordination occurs by sending the Scope to all the various groups for their review. The State programs, policies, and processes are coordinated with FDOT through their active participation and membership on the LRTP Steering Committee and TPC. The Airport, Seaport and Transit are all also represented on both the TPC and the LRTP Steering Committee.

The Financial Resources Report for the Year 2030 Transportation Plan outlines a new funding source that was introduced in the 2030 LRTP: the People's Transportation Plan (PTP) funding source. In November of 2002, voters of Miami-Dade County approved a referendum for a half-cent sales tax for transportation for the next thirty years. Revenues generated by this tax, an additional \$19.3 billion for the plan period, are being used to fund transit corridor and roadway projects, as listed in a County ordinance linked to the referendum. The financial resources are analyzed to determine the available revenues for capacity related improvements for surface transportation and for operating and maintenance (O&M). In the LRTP,

non-motorized (bicycle and pedestrian) have been dedicated 1.5% of all LRTP revenue to secure a number of non-motorized projects in the Cost Feasible Plan. It is a federal requirement that the Long Range Transportation Plan be financially constrained by the projected revenues.

Cost estimates for each project in the LRTP are calculated to include right-of-way, design, and construction costs. Project costs are determined from existing reports and work programs from the various transportation agencies. Other estimates are calculated from unit costs derived from FDOT's Cost Estimation Manual and / or from costs of existing similar facilities. Operation and maintenance (O&M) costs are also determined for each project. Transit projects include capital plus operation and maintenance costs.

Concurrently, a financial analysis is performed to develop a financial plan that identifies the revenue that can be applied to transportation improvements and operation and maintenance expenses. The projections of the available resources are based on the estimated growth of population, gasoline / diesel fuel use, vehicle miles traveled, fuel efficiency, and motor vehicle registrations. Expected financial resources are identified by the study team for the Florida Department of Transportation (FDOT), Florida Turnpike Enterprise, Miami-Dade Expressway (MDX), Miami-Dade Department of Public Works, and Miami-Dade Transit (MDT) and the South Florida Regional Transportation Authority (SFRTA). To ensure the fiscal constraint of the LRTP, any LRTP Plan amendment is reviewed as to its scope, cost, priority and funding schemes. If the cost has increased, the affected project needs to demonstrate additional funding sources so other projects are not impacted. If unable to demonstrate funding, project is recommended as an unfunded need – this is also the case for those projects seeking earmarks or discretionary federal or state funding of some sort.

There are several ways in which the public can learn about the LRTP development process. First, there are a series of brochures that are published as the Plan is developed. Some of these are in newsletter format, which provide a fair amount of detail. However, all of the brochures encourage the reader to visit the MPO's website and to contact the MPO for further information. Second, the MPO's website is continuously being updated to provide Plan-related information. And finally, there is a series of community meetings held throughout the County, at which the public can learn more about the planning assumptions and the Plan development process. Also, both the Bicycle/Pedestrian Advisory Committee (BPAC) and the Citizen's Transportation Advisory Council (CTAC) are involved with reviewing and providing input and recommendations for consideration into the LRTP.

The MPO documents, analyzes, and reports on all citizen comments as they relate to the TIP/LRTP MPO through the use of the Public Involvement (PI) Database. The database documents all citizen contact with the MPO, including but not limited to, phone calls, emails, faxes, and comment cards. This section includes

citizens' contact information, method of contact, and their concern and/or comment. Each comment, concern, or question submitted to the MPO is reviewed and a letter is mailed to the citizen informing them their inquiry will be sent to the appropriate agency. The information is then directed to the agency where the appropriate action or response is taken. Once the request leaves the MPO office, staff requests that the responsible agency send back their response so that it can then be entered into the database. This information can be queried and used to generate reports regarding the citizens' information. Individuals who provide an email address and agree to being placed on the MPO Citizen Distribution List will receive PI information via email. Public input in the past has been influential in the deletion, deferral, advancement and modification of project scopes in both the TIP and the LRTP.

2. Transportation Improvement Program

The provisions of 23 U.S.C. 134 (j) require that the metropolitan transportation planning process produce a Transportation Improvement Program (TIP) developed by the MPO in cooperation with the State and public transit operators. The TIP is a list of priority projects and activities intended to accomplish the objectives of the regional transportation plan. The TIP includes all proposed federally and non-Federally funded regionally significant transportation projects, including intermodal facilities. . The TIP is a staged multi-year program that prioritizes transportation improvement projects for federal, state, local and private sector funding. A project can be funded exclusively with one type of funding or a mix of funds. Those projects listed in the TIP are intended to be carried out over the short-term (3-5 year) period. The TIP becomes part of the Statewide Transportation Improvement Program (STIP) and is developed and updated on a frequency and cycle that is compatible with the development of the STIP.

The Long Range Transportation Plan (LRTP) feeds priority projects into the TIP development process. The MPO's TIP is a subset of the Long Range Transportation Plan (LRTP). Project identification selection begins during the LRTP process and is refined during the TIP process. All TIP projects are related to the goals and objectives of the LRTP. Capacity improvement projects not included as part of the LRTP are not considered eligible for inclusion in the TIP. Policies set by locals, state and federal agencies, investment alternatives and leveraging of state and federal funds with dedicated local sources of revenue are reflected in the Plan and the TIP. The TIP is an instrument to manage the implementation of the LRTP. The Citizens TIP report depicts listings of Completed Projects and also Ongoing projects, in an effort to portray the success or lack of success, of the TIP into getting projects into the implementation stages as planned.

In order to select and prioritize projects for the TIP, the MPO relies on the TIP Development Committee to lead the process. The TIP Development Committee recommends that the first three (3) years of the adopted TIP be considered as

committed and the selection criteria be applied to the remaining two years, in addition to any outstanding project proposals. The Committee goes through three major phases for TIP development: 1) Project Selection; 2) Project Prioritization; and 3) Project Ranking. The project selection phase looks at a project's eligibility, consistency with the Long Range Transportation Plan, and its category. The project prioritization phase examines projects in qualitative and quantitative terms and whether the project has a highway or transit emphasis. The project ranking phase lists the projects in a matrix format, in order of the most favorable. The highway, transit, and intermodal project proposals are considered together. The Committee also considers how projects should be treated among various funding categories, since many projects may be eligible in more than one category.

A section of the TIP titled "Federal Funded Local Listings" (aka the "Green Pages") presents all federally funded projects by themselves. Other sections of the TIP (aka the "White Pages") depict all non-federally funded projects. The federally-funded section is cross-referenced with the other non-federally funded sections in the TIP so federal funds can be easily located as they get into the funding mix of projects. The Miami-Dade TIP contains an appendix, listing projects "next-in-line" for TIP funding. This section, locally known as the Unfunded Priority Needs or "Yellow Pages", serves as a staging area for projects as they progress from the Cost-Feasible LRTP to the TIP. The project descriptions in the TIP provide the public and other federal, state, and local agencies a description of the proposed transportation improvement, including the location and year of funding.

The TIP development process begins with the development of the MPO Program Priorities by October 1 of each year, continuing with the review and approval of FDOT's Tentative Work Program by December of each year, followed by the development of a Draft TIP by March 15 of each year and a TIP approval in late May.

A draft TIP is finalized by mid-March of each year. Document is frozen, meaning it does not get modified during this time, to allow reviewers the opportunity to all review the same document. Any changes or modifications that agencies may have are recorded on an Errata Sheet. The Errata Sheet is made available to reviewers to let them know of any recommended changes since the review began. To assist the public in review of the TIP, a citizen's friendly TIP Citizen's Version document is also published.

A Televised Town Hall meeting titled "Interactive TIP" is conducted at the end of March of each year, requesting public input and comments to the TIP. This public meeting is advertised on the web, the radio, and through Media Advisories to all local newspapers. The TIP interactive Televised Town Hall meeting is co-hosted by the Chairs of the four MPO citizen committees: the Citizens Transportation Advisory Committee (CTAC); the Bicycle/Pedestrian Advisory Committee (BPAC); the Transportation Aesthetics Review Committee (TARC); and the

Freight Transportation Advisory Committee (FTAC). Representatives from each transportation agency present highlights of their planned projects and take questions and comments from the public in attendance and from those that are phoned, faxed, or e-mailed in before and during the meeting. These comments are then taken into consideration when developing the TIP. On average, citizens have at least 60 days prior to adoption to review draft document and provide comments. In years past, changes from draft document to final document have been minimal.

The MPO usually approves a new TIP document in May of every year. The TIP must be approved by the MPO and FDOT (acting on behalf of the Governor). In non-attainment and maintenance areas, the FHWA and FTA must make a determination that the new or amended TIP for the region conforms with the State Implementation Plan's (SIP's) of attaining the National Ambient Air Quality Standards (NAAQS) prior to its incorporation in the STIP. During the summer months, if the MPO has no meeting scheduled, the MPO has the authority to amend the TIP administratively to reconcile any items in the Work Program which need to transition from the previous TIP to the TIP that was adopted by the MPO in May.

Although the TIP has a very strict development schedule, the TIP public involvement process in Miami-Dade County is a continuing activity throughout the year. The TIP process is open to the public for comments, requests, input, and criticisms year round via calling, writing a letter, and/or attending the TIP and CTAC meetings. All input received is reviewed and considered in the final draft TIP. Public input in the past has been influential in the deletion, deferral, advancement and modification of project scopes in both the TIP and the LRTP.

The TIP is also posted at the MPO website and a link to the TIP Project Manager is provided. The TIP is available at all Miami-Dade County Library System facilities (the main library and 33 branches throughout the county).

The MPO also produces the TIP Citizens' Version – a condensed, full-color, illustrated, concise version of the full TIP document. This Citizen's Version TIP highlights basic TIP information, agencies and their main proposed projects, contains a listing of projects completed from the previous TIP and those ongoing projects. In addition, the MPO has an interactive TIP application at the Miami-Dade Web portal: this unique application affords the public with 24-hour access to TIP information in a user-friendly format and more detail presentation by project. The MPO continually strives to improve the user-friendliness of the interacTIP, providing pictures, maps, and project descriptions, information by category and mode, reporting capabilities, and storage of multiple-year TIPs for historical analysis. The MPO has no current plans to use the TELUS system for this effort, as the support system is not consistent with the current system, which they have used for the past six years.

The annual list of prior year obligated federal funds is received from the District Office and also gathered from MyFlorida DOT website for public consumption. A

copy of the Listing is posted permanently for public review at the MPO Website, under the “Downloads” drop-down menu, at the following link:
http://www.miamidade.gov/mpo/docs/MPO_fed_obligations_2006.pdf.

TIP amendments can be requested at any given time during the year. TIP amendments are reviewed and recommended by different committees leading to the MPO Governing Board. Most TIP amendments are either for changes in funding (deferrals most of the time), or advancements (project being advanced is accompanied by those projects affected). TIP amendment proposals drastically changing the original project in the LRTP are not accepted until an LRTP amendment is requested and approved. TIP amendments introducing any new projects would be subject to an LRTP amendment and would need to document the project’s sources of funding and show that it does not financially affect any other projects in the mix. The amendment proposal also needs to be advertised for at least 30 days prior to public hearing before MPO Governing Board action, and such MPO Board Meeting is always includes a public hearing. A log of TIP amendments (as well as an LRTP amendment summary) is kept in the MPO.

E. ELEMENTS OF THE 3-C PLANNING PROCESS & RELATED ACTIVITIES

The planning process is carried out as a cooperative effort between the MPO, FDOT, and other transportation facility and service providers. The planning process produces the Long Range Transportation Plan and the Transportation Improvement Program. The elements of the planning process which result in the development of the plan and program include:

- Planning Factors
- Financial Planning
- Public Involvement /Title VI
- Intermodal Activities / Freight / STRAHNET
- Transit / Transportation Disadvantaged / Bicycle and Pedestrian
- Air Quality and Environment Considerations
- Congestion Management System
- Safety and Security Considerations
- Intelligent Transportation Systems
- Travel Demand Forecasting / Land Use
- Transition to SAFETEA-LU

Collectively, these elements are intended to form the basis for the transportation plan and transportation improvement program.

1. Planning Factors

Both ISTEA and TEA-21 require that the metropolitan transportation planning process explicitly consider and analyze a number of specific planning factors assumed to reflect sound planning principles. TEA-21 requires that the planning process provide for consideration and analysis of projects and strategies that:

- Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity, and efficiency.
- Increase transportation system safety and security.
- Increase the choices for accessibility and mobility.
- Protect and enhance the environment, promote energy conservation and improve quality of life.
- Enhance the integration and connectivity of transportation systems.
- Promote efficient management and operation of the transportation system.
- Emphasize the preservation of the existing transportation system.

The passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) in 2005 created an additional planning factor, by separating the joint factor related to increasing transportation safety and security into two distinct factors, one to increase transportation system safety and one to increase transportation system security.

The Miami-Dade County MPO used the TEA-21 Planning Factors as a basis for developing the 2030 Long Range Transportation Plan Goals and Objectives. After the LRTP was developed, the LRTP Steering Committee used the Goals and Objectives to develop a set of project selection criteria by which projects were evaluated and ranked into priority categories. The MPO also incorporated the TEA-21 Planning Factors, and more recently, the eight planning factors in SAFETEA-LU, into the Unified Planning Work Program (UPWP). The UPWP has a matrix that cross-references the SAFETEA-LU Planning Factors and the UPWP work tasks.

Safety and security are also addressed as part of the MPO's planning process. High traffic crash locations are identified and analyzed by FDOT and the Miami-Dade Public Works Department. Safety and intersection improvement projects to address these sites are included in the TIP. The UPWP is another tool used by the MPO to address specific safety issues in the transportation planning process. All agencies submit their ideas for being considered for funding during the UPWP cycle.

Highway and transit safety is also reflected as a priority through the Goals and Objectives in the LRTP. This priority is carried forward, as the project evaluation criteria includes safety considerations as a basis for ranking projects. In addition, safety, as a part of operations and maintenance, is accounted for in the revenues/costs of the Plan, particularly in the FDOT revenue projections.

To address the security issue relating to planning, the MPO has a task in their current UPWP that addresses the need to keep their Continuity of Operations Plan (COOP) updated. A fully updated COOP Plan document report is anticipated by April 2008. The COOP has a contingency plan for physical relocation to other satellite county facilities and a computer back-bone to be hosted at FDOT District 6 Transportation Management Center (TMC) to contain back up documentation to ensure continuity of operations in case of any incidents. The Port of Miami, Miami International Airport, Miami-Dade Transit, and SFRTA/Tri-Rail all have extensive security programs, plans and activities in place that are ongoing to address their respective security issues.

The Freight Transportation Advisory Committee (FTAC) also addresses freight movement- and international trade-oriented security issues, specifically addressing seaport- and airport-focused security, as well as general industry-wide concerns.

2. Financial Planning

The Long Range Transportation Plan incorporates all existing and anticipated funding sources as identified through the statewide transportation revenue forecasting process. Expected financial resources are identified by the study team for the Florida Department of Transportation (FDOT), Florida Turnpike Enterprise, Miami-Dade Expressway (MDX), Miami-Dade Department of Public Works, and Miami-Dade Transit (MDT). The projections of the available resources are based on the estimated growth of population, gasoline/diesel fuel use, vehicle miles traveled, fuel efficiency, and motor vehicle registrations. A new funding source introduced for the Miami-Dade MPO 2030 LRTP is the People's Transportation Plan (PTP) funding source. In November of 2002, voters of Miami-Dade County approved a referendum for a half-cent sales tax for transportation for the next thirty years. An additional \$19.3 billion in revenues will be generated by this tax over the next thirty years. These funds will be used for transit corridor and roadway projects, as listed in a County ordinance linked to the referendum.

Cost estimates for projects are calculated to include right-of-way, design, and construction costs. Project costs are determined from existing reports and work programs from the various transportation agencies. Other estimates are calculated from unit costs derived from FDOT's Cost Estimation Manual and/or from costs of existing, similar facilities. Operations and Maintenance (O&M) costs are also determined for each project. Transit projects include capital plus operations and maintenance costs. For highway projects, the costs include ordinary/routine

maintenance work such as patching, landscape maintenance, traffic signals and signal maintenance, and bridge maintenance. Highway operations and safety costs could include exceptional work, such as resurfacing, traffic control devices, safety lighting and signals, guardrails, and pavement markings. For the transit system, the operations and maintenance costs are funded through revenues from passenger fares, state operating assistance, and local funds. For both the highway and the transit system, funds for operations and maintenance are accounted for prior to any funds being expended for new capital projects.

3. Public Involvement / Title VI

- General Outreach to the Public

Citizens are constantly encouraged to get involved in the transportation planning process. There are various methods utilized by the MPO to support and encourage public involvement and to disseminate and gather information and citizen comments for consideration in the planning and program development process. These methods include newspaper ads, website, US Mail, local community group meetings, e-mail, newsletters, brochures and Local Government Access Channel (Cable Television). The MPO has 2 full time staff members devoted to public involvement, but the entire MPO staff assists, as warranted, in all phases of public outreach and participation.

Each year, the Annual MPO Newsletter is mass distributed, which is an effective educational tool containing a “year in transportation activities” snapshot. Last year, this newsletter was distributed to over 690,000 Miami-Dade County residents in English, Spanish, and Creole as an insert in numerous community newspapers. The newsletter was also made available as a link from www.MiamiHerald.com to the MPO website.

The MPO’s “Transportation Voice” quarterly seasonal newsletters (spring, fall, and winter) provide detailed transportation information that is most relevant to that time period. The newsletters are distributed to over 6,000 entities throughout Miami-Dade County. The recent summer newsletter distribution was 729,000. The newsletter was also posted on the website at www.miamidade.gov/mpo in all three languages: English, Spanish, and Creole. This past winter was the first time the Business Reply Mail (BRM) postcard was utilized. The BRM allows citizens to fill out and mail back a postcard with their suggestions and have the postage pre-paid by the MPO.

The MPO’s Website www.miamidade.gov/mpo is an extremely comprehensive site for all information on the MPO. It includes all major documents: the TIP, the citizen’s TIP, the LRTP, the UPWP, and many reports, which may be downloaded directly from the site. Agendas and minutes of the MPO and its Committees may be accessed through this site. It has many hotlinks to other projects, agencies etc. The MPO also receives many of its public inquiries

from visitors to the site. Citizens can also sign up to receive E-mails pertaining to “hot” transportation issues via the MPO website by phone or filling out a comment card at an outreach event. Having a full time webmaster on the MPO staff allows for timely updates and responsive information display on the website.

The MPO PI Database stores all correspondence from the public and contains an Agency List, a Citizen Request List, and all Outreach and Media Events. The Agency List consists of over 1,000 businesses and organizations that the Public Involvement Office (PIO) can draw from when organizing community outreach events. The Citizen Request List documents and tracks all citizen contact with the MPO, including but not limited to, phone calls, emails, faxes, and comment cards. This documentation helps ensure that citizens receive feedback on their comments, questions, concerns, etc. Citizens are contacted with a letter of appreciation informing them that their information is under consideration and will be addressed by the appropriate agency, if not by the MPO. The Database entry automatically places the citizen on the citizen distribution list to receive updates on various projects and required documents, and meeting notices via mail and email on a regular basis. Contact information for the Public Involvement Manager is also provided.

The database also serves to record outreach and media events. Each outreach and media event that an MPO staff member attends is documented with the event title, location, contact information, and a brief evaluation of the success of the event. This process is useful when planning future and reflecting upon past outreach initiatives.

The MPO Governing Board and CTAC meetings are also televised live and rebroadcast on the Local Government Access Channel (Cable Television) every month. Citizens are welcomed to provide their comments during any and all meetings held by the MPO and its Committees. The CTAC includes a public comment section at the beginning of every meeting to accommodate and encourage citizen participation. Additionally, Radio and TV interviews are scheduled on a monthly basis with English, Spanish, and Creole stations to provide information on current MPO studies/projects.

Public Service Announcements (PSAs) were created to increase MPO awareness among the citizens and encourage their involvement in the transportation planning process. The PSAs are shown on Miami-Dade TV (MDTV) three times a day in English, Spanish, and Creole. Over the last few years, the MPO, in coordination with Miami-Dade County’s Communications Department, has coordinated a Public Service Announcement (PSA) Contest among all applicable colleges and High Schools in Miami-Dade County. The purpose of the Contest is to both educate students about the role of the MPO and to utilize their creativity to promote a specified transportation topic in Miami-Dade County in 30-second spots. Students also have a chance to

compete against one another to showcase their talent and TV production ability. The winning students are publicly recognized with a formal presentation at a scheduled MPO meeting. The winning PSAs are aired on MDTV for one month each. The MPO is commended for developing this innovative approach to involving the youth of Miami-Dade County in getting the word out on current transportation issues.

Every 2-3 years, the MPO also updates and publishes a *Citizens Guide to Transportation* that provides transportation information with regards to transit services, highway services, non-motorized transportation services, and transportation demand management services such as vanpools, taxis, airport shuttles, carpooling, emergency ride home, etc. This Guide is distributed at community outreach events, through the library system, at Commissioner Districts, and through Team Metro Offices. It is also made available on the web and in an alternate format if requested.

The MPO also coordinates public involvement activities with transit operators and with FDOT. The MPO coordinates public involvement activities with transit operators through the MDT public involvement office (PIO). The MPO conducts outreach events to gather feedback regarding the transportation system as a whole. Comments that are received about specific bus routes are provided to the MDT PIO for their review and action. The MPO coordinates public involvement activities with FDOT by supporting the Florida Department of Transportation's (FDOT) Efficient Transportation Decision making Process (ETDM). Staff has been working in conjunction with the FDOT District VI to provide comments regarding projects going through the ETDM process.

The MPO also administers the Miami-Dade Public Involvement Management Team (PIMT) which was formed in an effort to enhance coordination and communication among agencies involved in transportation planning, programming, and operations. Transportation programs and plans developed for Miami-Dade County will be marketed better to the citizens by bringing together the public involvement personnel from all transportation agencies. The PIMT meets on a quarterly basis to exchange public outreach strategies and collaborate on projects that reach out to the community regarding transportation. The following is a list of the participating agencies:

- Metropolitan Planning Organization
- Florida Department of Transportation
- Miami-Dade Public Works
- Miami-Dade Expressway Authority
- Florida Turnpike Enterprise
- Miami-Dade Seaport
- Miami-Dade County Public Schools

- Miami-Dade Aviation Department
- Miami-Dade County Department of Planning and Zoning
- Miami-Dade Transit
- South Florida Regional Transportation Authority
- South Florida Commuter Services

The PIMT is a noteworthy approach to coordinating the public involvement activities of several local and state partners in an effort to conserve limited resources and to avoid overburdening the public with a myriad of individual efforts.

- Public Involvement Plan

Federal Regulations state that MPOs' public involvement processes shall be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. The regulations also state that periodic review of the effectiveness of the public involvement process is required to ensure that the process provides for full and open access and revision of the process as necessary.

The method(s) by which the MPO indicates how they will involve the community in the transportation planning and decision-making process is shown in the Miami-Dade County MPO's Public Involvement Procedures (PIP). The PIP is a working document serves as a guide for the selection and application of PI tools and strategies in all MPO projects, studies, and required documents.

The MPO has developed a comprehensive Public Involvement Plan (PIP) that incorporates outreach initiatives for all office activities, including the Long Range Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program. The PIP begins with a brief history pertaining to the foundation of Metropolitan Planning Organizations, then describes the creation and organizational structure of the Metropolitan Planning Organization for the Miami urbanized area in Dade County. The legal basis for the necessity of public involvement in state and national organizations is discussed, followed by the implementation of public involvement (PI) strategies. This section explains useful key elements for creating a successful public involvement plan and the application of PI in the MPO's general outreach strategies, special projects, and required major planning documents. The PIP outlines a process that will allow the MPO to better assess the effectiveness of its outreach efforts, which will lead to the most appropriate application of public involvement strategies. In order to meet the needs of the dynamic metropolitan area it represents, the PIP requires continuous revision.

The passage of SAFETEA-LU changed the emphasis of the public involvement plan to more of a public participation plan, increasing the expected level of participation by the public in the development of the plan through the opportunity to participate in the actual creation of the plan, as opposed to just having the opportunity to comment on an already existing draft of the plan. As the PIP is being updated, these considerations should be included.

- Evaluation

The PIP document incorporates tools to continuously monitor and evaluate general outreach activities. These tools are directed to measure the effectiveness of the PI strategies used for specific outreach activities and special events. Minimum standards are established for each activity, and targets are listed in the MPO Public Involvement Plan. The MPO evaluates the Public Involvement program on an annual basis. The results are documented and reviewed, and project plans are modified as appropriate. The dynamic nature of the evaluation process requires that the MPO constantly pursue innovative strategies that will engage the diverse citizenry of Miami-Dade County. The annual evaluation process identifies areas where improvement can be made that enable the MPO to eliminate participation barriers and incorporate minority and low-income populations in the transportation decision-making process. The Public Involvement Plan (PIP) is adjusted every three years to complement the federal Triennial Evaluation process.

The purpose of evaluating the success of the MPO's public involvement activities is to identify where current public involvement activities are successful and where improvements are desired. For this period, the baseline for outreach activities was established October 1, 2003 – September 31, 2004 and continued for three years. This process helped to determine the weaknesses and strengths of the PIP.

According to the most recent review, the MPO is exceeding and/or satisfying every goal set, except for one: increasing comments by 10% yearly. This result occurred not from the lack of outreach to the community, but due to the time spent with each citizen speaking with them about their concerns. For the next three year period, the PIO is considering either removing or modifying this measure to accommodate quality instead of quantity. However, to help increase the number of citizen comments received, the PIO has established an account with the Post Office to include Business Reply Mail (BRM) postcards in the seasonal newsletters. These postcards should increase comments from citizens, because they do not have to pay for postage.

- Title VI

Under Title VI, “no person in the United States shall, on the ground of race, color, or national origin, shall be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The MPO has not received any Title VI complaints regarding the MPO or the transportation planning process. However, the MPO does have a formal discrimination complaint procedure that would be followed in the event that a formal complaint is received. To ensure that the MPO provides equal access and opportunity and does not discriminate in its delivery of programs or services, a number of strategies have been employed to conduct outreach to the transportation traditionally underserved, and under represented populations.

The Community Characteristic Program (CCP) was created by the MPO to ensure the planning process complies with Title VI, and was coordinated with FDOT to reflect consistency with the Efficient Transportation Decision-Making (ETDM) process.

The CCP, which is a web-based tool located at <http://mpoportal.fiu.edu/>, enables Transportation Planners and Public Involvement Offices (PIO) to identify and review the social, economic, and geographic characteristics of an area before public involvement (PI) outreach is initiated. The program utilizes Sociocultural Effect principles to evaluate and incorporate community considerations into the planning and development of transportation plans, programs, and projects. Sociocultural Effects is the process used to evaluate the effects of a transportation action on communities and their quality of life.

The CCP is currently composed of three (3) segments: Web-based GIS system; Community Background Reports; and a “How to Reach Out to the Community” Guide. This tool facilitates PIO efforts to create an effective PI program and accomplish stated Title VI goals that will ultimately allow the identification of the attitudes and issues facing that particular community. PI strategies are modified according to community characteristics, such as, but not limited to, literacy rates, income levels, cultural composition, and religious affiliation. For example, if an area has a low literacy rate, it would be more effective to use audio and visual aids rather than to distribute brochures, handouts, and other reading materials. By utilizing the CCP, the PIO has access to this invaluable information to tailor its outreach approach(es) accordingly.

Over the past three years, the MPO has provided CCP training to staff and to all Public Involvement Manager Team members, as well as consultants and various planners around the County. The GIS component is extremely important to developing the most effective public information campaign. Many planners and county employees are currently using this tool to select and develop customized neighborhood reports at the Census block group level,

which are aggregated to the geographic boundaries they require. These data include poverty rates and income level, race and ethnicity, age distribution, housing tenure, education level, and percentage of disabled persons.

To date, the “How to Reach Out to the Community” Guide has been completed and consists of public involvement toolbox strategies, which have been collected, researched, and presented in a standardized format, listing definitions, descriptions, target demographic group(s), steps needed to implement the strategy, and case studies associated with each strategy, whenever possible.

Also, thirty-three (33) Community Background Reports at the municipality level and thirty-two (32) Community Background Reports at the neighborhood level in unincorporated areas of Miami-Dade County have been incorporated in the program. These Community Background Reports provide boundary definitions and brief narrative information about the origins of the community’s incorporation or relative cohesiveness, as well as contemporary community dynamics and important historical events. This information is vital for public involvement officers who may sometimes need to approach a community that may be hostile to public officials due to historical decisions regarding infrastructure construction.

In the future, staff will continue to improve the existing Public Involvement content and functionality of the CCP to include richer data, improved organization of information, and increased user-friendliness.

Miami-Dade County provides equal access and opportunity and does not discriminate on the basis of disability in its programs or services. For material in alternate format, a sign language interpreter or other accommodations are coordinated with the Miami-Dade Office of Americans with Disabilities (ADA) compliance. The public is asked to contact the MPO at least five days in advance if this type of assistance is needed. All meetings are taped and available to anyone requesting a copy.

The MPO publishes its Citizen Guides and Seasonal and Annual Newsletters (over 650,000 copies distributed in newspapers of general circulation) in English, Spanish and Creole. The MPO Database also has the ability to track language preference and respond in the appropriate language.

Public meeting locations are prioritized based on their transit and ADA accessibility. Occasionally, meetings are held at other locations in the community, which are also transit and ADA accessible. Typically, meetings are held in the Stephen P. Clark Center (Downtown Government Center), where transit is accessible as it interfaces with a Bus Terminal, Metrorail, and Metromover. When meetings are held in remote locations, transit alternatives are always arranged in advance. All public meetings are held in ADA

accessible facilities. In addition, the following statement is added to each meeting agenda: *“It is the policy of Miami Dade County to comply with all of the requirements of the Americans with Disabilities Act. The facility is accessible. For sign language interpreters, assistive listening devices, or materials in accessible format, please call 305-375-4507 at least five business days in advance.”*

4. Intermodal Activities / Freight / STRAHNET

Public transit providers, as well as freight and goods movement private sector representatives, are included in public outreach efforts during the course of the development of the Long Range Transportation Plan. The Miami-Dade County Airport and Seaport are each represented on the standing Transportation Planning Council and the Transportation Plan Technical Advisory Committees, and as such are invited to attend and participate on the TIP Development Committee. Both entities work closely with their private sector partners and clients and their interests with respect to surface transport and access/egress issues for these facilities. The MPO’s Freight Transportation Advisory Committee also allows private sector representatives from the local aviation, maritime, rail, and local and trucking and delivery freight transport communities to be more directly involved in the planning process.

The LRTP and the TIP both directly and indirectly include the traditional freight and goods movement component of intermodal travel, as well as the people-relating-to transportation aspect, in terms of transit and alternative modes.

The Long Range Transportation Plan integrates Goals and Objectives that include evaluating a project on how well it addresses the movement of freight and goods. Transit improvements are specifically modeled and later independently studied based on projects initially included in the Long-Range Transportation Plan.

The TIP includes separate sections on Seaport and Airport projects, a section addressing transit’s non-roadway capital investments, and includes projects that increase these facilities’ accessibility with respect to cargo movements. Transit is extensively covered, with non-roadway capital needs as well as some operational needs. The UPWP includes freight and intermodal-oriented studies, and continues to fund a variety of new transit planning studies and initiatives, as well as maintaining a number of ongoing, transit-oriented planning activities.

On the transit side, the Long Range Plan integrates Goals and Objectives that include evaluating a project regarding how well it addresses the movement of people and whether alternative modes are provided as a means of relieving congestion and improving travel. Major intermodal passenger transfer facilities are directly addressed in the LRTP, and major capital improvement projects are specifically noted and modeled in LRTP updates. Transit intermodal facilities, such as the Miami Intermodal Center (MIC), and the Golden Glades Intermodal

Center were modeled and independently studied in depth based on projects initially included in the Long-Range Transportation Plan.

The County has several major projects under development. The FDOT's much touted project-the Miami Intermodal Center (MIC), is under construction adjacent to Miami International Airport. The project connects the Airport via the MIC/MIA Connector to AMTRAK, Metrorail, and Tri-Rail. The hub of the facility includes the consolidated rental car facility. Another project that is out to bid is the Port of Miami Truck Tunnel to eliminate the need for Port traffic to go through downtown Miami surface streets. Another Freight project that will be under construction by the summer of 2007 is the 25th Street Viaduct, which is a double decked segment of roadway connecting MIA Cargo area to the Palmetto Expressway and extending deep into the Warehouse district.

The MPO has a citizens committee called the Freight Transportation Advisory Committee (FTAC). The FTAC includes the representatives from the Florida Foreign Trade Association, a port terminal operating companies, the International Cargo Committee, Seaboard Marine, freight logistics and freight forwarding companies, trucking associations and marine terminals. This committee has supplied input to the UPWP, recommending such studies as the Freight Master Plan, Rail Access to the Port of Miami, Truck Route Study, Central Miami Fright Zone Study, and Freight Movement Studies for Doral and Medley. The FTAC also is actively involved in recommending new projects, such as actively sponsoring the construction of a new ramp to I-95 to improve truck operations to the Port. The committee reviews major roadway projects that will impact trucking and makes recommendation to minimize impacts on freight movement. The FTAC has passed resolutions to the MPO Board recommending major modifications to FDOT projects that will impact their interests. The interest level of this group has been very high. A recent meeting was attended by 35 people and lasted four hours. Some of the FTAC concerns relate to managed lane access and their associated tools. This group largely supports the managed lane concept and toll roads for truck usage.

For the LRTP Update to the Year 2030, the MPO upgraded the forecasting tools it uses to project future year demands. The model incorporated a freight and truck forecasting module in the MPO's travel demand model that includes a truck trip purpose to handle truck trips separately in generation and distribution, and the highway assignment procedure assigns truck trips separately from other vehicle trips. This improved forecasting module will assist the MPO in identifying future surface demands for freight and goods movements in Miami-Dade, and in appropriately planning for them to the extent possible, in the complex social and economic environment of the County.

Additionally, the Southeast Regional Planning Model (SERPM) possesses this same capability that can and has been employed in regional planning efforts. Should the need arise for a regional look at project freight trucking flows, the

SERPM would be the vehicle of choice to provide the estimates. Both the Seaport and Airport independently develop estimates of future year freight transport needs for their own facilities development and their respective capital improvement programs.

Finally, the MPO and FDOT conducts freight related studies on an on-going basis that have lead to a number of projects, recently including the Port of Miami Rail Freight Access Study and Truck Route Study. The current truck route study is being prepared using working groups of the FTAC, the Port and the Seaport. Questionnaires have been sent out to trucking groups and routes and operational controls are being recommended. These studies are used to assist policy makers in determining the needs for freight movement in the future.

A Freight Master Plan is scheduled for development in the 2007-2008 UPWP. The plan will pull together all of the previous freight studies and the master plans for the airport and the seaport. The future freight movement demands on the urban area roadway network will also be forecasted and included as part of the next LRTP.

The Strategic Area Network (STRAHNET) is a special component of the National Highway System (NHS) involving military installations and the movement of military personnel and equipment. Although not directly participating in the process, local military installations are indeed accounted for in the overall Long Range Plan Update transportation planning process. There are two military installations in Miami-Dade County: the Homestead Air Reserve Base in Homestead, Florida, approximately 25 miles southwest of Downtown Miami, and the Southern Command Headquarters, located in the Doral/Airport West area, a few miles west of MIA. The Reserve Air Base is located in the midst of mostly rural areas, and its level of activity and impact is relatively minor. However, the Southern Command HQ is affecting the Doral/AW area as an employment hub, and its impacts are forecast as it is incorporated into the MPO's Florida Standard Urban Transportation Modeling Structure (FSUTMS) travel model.

5. Transit / Transportation Disadvantaged / Bicycle and Pedestrian

- Transit / Transportation Disadvantaged

Miami-Dade Transit (MDT) serves as the lead grantee and designated recipient for Section 5307 funding for the Miami Transportation Management Area (TMA). The TMA includes Miami-Dade County, Broward County, and Palm Beach County. MDT, as the designated recipient, receives an annual Section 5307 Urbanized Area formula funding allocation for the entire TMA. These funds, upon agreement with various transit operators within the TMA, are then sub-allocated to other public transit operators within the TMA, such as

Broward County Transit, South Florida Regional Transportation Authority, and Palm Tran.

Miami-Dade Transit is very connected to the Miami-Dade MPO, as these agencies are currently co-located within the same building. This makes coordination between the two agencies seamless. This is evident through a several on-going initiatives to deliver enhanced transit services to the public as the demographics of Miami-Dade County, and the southeast Florida region, continue to expand and grow significantly.

Transit operators are involved in the MPO planning process as active members of the following committees:

- Miami Dade MPO Technical Advisory Committee
- Regional LRTP (SFTEC) Planning Committee

A significant amount of transit-related planning and environmental studies, as well as transit expansion routes and facilities, are underway within the MPO's jurisdiction. These studies and new projects focus on providing transportation alternatives by expanding and delivering public transportation through a series of new corridors and systems. Some of these initiatives include:

- Orange Line Phase II Metrorail Expansion (formerly North Corridor)
- Orange Line Phase III Metrorail Expansion (formerly East-West Corridor)
- Miami Intermodal Center (MIC) project
- I-75 Bus Rapid Transit (BRT) PD&E Study (FDOT District 6 component)
- South Florida East Coast Corridor Transportation Analysis (Miami-Dade County component)
- State Route 7 Bus Rapid Transit (BRT) Study (FDOT District 6 component)
- Homestead Busway Expansion project for Miami-Dade Transit

All publicly-funded transportation services to the disadvantaged population of Miami-Dade County are coordinated by the MPO, who has designated Miami-Dade Transit (MDT) as the Community Transportation Coordinator (CTC) for Miami-Dade County, Florida and was recently re-approved through a MPO resolution on February 23, 2006 for a five year period. MDT is committed to the coordinated delivery of Transportation Disadvantaged services in Miami-Dade County and committed to maintaining service standards. MDT and the MPO have agreed that MDT is not only responsible for the coordination of the Transportation Disadvantaged plan, but they are also responsible for providing staff to the Local Coordinating Board (LCB) as well as the preparation of the

Annual Operation Report, the Annual Budget Estimate, the Trip/Equipment Grant, and the Transportation Disadvantaged Service Plan, which has to be consistent with other regional plans, such as:

- The Local Government Comprehensive Plan(s)
- The Regional Policy Plan(s)
- The Transit Development Plans (where applicable)
- The Commission for the Transportation Disadvantaged 5 Year-20 Year Plan
- MPO Long Range Transportation Plans
- Transportation Improvement Programs (where applicable)

The MPO, in conjunction with MDT, also performs a Transit Quality and Level of Service (TQLOS) study every three years to coincide during the year of the LRTP update. The TQLOS results later feed into the transit development plan's system evaluation process.

There is no specific public outreach plan for the Transportation Disadvantaged Service Plan; however, CTC staff works with agencies and clients' staff to provide travel transportation training on how to properly use the transit system. As a result, agencies are required to produce a monthly report to the CTC to verify compliance and make sure that they are reaching out to the public. The LCB subcommittee, not the MPO, evaluates the CTC annually commenting on the TDSP's performance in regards to outreach strategies, plans or tools. The subcommittee reviews the service standards set by the LCB, and the information provided in the Annual Operating Report (AOR) to determine whether or not the CTC has achieved its objectives and is providing cost-efficient, reliable transportation.

The CTC also coordinates transportation services provided by non-publicly funded agencies who wish to be part of the coordinated system. In the six year period from 2001 through 2006, CTC coordination activities included the implementation of the Patriot and Golden Passport programs, and numerous Coordination and Fare Agreements with social service agencies. These Agreements permit those agencies to obtain 90% public funding for vehicles under the Florida Department of Transportation (FDOT) Section 5310 program. The CTC also provided transportation services directly or through a contractor, such as the Special Transportation Service, an ADA complementary paratransit service for those citizens unable to use conventional transit services, Medicaid paratransit service to Medicaid recipients who cannot use conventional transit and have no other transportation

resource to get to and from medical appointments, and fixed route services to connect job seekers to employment centers. The Miami-Dade Transit bus fleet is 100% accessible. Metrorail and Metromover are also fully accessible.

Performance data is compiled and analyzed by the CTC to identify strengths and weakness within the coordinated transportation system. Inefficiencies and effectiveness are also determined through comparisons of historical, state, and national data. Some of the vast amount of data shared between the MPO and MDT include Performance, Costs [actual & projected], trip and vehicle information, hours of operation, complaints and expenses. Transit performance data have been historically provided to the MPO to support the development of the Transportation Improvement Program, Long Range Transportation Plan and other MPO studies.

Public involvement procedures are also provided by the transit operators as noted as follows: Miami-Dade Transit (MDT) provides procedures, plans, and coordinated efforts to inform, educate, and provide awareness and training to transit operators about how to work with the public and the transportation disadvantaged population. The transit operators are encouraged to identify barriers and address them accordingly. Community Based Organizations are also utilized as informational resources to reach out and provide transportation assistance and awareness to the public. MDT provides informational literature in the form of brochures and electronic media including Transit Riders Service Guide, Golden and Patriot Passport brochures, Transit and Metrorail Guides, and Metromover brochures. MDT also maintains a Website, Transit Satellite Centers and a Transit Kiosk for public information.

FTA encourages the MPO to continue coordination of mobility options for all citizens, and expand participation opportunities to all Human Service Transportation providers within the MPO's area and throughout the Region.

As congestion within the Region continues to increase along with an escalating population within Miami-Dade County and the southeast Florida region, it will become critical for the MPO to remain as connected as possible to the local transit agencies. Additionally, FTA encourages the MPO and the local transit agency (Miami-Dade Transit) to utilize the existing Southeast Florida Transportation Council (SEFTC) as a means to communicate and exchange information related to on-going transit-related studies and investments that can help provide the public with commuting and travel alternatives. FTA encourages the MPO to remain involved to the extent possible in each of these transit-related initiatives.

- Bicycle and Pedestrian

Bicycle and Pedestrian Program of the MPO has four main elements:

Education of all roadway users on safe and proper behaviors in traffic, including training school-age children on safe bicycle and pedestrian behavior;

Encouragement for people to ride their bicycles or walk instead of, or in addition to driving;

Enforcement of traffic laws for all roadway users and crime prevention to increase personal safety for people who choose to ride their bicycle or walk; and

Engineering of suitable bicycle paths and sidewalks along with comfortable pedestrian environments.

The bicycle and pedestrian program's responsibilities include:

- Identifying high-crash locations and developing safety countermeasures;
- Providing bicycle/pedestrian crash data to project managers and consultants developing roadway projects;
- Developing the Safe Routes to School procedure manual for Miami-Dade Public Works and working with the FDOT Safety Office to prepare project funding applications;
- Providing support to Miami-Dade County Public Schools' Walk to School Day activities; and
- Participating in the FDOT Community Traffic Safety Team program, Safe Kids Coalition (hosted by Miami Children's Hospital), and Injury Prevention Coalition (hosted by Jackson Memorial Hospital).

The MPO has a full-time Bicycle/Pedestrian Coordinator and an assistant that have responsibility for implementing the Bicycle and Pedestrian program and for providing staff support to the Bicycle/Pedestrian Advisory Committee (BPAC), managing the Transportation Enhancements Program and bicycle/pedestrian planning studies funded through the UPWP, preparing the non-motorized transportation section of the Long Range Transportation Plan and TIP, distributing information on bicycling and walking through presentations and involvement in community safety teams, and managing the bike locker rental program for Miami-Dade Transit and helping to promote their Bike & Ride program.

The MPO has had a bicycle plan since 1986 which was updated in 1995 and 2001. A pedestrian plan was developed in 2001. The 2008 UPWP includes a work task to update the bicycle and pedestrian plans.

Bicycle and pedestrian activities are incorporated into the transportation planning process through the Long Range Transportation Plan, the Transportation Improvement Program and the Unified Planning Work Program. The bicycle facilities plan was developed based on safety improvements, links to existing facilities and service to major trip destinations, inclusion in projects funded in the TIP and Long Range Transportation Plan (LRTP) and the condition of each roadway for bicycling. The 2030 LRTP includes a long range plan of on and off-road bicycle and pedestrian facilities that are supported by the goal of devoting 1.5% of surface transportation funding to non-motorized projects. The projects in the non-motorized element of the 2030 LRTP were identified based on the demand for bicycling and walking (from a latent demand model), the quality of roads for bicycling (from the Bicycle level of service (LOS) model), the quality of roads for walking (from the Pedestrian LOS model), pedestrian crash locations, and the locations of schools.

The 2007 TIP includes funded projects for greenway trail development, pedestrian safety projects, and bicycle parking at transit stations, as well as sidewalk and bike lane facilities included as elements of other roadway improvements. In addition to the bicycle and pedestrian plan updates, recent editions of the UPWP have included master plans for the Snake Creek Trail, Commodore Trail, M-Path and Snapper Creek Trail, a bicycle parking plan for MDT, and planning for Safe Routes to School projects. The MPO developed a Safe Routes to School Procedure Manual in 2004 and coordinates the application process. As previously noted, the UPWP regularly includes work tasks that relate to bicycle and pedestrian studies, plan updates, and activities.

The MPO's Bicycle/Pedestrian Advisory Committee is made up of citizens appointed by the MPO Governing Board to review plans and projects and raise issues relevant to non-motorized transportation. The BPAC is involved in reviewing the bicycle and pedestrian plans and relevant planning studies. The MPO also manages the bicycle locker program for Miami-Dade Transit.

The Bicycle/Pedestrian program staff is involved in inter-agency coordination and public information activities through FDOT's Community Traffic Safety Team program, the Safe Kids Coalition and Injury Prevention Coalition. The Bicycle/Pedestrian Program also distributes a large amount of information to the public. Maps are available on biking and walking facilities, brochures on safety, bike/transit integration, and law enforcement. Most of the bicycle/pedestrian safety material is in an English-Spanish format. The MPO has also developed a pedestrian safety brochure in Haitian Creole. Most material is sent out in response to requests from the public. However, maps and brochures are also picked up from the Bicycle/Pedestrian Kiosk at the Government Center Metrorail Station, and material is sent in bulk to other

agencies for distribution including Miami-Dade Public Schools, local police departments, and elderly centers.

6. Air Quality and Environment Considerations

The MPOs in Florida are no longer bound to conformity standards since July 2005, when Florida was declared in attainment with the current 8-hour ozone standards. However, air quality remains as a monitoring issue. Miami-Dade County MPO participates in the Inter-MPO Air Quality Technical Committee meetings to address current issues related to the South Florida Airshed, The Southeast Florida Inter-MPO Air Quality Technical Committee is the forum for interagency consultation for the Southeast Florida Airshed comprised of Broward, Palm Beach and Miami-Dade Counties

The Miami-Dade MPO is also a member of and actively participates as part of the Southeast Air Outreach Coalition (SEACO) promoting air quality issues, public involvement and outreach on air quality issues. The MPO also administers a Vanpool Program, which promotes mobility options, combats congestion and provides alternative modal opportunities in the area.

The MPO is works with FDOT District 6 in support of the Efficient Transportation Decision Making Process (ETDM). ETDM is a state-supported process that addresses the issue of environmental streamlining by inviting federal, state and local environmental and transportation related entities to review and provide comments about projects early in the planning and development processes to help determine the project impacts and what, if any mitigation will be needed; and if any fatal flaw(s) exist which would prohibit the project's implementation.

7. Congestion Management System

A Congestion Management System (CMS) is defined as "a systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance mobility of persons and goods". The CMS for Miami-Dade MPO was last updated in November 2004. At that time, recommendations were made to continue the existing process using the Relative Congestion Ratio (RCR); eliminate corridors that are categorized as freeways, as well as major roadways with programmed capacity improvements from the process; and establish criteria for ranking each potential CMS corridor. The criteria included the following scoring system:

- Level of Congestion: 15 points
- Length of the Corridor: 15 points
- Safety: 10 points

- Hurricane Evacuation Routes: 5 points
- Port / Industrial / Intermodal Access: 5 points
The next update of the CMS is scheduled for 2009.

The CMS is integrated into the transportation planning process in various ways. Recommendations resulting from studies included in the Unified Planning Work Program (UPWP) are presented to the MPO standing committees for input and endorsement, and the MPO Board for approval. Once approved, the recommendations are submitted to the appropriate agencies for further evaluation, design and construction. Once this process is completed, final plans are presented to the Transportation Improvement Program (TIP) Committee for inclusion in the document and the TIP is presented at the MPO standing committees and the Board for final approval for implementation.

All single occupancy vehicle (SOV) projects coming from the LRTP have to go through the transportation planning process that includes the criteria established in the CMS to identify congested corridors and projects. Therefore, SOV projects come from the CMS. For long term solutions, the congested corridors identified in the CMS are included in the Long Range Transportation Plan (LRTP) for further evaluation and recommendation. The final LRTP Report follows the same process as the UPWP and the TIP for appropriate actions and the approval of the MPO Governing Board.

Numerous CMS related studies have been included in the past UPWPs. Some more current examples include: Arterial Grid Network Analysis; Congested Intersection Improvements Study – Phase II; the Truck Route System; and the Emergency Evacuation Plan. Additionally, studies have been completed or are underway through the General Planning Consultant (GPC) Contract, including : NW/SW 137th Avenue Corridor Study; Port of Miami Freight Access Study; Miami River Corridor Multimodal Transportation Study; and US 1 Reversible Flow Lane Study.

In Miami-Dade County, the CMS process is not used for the selection and prioritization of projects in the Long Range Transportation Plan (LRTP). The CMS is a toolbox used for determining strategies for improving traffic and transit conditions. A wide variety of strategies are used to relieve congestion besides lane additions. These strategies come from a wide range of techniques and methods representing several categories, such as Travel Demand Management, Congestion Pricing, Intelligent Transportation Systems, and Traffic and Transit Operational Improvements. The sets of strategies are grouped in the following areas: Transit Demand Management (TDM), Traffic System Management (TSM), Bicycle, Pedestrian and Transit.

A process for measuring the effectiveness of the CMS was established in the original CMS Study. However, this process does not evaluate the overall

effectiveness of the CMS, it is focused on measuring the effectiveness of proposed and implemented projects. One of the purposes of the CMS Update study completed in 2004 was to review the existing congested corridor and improve the process for determining the level of congestion. As a result, the process was simplified and those corridors where capacity improvements were programmed in the Transportation Improvement Program (TIP) were separated for further evaluation. Regarding the strategies used for alleviating traffic congestion and for improving transit services, examples to illustrate these strategies are shown below.

The Special Use Lane Study recommended the implementation of two strategies that are being implemented by the Transit Agency:

- Bus on Shoulders: This technique allows transit buses to use the shoulders along the expressways as a by-pass lane when the speed in the regular traffic lane is 25 mph or less. The buses may use the shoulder, not to exceed 35 mph. Other conditions are imposed for this service. The first phase of this program was implemented along the SR-874 (Don Shula Expressway) and SR-878 (Snapper Creek Expressway).
- Bus Rapid Transit: This strategy is recommended in the study, but will take additional time for implementation. Currently, the Transit Agency, in coordination with the MPO, is developing the implementation of this strategy along Flagler Street, and also being considered for future applications on Kendall Drive and Biscayne Boulevard.

The Grade Separation Study evaluated major intersections with heavy traffic volumes and high accidents rate. As a result, the study recommended the construction of grade separation in five intersections. Currently, the Florida Department of Transportation (FDOT) is working in one of the recommended locations (NW 72nd Avenue and NW 36th Street). Two other locations were included in the Transportation Regional Incentive program (TRIP) for further evaluation and implementation.

Regional performance measures and an information tracking system for congestion management are being undertaken as a work task in the 2008 UPWP.

The next update of the CMS is scheduled for 2009. With the passage of SAFETEA-LU in 2005, the CMS is now referred to as the Congestion Management Process (CMP), with emphasis on the process used to identify and prioritize congested corridors, the participants in the process, the development and implementation of strategies, how this information is utilized in the planning process, etc. Congestion management systems or plans can be viewed as an output of the process itself. The CMP is intended to be integrated into the overall transportation planning process, and not a stand-alone process. The MPO should review their congestion management system to ensure that needed changes are

made to incorporate the requirements of SAFETEA-LU for a CMP prior to its integration into the 2035 LRTP.

8. Safety and Security Considerations

The 2030 Long Range Transportation Plan Goal 1 (“Improve Transportation Systems and Travel”) includes the objective “improve safety on facilities and in operations.” This objective is incorporated into the LRTP as an evaluation criterion in the project prioritization process. Also, safety programs such as Sun Guide Road Rangers, Information Technology Systems, and 511 traveler information are included in the operations and maintenance portion of the future revenue projection. Safety is also an evaluation criterion in the selection of projects in the non-motorized program. As documented in the Bicycle/Pedestrian section of this report, safety is also a major factor for the Bicycle and Pedestrian program of the MPO. The BPAC and the MPO’s Bicycle/ Pedestrian Coordinator also work on public education programs related to pedestrian and bicycle safety. The MPO is currently working in partnership with the Ryder Trauma Center at the University of Miami Medical School in the development and delivery of the Walk Safe curriculum for elementary schools in Miami-Dade County. Doctors deliver the program to the school children, which is very effective.

The Transportation Improvement Program includes projects that address safety directly as free-standing safety projects (for example, a pedestrian safety project on NW 27 Ave) and indirectly (for example, transportation projects that include safety features as part of their scope and design). Also, non-location specific county-wide funding items are included for smaller safety activities such as signing and striping roadways. Safety activities are also highlighted in the aviation, seaport, transit and rail agency programs.

The Unified Planning Work Program (UPWP) addresses safety through the evaluation of projects against the state and federal planning emphasis area #1 (“consideration of safety and security in the transportation planning process”). Ten projects in the 2007 UPWP are cross-referenced against this planning emphasis area. The 2008 UPWP includes project #2.04, “Countywide Traffic Safety Program” to identify high-crash locations on roads off the State Highway System for improvement. Since 2000, the Bicycle/Pedestrian program (UPWP item #3.04) has mapped traffic crashes involving pedestrians and bicyclists in a GIS system as part of a project to identify high-crash locations and develop countermeasures. The 2008 UPWP includes a project to develop a similar crash database of all traffic crashes as a tool for the Miami-Dade Public Works Department to use in developing their own safety projects.

The 2030 Long Range Transportation Plan Goal 1 (“Improve Transportation Systems and Travel”) also includes the objective “improve transportation security for facilities and in operations.” Security requirements are included in the

discussion of projects proposed for inclusion in the LRTP, particularly as it relates to transit, regional rail, airport and seaport projects.

The Transportation Improvement Program includes projects to improve security in the aviation program (project #AP1201A: Terminal Modifications for Explosive Detection System Deployment - \$43 million), seaport (Closed Circuit (CC)TV, access control, and an interim security control facility totaling more than \$20 million), transit (project #TA0000051: security and emergency preparedness facilities and equipment including bulk fuel storage, see-through trash cans, CCTV, access control, etc), regional rail (project #TR0000003: FFGA Segment 5 Double-track corridor – includes full closure of 70 grade crossings), and Intelligent Transportation System (project #PW0000330: Advanced Traffic Management System).

The Unified Planning Work Program addresses security through the evaluation of projects against the state and federal planning emphasis area #1 (“consideration of safety and security in the transportation planning process”). Ten projects in the 2007 UPWP are cross-referenced against this planning emphasis area including #2.13: Truck Route System and #2.15: Emergency Evacuation Plan.

The MPO also has a task in their current UPWP that addresses the need to keep their Continuity of Operations Plan (COOP) updated. The COOP includes contingency plans in the event of a major disaster. A fully updated COOP Plan document report is anticipated by April 2008. The COOP has a contingency plan for: off-site backups of the MPO’s computer system, alternate office facilities for use if the MPO offices are unavailable (including telecommuting, shared space at the FDOT District 6 office, and shared space at one of the regional Team Metro offices (depending on which part of the area is affected)), emergency contact plans for MPO employees, and a downtown meeting place in the event of an event during working hours.

The MPO promotes safety and security with its transportation partners by integrating the state planning emphasis areas and federal planning factors in the planning process, supporting safety and security projects in the LRTP, TIP and UPWP, assisting Public Works in the development of a county-wide traffic safety program, and through the Bicycle and Pedestrian Program. The Freight Transportation Advisory Committee (FTAC) also addresses freight movement- and international trade-oriented security issues, specifically addressing seaport- and airport-focused security, as well as general industry-wide concerns.

The Port of Miami, Miami International Airport, Miami-Dade Transit, and SFRTA/Tri-Rail all have extensive security programs, plans and activities in place that are ongoing to address their respective security issues. Current security efforts underway include the Port of Miami-Dade security enhancement projects, which are nearing completion. These enhancements include CCTV, access controls, a

new automated cargo gateway that interfaces with terminal operators' gates and an interim security control facility. Security funding in the TIP exceeds \$20 million. Ongoing improvements include construction of a cruise provisioning inspection facility, coordinating with Customs and Border Protection for inbound cargo portal monitors and other technological security advances necessary to assist in meeting the new security standards. This past year, the Port was successful in obtaining an additional \$1.7 million in federal security grant funds for selected security projects, bringing to a total of over \$19 million the federal grant funds awarded to the Port for security.

9. Intelligent Transportation Systems

Intelligent Management Systems (ITS) has been in the forefront of priorities in Miami-Dade County since the mid-1990s. The MPO approved the first ITS Plan for Miami-Dade County in 1997. ITS investments are identified in both the LRTP and the TIP. ITS investments have successfully competed with other transportation investments in the Long Range Transportation Plan and have been recommended for Congestion Mitigation and Air Quality (CMAQ) funding in previous years TIPs.

ITS activities in the Transportation Management Areas (TMAs) are coordinated with the Broward and Palm Beach County MPOs through the South Florida Regional ITS Coalition, and also through the Miami-Dade ITS Standing Committee led by the MPO. The Coalition, for which FDOT District 6 is the lead agency, was key in discussions and reviews leading to the approval of the ITS regional architecture. The different subcommittees of this regional ITS Coalition meet regularly on issues of operations, investment, coordination and system preservation.

The MPO uses the regional ITS architecture, as do FDOT and the Broward and Palm Beach MPOs, known as the Southeast Florida ITS Architecture. The ITS System Plan for Miami-Dade County identifies all ITS projects. ITS project deployment is capital intensive in its construction phase and becomes maintenance oriented in its subsequent operation.

Current ITS efforts are centered on regional service through Sun Guide partnership for advanced traveler information and the use of 511. Electronic Toll Collection is a major ITS effort pursued by the Miami Dade Expressway Authority and the Turnpike.

ITS technology has also been implemented in the following areas: Golden Glades Interchange; I-95 Intelligent Corridor System. An Interim Operations Center (IOC) was built at the District VI facilities to accommodate incident management facilities.

As of June 30, 2007, the Miami-Dade MPO ITS Standing Committee, chaired by the MPO, was dissolved in lieu of the Regional Southeast Florida ITS Coalition, headed by FDOT District 6.

10. Travel Demand Forecasting / Land Use

The Miami-Dade MPO uses the traditional-four step travel demand forecasting model, and the Florida Standard Urban Transportation Modeling Structure (FSUTMS), a package that was developed around TRANPLAN modules. All of the local models are based upon FSUTMS. The model processes the data in the following steps:

- Creates the external to external trip table;
- Generate the zonal trip productions and attractions;
- Builds the highway network;
- Finds the minimum impedance interzonal highway travel path;
- Creates the zone-to-zone person trip table;
- Builds the transit network;
- Finds the minimum impedance interzonal transit travel path;
- Converts the person trips to transit modes trips and highway vehicle trips;
- Assigns the transit person trips to the transit system; and
- Assigns the vehicle trips to the highway network.

The Statewide Modeling Task Force oversees the development of the FSUTMS model. Changes to the model structure and assumptions are passed down to the regional model and the individual county models.

Several enhancements were made to the 2030 LRTP model. One of the major changes was the addition of a lifestyle trip generation module. The module uses school-age children per household, number of retirees per household and the number of workers per household. By incorporating lifestyle characteristics, the change provides a better forecast of trip generation. The model refined the distribution of school trips by defining the location of schools and assigning students to the appropriate school. Another enhancement was the addition of the truck trip to the low occupancy vehicle and high occupancy vehicle trip purposes in the distribution module, which takes into account the fact that trip patterns differ between passenger and freight vehicles.

The model validation process included the refinement and adjustment of model parameters so that the model replicates observed 2000 conditions. Data collected from the Southeast Florida Regional Travel Characteristics Survey (2000) and other sources of observed travel patterns and behaviors have been used directly in the model update and validation process.

During all previous LRTP updates, a single county model for Miami-Dade was used, and the MPO was the keeper of the Miami-Dade County model. The MPO funds the Miami-Dade Planning and Zoning Department to prepare all of the Socio-Economic Data for the base year and all of the forecast years. The MPO provides quality assurance for the traffic analysis zone (TAZ) data. The MPO pulls together all of the network information - speeds, lanes, signals, transit routes, headways, etc. for the model. The MPO staff provides the network updates for the network. The LRTP and the accompanying model work are undertaken by a consultant under the direct supervision of MPO staff. MPO staff works with the consultant during validation, development of the system for the needs plan, evaluation of the results and development of the alternative networks for the interim and future year forecasts.

As previously stated, all prior LRTP updates used a single county model for Miami-Dade that treated trips crossing the county line as "Externals." For the upcoming 2035 LRTP, the MPO will be using the Southeast Regional Planning Model (SERPM 6.5) that models Miami-Dade, Broward and Palm Beach Counties. Efforts are currently underway on the 2005 validation of the model. The modeling effort will be managed by a working group made up of the staff of the three MPO's and the two FDOT districts. The user group worked closely with the consultant to validate the conversion of the SERPM 6.1 model to cube voyager completing the validation of the 2000 model in August 2006. The user group immediately went into the development of SERPM 6.5, which will be used for the next round of LRTP Updates. In March 2007, the three MPO's completed furnishing the 2005 TAZ data updates, and the 2005 network updates. The SERPM user group will directly oversee the 2005 validation and the development of all 2035 alternatives and networks. Each County MPO will initiate their own future networks, but the model task force will review the networks to assure they are regionally compatible.

The MPO has two staff members that have worked extensively with modeling. One is the chair of Statewide Modeling Task Force Transit Committee and worked extensively with the validation of the 2000 and 2005 Southeast Regional Planning Models (SERPMs) The other MPO staff member was an adjunct professor of modeling at Florida International University, developed Broward County's first TRANPLAN transit mode choice model, and participated in the development of the Miami-Dade mode choice model. The MPO is an active participant in the SERPM Model User Group and as such, is involved in the development of the model structure used in the County.

The MPO continues to coordinate with the Miami-Dade County Planning and Zoning Department to ensure that the LRTP is in compliance with the local Comprehensive Development Master Plan. During the LRTP process, there are specific evaluation criteria for assessing the land use impacts of transportation projects and proposals. Examples of the criteria include: contribution to urban

sprawl, opportunities for in-fill development, and advancement of the “Eastward Ho” effort - an initiative to increase densities and in-fill development in Broward, Palm Beach, and Dade Counties.

11. Transition to SAFETEA-LU

In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted. As a result, new requirements were put into effect, with LRTPs being required to be compliant with SAFETEA-LU by July 1, 2007 in order to process amendment approvals. Other planning documents, such as the UPWP, the Public Participation Plan and the Congestion Management System, which is now referred to as the Congestion Management Process, also required some revisions to reflect SAFETEA-LU. The newest UPWP provides detailed information linking the document to the SAFETEA-LU Planning Factors. The document also contains work tasks related to SAFETEA-LU.

The 2006 UPWP contained, under Task Number 1.02 “Long Range Transportation Plan Update”, a specific objective to update the current 2030 LRTP to the requirements of SAFETEA-LU. The MPO staff also completed a “gap analysis” developed by FHWA to evaluate the current LRTP’s compliance with SAFETEA-LU. The analysis helped to identify sections in 2030 LRTP where text additions would be required to further explain areas of SAFETEA-LU emphasis that had not been illustrated in detail in the current approved LRTP. To address those new requirements in SAFETEA-LU, a series of text additions were required. As a result of this analysis and comments received by FDOT and FHWA, revisions to the Plan were made in March-April, 2007. The MPO reviewed and adopted MPO Resolution #14-07, dated April 27, 2006, approving the SAFETEA-LU compliance amendment for the 2030 LRTP; which also included a public hearing. The draft scope of services for the upcoming 2035 LRTP Update accounts for all SAFETEA-LU requirements.

The MPO should continue to review all of its planning processes and plans as they are updated to consider and include the provisions of SAFETEA-LU.

F. Findings

The following section summarizes the overall findings and recommendations for further action that are included in this certification review report. The findings, described as recommendations and noteworthy practices included in the report, are intended to not only help ensure continuing regulatory compliance of the Miami-Dade County transportation planning process with federal planning requirements, but to improve the transportation planning program and process in the Miami-Dade area.

The review has shown that the Miami-Dade County MPO has made continuing improvements to its transportation planning process in many areas since the last certification review. The MPO has instituted a number of noteworthy practices that

indicate a commitment to a continually improving planning process, and which may be used as examples for other MPOs. The review also indicated no need for corrective actions. However, a number of recommendations have been identified that the MPO should consider.

Based on the review, the FHWA and FTA Review team have determined that the metropolitan transportation planning process for the Miami-Dade MPO is to be certified as meeting the requirements of 23 USC 134 and 23 CFR 450.334 (d).

The result of this review is that FHWA and FTA jointly certify the transportation planning process for the Miami-Dade County MPO. This FHWA/FTA certification will remain in effect until **August 24, 2011**.

Noteworthy Practices

In addition to the continuation of exemplary practices noted in the previous certification report related to the MPO's website, Interactive TIP and the Community Characteristics Program (CCP), the following additional practices are highlighted:

1. **Public Involvement**: The MPO should also be recognized for their continuing efforts to improve their Public Involvement Program. The program encompasses an immense variety of tools and techniques for promoting the public's participation in the planning process, and the MPO's Public Involvement Plan strives to continue the improvement as well. The MPO's coordination with Miami-Dade County's Communications Department to create a Public Service Announcement (PSA) Contest among all applicable colleges and High Schools in Miami-Dade County is an outstanding example of that effort. The MPO is commended for developing this innovative approach to involving the youth of Miami-Dade County in getting the word out on current transportation issues.
2. **Freight**: The MPO is commended for recognizing the importance of freight and goods movement in the planning process with the organization of the Freight Transportation Advisory Committee (FTAC) as a formal committee of the MPO that represents Miami-Dade's economically vital freight movement industry in the MPO process. The FTAC addresses the multimodal transportation needs of freight movement throughout Miami-Dade County. The Committee reviews transportation planning activities and projects from the perspectives of trucking interests and offers insight into the needs of freight and goods movement on the surface street system and intermodal transfer facilities involving shipping, air cargo, and rail freight.
3. **Aesthetics/Design Review**: The MPO is commended for the creation of this committee and for the Transportation Aesthetics Review Committee's (TARC's) accomplishments as they relate to the promotion of context sensitive design. The TARC includes architects and landscape planners, and assesses the visual

aspects of major transportation projects, and works to incorporate aesthetics into transportation projects early in planning and throughout the project phases. TARC promotes urban design and planning functionality, and has influenced the outcome of several significant projects within the area. Aesthetics are also considered in the evaluation criteria for project selection.

4. Public Involvement Management Team (PIMT): The MPO is recognized for their organization and involvement in the PIMT. The PIMT was formed in an effort to enhance coordination and communication among agencies involved in transportation planning, programming, and operations for Miami-Dade County. The PIMT meets quarterly to exchange public outreach strategies and collaborate on projects that reach out to the community regarding transportation. The PIMT is a noteworthy approach to coordinating the public involvement activities of several local and state partners in an effort to conserve limited resources and to avoid overburdening the public with a myriad of individual efforts.
5. Intelligent Transportation Systems (ITS): The MPO is commended for its involvement with the 511 initiative, which includes transit-related information for all of southeastern Florida.
6. Bus Shoulder Program: is a best practice. Additional information regarding this initiative, and its status, should be communicated to FTA on a consistent basis.
7. Coordination with Transit: The MPO should be commended on its involvement with Miami-Dade Transit regarding proposed Metrorail expansion projects, specifically with the Orange Line Phase II corridor, and the Orange Line Phase III corridor.
8. Regional Coordination: The formal establishment of the Southeast Florida Transportation Committee (SEFTC), the coordinating body which threads all three local MPO's within the Miami Urbanized Area, provides the forum through which future regional coordination can be further enhanced and serves as an excellent best practice. FTA and FHWA continue to encourage the MPO to participate and fund, when available, activities that promote and enhance regional coordination. Regional Coordination and associated activities are discussed more fully in the Regional Coordination section of this document.

Corrective Actions

There are no corrective actions.

Recommendations

1. Agreements: the MPO is strongly encouraged to update and/or initiate agreements between the Miami-Dade MPO and Miami-Dade Transit, as well as other transportation entities within the region, such as the South Florida Regional

Transportation Authority. *Regulatory References: 23 CFR 450.310 (b) and 23 CFR 450.318 (a)*

2. Congestion Management System: The next update of the CMS is scheduled for 2009. With the passage of SAFETEA-LU in 2005, the CMS is now referred to as the Congestion Management Process (CMP), with emphasis on the process used to identify and prioritize congested corridors, the participants in the process, the development and implementation of strategies, how this information is utilized in the planning process, etc. Congestion management systems or plans can be viewed as an output of the process itself. The CMP is intended to be integrated into the overall transportation planning process, and not a stand-alone process. The MPO should review their congestion management system to determine what changes need to be made to incorporate the requirements of SAFETEA-LU, and update the CMP for integration into the 2035 LRTP. The MPO should look to further improve their CMP as a planning tool by establishing performance measures. Striving for these measures could then guide project selection at the corridor level, and the selection of specific congestion mitigation solutions at the project level. The MPO should include documentation of proven successes of implemented congestion management strategies in their CMP/CMS.
3. SAFETEA-LU: The MPO should continue to review all of its planning processes and plans as they are updated to consider and include the provisions of SAFETEA-LU. As the 2035 LRTP gets underway, consistency with the Strategic Highway Safety Plan should be demonstrated. The passage of SAFETEA-LU changed the emphasis of the public involvement plan to more of a public participation plan, increasing the expected level of participation by the public in the development of the plan through the opportunity to participate in the actual creation of the plan, as opposed to just having the opportunity to comment on an already existing draft of the plan. As the PIP is being updated, these considerations should be included.
4. MPO products: In an effort to continually improve the quality of the plans and programs developed by the MPO, the comments provided by FHWA and FTA to last TIP and the 2030 LRTP should be considered during the development of the next TIP and 2035 LRTP.
5. ICAR agreement: The MPO should continue to pursue the finalization of the Intergovernmental Coordination and Review (ICAR) and Operators of Public Transportation Coordination Joint Participation Agreement with the Florida Department of Transportation, South Florida Regional Planning Council, and Miami-Dade County. Currently, the agreement is in its final stages of review by the participating parties and will subsequently be scheduled for MPO Board approval.
6. Transit: FTA encourages the use of New Starts/Small Starts guidance materials to help ensure cost estimates, and operation/maintenance figures reflect actual year-of-expenditure amounts. *Regulatory References: 23 CFR 450.316 (a) (12)*

7. Transit / SAFETEA-LU: The MPO should work with and coordinate activities with Miami-Dade Transit, as well as other local Human Service Transportation providers within Miami Dade, to ensure full compliance with the SAFETEA-LU requirement for Coordinated Planning amongst Human Service Transportation providers. There's a significant amount of work which should be done to make the existing Transportation Disadvantaged plan compliant with the SAFETEA-LU mandated Human Service Transportation plan.
8. Transportation Disadvantaged: Miami-Dade Transit is encouraged to develop and implement a public outreach plan for their Transportation Disadvantaged Service Plan, also known as the Human Service Transportation Plan, mandated under SAFETEA-LU. FTA encourages MDT to work closely with the MPO, as well as Human Service Transportation providers within the urbanized area, on this initiative.

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Section V

Miami

Transportation Management Area Regional Coordination

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V. MIAMI URBANIZED AREA REGIONAL COORDINATION

A. Background

The Year 2000 Census designated the Broward, Miami-Dade, and Palm Beach MPO areas as one urbanized area, the Miami Urbanized Area. Currently, the Miami Urbanized Area is the 7th largest metropolitan statistical area in the United States, with a total population of close to 5.5 million. A map of the Miami Urbanized Area is shown in Appendix M.

The designation of one urbanized area encompassing these three southeast Florida counties offers additional opportunities and challenges for the three MPO's (Miami-Dade, Palm Beach, and Broward), two FDOT districts (Four and Six), two regional planning councils (Treasure Coast and South Florida), the South Florida Regional Transportation Authority, and multiple local agencies to coordinate the planning for people and goods movement within and through the region. Regional projects include those that are considered to enhance the inter-county connectivity of this tri-county area.

The tri-county area, on their own accord, have worked together for over a decade on a variety of activities that have included pursuing Smart Cards to purchase transportation services throughout the region, exploring creation of a Consumer Information Network to interface customer service in the tri-Counties, and successfully lobbying for legislation to create the South Florida Regional Transportation Authority (SFRTA).

B. Southeast Florida Transportation Council

In January 2006, an inter-local agreement established the duties and responsibilities of a separate administrative entity to serve as a forum for coordination and communication among the three MPOs in southeast Florida: Miami-Dade; Broward; and Palm Beach: the Southeast Florida Transportation Council (SEFTC). The agreement not only created the three-member SEFTC Board, it also created a policy-making process framework. The creation of the SEFTC formalized the regional transportation planning and coordination process of the entities involved and provided a means for tapping into funds provided by the state through the Transportation Regional Incentive Program (TRIP). Many of the ad hoc regional coordination mechanisms that had been operating informally for years have been formalized through the SEFTC process.

The duties of the SEFTC shall include the development of:

- a Regional Long Range Transportation Plan;
- a process for regional prioritization of projects;

- a regional public involvement process; and
- performance measures to assess the effectiveness of regional coordination activities

The initial boundaries of the SEFTC encompass the Miami Urbanized Area as designated by the United States Bureau of the Census. The voting membership of the SEFTC consists of representatives of the entities charged by federal and state law with the responsibility for transportation planning and includes the Chair of each Metropolitan Planning Organization that is a party to this agreement. An alternate, who is a member of the respective MPO, may be designated by that MPO and shall serve in the absence of the respective Chair with all the powers and duties of the member Chair. Each member shall have one vote. SEFTC has also established their own logo and website to inform the public of their activities and efforts to address regional transportation planning issues in the tri-county area (www.seftc.org). The SEFTC currently meets on a quarterly basis and is supported by a staff of the member MPOs.

The SEFTC may appoint committees to review and provide recommendations to the members related to transportation matters of a regional nature. These committees will operate under the same general procedures as the SEFTC.

Since its creation, SEFTC has approved a network of regional corridors and proposed various regional transit and roadway projects for funding through the state Transportation Regional Incentive Program (TRIP). SEFTC also formally established the Regional Transportation Technical Advisory Committee (RTTAC) to develop and maintain the Regional Long Range Transportation Plan, and coordinate regional transportation policy issues as an advisory body to the SEFTC. The three MPOs are considering retaining a consultant for development of the 2035 RL RTP and support for activities of the RTTAC. FDOT Districts Four and Six have been providing consultant assistance to help move regional efforts forward.

The RTTAC Committee membership consists of representatives of the following agencies:

- Miami-Dade MPO
- Broward MPO
- Palm Beach MPO
- FDOT District 6
- FDOT District 4
- South Florida Regional Planning Council
- Treasure Coast Regional Planning Council

- South Florida Regional Transportation Authority
- Miami-Dade Transit
- Broward County Office of Transportation
- Palm Tran
- Miami-Dade Expressway Authority
- Florida's Turnpike Enterprise

C. South Florida Regional Transportation Authority

In August 2003, state statutes created the South Florida Regional Transportation Authority (SFRTA) to expand efforts to provide regional transportation services. Members from the three County Commission Boards serve on the South Florida Regional Transportation Authority (SFRTA) Board, and as such also represent their respective MPOs. The Planning Technical Advisory Committee (PTAC) provides technical recommendations to the SFRTA Board on land use and regional transportation issues, including but not limited to, developing a process for prioritization of regional transit projects for short and long range plans. The three MPOs' staffs are also represented on the PTAC, as well as representatives from the South Florida and Treasure Coast Regional Planning Councils, Broward County Transit, Palm Tran, and Miami Dade Transit, and the two FDOT Districts. The MPOs' staffs also serve on the Americans with Disabilities Act (ADA) Advisory Committee.

D. Long Range Planning

During the last major of the tri-county area LRTPs, the three MPOs, transportation agencies, FDOT, and planners developed a "regional" element for their LRTPs. This common regional element was the initial Regional Long Range Transportation Plan (RLRTP), which accommodated work already under way for the 2030 LRTPs for the three MPOs with an adoption deadline of December 2004. State priorities were included by recognizing the Strategic Intermodal System (SIS) as the backbone of the regional system. Components of the regional element, developed by an RLRTP committee consisting of representatives of the MPOs, the SFRTA, Districts Four and Six, and the regional planning councils (RPCs), included regional goals and objectives, corridors of regional significance (map and designation criteria), and regionally significant project lists. The three MPOs and SEFTC approved each of the components. The remaining step is the finalization and incorporation of the common regional element into the 2030 LRTPs by amendment. Finalization of the document involves providing narrative to explain and link element components.

The Scope of Work for the upcoming 2035 LRTP Update for the Miami-Dade MPO will have a task requiring the Consultant to coordinate and assist in the preparation of an RLRTP and to produce a document that meets all State and Federal guidelines and

priorities. Scopes for the 2035 LRTP updates for two other MPOs and for the 2035 RL RTP are in the development process.

Florida's Strategic Intermodal System (SIS) is an integral part of the RL RTP. The SIS is made up of statewide and regionally significant facilities and services (strategic), contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (intermodal), and integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network (system).

The latest version of the Southeast Florida Regional Planning Model (SERPM), now being validated using 2005 data, will allow the three MPOs, for the first time, to use a shared regional model for their long range transportation planning purposes. The SERPM Subcommittee was created by the SEFTC to coordinate modeling efforts in the region. The SERPM will support not only development of individual MPO 2035 LRTPs, but also development of the stand-alone 2035 RL RTP, reflecting the results of regional-level analysis. The 2035 RL RTP and LRTPs are due for completion by December 2009, and will be coordinated with each other and with other plans for the tri-county region (e.g., SFRTA's Strategic Regional Transit Plan), as well as with planned regional visioning efforts for Southeast Florida (2060 Southeast Florida Vision).

E. Project Prioritization

SEFTC, in coordination with its regional partners, is developing a transparent, defensible regional project prioritization process for ranking all projects on the regional transportation system through the planning horizon year. This approach will provide the long-term system level view to ensure that improvements are made in a systematic, equitable fashion that implements regional goals and objectives. A regional plan with regional project priorities helps provide a basis for advocating for additional resources for the region, particularly at the state and federal levels.

The provision of the State's Transportation Regional Incentive Program (TRIP) funds is subject to statutory eligibility and priority criteria, with preference being given initially to production-ready projects. The MPOs utilized a compilation approach, drawing on their separately developed 2030 LRTPs and priorities, to produce a SEFTC list of candidate regional projects for FY 06/07 TRIP funds. FY 07/08 TRIP funds were allocated to regional projects in Broward and Palm Beach counties that had been ranked using a scoring system tied to the regional goals and objectives developed for the initial RL RTP. The Broward and Palm Beach project lists and a project list for Miami-Dade were presented to SEFTC in October 2006, followed later by a list showing regional projects in all three counties organized by priority tier with the projects in each tier listed in county alphabetical order. One list of ranked regional

projects for the tri-county region is being developed for the FY 08/09 TRIP funding cycle.

Work on regional project prioritization is proceeding on two tracks. Recognizing the need to have a process available for use now, the first track involves revisiting the initial process developed to address its shortcomings to the maximum extent possible. The other track involves setting the stage for development of the next generation regional project prioritization process as part of development of the 2035 RL RTP. Also, the MPOs have committed to developing a process to ensure regional projects and priorities are clearly and consistently reflected in their Transportation Improvement Programs.

F. Performance Measurement

One set of performance measures has been developed in the form of measures of effectiveness for regional objectives in the initial RL RTP (e.g., total vehicle miles traveled and number of new transit oriented developments in region). Threshold values needed to allow the measure to be used have not yet been set. Another set of performance measures is envisioned to capture whether the enhanced regional planning and coordination efforts being undertaken by the MPOs are resulting in systematic improvements to the regional transportation system tied to supportive land uses. The MPOs are monitoring and may become involved in efforts of the Florida Indicators Network to develop common indicators to assess progress in meeting regional goals and objectives.

G. Unified Planning Work Program

Since the new designation of the Miami Urbanized Area in 2000, the MPOs' respective Unified Planning Work Programs (UPWPs) reflect more regional efforts, including initiating the joint development of a regional: long-range transportation plan which will serve as a basis for a tri-County transportation improvement program; project prioritization and selection processes; public involvement plan, and the establishment of performance measures.

In developing their UPWP, the Palm Beach, Broward, and Miami-Dade MPOs work together to coordinate specific tasks in their UPWPs that reflect common regional transportation planning activities. Regional planning activities are coordinated to ensure project descriptions, responsible agencies and funding are similar. The Palm Beach MPO initiated use of the multi-year business plan component of the UPWP to identify funding needed to support its regional level activities on an ongoing basis. Copies of each MPO's draft UPWP are provided to the other MPOs within the tri-county area for review and comment. Some of these activities are coordinated through the SFRTA's planning process.

The Broward, Palm Beach, and Miami-Dade County MPOs include regional coordination through a specific Regional Planning Task in their respective UPWPs. The

task reflects regional activities including plans, programs, project lists, and public involvement. As time approaches for the next UPWP cycle, the tri-county MPOs and FDOT participate in a UPWP Kickoff meeting to help identify regional coordination activities and major emphasis areas prior to the development of each of the MPOs' UPWPs.

H. Public Involvement

The three MPOs each have their own Public Information staff with responsibility for implementing the Public Involvement Program for their respective MPOs. They also coordinate with the Southeast Air Coalition for Outreach (SEACO), FDOT Districts and the other two MPOs. Regional public involvement activities have largely been undertaken as a part of individual MPO public involvement processes. However, the public involvement managers from each of the MPOs, called the Tri-County Public Involvement Management Team (PIMT), meet on a quarterly basis to discuss regional planning activities and to work together to share ideas and create strategies to reach out to South Florida's citizens. Three well-received regional (tri-MPO) citizen advisory committee meetings have been held thus far. Also, the MPOs have been providing coordinated public involvement support for selected regional-scale projects (e.g., South Florida East Coast Corridor Transit Analysis Study). A regional public involvement plan, which will provide for periodic evaluations of its effectiveness, is being prepared and will be presented to SEFTC when completed. As previously mentioned, a SEFTC logo and web site (www.seftc.org) have also been developed. To provide regional public outreach, a regional newsletter has also been developed for distribution throughout the region.

I. Land Use Strategies

A number of regional initiatives involving land use and transportation have been undertaken, with participation by the RPCs, primarily in Broward or Palm Beach counties. One of the initiatives, the State Road 7 Collaborative, involves municipalities in Miami-Dade and Broward counties. There are good examples of transportation and land use initiatives with regional implications in Miami-Dade County, including the North Corridor (NW 27th Avenue) rail station area planning and design charrettes, and the Golden Glades Multi-Modal Terminal public-private joint use development proposal. In addition to working with the MPOs, the RPCs have interlocal agreements with the SFRTA to enhance strategic planning policy as it relates to transportation/ transit and land use in the tri-county region. Regional land use strategies will be implemented through local government comprehensive plans, RPC strategic regional policy plans, and other plans that address transportation and land use connections. More clarity on how the varied efforts, planned or under way, will fit together is needed to promote coordinated and wise transportation investment and land use decisions from a regional perspective.

J. Air Quality

Issues regarding the status of air quality and the environment are also coordinated regionally. Broward, Miami-Dade, and Palm Beach Counties are part of the Southeast Florida Airshed. The MPOs in Florida have not been bound to conformity standards since July 2005, when Florida was declared in attainment with the current 8-hour ozone standards. However, air quality remains as a monitoring issue.

The Southeast Florida Inter-MPO Air Quality Technical Committee was formed to address issues related to the Southeast Florida Airshed, and is the forum for interagency consultation for the tri-county area. In addition to staff from the MPOs, the committee includes representatives from FDOT Districts 4 and 6, Florida Department of Environmental Protection, Palm Beach Health Department, Miami-Dade County Environmental Resources Management, Tri-Rail and South Florida Commuter Services.

Since 1992, the tri-counties have coordinated the Air Quality Planning Process for the Southeast Florida Airshed, jointly establishing emission budgets and working together to meet them when they were required. This structure has ensured that the appropriate coordination of plans and programs between the tri-County MPOs and the State. FHWA, FTA, the Environmental Protection Agency, and FDOT-Central Office have also participated in these meetings to communicate issues on conformity through the interagency consultation process during the development of Long Range Transportation Plans and Transportation Improvement Programs. The Southeast Florida Inter-MPO Air Quality Technical Committee has also had an instrumental role in developing and deploying Intelligent Transportation Systems (ITS) throughout the region and coordinating a number of planning activities including long-range transportation plans, transit analyses, freight and goods movement, regional modeling, and supporting two FDOT District offices on the Florida Intrastate Highway System (FIHS) and SIS matters.

Miami-Dade, Broward and Palm Beach MPOs also actively participate as part of the Southeast Air Outreach Coalition (SEACO) promoting air quality issues, public involvement and outreach on air quality issues.

K. Regional Projects

There are a multitude of regional projects in which the tri-county MPOs are participating. Some of the more notable projects include the South Florida Vanpool Program, bus shoulder project, Bus Rapid Transit (BRT) pilot project, grade separations, Smart Cards, I-95 managed lanes and numerous premium transit corridors (i.e. North, Northeast (FEC) corridor, East-West, South, and Kendall). A complete list of all regional projects being advanced through the metropolitan planning process is contained within the Regional Long Range Transportation Plan. Some of these projects have been targeted for funding under the FDOT Transportation Regional Incentive Program (TRIP). The Broward and Miami-Dade MPOs are working cooperatively to bring about implementation of the “Transit Bridge” on State Road 7, one of the backbone corridors for the regional transit system. All three MPOs are

collaborating with FDOT to fund short-range transit improvements on State Road 7. The MPOs work jointly on legislation and policy initiatives, and coordinate on various issues, such as the extension of University Drive in Broward County to connect with Glades Road in Palm Beach County to improve regional connectivity and provision of feeder bus services to Tri-Rail. The purpose of the collaborative is to develop a corridor master plan and to implement Transit Oriented Development (TOD) land use designations between the three counties and all municipalities along the corridor along the corridor.

Regional efforts for Intelligent Transportation Systems (ITS) projects have been ongoing for quite some time between the various regional transportation partners. Some of the current regional ITS activities include: *Advanced Traveler Information System (ATIS)*, a uniform, multi-modal, real-time traveler and traffic information for Broward, Dade and Palm Beach Counties that operates the 511 Dial system; and Electronic Toll Collection, a major ITS effort pursued by the Miami Dade Expressway Authority and the Turnpike. The tri-county MPOs use the same regional ITS architecture supported by FDOT, known as the Southeast Florida ITS Architecture. ITS activities are coordinated with the three MPOs through the South Florida Regional ITS Coalition.

L. Regional Coordination Meeting

A regional coordination meeting was held on February 26, 2007 at the Broward MPO offices in Fort Lauderdale, Florida as a part of the 2007 state certification reviews being conducted by FDOT Districts Four and Six, and the FHWA/FTA Certification Review for the Miami Urbanized Area (including Broward, Palm Beach, and Miami-Dade MPOs). The meeting participants are listed as Appendix N. The agenda for the meeting is included in Appendix O. The purpose of the meeting was to obtain updated information related to regional planning and coordination efforts being undertaken by and with participation from the Miami-Dade, Broward, and Palm Beach MPOs. Information from this meeting, as well as that provided through the state certification review with each of the MPOs related to regional coordination efforts was used to develop the regional coordination section of this certification report.

Some of the recommendations made by FDOT to the MPOs related to addressing regional planning and coordination included: finalizing and publishing the regional element and incorporating it by amendment into the 2030 LRTPs for the three MPOs; coordinating the scopes of services for the 2035 LRTPs and the 2035 RL RTP through the RTTAC; developing and implementing a regional project prioritization process, regional public involvement plan, and regional performance measures; and developing a five-year SEFTC work plan providing for development of the 2035 RL RTP and support for other regional level efforts.

FHWA and FTA support and encourage the efforts of the MPOs and FDOT to promote regional planning and coordination within the Miami Urbanized Area. While

progress can be slow and difficult at times, the efforts are recognized as incremental steps to furthering the goal of identifying and more effectively addressing common issues on a regional level with a more systemic and systematic approach. Although regional coordination activities are supported, they are not stipulated in federal law as primary duties of an MPO. Therefore, FHWA and FTA do not specifically address these issues in the certification review for purposes of determining if a corrective action is warranted.

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Section VI

Appendices

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APPENDIX A

Palm Beach MPO Site Visit Participants May 2-4, 2007

Federal Highway Administration

Lee Ann Jacobs
Shakira Crandol, PDP

Federal Transit Administration

James Garland

Florida Department of Transportation, District 4

Jeff Weidner
Janet Seitlin

Palm Beach MPO

Jeff Koons, Chair
Randy Whitfield
Pat Masterman
Nellie Fernandez
Angela Marlok

Palm Tran

Fred Stubbs

SFRTA

Bill Cross

Treasure Coast RPC

Kim Delaney

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APPENDIX B

**Palm Beach TMA Certification Review
Agenda**

Wednesday, May 2, 2007

**VISTA Center
2300 N. Jog Road
4th Floor, Room 4E-12
West Palm Beach, Florida 33411**

TIME	ITEM	Participants
1:30 p.m.	Attend CAC Meeting	Federal Review Team MPO
	Break	
3:00 p.m.	Public Meeting	Federal Review Team MPO

**Palm Beach TMA Certification Review
Agenda**

Thursday, May 3, 2007

**VISTA Center
2300 N. Jog Road
4th Floor, Room 4E-12
West Palm Beach, Florida 33411**

TIME	ITEM	Participants
8:30 a.m.	Welcome/Introductions Purpose of Certification Process Review Schedule Close-out Process	Federal Review Team MPO FDOT Others partners as desired
8:45 a.m.	Overview: Palm Beach MPO Transportation Planning Process	Federal Review Team MPO FDOT Others partners as desired
9:15 a.m.	Discussion of Previous Findings:	Federal Review Team

	Federal/State Share Lessons Learned, Best Practices and Future Needs	MPO FDOT Others partners as desired
10:15 a.m.	Break	
10:30 a.m.	Organization and Management: MPO Structure Joint Participation Agreements Unified Planning Work Program MPO Advisory Committees Financial Planning/Management	Federal Review Team MPO FDOT Others partners as desired
11:30 p.m.	Lunch	
12:30 p.m.	Regional Issues: SEFTC Priority Planning Public Involvement Process Coordination with other agencies	Federal Review Team MPO FDOT SFRTA TCRPC Palm Tran Other partners as desired
1:30 p.m.	SAFETEA-LU Long Range Planning Travel Demand Forecasting Transit - TOD/TOC Intermodal Activities – Freight Transportation Disadvantaged Pedestrian and Bicycle Planning Environmental/ETDM Planning Studies	Federal Review Team MPO FDOT SFRTA TCRPC Palm Tran Other partners as desired
2:30 p.m.	Break	
2:45 p.m.	Continue Topics: Safe Routes to School Safety & Security Transp. Improvement Program Public Involvement Plan	Federal Review Team MPO FDOT SFRTA TCRP Palm Tran Other partners as desired
5:00 p.m.	Adjourn	

**Palm Beach TMA Certification Review
Agenda
Friday, May 4, 2007**

**VISTA Center
2300 N. Jog Road
4th Floor, Room 4E-12
West Palm Beach, Florida 33411**

TIME	ITEM	Participants
8:30 a.m.	Questions from Day 1 Discussion Continue Topics: Congestion Management Process Intelligent Transportation Title IV/DBE	Federal Review Team MPO FDOT SFRTA TCRPC Palm Tran Other Partners as desired
10:00 a.m.	Break	
10:15 a.m.	Federal Review Team Discussion	Federal Review Team
10:45 a.m.	Preliminary Findings	Federal Review Team MPO FDOT Other Partners as desired
11:15 a.m.	Adjourn	

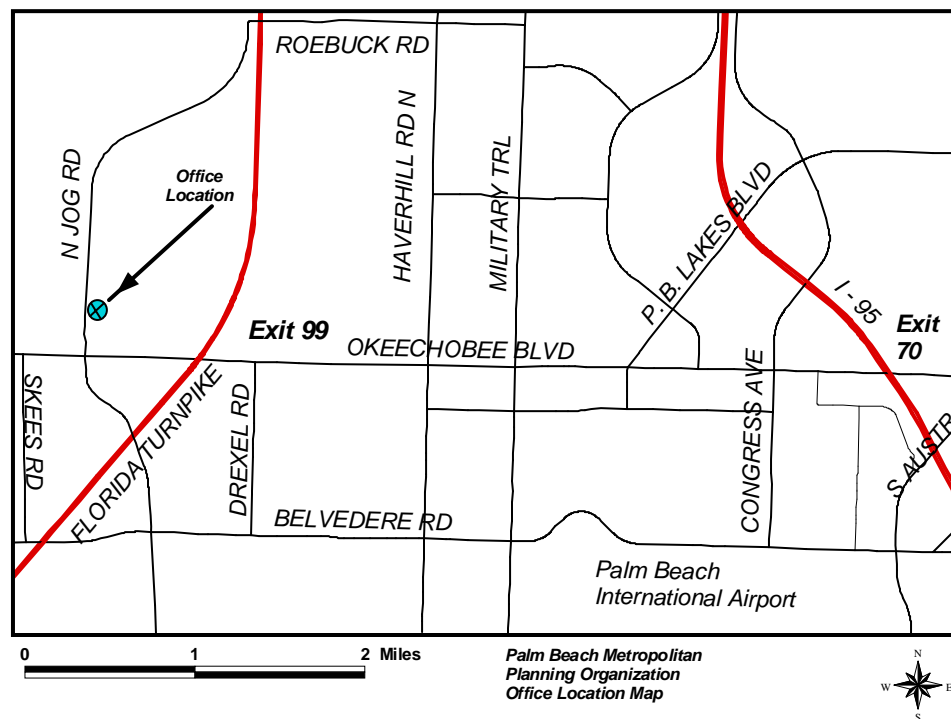
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APPENDIX C

PALM BEACH METROPOLITAN PLANNING ORGANIZATION PUBLIC MEETING

The Palm Beach Metropolitan Planning Organization is responsible for long-range transportation planning to 2030 and short-range project programming for the coming five years for Palm Beach County. The MPO prepares its plans and programs in accordance with Federal and State laws, statutes and procedures. Every three years, the U.S. Department of Transportation reviews the MPO operations to ensure the various requirements are met. The review includes an opportunity for the public to tell USDOT what you think about the MPO and its programs at a public meeting.

Date: Wednesday, May 2, 2007
Time: 3:00 p.m.
Location: VISTA Center
2300 N. Jog Road, 4th Floor, Room 4E-12
West Palm Beach, Florida 33411



You can mail your comments using the form on the MPO website at www.pbcgov.com/MPO, call for a comment form, email us at the address on the web, or contact the MPO at 2300 N. Jog Road, 4th Floor, West Palm Beach, Florida 33411-2749. For any requests or more information, please contact us a 561.684.4170. If you need special accommodations to participate in the public meeting, please contact us by April 27, 2007.

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APPENDIX D

PALM BEACH METROPOLITAN PLANNING ORGANIZATION

FEDERAL CERTIFICATION PROCESS PUBLIC INVOLVEMENT MEETING MAY 2, 2007 – 3:00 P.M.

SUMMARY MEETING MINUTES

The meeting was called to order at 3:10 P.M. by Lee Ann Jacobs, Federal Highway Administration (FHWA), Florida Division.

OTHERS PRESENT:

Randy M. Whitfield, P. E.	Palm Beach MPO
Patricia Masterman	Palm Beach MPO
Renee Benezra	Palm Beach MPO
Lee Ann Jacobs	Federal Highway Administration (FHWA)
James Garland	Federal Transit Administration (FTA)
Shakira Crandol	Federal Highway Administration (FHWA)
Barbara Susco	Citizen
Barbara Schopfer	Citizen
Richard Schopfer	Citizen

MS. JACOBS thanked those attending the meeting and informed them there were Comment Cards at the back of the room they could complete if they wished. It was also pointed out the Comment Cards could be taken, completed and mailed if the citizens wished.

MS. JACOBS introduced members of the Certification Review Team: James Garland, FTA in Atlanta and Shakira Crandol, FHWA Trainee in Tallahassee. She explained this is a process done every four years. MS. JACOBS gave an overview of the Federal Certification Review mandated by Federal law for each Transportation Management Area (TMA) and the role of the FHWA and FTA in conducting the review. She added that public involvement is an element of the review and that is the purpose of today's meeting. She continued explaining that a Metropolitan Planning Organization (MPO) is the transportation organization that is responsible for transportation planning decisions for areas greater than 50,000 in population. MPOs, such as Palm Beach County, that are greater than 200,000 in population are called Transportation Management Areas (TMAs).

MS. JACOBS explained the TMA must establish a 3-C (continuing, cooperative, and comprehensive) transportation planning process. It must consider three management

systems for congestion, public transportation and intermodal management systems. There are also eight planning areas in 23USC, which is the United States Code, which states there are certain areas that the MPO must look at when developing their planning. Some of those would be connectivity, mobility, environmental issues, and maintenance of the current system. MPOs, TMAs in this case, are responsible for development of the Long Range Transportation Plan, the Transportation Improvement Program (a five year plan) and the Unified Planning Work Program. Other areas under consideration for review are: Title VI of the Civil Rights Act of 1964, the Clean Air Act, Americans with Disabilities Act of 1990 and also those that consider the disadvantaged business enterprises in FHWA and FTA funded projects.

MS. JACOBS said although she mentioned the review consists of three primary activities, it is actually four. One activity occurs before the actual site visit and that is a “desk audit” when of all the products and plans that the MPO produces (the LRTP, TIP, UPWP, annual budget and other studies and planning documents) are reviewed. A site visit is then conducted that includes discussions with the staffs representing the MPO, FDOT, other transportation partners working with the MPO, local elected officials and then the general public. All the information is considered and a report is prepared based on our findings as a result of the desk audit and site visit. Once the report is finalized, it will be published and will include recommendations and areas that need improvement. We would also use this as an opportunity to share things that the MPO is doing very well and use the information to publicize it to other MPOs in the state and nationally. Then, when the report is finalized, there will be a close-out presentation of the review’s findings at a future MPO Board meeting. This review process will not be required to be repeated for at least four more years.

MS. JACOBS said the last certification review of the Palm Beach County TMA was conducted in February 2004 and the report was issued in May of 2004.

MS. JACOBS said this review will focus on specific issues that are part of the activities that the MPO has done and addressing recommendations and corrective actions that occurred on the last certification.

This meeting is an opportunity to share with citizens the process and also our opportunity to hear from the public regarding the process has to gain public information about transportation system. Mainly we are focused on the process itself, not individual projects. Following are some of the areas we are reviewing:

- Are you provided with the opportunity to participate in the transportation planning and programming process?
- Do you receive information about transportation issues early enough in the process so staff and the MPO can utilize your suggestions/ recommendations?
- Do you have reasonable access to the technical and policy information that is used to develop the Long Range Transportation Plan and Transportation Improvement

Plan?

- Do you receive adequate notice of transportation planning and programming activities?
- Do you have adequate time to comment on key decision points in the process?
- Do you feel your comments are being taken into consideration by staff and the MPO?
- What are the positive aspects of the transportation planning process?
- What suggestions do you have for improving the process?

MS. JACOBS opened the meeting for citizens to respond to the questions and comments today. She pointed out that there are comment forms available that can be used at a later time to ask your question or make a comment and mail to FHWA. She added if you want your comment/suggestion included in the report, she will need your response by July.

MS. BARBARA SCHOPFER asked what the process is for a request or a recommendation to the DOT regarding environmental issues. MS. JACOBS asked if she had a particular issue. MS. SCHOPFER said US 1 through North Palm Beach. MS. JACOBS said in the division office in Tallahassee, there is a Transportation Engineer who coordinates with each DOT district. For example, in District IV there is an Engineer who works with the Florida DOT that is the Federal Highway person in our office. We have a few environmental people who work with all the engineers. The contact individual would depend on your specific issue.

MR. SCHOPHER said the problem is the bridge between PGA Boulevard and Lighthouse Drive. It concerns the traffic noise going over the bridge. He was going to request that they put tire lanes. MS. JACOBS asked if a noise study was conducted. MR. SCHOPHER said that he thinks there is a maintenance project scheduled for that bridge. He asked if there is someone at DOT that could be informed of his concern. He said the values of the properties in that whole area are directly related to the noise pollution. He said he feels it is something rather simple to correct, not a major engineering project.

MR. WHITFIELD said it was discussed to raise the height of the bridge but now they are looking at just maintenance similar to what was done to the PGA Boulevard Bridge. It will take awhile once they start on it. They will put in new mechanisms; they will replace the deck and hopefully the pavement. This is the same type of maintenance that was done to the Donald Ross Bridge to cut down on the tire noise. Hopefully it will make the ride much smoother. He added that the Donald Ross Bridge is so much nicer than Indiantown because it does have the paved lanes. MR. WHITFIELD said he would pass this information along to DOT.

MR. SCHOPHER said four years ago when we bought, we had information that this problem would be fixed. He still hopes it can be done. When coming over the PGA bridge this morning they put in on one side concrete or prefabrication covering both lanes on the south side. On the north side of the bridge they just put in two strips, but they didn't line the strips up with the two lanes. One strip crosses over the white painted line which means it is infringing on the other lane.

MR. WHITFIELD said when they finish it will probably line up. The PGA Bridge is different because it is a six lane bridge. The two south lanes have been there forever; the four have not been there as long.

MS. SUSCO addressed the members at this meeting. She pointed to an October 2006 map and described her concern about a super master highway and the fact that there will be a corridor coming down the east coast from Texas. She said the plan is to make these corridors 1200 feet wide. There will be a couple of lanes for trucks, a couple of lanes for cars, a couple of lanes for utilities, and railroad tracks. She originally became concerned because it will start through Texas where her daughter lives. She said she heard this on the radio and looked up this "Trans Texas Corridor" and found a billboard promoting it that said "less traffic, faster emergency evacuations, more jobs". She said all the opposite of this is true. There will be more traffic. She said what this is all about is letting Mexican trucks come into the United States with no liability insurance in many cases. She said the Mexican trucks are unsafe. A lot of the drivers drink. We have very strict rules in the United States for truckers. She said these Mexican truckers will come in with all their Chinese goods and other foreign goods they will unload here. Down in Mexico so they don't have to pay our longshoremens and the Mexican trucks will come up and have a Mexican consulate in Kansas City and Kansas City has already obligated money for it.

She said except the Florida Turnpike there is a bill that will enable our DOT to lease out the road to private companies. MR. SCHOPHER asked if this will be a toll road. MS. SUSCO said yes because the cities and counties are so hungry for dollars especially now because there are going to be cutbacks, that they are willing to lease out their roads and improvements will be up to private companies that lease the roads. The one that's doing this in Texas is a combination Spanish and Australian company. They also run a road in Indiana and these are roads the people paid for that are now getting leased out to these foreign companies who will collect the tolls and they are suppose to keep up maintenance of these roads. However, what these cities and counties like is they get this "lump sum" of money in their hand they can use on other projects. MR. SCHOPHER asked if the rates will be regulated. MS. SUSCO replied, it will be a foreign company running it. She said it's very scary because we will not be able to hold these people accountable.

At this point, MS. JACOBS asked MS. SUSCO what is her request or recommendation? MS. SUSCO replied, well we just don't want all this crammed down our throats. There has to be accountability, we don't want our public roads and other facilities to be sold to private companies. MS. JACOBS took information from MS. SUSCO to forward to the proper department and thanked MS. SUSCO for her participation.

MR. SCHOPHER asked if there will be a line item for the resurfacing of those lanes. He wants to make sure it will be done. MR. WHITFIELD said it would be done.

MS. JACOBS thanked everyone for their input and suggested they take a comment form with them.

The Public Meeting was adjourned at 3:40 p.m.

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APPENDIX E

Broward MPO Site Visit Participants May 1-2, 2007

Federal Highway Administration

Lee Ann Jacobs
Shakira Crandol, PDP

Federal Transit Administration

James Garland

Florida Department of Transportation, District 4

Janet Seitlin
Chris Hammel
Lois Bush
Shi-Chiang Li

Broward MPO

Roger Del Rio
Mario Aispuro
Christine Heshmati
Enrique Zelaya
Alan Gabriel
Lina Kulikowski
Mark Horowitz
Debbie Byrnes
Lahoma Scarlette
Tammie Dawson
Ricardo Gutierrez

Broward County Transit

Lynn Everett-Lee
Jonathan Roberson

Port Everglades

David Anderton
Sambit Bhatta (Lea & Elliott)

Broward County Urban Planning and Redevelopment

Peter Ross

South Florida Regional Transportation Authority (Tri-Rail)

Bill Cross

South Florida Regional Planning Council

Larry Allen

DMJM Harris

Richard Heidrich

Citizen

Dan Glickman

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APPENDIX F

**Broward TMA Certification Review
Agenda
Tuesday, May 1, 2007**

**Broward County Governmental Center
115 S Andrews Avenue
Fort Lauderdale, FL 33301
Room 329F**

TIME	ITEM	Participants
8:30 a.m.	Welcome/Introductions Purpose of Certification Process Review Schedule Close-out Process	Federal Review Team MPO FDOT Others partners as desired
8:45 a.m.	Overview: Broward MPO Transportation Planning Process	Federal Review Team MPO FDOT Others as desired
9:15 a.m.	Discussion of Previous Findings: Federal/State Share Lessons Learned, Best Practices and Future Needs	Federal Review Team MPO FDOT Others partners as desired
10:15 a.m.	Break	
10:30 a.m.	Organization and Management: MPO Structure Joint Participation Agreements Unified Planning Work Program MPO Advisory Committees Financial Planning/Management	Federal Review Team MPO FDOT Others partners as desired
11:30 p.m.	Lunch	
12:30 p.m.	Regional Issues: SEFTC Priority Planning	Federal Review Team MPO FDOT

	Public Involvement Process Coordination with other agencies	SFRTA SFRPC
1:30 p.m.	SAFETEA-LU Long Range Planning Travel Demand Forecasting Transit - TOD/TOC Intermodal Activities – Freight Transportation Disadvantaged Pedestrian and Bicycle Planning Environmental/ETDM Planning Studies	Federal Review Team MPO FDOT BC Urban Planning/Redev. BC Office of Transportation BC Aviation BC Port Everglades
2:30 p.m.	Break	
2:45 p.m.	Continue Topics: Safe Routes to School Safety & Security Transp. Improvement Program Public Involvement Plan	Federal Review Team MPO FDOT Other partners as desired
5:00 p.m.	Adjourn	
6:00 p.m.	Public Meeting / Community Involvement Roundtable Broward County Governmental Center 115 S Andrews Avenue Room 430 Fort Lauderdale	Federal Review Team MPO FDOT Other partners as desired

Broward TMA Certification Review Agenda

Wednesday, May 2, 2007

**Broward County Governmental Center
115 S Andrews Avenue
Fort Lauderdale, FL 33301
Room 329F**

TIME	ITEM	Participants
8:30 a.m.	Questions from Day 1 Discussion Continue Topics: Congestion Management Process Intelligent Transportation Title IV/DBE	Federal Review Team MPO FDOT
10:00 a.m.	Break	
10:15 a.m.	Federal Review Team Discussion	Federal Review Team
10:45 a.m.	Preliminary Findings	Federal Review Team MPO FDOT
11:15 a.m.	Adjourn	

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APPENDIX G

Broward MPO Public Meeting Notice

NOTICE OF PUBLIC MEETING

The Broward Metropolitan Planning Organization (MPO) will hold a public meeting regarding its Federal certification review. Representatives from the Federal Highway Administration (FHWA) Florida Division staff, Federal Transit Administration (FTA) and the Florida Department of Transportation (FDOT) will be present, **and are interested in hearing from the public.** This is an opportunity for all citizens to provide ideas, comments and questions **on how transportation facilities and services are planned and coordinated** in Broward County.

WHEN: Tuesday, May 1, 2007
TIME: 6:00 P.M.
WHERE: Broward County Governmental Center (**ROOM 430**)
115 South Andrews Avenue
Fort Lauderdale, Florida 33301

For further information please call 954-357-7810. Persons needing special accommodations to participate in this proceeding may contact staff at 954-357-6608 for assistance; if hearing impaired, telephone the Broward County Call Center at **954-357-3745 (TDD).**



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APPENDIX H

Broward MPO Public Meeting Participants/Public Meeting Comments

MEMBERS PRESENT:

John Rude, *Chair*, City of Ft. Lauderdale
Dan Glickman, *Vice Chair*, Community Involvement Roundtable
Alan Barnes, Broward Sheriff's Office
Sheryl A. Dickey, City of Ft. Lauderdale
Robert Dillon, Leadership Broward
Marion Henderson, Community Involvement Roundtable
Bill Higerd, Pompano Beach
Walter Jolliff, Broward County Commission
Cdr. Thomas C. Murray, Community Involvement Roundtable
Phillip Nedley, FTA/McKenzie Tank Lines
John Pickett, Town of Davie
Macline Pierre, FAU
Carlos Roa, City of Plantation
Michael Smith, Community Involvement Roundtable
Jaap Vos, FAU

STAFF & OTHERS PRESENT:

Roger Del Rio, MPO Acting Director
Christine Heshmati, MPO Staff
Lahoma Scarlette, MPO Staff
Enrique Zelaya, MPO Staff
Gloria Birnbaum, MPO Staff, Recording Secretary
Joe Borello, FDOT
Mike Ciscar, The Corradino Group
Shakira Crandol, FHWA
James Garland, FTA
Lee Ann Jacobs, FHWA
Kenneth Jeffries, FDOT-D6
Fadi Nassar, Keith and Schnars
Jonathan Roberson, Broward County Office of Transportation (formerly Mass Transit)

1. CALL TO ORDER

The meeting of the Broward County Community Involvement Roundtable (CIR) was held on Tuesday, May 1, 2007, at 6:00 p.m. in Room 430 of the Broward County Governmental Center. A quorum was present.

Mr. John Rude, called the meeting to order. He introduced new Board members: Mr. Phillip Nedley who is replacing Jay Luck, from the Florida Trucking Association, Mr. Robert Dillon from Leadership Broward and Ms. Macline Pierre, representing FAU. He welcomed the new members.

FEDERAL CERTIFICATION PUBLIC MEETING

Mr. Rude explained that the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) review of the Metropolitan Planning Organization (MPO) process is taking place at this meeting. For the public record there are two pieces of paper, the attachment and comment form for anyone in the public who wishes to speak and/or write their comment, and a form for the Board members. Ms. Christine Heshmati has these forms and is dispersing them. Mr. Rude introduced Mr. Roger Del Rio. Mr. Del Rio introduced Lee Ann Jacobs (FHWA), Mr. James Garland (FTA), Region 4 Office, Atlanta, Georgia, and Shakira Crandol, intern with FHWA. He explained that they have spent the entire day at MPO Staff Offices conducting the Broward County MPO Federal Certification Process.

Mr. Garland provided a PowerPoint presentation. This presentation is the public involved component of the process. The Federal Certification Review is a mandate where FHWA and FTA jointly review and evaluate the MPO planning process for each Transportation Management Area (TMA) at least every 4 years. This is required by law (23 U.S.C.134, and 49 U.S.C. 5305). Within this component there is a requirement for public involvement that is appropriate to the metropolitan area under review. An MPO is an organization created to provide local and county governments a greater voice in making transportation decisions in urban areas greater than 50,000 in population. MPOs provide the forum through which all levels of government work together to identify and address local, county and regional transportation needs. A TMA is an area that includes an MPO with a population greater than 200,000. Some of the Major Certification Review Requirements are as follows:

The TMA's planning process shall:

- Establish a "3-C" (continuing, cooperative, and comprehensive) transportation planning process;
- Consider congestion, public transportation, and intermodal management systems;
- Address the eight planning areas in 23 USC 134, which is the legal law which we govern; and
- Include the development of the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and other plans.

Other major Certification Review Requirements are:

- To address Title VI of the Civil Rights Act of 1964;
- Applicable sections of the Clean Air Act;
- Consider provisions of Americans with Disabilities Act of 1990, and;
- Consider involvement of Disadvantaged Business Enterprises (DBE) in FHWA and FTA funded projects.

The certification process review consists of three primary activities. Before these activities, a desk audit is conducted in which we review all the materials that are produced in the MPO's planning process. A site visit is the first major primary activity, which is

what the process has been conducting this past day and half. This includes discussions of the staff representing the MPO, FDOT and their transportation partners, local elected officials, and the general public. Next a report is prepared by FHWA and FTA, which summarizes the review's findings, and issues the certification action. Finally, a closeout is presented of the review's findings at a future MPO Policy Board Meeting.

The Overview of the Certification of the Broward County TMA occurred February 10, 11, 2004, and the Certification report was issued May 24, 2004.

This review will focus on specific issues, challenges, experiences and successes of the TMA planning process participants and their progress in addressing any "Corrective Actions" and/or "Recommendations" from the last Certification Review. There were no corrective actions during the last certification, only recommendations.

As an Opportunity for Public Comment, there are several factors to consider:

- Are you provided with the opportunity to participate in the transportation planning and programming process?
- Do you receive information about transportation issues early enough in the process so staff and the MPO can utilize your suggestions and recommendations?
- Do you have reasonable access to the technical and policy information that is used to develop the LRTP and the TIP?
- Do you receive adequate notice of transportation planning and programming activities?
- Do you have adequate time to comment on key decision points within the process?
- Do you feel your comments are taken into consideration by staff and the MPO?
- What are the positive aspects of the transportation planning process?
- What suggestions do you have for improving that process?

Mr. Garland reminded the members and the public that written comments can be provided on the comment cards circulated at this meeting, and as well, oral comments can be made by first filling out the required speaker form. These comments are regarding the transportation planning process. Mr. Dan Glickman considers the process to be a good process, with the limited resources that BCT and MPO use. They have a positive, resourceful attitude. His comments are directed at transit. Transit has not progressed and he wishes major advancement in that area. One of the areas that have not been discussed is the Transit Development Plan (TPD), which was 5 years and now is updated to 10 years. When plans like this are presented to the CIR, it is a big document and we have no way of knowing what has changed from the last presentation. With regard to the Opportunity for Public Comment in the attachment, #2 **receive information**, the CIR is presented this handout today which is typically the way this is manifested. This gives the CIR board not enough time to digest comments. Today FDOT will be making a presentation proposal regarding I-595 and this is not on the agenda. This is called Public Private Partnership (P3). There is much documentation to support it for which the CIR board has not been able to prepare. The way information is presented to the board is objectionable as it is not in a timely fashion. Ms. Lee Ann Jacobs, FHWA, clarified that the attempt was not to receive comments today, but to receive comments by the end of July. She has asked Ms. Heshmati to copy these minutes to her so she can attribute

comments to the speakers. This process is ongoing and the report will not be completed until the end of August. There is plenty of time for comments until then.

Mr. Dillon asked for a summary of what the corrective actions and recommendations were from the previous Certification Review, and, have any preliminary conclusions been reached as yet. He queried what is the benefit of certification. Mr. Garland responded that the benefit of certification is required by law to evaluate the planning process up to a four year period. This includes the planning products that result of the planning process, and the MPO work products such as the UPWP, TIP, LRTP. This is not necessarily an audit function, but a function where best practices are collected and information is shared with other MPOs nationwide. This information is gathered in a data base to gauge what specifically is unique about this particular area that would benefit other MPOs. Ms. Jacobs has a copy of the recommendations, and no preliminary conclusions have been reached. We will continue to do the certification review through the morning. The federal review team will produce exactly what some of our initial reactions have been, but they do not give final recommendations or corrective actions until they have been in the draft report. That is due sometime in July. Ms. Jacobs responded with recommendations from the last certification review, as there were no corrective actions for Broward MPO in 2004. There were recommendations related to the Public Involvement Plan, mainly on assessing the effectiveness of the process that is currently being used, and to employ an analysis to document the resulting effectiveness and what changes might occur to the Public Involvement Plan as a result of that evaluation. Some recommendations were related to the website, which seems vastly improved since 2004. It is easy to read and maneuver. Recommendations were that the MPO Director have an amended authority for minor information changes, additions and corrections to some of the documents before the next MPO board meeting. That was effected. Suggestions were given about the public involvement roundtable pertaining to the socio-economic breakdown of the CIR board and the Hispanic representation. The board has made corrections to these issues. Integration of Planning, Intelligent Transportation Systems (ITS) and Safety have to be linked together to better coordinate with each other. Linking the LRTP with the objectives was mentioned, and how the MPO demonstrates that those objectives have been fulfilled. Three of them were related to air quality requirements and are no longer applicable. The last one dealt with transportation systems, which the MPO has completed, and adopted regional architecture. Mr. Smith suggests that even though the applications are for this urban area in southeast Florida, something seems to be missing. For future purposes on the Federal side, Federal Railroad Administration (FRA) should be in this process. He has been told that from \$6 to \$12 billion dollars are going into future road-widening projects in the state of Florida, long and middle range. Our own I-595 is slated to be rebuilt with toll lanes. Beyond the context of the MPO, Mr. Smith heard that the State Legislature and the State House in Florida just approved toll lanes for I-95. This seems to be the future of many of the roads in Florida. This is the policy and part of the program for dealing with congestion: New construction, as well as major road-widening projects on existing highways, one which started within the last few days from the Florida turnpike emanating in Broward County going north into the next county. The passenger rail side of congestion has not been addressed, particularly in Florida. The schedule for the M-track route should be opened from Philadelphia to Harrisburg to view what type of schedule would fit Florida, for example, from the Southeast Florida coast, Dade, Broward and Palm Beach Counties into Central Florida and the Orlando area. That type of program could certainly alleviate some of the traffic congestion. Car accidents close

major routes out of Florida on the Turnpike. Because the Certification Review Board operates under Federal laws, which do not include FRA, there should be change where they are part of this process for future.

Mr. Jolliff wishes that the certification process attempt to evaluate how much importance the MPO regards the input it receives from the CIR. He queried if there is a demonstrable influence of the CIR on the MPO, or is the CIR Board simply having an exercise that is very nice and filling up Tuesday evenings once a month. He would recommend the MPO Board give feedback to the CIR Board on it's input. Ms. Jacobs responded by asking Mr. Jolliff his opinion. Mr. Jolliff was uncertain about this, even though each person on the CIR Board makes a contribution with different viewpoints. Mr. Jolliff would recommend that the Certification Review receives comments from the MPO Board to demonstrate some action from the CIR that did have an impact on the MPO Board. Mr. Jolliff seeks validation of the CIR Board from the MPO Board. Mr. Del Rio interceded that it is his responsibility to ascertain that CIR Board recommendations are relayed to the MPO Board. He usually prepares a committee report the day after the CIR Board meetings to place on the MPO agenda for each member to view. MPO Board members have requested the minutes from the CIR and TCC Boards. The staff has placed the agenda and the minutes on the website to be made available to them. Ms. Heshmati added that on occasion the MPO Board has refused to take action on an item because it had not gone to the CIR Board first. There are various circumstances that prevent the CIR Board from viewing an item first. She always ascertains to involve the MPO Board on the TCC and CIR Boards' recommendations and decisions.

Mr. Glickman disagreed with how information is transmitted to the other Boards. He then referred to Miami-Dade and the fact that at every MPO Board meeting there is a person representing the CIR Board, usually the Chair, to make presentations. He also referred to one instance when the CIR Board voted not to have LRT as the technology of choice on the Central Broward East-West Expressway. The MPO Board did not regard this decision. Mr. Glickman queried whether the CIR minimum attendance is 3 times a year. Mr. Glickman mentioned diversity and the Hispanic communities. He referred to Mr. Frank Nieves and Mr. Carlos Puentes and that he would like to see more diversity. He speculated if it is possible that the Chair could be further involved in aiding to fill the empty chairs along with Mr. Del Rio's efforts. Mr. Rude replied that he would be doing likewise what Mr. Del Rio has always prepared, but without help from FHWA people, it would remain the same. Mr. Glickman mentioned the field trip the CIR Board took to the Transportation Management Center. Almost unanimously, the CIR Board was stunned at the 1980s and 1990s technology and the fact that \$25 million has been invested in traffic signalization, but they require \$75 million more. Traffic signalization is discussed by every level of citizen, knowledgeable or not. The Assistant Director of Traffic Engineering, Mr. Henk Koornstra, revealed to the CIR Board that the hardware in the room which the CIR Board visited is 1980s software technology, and the hardware in the computer room is 1990s technology. Mr. Glickman was not certain what relevance this has to the MPO and how to connect the two. The CIR Board is always told of New Starts and something called Small Starts, which is a different FTA program. Mr. Glickman asked for the Small Starts budget to be increased because the focus of transit is not in building billion dollar systems, but evolving in future Small Starts as to big numbers, might be useful.

Ms. Sheryl Dickey requested that the Certification Review provide the CIR Board with the Best Practices across the nation in public participation and input. The CIR Board could then review the input as a body and begin to prioritize those and have the MPO Board implement them. Presently the CIR Board only utilizes the regulatory requirements. Mr. Smith said that Florida needs to have a state level transit alternative on an inter-city basis. Mr. Smith referred to a trip he took from Fort Lauderdale to north of Orlando during business hours. He was stopped in heavy traffic where the interstate highway came to a complete halt; in other words, absolute capacity. This has occurred more than a dozen times. Mr. Smith stated that the state requires an inter-city rail service for passengers as an alternative. The basis of this could be the existing rail infrastructure and interrail at existing rail corridors. A program like this needs to be started in Florida as other states are planning this now, California being a leader here; the northeast corridor is operating like that today along with areas in Philadelphia into Western Pennsylvania. They have same day service back and forth that a passenger can take advantage of, and be back home the same day.

Mr. Dillon wanted clarification on the objective or benefit of certification. He queried that the ultimate benefit is that with certification one is at least qualified as a threshold basis, for Federal assistance to transportation projects, and without it one does not receive that assistance. Mr. Garland substantiated Mr. Dillon's summation, and added that the cumulative assessment within that particular time cycle and whether or not there has been an increased improvement connecting that with Best Practices and other objectives in the work products to ascertain that there is a level of progression as the years have gone by.

Mr. Rude queried that as a CIR and having experienced the last 3 years in this capacity, if the Board is on the right track. He alluded to what Ms. Dickey spoke of, with regard to Best Practices and as well, improving the membership roster. If there is a viable alternative, he would be amenable to change. He wondered if the membership is an ongoing problem of all CIRs. Mr. Garland verified that this is an issue nationwide and in fact, this is one of the more heavily attended meetings he has been to in his certification reviews. Ms. Jacobs added that it is hard to motivate people to attend meetings like these. People are busy with their own lives and unless they have a burning issue, it is difficult to inspire them. Mr. Garland emphasized that written comments can be accepted and they can be mailed as well to the FHWA, Florida Division, Tallahassee, FL by July 2007. Written comments can be accepted here this evening.

APPENDIX I

Miami-Dade MPO Site Visit Participants May 16-17, 2004

Federal Highway Administration

Lee Ann Jacobs
Shakira Crandol, PDP

Federal Transit Administration

James Garland
John Sprowls

Florida Department of Transportation

Phil Steinmiller
David Korros
Xavier Pagan
Marjorie Bixby
Janet Seitlin

Miami-Dade County MPO

Jose-Luis Mesa
Irma San Roman
Carlos Roa
Jesus Guerra
Oscar Camejo
Donna Palmer
David Henderson
Susan Schreiber
Wilson Fernandez
Paul Chance
Elizabeth Rockwell
Zainab Salim
Miguel Cordero
Larry Foutz

Miami-Dade Planning and Zoning

Mark Woerner

Miami-Dade Public Works

Rolando Jimenez, Jr.
Javier Heredia

Miami-Dade Expressway Authority
John Kulpa (HNTB)
Myra Diaz

South Florida Regional Planning Council
Larry Allen

Miami-Dade School Board
Vivian Villaamil

APPENDIX J

**Miami-Dade TMA Certification Review
Agenda
Wednesday, May 16, 2007**

**Miami-Dade County Government Center
9th Floor Back Conference Room
111 NW 1st Street
Miami, FL**

TIME	ITEM	Participants
8:30 a.m.	Welcome/Introductions Purpose of Certification Process Review Schedule and Agenda Close-out Process	Federal Review Team MPO FDOT Others partners as desired
8:45 a.m.	Overview: Miami-Dade MPO Transportation Planning Process	MPO FDOT Federal Review Team Others as desired
9:30 a.m.	Discussion of Previous Findings: Federal/State Share Lessons Learned, Best Practices and Future Needs	Federal Review Team MPO FDOT Others partners as desired
10:30 a.m.	Break	
10:45 a.m.	Organization and Management: MPO Structure Joint Participation Agreements Unified Planning Work Program MPO Advisory Committees Financial Planning/Management	Federal Review Team MPO FDOT Others partners as desired
11:30 a.m.	Lunch (on your own)	
12:30 p.m.	Regional Issues: SEFTC Priority Planning Public Involvement Process Coordination with other agencies	Federal Review Team MPO FDOT SFRTA SFRPC MDT Other partners as desired

1:30 p.m.	SAFETEA-LU Long Range Planning Travel Demand Forecasting Transit - TOD/TOC Intermodal Activities – Freight Transportation Disadvantaged Human Service Coordination Plan Pedestrian and Bicycle Planning Environmental/ETDM Planning Studies	Federal Review Team MPO FDOT SFRTA SFRPC MDT Other partners as desired
2:45 p.m.	Break	
3:00 p.m.	Continue Topics: Safe Routes to School Safety & Security Transp. Improvement Program Public Involvement Plan	Federal Review Team MPO FDOT SFRTA SFRPC MDT Other partners as desired
4:00 p.m.	Adjourn	
5:00 p.m.	Public Meeting 18th Floor, Room 4, Stephen P. Clark Center, 111 NW 1st Street, Miami, FL 33128.	Federal Review Team MPO FDOT Other partners as desired

Miami-Dade TMA Certification Review

Agenda

Thursday, May 17, 2007

Miami-Dade County Government Center

18th Floor, Room 2

111 NW 1st Street

Miami, FL

TIME	ITEM	Participants
8:30 a.m.	Questions from Day 1 Continue discussion topics as needed Continue Topics: Congestion Management Process Intelligent Transportation Title IV/DBE	Federal Review Team MPO FDOT Other partners as desired
10:15 a.m.	Break	
10:30 a.m.	Continue topics as needed	Federal Review Team MPO FDOT Other partners as desired
11:30 a.m.	Federal Review Team Discussion	Federal Review Team MPO FDOT
12:00 p.m.	Preliminary Findings	Federal Review Team MPO FDOT
12:30 p.m.	Adjourn	

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APPENDIX K

Public Meeting Notice



FOR IMMEDIATE RELEASE

April 16, 2007

Media Contact:

Elizabeth Rockwell – erock@miamidade.gov
305.375.4507

FEDERAL HIGHWAY ADMINISTRATION AND FEDERAL TRANSIT ADMINISTRATION CONDUCT PUBLIC REVIEW OF THE MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

Miami, FL – Every three years, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conduct a review of the Miami-Dade Metropolitan Planning Organization (MPO), the agency responsible for transportation planning in Miami-Dade County. The primary purpose of the certification review is to examine the MPO's ability to comply with Federal planning laws and regulations. This meeting is to provide the public an opportunity to express their thoughts and comments about the transportation planning process, allow the Federal Team to obtain a better understanding of the community's issues, inform the public about the Federal transportation planning requirements, and provide follow-up action to demonstrate the public's issues are seriously considered.

- What:** Miami-Dade MPO Federal Recertification Public Meeting
- Who:** Conducted by FHWA and FTA and hosted by the Miami-Dade MPO
- When:** Wednesday, May 16, 2007 at 5:00 PM
- Where:** 18th Floor, Room 4, Stephen P. Clark Center, 111 NW 1st Street, Miami, FL 33128.
- Why:** To encourage citizens to learn about the MPO and to continue providing input to the transportation planning process.

All interested parties are invited to attend. For further information, please contact the MPO Secretariat, Stephen P. Clark Center, 111 NW First Street, Suite 910, Miami, Florida 33128, phone: (305) 375-4507; e-mail: mpo@miamidade.gov ; website: www.miamidade.gov/mpo.

It is the policy of Miami Dade County to comply with all of the requirements of the Americans with Disabilities Act. The above facilities are accessible. For sign language interpreters, assistive listening devices, or materials in accessible format, please call 305-375-4507 at least five days in advance.

APPENDIX L

PUBLIC MEETING MINUTES/ PUBLIC COMMENTS
MIAMI-DADE COUNTY

FEDERAL HIGHWAY ADMINISTRATION (FHWA)
AND FEDERAL TRANSIT ADMINISTRATION (FTA)
CONDUCT PUBLIC REVIEW OF THE
MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

PUBLIC MEETING

STEPHEN P. CLARK CENTER 111 NW FIRST STREET MIAMI,
FLORIDA 33128
18TH FLOOR, ROOM 4

SUMMARY OF MINUTES

MEETING OF WEDNESDAY, MAY 16, 2007

ATTENDANCE:

Lee Ann Jacobs, FHWA	David Henderson, MPO
Shakira Crandol, FHWA	Wilson Fernandez, MPO
John Sprowls, FTA	Jesus Guerra, MPO
James Garland, FTA	Susan Schreiber, MPO
Denise Rack, Citizen	Phil Steinmiller, FDOT
Elizabeth McNally, LCB	David Korros, FDOT
Juan Crespi, TARC	John Spillman, MDT
Ted Silver, BPAC	Carlos Delatorre, MDT
Rolando Acosta, CTAC	David Clodfelter, MDT
Dave Patlak, CTAC	Doug Greist, MDT
Lee Swerdlin, CTAC	John Garicia, MDT
Barbara Walters, CTAC	Delfin Molins, PWD
Jose Luis Mesa, MPO Director	Javier Heredia, PWD
Irma San Roman, MPO Deputy Director	Gerard Osborne, City of Miami Beach
Oscar Camejo, MPO	Patrice Rosemond, OCITT
Elizabeth Rockwell, MPO	Napoleon Somoza, DP&Z
Paul Chance, MPO	
Larry Foutz, MPO	

I. WELCOME

Lee Ann Jacobs, FHWA, opened the meeting with a brief overview of the meeting and introduced the Federal Review Committee.

II. CERTIFICATION REVIEW OVERVIEW

John Sprawls, FTA, provided an overview of the Federal Certification process and discussed the following points:

- Miami-Dade MPO Federal Certification Process: Public Involvement Component
- Federal Review Team
- Federal Certification Review Mandate
- What is the MPO
- What is a Transportation Management Area
- Certification Review Requirements

Mr. Sprawls then passed over the presentation to Shakira Crandol, FHWA, and she discussed the following points:

- Overview of Certification of the Miami-Dade TMA
- The review consists of three primary activities
 1. A site visit
 2. A report
 3. A closeout presentation
- Opportunity for Public Comment

III. PUBLIC COMMENTS

Lee Ann Jacobs opened the meeting up for citizens to speak and offered comment cards for citizens to fill out or email at a later date with their comments.

Elizabeth McNally, Locate Coordinating Board (LCB) Member

Ms. McNally felt the MPO has been doing a great job. She would like to see the STS Oversight Task Force meet more regularly and be more effective. She would also like to see more of the disabled community playing a role in transportation planning. Finally, she would like for bus stops to be designed with the disabled in mind.

Lee Swerdlin, Citizens Transportation Advisory Committee (CTAC) Member

Mr. Swerdlin spoke about the anti-gridlock project as a traffic solution. This was to prevent drivers from driving less than the speed limit in the left lane and be ticketed accordingly. He suggested that the County can increase revenue by giving these tickets to the drivers that do not move out of the left lane. Legislation should bring this idea back and make it state law. He also mentioned Mass Mobile Transit, which relies on solar powered vehicles and offered the Team to email them more information about this project in hopes of getting the Federal Government to study this system.

Rolando Acosta, CTAC

Mr. Acosta requested more funding for mass transit as he feels it is the only way out of gridlock.

Ted Silver, Bicycle Pedestrian Advisory Board (BPAC) Chair

Mr. Silver informed the review panel that BPAC is becoming more and more a part of the MPO's planning process and named several projects they have worked on. He would like to see all the municipalities work together to organize an overall pedestrian friendly plan that will "stick". He would also like to see some of the cars off the road to improve the environment.

Barbara Walters, CTAC

Ms. Walters wanted to know if the County has received any matching funds to the ½ penny tax that was passed a couple of years ago and if so, how much?

Mr. Garland responded that as far as he knew the North corridor has been approved, as for the rest of the projects, they are in competition with the other projects around the country. He assured ms. Walters that the funding will be coming soon.

Dave Patlak, CTAC

Mr. Patlak asked the Review Team to recertify the MPO as soon as possible and send money as soon as possible for transit.

John Spillman, MDT

Mr. Spillman requested the Review Team recertify the MPO as soon as possible and explained that working with the MPO is a great pleasure.

Lee Ann Jacobs then reminded everyone that comment cards were available and citizens can send in their comments at a later date if they choose to. The last step if the recertification process is to report to the MPO Governing Board their findings which should take place in September 2007.

Juan Crespi, Transportation Aesthetics Review Committee (TARC) Chair

Mr. Crespi provided a presentation regarding the TARC's purpose and activities as follows:

- Features and Membership
- Design Mission Statement
- Design Principles
- TARC's Premise
- Port of Miami Bridge
- Projects: Le Gorce Island Bridge; Miami River Bridges; Meridian Avenue Bridge; Palmetto Metrorail Station; Miami Intermodal Center; SR 836 Toll Plaza; and the SR 874 and SR 836 Extension projects
- Emphasis on Downtown Urban Renewal

IV. CLOSING REMARKS

Lee Ann Jacobs thanked everyone for attending and reminded everyone who wanted a copy of MPO's final certification document to please fill out a comment card requesting it.

V. ADJOURNMENT

The meeting adjourned at 6:15 PM.

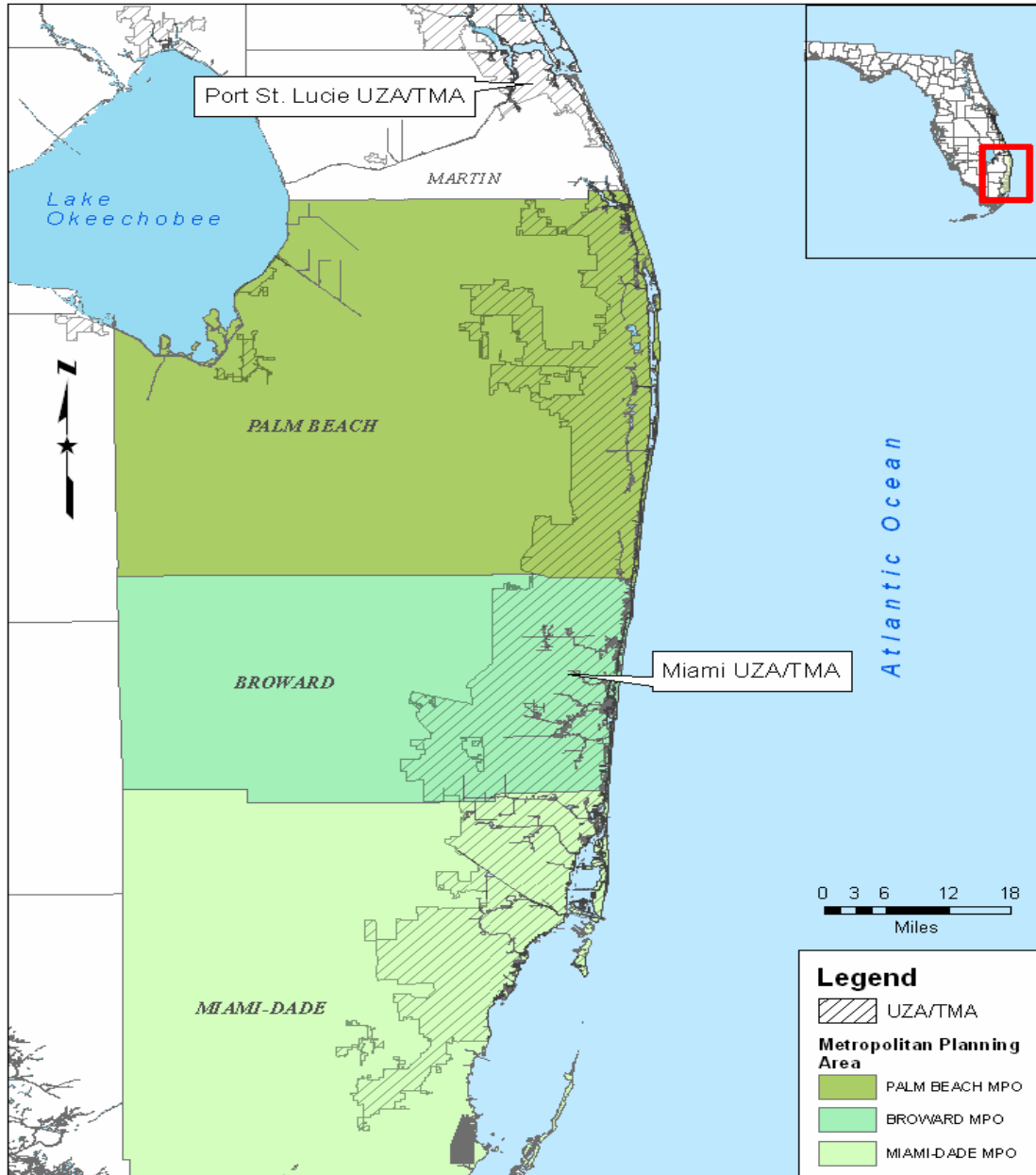
*****MINUTES ARE IN SUMMARY FORM*****

FOR VERBATIM TRANSCRIPTIONS OF THIS MEETING PLEASE REQUEST COPIES OF THE TAPE FROM THE MIAMI-DADE MPO AT (305) 375-4507

Barbara Walters, Dave Patlak, John Spillman, Rolando Acosta and Juan Crespi requested copies of the certification report.

APPENDIX M

Map of Miami Urbanized Area



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APPENDIX N

Regional Coordination Meeting

Participants
February 26, 2007

FHWA

Lee Ann Jacobs

Florida Department of Transportation

Brian Pessaro – Central Office of Policy Planning

District 4

Chris Hammel

Arlene Tanis

Lois Bush

Shi-Chiang Li

Janet Seitlin

District 6

Phil Steinmiller

David Korros

Curlene Thomas

Miami-Dade MPO

Jose Luis-Mesa

Irma San Roman

Jesus Guerra

Carlos Roa

Elizabeth Rockwell

Broward County MPO

Roger Del Rio

Mario Aispuro

Enrique Zelaya

Ossama Al Aschkar

Chris Heshmati

Lahoma Scarlette

Palm Beach MPO

Randy Whitfield

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APPENDIX O

**Miami Urbanized Area Regional Coordination
Meeting Agenda**

February 26, 2007

Broward County Governmental Center
115 South Andrews Avenue, Room 329F
Fort Lauderdale, Florida 33309

10am-noon

- I. Introductions
- II. Review of Progress made on 2006 Regional Report
Recommendations
- III. Next Steps and Time Frames

