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October 30, 2015

The Honorable Susan Haynie
Palm Beach Metropolitan Planning Organization
2300 North Jog Road, 4th Floor
West Palm Beach, Florida 33411-2749

Dear Mayor Haynie,

Federal law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify each Transportation Management Area's (TMA) planning process at least every four years. An urbanized area with 200,000 or more population is referred to in federal legislation as a TMA. We recently conducted a review of the Miami Urbanized Area TMA, which is comprised of the Palm Beach, Miami-Dade, and Broward Metropolitan Planning Organizations.

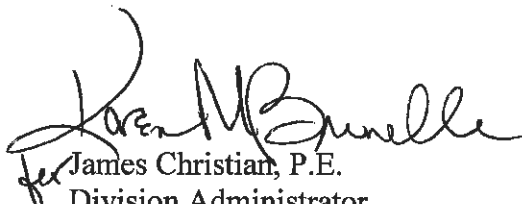
The review of the Palm Beach MPO's planning process included a site visit conducted by representatives from the FHWA and FTA on May 6-7, 2015. Significant time was spent with the MPO staff, the Florida Department of Transportation (FDOT) and the transit agency to discuss the current status of the MPO's "3-C" planning process. Throughout the site visit, opportunities were also afforded to local elected/appointed officials and the general public to provide their insights on the MPO's planning process. In addition to assessing the MPO's progress in addressing findings from prior certification reviews, the site visit in May focused on the MPO's current and/or future implementation of metropolitan transportation planning requirements.

Enclosed for your consideration is the final *TMA Certification Review Report* for the Miami Urbanized Area TMA, which includes the documentation of the various components of the FHWA/FTA certification review of the Palm Beach MPO. The report provides an overview of the TMA certification review process, summarizes the various discussions from the recent site visit, provides a series of review findings and issues the FHWA/FTA certification action. In general, the review determined the continued existence of a "3-C" metropolitan transportation planning process that satisfies the provisions of 23 U.S.C. 134, 49 U.S.C. 5303 and associated Federal requirements. The Federal Review Team noted three (3) corrective actions, seven (7) noteworthy practices and identified six (6) recommendations to improve the current planning process of the Palm Beach MPO.

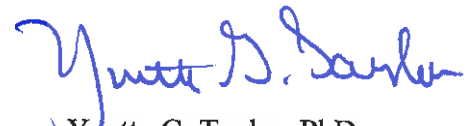
Based on the overall findings, the FHWA and FTA jointly certify that the transportation planning process of the entire Miami Urbanized Area TMA, which is comprised in part by the Palm Beach MPO, substantially meets the federal planning requirements in 23 CFR 450, Subpart C, subject to the MPO satisfactorily addressing the Corrective Actions stated in this report. The MPO is encouraged to provide FHWA and FTA with evidence of satisfactory completion of the corrective actions prior to the deadline. The MPO's progress in meeting the corrective actions will be monitored and evaluated. This certification will remain in effect until **August 2019**.

If you have any questions regarding the certification review process and/or the *TMA Certification Review Report*, please contact Ms. Stacie Blizzard at (850) 553-2223 or by email at Stacie.Blizzard@dot.gov or Mr. Keith Melton at (404) 865-5614 or by email at Keith.Melton@dot.gov.

Sincerely,



James Christian, P.E.
Division Administrator
Federal Highway Administration



Yvette G. Taylor, PhD
Regional Administrator
Federal Transit Administration

Electronic enclosure: 2015 Certification Review Report for the Miami Urbanized Area TMA

cc: Mr. Nick Uhren, Palm Beach MPO
Mr. Keith Melton, FTA (Region 4)
Mr. Steve Braun, FDOT (District 4)
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Prepared by:

Federal Highway Administration

Florida Division

Federal Transit Administration

Region 4

2015 Certification Report

Miami Urbanized Area Transportation Management Area

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

October 2015

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Executive Summary

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas (TMAs) at least every four years (a TMA is an urbanized area, as defined by the US Census, with a population over 200,000). A certification review generally consists of four primary activities: a site visit, a review of planning documents (in advance of the site visit), the development and issuance of a FHWA/FTA certification report and a certification review closeout presentation to the Metropolitan Planning Organization (MPO) governing board.

A joint FHWA/FTA Federal Review Team conducted site visit reviews of the Miami Urbanized Area TMA on April 22-23, May 4-5, and May 6-7, 2015. The Miami Urbanized Area Transportation Management Area consists of the Broward Planning Organization (MPO), Miami-Dade Metropolitan Planning Organization (MPO) and the Palm Beach Metropolitan Planning Organization (MPO). Since the last certification review in 2011, this TMA has made significant improvements to its transportation planning processes as indicated by the thirty-three (33) noteworthy practices highlighted in this report. Despite these improvements this review identified six (6) corrective actions and seventeen (17) recommendations that these MPOs need to consider for improving their planning process.

Based on the overall findings, the FHWA and FTA jointly certify that the transportation planning process of the Miami Urbanized Area Transportation Management Area, substantially meets the federal planning requirements in 23 CFR 450 Subpart C, subject to the MPO satisfactorily addressing the Corrective Actions and Recommendation associated with a deadline in this report. This certification will remain in effect until **August 2019**. The MPOs are encouraged to provide FHWA and FTA with evidence of satisfactory completion of the corrective actions and recommendation associated with a deadline as it occurs and prior to the noted deadline. The MPO's progress in meeting the corrective action will be monitored and evaluated during the coming year.

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Section I: Broward Metropolitan Planning Organization

Broward Metropolitan Planning Organization (MPO)

Section I.	Overview of the Certification Process
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Under provisions of 23 CFR 450.334 (a) and 49 CFR 613.334 (a), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the planning process of Transportation Management Areas (TMAs) “not less often than once every four years.” This four-year cycle runs from the date of the previous jointly issued certification report.

The primary purpose of a Certification Review is to formalize the continuing oversight and evaluation of the planning process. The FHWA and FTA work cooperatively with the TMA planning staff on a regular basis. By reviewing and approving planning products, providing technical assistance, and promoting best practices, the formal assessment involved in a Certification Review provides an external view of the TMA’s transportation planning process. The Certification Review also helps ensure that the major issues facing a metropolitan area are being addressed.

A certification review generally consists of four primary activities. The activities include: a “desk audit” which is a review of the TMA’s main planning process documents (e.g. Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP)); a “site visit” with staff from the TMA’s various transportation planning partners (e.g. the Metropolitan Planning Organization (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 to provide comments on the TMA planning process; the preparation of a “FHWA/FTA TMA Certification Review Report” that documents the certification review’s findings; and a formal FHWA Florida Division presentation of the review’s findings at a future MPO Board Policy meeting.

The review for the Broward MPO was held May 4-5, 2015. During the site visit, the Federal Review Team met with the staff of the Broward MPO, the FDOT, Broward County Transit (BCT) staff, elected officials, committee representatives, and the public. See **Appendix A** for a list of review team members and site visit participants. See **Appendix B** for the site visit agenda. The public meeting for this certification review was held on Monday, May 4, 2015. The purpose of the public meeting is to inform the public about Federal transportation planning requirements and allow the public the opportunity to provide input about the transportation planning process. For those that could not attend the public meeting or who did not want to speak at the public meeting, contact information for the Federal Review Team was provided. A copy of the notice for the public meeting is provided in **Appendix C**. Minutes from the public meeting including a listing of those in attendance and a summary of the public comments, along with how they were considered in preparing the report is provided in **Appendix D**. Members of the public are given 30 days from the date of the public meeting to mail, fax or email their comments and may also request a copy of the certification review report via these

methods. Following the certification review site visit, we did not receive any additional comments from the public.

Section II. Broward MPO Previous Certification Findings Status/Update

The following is a summary of the previous corrective actions and recommendations made by the Federal Review Team to the Broward MPO during the previous certification review in 2011.

1. Corrective Actions

Please note that for purposes of this report the terms “Public Participation Plan” and “Public Involvement Plan” are used interchangeably.

1. **Title VI:** 23 CFR 200.9(b) (12) requires federal-aid recipients to develop Title VI information for dissemination in other languages, as appropriate. Further, as with all nondiscrimination documentation, the translated versions need to be broadly posted and easily accessible to the public. Broward MPO has an English/Spanish Title VI complaint form that is easily accessible on its website. However, the MPO does not have its Title VI policy or complaint procedures in other languages. **The MPO needs to translate its Title VI policy and complaint procedures into Spanish at a minimum, as well as into any other languages identified as having significant LEP presence by November 1, 2011.**

Update: The Broward MPO’s Title VI policy has been translated into Spanish and is available on the Broward MPO website. The policy was also distributed to Broward County libraries via the Central Library. On August 3, 2012, the Broward MPO sent documentation that this corrective action was addressed. FHWA and FTA acknowledged that this corrective action had been satisfied via letter on January 23, 2012.

2. **Total Project Cost in Transportation Improvement Plan (TIP):** In the past, a broader interpretation for federal regulations provided flexibility such that total project cost could be interpreted as total cost per project phase within the TIP/STIP. However, recent clarification requested by FDOT and provided by FHWA distinctly states that total project cost is defined as the total cost for all phases of a project. The TIP must include for each project the estimated total project cost(s), which may extend beyond the timeframe of the TIP in accordance with 23 CFR 450.324(e)(2). In reviewing the TIP, it was observed that the projects shown in the document display only the expenditures during the five year timeframe. The TIP does not display the total project costs which may extend beyond the timeframe of the TIP. FHWA will work with FDOT and Florida MPO’s to sufficiently address this requirement during the coming year. **The MPO staff needs to update, revise and obtain MPO Board approval of a new TIP which displays total project cost(s) by June 30, 2012.**

Update: The corrective action was addressed with the adoption of the final 2012/2013 TIP by the MPO on July 12, 2012. During the desk audit portion of the 2015 Certification Review, The Federal Review Team examined the MPO's website and subsequent adopted TIPs to confirm that this information continues to be included in the TIPs each year and determined that this corrective action has been satisfied.

2. Recommendations

- 1. Bicycle/Pedestrian Committee:** The MPO recently became independent and the starting of committees is essential to the progress of the agency. The Federal Review Team recommends that the MPO establish their own Bicycle/Pedestrian committee to represent and help address the bike/pedestrian needs of the MPO.

Update: The MPO did not form a specific Bicycle/Pedestrian Advisory Committee, but instead formed the Complete Streets Technical Advisory Committee (TAC). One of the charges of this committee is to consider and address the bicycle/pedestrian needs of the region. The MPO staff also regularly attends the Broward County Bicycle Pedestrian Advisory Committee (BPAC) meetings.

- 2. Transit:** The universal "smart" card project has been an ongoing effort in the region among Palm Beach and Miami-Dade Transit agencies. The Federal Review Team recommends that the MPO continue to work with the other two MPOs to develop and support the implementation of a strategy for a universal fare card for the Miami Urbanized area.

Update: MPO staff is working with FDOT, the South Florida Regional Transportation Authority (SFRTA), Broward County Transit (BCT) and neighboring transit operators and MPOs to develop a Universal Fare card for the MUA. The MPO executed a sub recipient agreement with BCT in order to commence a pilot project for the Universal Fare Card. BCT is currently in the process of procuring a vendor to commence the pilot project. The Broward MPO has programed in its current TIP almost \$3.8 million for the implementation of the Universal Fare Card.

- 3. Transit:** The Federal Review Team recommends that the MPO, BCT and FDOT continue to plan for special transit supportive districts for possible premium levels of transit service. The MPO, BCT and FDOT appear to be well-positioned to advance these proposals for a more multi-modal approach to local and regional needs. For example, proposals like the Broward Boulevard retrofit (recently awarded a \$8.0 million plus Bus Livability grant from FTA); Oakland Park Boulevard improvements, the WAVE Streetcar proposal; the East/West Central Broward Study and Florida East Coast Railway Corridor Study (85 miles of commuter rail/intercity rail service through the heart of population centers in Palm

Beach, Broward and Miami/Dade Counties) present unique opportunities to serve urban/suburban centers with premium transit.

Update: The Broward MPO continues to work with all its transportation partners to coordinate planning efforts related to premium level transit services. Several projects that the MPO is actively partnering in are the WAVE Street Car and future passenger rail service on the FEC line. The MPO is implementing a Mobility Hub concept presented in the LRTP. This concept is a critical point for a variety of transit and transportation options including the BCT bus transfer facility, the Wave Streetcar, the Sun Trolley community bus, the future Tri-Rail Coastal Link commuter rail service, and the new All Aboard Florida regional passenger rail.

4. **Freight:** With the planning regulation's emphasis on the importance of incorporating providers of freight and freight stakeholders in the planning process, the creation of a freight committee might be extremely beneficial to the MPO's planning process. At a minimum, the Federal Review Team recommends that the MPO put forth a stronger effort in inviting providers of freight to become a part of the process through participation in already established MPO subcommittees.

Update: The Broward MPO has been actively working to incorporate freight into its transportation planning process. MPO staff regularly attends freight stakeholders meetings and participates in the development of freight corridor studies. While developing the LRTP, representatives from the seaport and airport were part of the steering committee that guided the development of the LRTP and its freight elements. Currently, the airport and seaport are members of the MPO's Technical Coordinating Committee (TCC) and a truck industry representative is a member of the MPO's Community Involvement Roundtable (CIR).

5. **Security:** The Federal Review Team recommends the Broward MPO complete their COOP and perform a COOP exercise in order to identify any emergency processes that may need strengthening.

Update: Since the 2011 TMA Certification, the Broward MPO completed their COOP and conducts exercises/dry runs annually during the month of May. The MPO is currently exploring the possibility of a cloud network to serve as a backup system for its software.

6. **Public Participation:** The Broward MPO staff has made tremendous progress in the update of their PIP, since the hiring of the new Public Involvement Officer. The Federal Review Team noted this effort during the site visit. However, the review team recommends that the MPO staff begin to use the "measures of effectiveness" portion of the plan. The measures have been established, they just

have not been put into practice as it relates to documenting how effective the current public involvement efforts are.

Update: The Broward MPO monitors the effectiveness of outreach activities using an outreach summary report after each event. In addition, MPO staff is monitoring its website and the direct effects of particular outreach activities on website activity. A monthly summary report is prepared for website activity. There is also an effort to assess the cost of the MPO's public hearings as they relate to the TIP, UPWP and other major documents compared to the amount of input received. The MPO tries to state clearly in all scopes for any project that an evaluation of the public outreach effort should be undertaken and allow for mid-course corrections as needed.

7. **Tribal:** The Federal Review Team recommends that the MPO find a mechanism to enhance the Tribal participation in the planning process as well as active participation on the MPO's committees

Update: The Seminole Tribe is a member of the Broward MPO's Technical Coordinating Committee (TCC) and is asked to participate in the development of the MPO's LRTP and other planning efforts. Outreach to the Seminole Tribe to participate in MPO planning efforts is continuous. One such planning effort along SR 7 has begun, and two Tribe members participate as part of the SR 7 Project Advisory Committee (PAC). In addition, MPO staff is actively pursuing Seminole Tribe membership on the Community Involvement Roundtable (CIR).

8. **Title VI:** The MPO is commended for its proactive and aggressive use of new technology. However, the MPO should be reminded that nondiscrimination policies, forms and other similar data be posted/available in non-electronic formats and locations. The MPO should also work towards representative disabled membership and obtaining minority citizen representations on its advisory boards. Failing this, it should develop strong and documented partnerships with disability service groups and ensure they have the opportunity to participate in and comment on programs, services and activities likely to affect their service population. Accessible pedestrian features are of critical importance to the disabled community and are required by federal and state law. As such, the MPO should work towards having a representative disabled membership on its advisory boards.

Update: Several agencies on the MPO's CIR represent the disabled and traditionally underserved communities in the MPO area. All major projects and planning programs are presented for input and feedback from the MPO's Local Coordinating Board for Transportation Disadvantaged Services, of which many members represent the disabled community. All major MPO documents are available for review in non-electronic formats at the MPO office and in selected Broward libraries.

A. Description of Planning Area

The Miami Urbanized Area encompasses portions of Palm Beach, Broward and Miami-Dade counties. Broward County is located in the southeastern quadrant of the State of Florida and has a total land area of 1,196.9 square miles. According to the MPO's LRTP, in 2014, the population was estimated to be approximately 1.8 million. This was a population change of 6.9% since the 2010 Census. It is bounded by Collier County to the west, the Atlantic Ocean to the east, Miami-Dade County to the south, and Palm Beach County to the north. The Broward MPO's planning boundaries include the entire county. The urbanized area portion of the MPO is comprised of 31 municipalities and encompasses 409.8 square miles. The remaining 787.1 square miles is located to the west of the urbanized portions of the county and is part of the Everglades Conservation Area. Broward County is a county where the majority of the population is comprised of various minority groups, including Black, Hispanic and Haitian. It should also be noted that the Portuguese populations from Brazil have seen a slight increase. 37.8% of the population is bilingual, and 87.8% of the population are high school graduates or higher. The population is expected to increase to 1,962,322 in 2040. This growth adds nearly 231,148 persons within Broward County and represents a 13.4% change from the 2010 population levels. The Metropolitan Planning Area (MPA) has not needed to be adjusted to include Federal lands or Indian Tribal lands.

The 2006 Inter-local Agreement between the Broward, Miami-Dade, and Palm Beach MPOs created the Southeast Florida Transportation Council, under Florida Statutes Chapter 339.175, to serve as a formal forum for policy coordination and communication to carry out mutually agreed-upon regional initiatives. The agreement maintains the autonomy of each MPO for decisions that create direct impacts within its geographic area.

B. Metropolitan Planning Organization Structure

The primary responsibility of the MPO is to develop plans, policies and priorities that guide local decision making on transportation issues. The MPO's well-seasoned staff of professionals provides day-to-day transportation planning expertise to the MPO and executes the direction of the MPO Governing Board. Prior to April 2015, the Broward MPO Board consisted of nineteen (19) voting members and eighteen (18) alternates. Of the 19 voting members:

- Four (4) members are from the Broward County Commission of which one represents the South Florida Regional Transportation Authority (SFRTA - Tri-Rail) and the other three represent Broward County Transit (BCT), the airport and the seaport;
- Fourteen (14) voting members represent municipalities according to population of which Fort Lauderdale (largest incorporated city) has two (2) voting members; and,

- One member represents the Broward County School Board.

On April 9, 2015 the MPO Board unanimously passed an amendment that expanded the voting membership of the Board to 25 members. The new members added are from the following municipalities:

- Coconut Creek;
- Hallandale Beach;
- Margate;
- North Lauderdale;
- Oakland Park; and,
- One additional Broward County Commissioner.

The City of Fort Lauderdale is the largest incorporated city with two voting representatives on the MPO Board and SFRTA and BCT are the two area transit agencies who also have voting representatives on the MPO Board. The FDOT District 4 Secretary is a non-voting member of the MPO Board as well. The new membership will become effective once the amended Interlocal Agreement has been fully executed, which is anticipated by the end of December 2015.

The MPO has four standing advisory committees:

- The Technical Coordinating Committee (TCC) consisting of technical staff from each of the Board members agencies;
- the Community Involvement Roundtable (CIR) consisting of representatives and members of the public who are interested in participating in the transportation planning process;
- the Transportation Disadvantaged Local Coordinating Board (LCB) and
- the Complete Streets Technical Advisory Committee (CSTAC).

The MPO's website provides detailed information about the MPO Board and advisory committees and can be found at: <http://www.browardmpo.org/about-us/board-committees>.

The MPO hosts e-Town Hall meetings online or via phone. Meetings are offered on an as-need basis and they serve as a way to incorporate individuals who for any reason cannot attend town meetings in person. Social media is used extensively for outreach and MPO documents and outreach tools are also placed in all area libraries. The website provides a link to the eight (8) regional libraries where the MPO's major planning documents and programs are housed.

Noteworthy Practice: The Federal Review Team offers one (1) noteworthy practice related to the MPO Organization. For more details about this item, please see **Section XII**.

C. Agreements

The Broward MPO current agreements meet the necessary federal requirements as outlined in 23 CFR 450.314. As an independent organization, the MPO no longer

requires a staffing agreement, but it does have a current employment agreement/contract with its Executive Director.

Section IV.	Scope of the Planning Process (23 CFR 450.306)
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A. Transportation Planning Factors

23 CFR 450.306 requires that the metropolitan transportation planning process explicitly consider and analyze a number of specific planning factors that reflect sound planning principles. The Broward MPO addresses the required planning factors throughout the planning process and in the development of transportation planning products such as the LRTP, TIP and UPWP. The planning factors are also incorporated into the Goals, Objectives and Policies of the LRTP.

B. Air Quality

The Broward MPO is currently designated as an attainment area for all National Ambient Air Quality Standards (NAAQS). Staff is continually monitoring air quality monitor readings within their geographic area as well as the regulatory actions of the United States Environmental Protection Agency (USEPA).

C. Bicycle and Pedestrian Planning Activities

Since the 2011 Federal Certification, the Broward MPO formed the Complete Streets Technical Advisory Committee (TAC) as a holistic approach to address the bicycle/pedestrian as well as other modal needs of the region. This multidisciplinary group (comprised of municipal and partner agency staff, representatives of non-profit groups, and advocacy groups) developed the Complete Streets Guidelines to facilitate and assist local governments in the implementation of Complete Streets. The MPO has also appointed a member of the largest bicycle club in Broward County to its Community Involvement Roundtable (CIR).

Broward MPO's LRTP goals also favor multimodal projects. As such, prioritization of projects favors a balance of bicycle, pedestrian and transit projects. This approach is evident in the current adopted Multimodal Surface Transportation Priorities List. A vast majority of Broward's much needed transit, bicycle and pedestrian facilities projects fall within the top 20 prioritized projects. Transit capital improvement priorities, associated mobility hubs, pedestrian, bicycle, and roadway facilities are grouped to represent a complete mobility project. The latest Priorities List can be found in the current adopted TIP on the MPO's website: <http://www.browardmpo.org/programs/transportation-improvement-program>.

Noteworthy Practice: The Federal Review Team offers one (1) noteworthy practice related to Bicycle and Pedestrian Planning. For more details about this noteworthy practice please see **Section XII**.

D. Transit

Public Transit service in Broward County is primarily provided by Broward County Transit (BCT) and community shuttles. BCT provides fixed route bus service on 44 fixed routes with 327 fixed route buses (plus ADA para transit service with 78 vehicles). BCT partners with numerous municipalities and supports a Community Bus network in 18 communities. The community buses are primarily locally funded. BCT also provides a successful I-95 and I-595 Express bus service on managed lanes and limited-stop and Express service on some routes. BCT has robust ridership and reports 41.5 million rides per annum on fixed route, community buses and ADA paratransit vehicles (2014). BCT reports a \$ 135 million annual budget. BCT is the second largest transit provider in Florida and is part of Broward County government.

BCT also serves Tri Rail commuter rail stations with feeder bus service. Tri Rail is operated by the South Florida Regional Transit Authority (SFRTA), a state transportation authority. Tri Rail has an average weekday ridership of 15,000 riders per day on its 70 plus mile commuter rail system (with an average rail trip length of 30 miles). BCT and SFRTA work with the MPO and numerous partners on a 2.7 mile WAVE Streetcar project for downtown Ft. Lauderdale. BCT and SFRTA participate in regional transportation planning with the MPO and any TIP and Transit Development Plan (TDP) updates.

The MPO and BCT report that 200,000 to 300,000 persons move across the three counties (Palm Beach, Broward and Miami Dade) each working day. Broward County also uses a significant portion of its available local option gas tax revenues to help with BCT annual operating costs. Transit in managed lanes on I-95 and I-595 (especially with articulated 60 foot buses with Wi-Fi) appears to be a success story with more than 588,000 riders per annum and an 8.3% annual growth rate. With robust transit ridership across county lines and so many providers of transit, the MPO is using Surface Transportation Program (STP) FLEX funds to administer a transit interoperability grant in FTA's TEAM system. Hence, on-going efforts to achieve a Regional Fare System are underway.

Other issues facing transit providers are not unlike those facing Palm Tran to the north and Miami Dade Transit (MDT) to the south. The primary issues include: the lack of a dedicated source of transit funding to meet the projected growth; needed funds for operations and maintenance as differentiated from capital expenditures; developing a universal fare card for the Miami Urbanized area; greater regional coordination of bus schedules to support Tri Rail; continued development of premium transit or enhanced bus service in select corridors; and a closer relationship with SFRTA/Tri Rail, Palm Tran and others resulting in a more seamless transit service.

The MPO, BCT, SFRTA and FDOT continue to work on corridor studies for improved transit service. Tri Rail Coastal Link (TRCL) is a major transit opportunity in the area. TRCL would provide 80 miles of commuter rail service through the heart of population centers in Palm Beach, Broward and Miami/Dade Counties. SFRTA and FDOT are

working closely with the MPO on this effort. Efforts by the MPO to advance Quiet Zones at rail crossings along the Florida East Coast Rail Corridor (which may offer Tri Rail Coastal Link access in the near future) are exemplary and have done much to advance the TRCL proposal. The MPO is setting aside local FLEX funding for bus shelter construction on routes with high ridership. Corridor studies along US 1, SR 7 (where local and express buses carry 19,000 riders per workday), Broward Boulevard, Oakland Park Boulevard (more than 2.7 million rides in 2014) and other routes promise safer transit, pedestrian and bicycle connectivity. The MPO is demonstrating leadership in finding funds for WAVE streetcar improvements, streetscaping and Complete Streets treatments. The MPO is working with FDOT and cities and towns within the area to pursue traffic signal priority and queue jumps on several major arterial routes. BCT, SFRTA, FDOT and the Broward MPO appear to be well-positioned to advance these proposals for a more multi-modal approach to better meet local and regional needs.

Noteworthy Practice: The Federal Review Team offers one (1) noteworthy practice related to Transit. For more details about this item please see **Section XII**.

E. Intelligent Transportation Systems (ITS)

The FDOT is responsible for the overall ITS plan for the Southeast Florida region. ITS activities are coordinated by the operating agencies responsible for the implementation and maintenance of the particular application. The last update to the regional architecture was in 2005. Currently, the FDOT and partners are in the process of a 2015 update. ITS is a major component in the MPO's Congestion Management Process (CMP) and project selection criteria for the LRTP and TIP include ITS elements which are assessed to ensure consistency with the regional architecture. The UPWP includes a task for the MPO's participation in the ongoing ITS regional architecture partnering activities.

The Broward MPO recently received an Integrated Management Corridor grant to research how to improve the Advanced Traffic Management System (ATMS) along the I-95 corridor and surrounding arterial roads. All ITS activities in the Transportation Management Area, including the Advanced Public Transportation System (APTS), are coordinated through the South Florida Regional ITS Coalition. The Broward MPO is a member of the Coalition and actively participates in all Coalition activities. Also, the MPO and other local agencies participated in the planning and implementation of the Consumer Information System for transit services. This system is a part of the ATMS for Palm Beach, Broward, and Miami-Dade Counties.

F. Freight Planning

As with the Miami Area, Broward County is a major hub for freight movement. According to the 2014 SEFTC Regional Freight Plan, the freight industry contributed to 278,000 jobs in the southeast area with a \$55 million impact. In 2014, Port Everglades completed a \$53 million Intermodal Container Transfer Facility (ICTF) that will help

transfer international and domestic shipments between ships and rail. The completion of this facility has increased traffic at Port Everglades by 26 percent.

The MPO staff regularly participates in freight stakeholders meetings and in the development of freight corridor studies through the SEFTC. It does not have a standing freight committee on its own, but while developing the LRTP, representatives from the seaport and airport were part of the steering committee that guided the development of the LRTP and its freight elements. Currently, the airport and seaport are represented through membership on the MPO's Technical Coordinating Committee (TCC) and a truck industry representative participates with the MPO's Community Involvement Roundtable (CIR). Representatives from the airport, seaport, the three MPOs and FDOT, as well as private sector freight stakeholders, also served on the advisory committee that guided the development of the 2040 Southeast Florida Regional Freight Plan.

The Broward MPO was instrumental in the establishment of the MPOAC's Freight Committee and the MPO's Executive Director continues to chair that committee and promote initiatives to further freight movement in the State. The MPO is also working in close coordination with Florida International University (FIU) to develop a freight school that will focus on Environmental Justice (EJ) communities as well as work with the different area Chambers of Commerce, private freight providers and the Urban Land Institute to explore issues that may be on the Florida horizon, such as the opening of Cuba to trade, and the explorations of the Chinese government into possible ports in Cuba and a canal through Nicaragua.

G. Security Considerations in the Planning Process

The Broward MPO has been proactive in updating its Continuity of Operations Plan (COOP) and is currently taking the necessary steps to ensure successful annual COOP exercises/dry runs. These dry runs are scheduled annually in May. The Broward MPO has set up a virtual private network (VPN) on all of its laptops to allow employees access to their computers in the event they are unable to reach the office. Alternative office facilities have been secured with their partners if their current office facility is unusable after an event. With the use of 2 4G air cards and high capacity wireless routers that support up to 30 connections each, this mini network will allow the Broward MPO to function with limited interruptions at any alternate office facility. In addition, the MPO is currently exploring the possibility of a cloud network to serve as a backup system with server licenses for its software.

H. Safety Considerations in the Planning Process

In compliance with the MAP-21 planning factor that provides for increasing the safety of the transportation system for motorized and non-motorized users, safety is one of the key factors considered in all of the MPO's planning efforts. The Broward MPO follows a comprehensive, cooperative, and continuous approach in the development of all plans and programs. The Commitment 2040 LRTP includes goals and objectives to improve

the safety of the transportation system for all users. The MPO has ensured those goals and objectives are consistent with both the Florida Transportation Plan (FTP) and the State Highway Safety Plan (SHSP). Safety is one of the critical components in project planning for all roadways, transit, Strategic Intermodal System (SIS) hubs, bikeways, pedestrian-ways, and rail corridors. Safety is a key factor considered in prioritizing potential projects from the Cost Feasible Plan to the Multimodal Transportation Priority listings. Safety is also the main factor used to prioritize mobility projects from the MPO's Congestion Management/Livability Planning Studies for implementation. Further, safety is one of the criteria that will be used to evaluate projects in the MPO's new Complete Streets and Other Local Initiatives Program.

The MPO gives special emphasis to projects on the Strategic Intermodal System (SIS) when developing the project priorities for the MPO's Multimodal Surface Transportation Priorities annual list. The projects that are on the SIS and part of the designated transit corridors are given extra points versus projects that are SIS connectors or regionally significant but not on the SIS.

Section V.	Unified Planning Work Program (23 CFR 450.308)
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The Broward MPO Board adopted their most recent Unified Planning Work Program on May 8, 2014. This is a two-year planning document that outlines the planning, projects, and budget and research activities of the MPO. Unlike prior UPWPs, the current plan was developed from a five (5) year strategic business plan. The UPWP is funded by all its sources in the amount of \$19.6 million over the current two year program. Expenditures are tracked on a daily and monthly basis, with reports provided to the various MPO Committees and Board on a regular basis. The MPO developed and submitted an Indirect Cost Allocation Plan (ICAP) to FDOT for approval, which is pending at the time of this Report.

Using its vigorous system of established outreach strategies, the MPO engages its partners for input during the development of the UPWP. The MPO committees also provide input during its development and review the draft and final documents. MPO staff meets directly with state and local agencies and the transit providers to ensure that their specific issues and needs have been addressed. The Federal Review Team complimented the MPO staff on the "plain speak" executive summary of the UPWP they developed for the Board members. The UPWP currently meets federal requirements and can be found at: <http://www.browardmpo.org/programs/unified-planning-work-program>.

Section VI.	Interested Parties (23 CFR 450.316)
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A. Outreach and Public Participation

Please note that for purposes of this report the terms “Public Participation Plan” and “Public Involvement Plan” are used interchangeably.

The Broward MPO’s public involvement and education program continues to be one that FHWA frequently highlights as having strong practices nationally. The MPO emphatically states that, “[p]ublic involvement is not and cannot be a silo program”. To that end, all MPO employees are responsible for implementation of the Public Involvement Plan (PIP) and for evaluation of its effectiveness, though the program is exceptionally well-led by a competent Public Information Officer. The Broward MPO recently updated its PIP, vetting the document with FHWA, FDOT, local partners and the public to ensure the Plan meets the legal requirements and is also a clear, comprehensible document that accurately reflects the dynamic and robust program of the MPO.

Broward is one of the three (3) MPOs that continue to fund and participate in the Community Outreach Planner tool. The Florida International University (FIU) developed this Geographic Information System (GIS) based tool that assists MPOs in understanding the demographics and needs of their various communities. The Community Outreach Planner is also an important part of the MPO’s commitment to Environmental Justice, as it serves to identify low income and minority areas and confirm their access to information. However, the MPO understands that no one tool is sufficient in meeting Public Involvement (PI) commitments. To enhance its efforts, the MPO provides funding to service organizations that work with vulnerable users such as the homeless, underemployed, those with childcare issues, etc. This funding support helps to defray those agencies’ costs in providing essential information to key communities.

Like most Florida MPOs, Broward struggled to develop public involvement performance measures in response to SAFTEA-LU and MAP-21 requirements. However, rather than simply checking boxes, Broward has continued to evaluate its performance measures, enhancing those strategies that help inform the program and discarding those that do not add value. This is a meaningful approach that truly guides the MPO’s PI and allows midcourse corrections, when necessary. For example, the MPO conducts zip code analysis of its public involvement to measure equity of involvement and determine where additional or different outreach efforts are necessary. In addition, as part of its *Speak Up Broward* program, the MPO completes score cards for its activities, then meet every six months to determine whether the activities are working or how the process can be improved. Broward has also embraced the use of social media, which has helped to brand the MPO and its products. Its Facebook page alone has over 5,300 likes and a local transit provider credited the MPO’s social media outreach for increasing the responses to its annual survey (they received over 1,000 survey

responses last year, far beyond the provider's expectations). The MPO's Facebook page can be joined at: <https://www.facebook.com/SpeakUpBroward> .

The MPO has a number of excellent publications and tools that help the average resident understand the planning process and the various planning products. However, one of its most noteworthy resources is its website. The Federal Review Team is always hesitant to distinguish MPO websites when each year brings more technological advancements. However, from a purely practical standpoint, Broward MPO's site stands out. The page is well organized with something for every visitor, from basic information about transportation planning to volunteering to participate on a walking audit; and everything in between. The site does not seek to 'dumb-down' transportation; rather it simply catalogs information in a usable manner that allows the visitor to choose bits of information without being overwhelmed. Pictures and opportunities to provide input make the site welcoming and encourage the visitor to learn more.

Noteworthy Practices and Recommendation: The Federal Review Team offers four (4) noteworthy practices and one (1) recommendation related to Public Participation. For more details about these items, please see **Section XII**.

B. Tribal Coordination

The MPO is finding mechanisms to enhance the Tribal participation in the planning process and their role on the MPO's committees. The Seminole Tribe is a member of the Broward MPO's Technical Coordinating Committee (TCC) and is asked to participate in the development of the MPO's LRTP and other planning efforts. Outreach to the Seminole Tribe to participate in MPO planning efforts is continuous. One such planning effort along SR 7 has begun, and two Tribe members participate as part of the SR 7 Project Advisory Committee (PAC). In addition, MPO staff is actively pursuing Seminole Tribe membership on their Community Involvement Roundtable (CIR).

C. Title VI and Related Requirements

Broward MPO updated its Title VI/Nondiscrimination Policy and Plan in October 2014 and has aligned its program plan updates to the triennial cycle requested by FTA and FHWA. All of its documents are current through 2017, though FDOT will likely require an updated assurance as part of the MPO's annual certification. The new Sub-recipient Assurance, based on FDOT execution of DOT 1050.2A is currently available on the FDOT website at

<http://www.dot.state.fl.us/planning/policy/metrosupport/titlevi.pdf>. The MPO has stepped up its distribution of nondiscrimination information. Not only does each planning document have separate and specific reference to nondiscrimination, statements and contact information are omnipresent in material meant for public distribution. Similarly, nondiscrimination policies and procedures are easily accessible from the all pages of the MPO website, including the main page. To ensure plain language, the MPO avoids acronyms or legal references, encouraging the public to

contact the designated staff for ‘complaints, questions, or concerns about civil rights or nondiscrimination.’

Similarly, the MPO’s Limited English Proficiency (LEP) Plan was also recently updated using the latest available demographic data and information. Not surprisingly, the MPO has access to vast language resources to ensure excellent customer service, but its Plan requires only written translation in Spanish. The MPO has wisely avoided translation of large or overly technical documents into these two languages, preferring to select specific, informational documents that address critical issues or plans. All of its newsletters are available in English, Spanish and Haitian Creole. Nationally, some diverse urban areas lack sufficient plans, but Broward MPO understands that extensive language resources are less effective without a governing plan of when and how to use them.

Through the Community Outreach Planner and *Speak Up Broward*, Broward MPO has a solid inventory of community characteristics which it uses for public involvement strategies and tracking, though also for traffic modeling and as a data layer for other activities. Further, the MPO uses equity as an objective in the planning process. For example, its LRTP sets three goals – to move people, create jobs and strengthen communities. Each LRTP objective has a list of elements that include equity and accessibility for all. Another good example of EJ principles in Broward MPO’s planning is its management of Transportation Alternatives Program (TAP) applications. Unwilling to advance projects that may be politically popular but of little or no value to the public, the MPO requires that community support for projects be demonstrated before allowing them to move forward for funding. Ensuring access to information and equity in project selection are two important components of Environmental Justice and nondiscrimination. Of course as with most planning organizations nationally, Broward MPO is still grappling with how to best use the enormous amounts of data it receives, and its Environmental Justice strategy is still largely focused on public involvement and policies of equity and inclusion.

Broward MPO is advancing a complete streets initiative, which is already branded with a logo, slogan and a number of excellent resources and activities. The Team appreciates the holistic approach complete streets brings to transportation, particularly for communities of the disabled. However, it is unclear whether the Broward MPO and County is in compliance with basic ADA/504 requirements. Under 28 CFR 35.105 and 150, all Public Entities regardless of size must conduct an evaluation of programs, services and facilities and where deficiencies are identified, develop plans to achieve accessibility. While the requirement for developing transition plans for facilities and curb cut schedules is directed only to entities with responsibility over streets, roads and sidewalks, the regulations make no other distinction between planning agencies and those that do more than planning. In fact, ‘public entity’ is defined as any state or local government, or any agency or instrumentality of a state or local government. Further, States and MPOs must certify compliance of the planning process commensurate with submission of the TIP as part of STIP approval, including both ADA and Section 504. As there is currently national attention on Recipient and Sub-recipient compliance

with ADA/504, FHWA will soon distribute guidance which help clarify ADA planning responsibilities for MPOs. However until that is available, MPOs must ensure accessibility considerations in all work products, and robust outreach to those with disabilities or the agencies who serve them. Further, MPOs should also consider using their resources (GIS data, sidewalk inventories, gap filling plans, Bike/Pedestrian plans, etc.) to assist the local governments within their boundaries that may have more stringent ADA/504 responsibilities.

However, nothing in the law would preclude a complete streets plan from serving as a transition plan, as long as the required elements of 28 CFR 35.105 and 150(d) are present, including identification of non-accessible pedestrian features; a prioritized schedule for remediation; a responsible charge to oversee the plan; public input and inspection; and annual reporting on plan accomplishments (note also that it is difficult to contemplate how a compliant plan is developed without a comprehensive sidewalk inventory).

Noteworthy Practices and Recommendations: The Federal Review Team offers three (3) noteworthy practices and two (2) recommendations related to Title VI. For more details about these items, please see **Section XII**.

Section VII.	Linking Planning and NEPA (23 CFR 450.318)
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The Broward MPO administered the 2013 South Florida Climate Change Vulnerability and Adaptation Pilot Project. The Pilot Project covers the four counties (Broward, Miami-Dade, Monroe and Palm Beach) and three MPOs in the South Florida area. The purpose of the Pilot Project is to determine the impact of extreme weather on the area's regional transportation network based on the following stressors: sea level rise, storm surge, and precipitation induced flooding. The focus of the Pilot Project is to develop a consistent methodology for integrating vulnerability into the MPO transportation decision making process. A second phase to this Pilot project will apply the climate change stressors to county and local roadways within the Broward region. The analysis will result in the identification of vulnerable facilities and methods for treatment of the roadways in areas that might be impacted by these stressors. Planning level cost estimates for these treatments and recommended strategic approaches to help the decision-makers determine where transportation investments make sense will also be provided in the second phase. On December 11, 2014, the Broward MPO authorized the funding of the second phase of the Pilot Project and the South Florida Climate Change Vulnerability and Adaptation Pilot Project Final Report was endorsed by the MPO Board on March 12, 2015 and a final Report was formally issued in April 2015. Further information regarding the MPO's involvement and studies on Climate change can be found on their website at: <http://www.browardmpo.org/planning/adapting-to-climate-change>.

The FDOT's Efficient Transportation Decision Making (ETDM) process is designed to provide disseminated environmental data to participating agencies to facilitate a comprehensive review of the potential environmental impacts of proposed projects. The

MPO, along with FDOT, are the two coordinating agencies of the ETDM process. The MPO's ETDM review role is to maintain consistency of project purpose and need with the locally adopted Transportation Plans and facilitate the project review process by others. During the ETDM project process, the MPO consults with its partners through their LRTP Steering committee. Additionally, the MPO communicates on an annual basis, its desire to involve federal, state, tribal, and local agencies in the planning process. The MPO uses various methods to contact and consult with federal, state, tribal, and local agencies. Copies of the MPO Newsletter, agendas, and information are distributed via the internet and email. Notices of the MPO, TCC, and CIR agendas are sent to all members and an extensive list of interested individuals on a monthly basis. Additionally, every major planning effort or project is presented to the MPO's TCC, CIR and MPO Board for review, comment and adoption. These boards have representatives from all the MPO's regional, state and local transportation partners and communities. During the LRTP development, the different resource agency plans and transportation partners plans were reviewed to ensure the LRTP remained consistent in its scope and content to those plans.

The MPO indicated that a variety of environmental strategies were considered in the development of the LRTP, however, during the site visit, the Federal Review Team noted that the *Commitment 2040 Plan* did not appear to capture/document these considerations.

Noteworthy Practice and Corrective Action: The Federal Review Team offers one (1) noteworthy practice and one (1) corrective action related to linking Planning and NEPA. For more details about these items, please see **Section XII**.

Section VIII.	Long Range Transportation Plan (LRTP) (23 CFR 450.322)
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The Broward MPO adopted its most recent LRTP update, *Commitment 2040*, on December 11, 2014. Unlike previous LRTPs, a paradigm shift lead by the Board occurred that moved the plan away from an engineering based plan to a plan that was more community based. A substantial public involvement plan specifically for the LRTP update was developed to maximize outreach to and input from the various segments of the community as well as partnering agencies. Staff members had individual meetings with every Board member to learn what they each wanted out of the development and final plan. According to Staff, the 2035 LRTP included a limited number of the MPO's municipalities participating in the development of the plan, whereas all of them participated in the 2040 update. A steering committee was established that was open to members of all of the MPO's committees, partnering agencies, and industry and freight representatives. Numerous presentations and workshops were made to the different communities and municipalities for education and input.

For Broward, as elsewhere, the issue of Livability/Sustainability appears to be growing in importance. The 2040 Plan considers transit and land use options within the context of congestion management, access management and safety to improve automobile and

transit supportive development patterns. The MPO is involved in flexing Surface Transportation Program (STP) funds for several “Mobility Hubs” at numerous locales to improve bike and pedestrian access. In the 2040 Plan, the core and overriding focus of the Goals and Objectives is towards the integration of a Complete Streets program with all the plan's projects as components to the program. To accompany this program, the MPO developed the *Broward Complete Streets Guidelines* that can be used by local governments to modify their standards and manuals and acts as a template that can be customized based on each member community's needs.

As a result of the 2040 Plan being more community focused, the MPO staff sought to make the updated plan a more meaningful and understandable document for the public. The Plan was revamped to be more readable and technically complex issues were explained in a manner that provided the public more opportunity to connect the relevance of the MPOs efforts to their lives and their community. The Plan includes performance measures and references, and links to all its technical reports. The Complete Plan and technical reports can be found on the MPO's website at: <http://www.browardmpo.org/commitment-2040>.

During the Federal Certification Review desk audit the Federal Review Team reviewed the MPO's Long Range Transportation Plan to ensure its consistency with federal rules and regulations. 23 CFR 450.322 outlines the content required in the development of the metropolitan transportation plan and the Federal Review Team utilizes this information to make sure the LRTP is in compliance. While it is clear that many of the required components are included in the MPO's LRTP, the Federal Review Team did notice the element related to project phase detail was missing.

Noteworthy Practice, Corrective Action and Recommendation: The Federal Review Team offers one (1) noteworthy practice, one (1) corrective action, and one (1) recommendation related to Long Range Transportation Planning. For more details about these items, please see **Section XII**.

A. Travel Demand Modeling/Data

The three MPOs in the TMA all use the Southeast Regional Planning Model (SERPM). This Model is based on the CT-RAMP (Coordinated Travel Regional Activity–Based Modeling Platform) family of activity based models. It is an enhanced 4-step travel demand gravity model with added various characteristics such as time-of-day, changes in demographic and socio-economic changes, dynamic congestion pricing, individual travel choices, and the different travel modes modeling. The model runs on the CUBE Voyager Platform and includes a truck model and an airport ground access travel model. The base year for the SERPM 7.0 model is 2010 and the horizon year is 2040.

This model is maintained by FDOT District 4. The model uses existing and future land use to project traffic volumes on the existing and planned transportation network. This arrangement is formalized through a Memorandum of Understanding (MOU) between the two (2) FDOT Districts and the three (3) MPOs, which delineates the roles and

responsibilities including funding commitments. The Regional Transportation Technical Advisory Committee (RTTAC) Model Subcommittee, which falls under the SEFTC organization structure, provides the formal forum for coordinating model related activities and group decision making. Both the MPO's technical committee and the RTTAC worked closely together in the development and updating of this regional model.

The Broward MPO staff members are responsible for local routine travel forecasting duties. These routine duties include land-use amendment testing, Trafficways amendment evaluation (this is a Broward County GIS plan that shows traffic corridors in the County), and traffic projections. Regional model calibration and validation are performed by a consultant managed by the FDOT. The Broward MPO participated in a Peer Review of the current SERPM soon after the Certification site visit and will be incorporating the recommendations of that review into their modeling program.

B. Financial Plan/Fiscal Constraint

For the *Commitment 2040* LRTP update the Broward MPO followed the guidelines provided by several sources to develop their revenue forecasts. These sources included, but were not limited to:

- State and Federal revenue projections were developed by the FDOT 2040 Revenue Forecast Handbook and Supplement for the Broward metropolitan area, and the Financial Guidelines for MPO 2040 Long Range Plans adopted by the Metropolitan Planning Advisory Council (MPOAC) in 2013;
- FDOT Strategic Intermodal Systems Cost Feasible Plan and the Florida Turnpike Enterprise Plan;
- Revenue projections for local revenue sources such as state and local motor fuel tax and concurrency fee revenues were developed in consultation with the MPO staff and local agencies and historical data;
- Fort Lauderdale Special Assessment District Revenue ; and,
- Local agency/entity revenues which include the Broward County Transit (BCT), Port Everglades, Tri-rail through the South Florida Regional Transportation Authority (SFRTA); and, the Broward County Aviation Department and Fort Lauderdale Executive airport.

The development process for the financial forecast and the prioritization of the projects included a variety of outreach efforts with local and state partners, the MPO Board and committees, as well as the public. Interactive polling was conducted at various workshops and outreach events with the public and MPO committees. The MPO received over 2,000 specific comments and suggestions on how the MPO needed to improve the transportation system within the region. This input guided the MPO to ensure they were prioritizing projects and the funding strategies in accordance with the goals and objectives of the LRTP.

The Cost Feasible Plan was developed based on the projected revenue of \$2.8 billion using year of expenditure (YOE) and includes Operating and Maintenance Costs. The

Operating and Capital costs are referenced in an appendix furnished by FDOT and the staff coordinated with the local governments for their operating and capital costs. The MPO explored and analyzed potential new local revenue sources but after a lengthy analysis used only those revenues that were reasonably anticipated to be available. The LRTP does have an unfunded needs list of projects (totaling approximately \$1.0 billion) should any additional sources of revenue become available for transportation. The MPO will continue to seek and apply for competitive sources of federal funding as well. However, the documentation in the Plan does not clearly demonstrate fiscal constraint.

Corrective Action: The Federal Review Team offers one (1) corrective action related to Long Range Transportation Planning – Financial Plan/Fiscal Constraint. For more details about this item, please see **Section XII**.

Section IX.	Congestion Management Process (CMP) (23 CFR 450.320)
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The Broward Congestion Management Process (CMP) covers all state and county roadway facilities. Some local, municipal facilities of significance are also covered by the CMP. The CMP analysis includes automobile and transit modes. The CMP is a component of Livability Planning and the LRTP and serves in determining corridor study prioritization performance evaluation/measures and project ranking. At the planning level, the CMP plays a key role in determining the need for congestion management improvements, as well as for providing the framework for their implementation. Strategies identified in CMP/Livability Planning studies are recommended for inclusion in the TIP.

The Broward MPO has continued their efforts to incorporate Livability Planning Initiatives into the CMP process. The University Drive Congestion Mitigation/Livability Planning and Transit Improvement Study is the second planning effort to combine the Congestion Management Process and Livability Planning as a comprehensive approach to implementing the Broward MPO's 2040 LRTP. The Study outcomes resulted in recommendations for near-term actions to address congestion and improve transit service, while taking into consideration the mid to long-term effects on creating a transit-supportive, multimodal corridor

The CMP is reviewed and evaluated on an annual basis and the last update to it was in 2014. The annual evaluation of the CMP includes the use of GIS analysis of the volume to capacity ratios which assist in determining the positive or negative effects of projects implemented from the CMP along a specific corridor. The CMP identified some performance measures that were incorporated into the *Commitment 2040* for project selection and prioritization. After additional guidance is issued regarding performance measurements and targets from its federal and state partners, the MPO will be refining the existing and including additional performance measures in the next update of the CMP.

Section X.	Transportation Improvement Program (TIP) (23 CFR 450.324,326, 328, 330, 332)
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The Broward MPO ensures that the TIP includes all funded regionally significant projects, including intermodal facilities, through a close coordination with FDOT Districts 4 and 6, the South Florida Regional Transportation Authority, the Southeast Florida Transportation Council, the Miami-Dade MPO, the Palm Beach MPO and Broward County modal agencies. The three MPOs of the Miami Urbanized Area maintain and update a regional LRTP that includes a network of corridors, facilities and services considered regionally significant. This document forms the basis for selecting projects to be included in the TIP. Also, the TIP is reviewed by the MPO committees and MPO Board prior to approval.

The Broward MPO TIP serves as a five-year financially feasible and annually fiscally constrained program of improvements for all modes of travel within Broward County, including all regionally significant transportation projects for which federal action is required. The Broward MPO ensures that the TIP includes all funded regionally significant projects, including intermodal facilities, through a close coordination with FDOT Districts 4 and 6, the South Florida Regional Transportation Authority, the Southeast Florida Transportation Council, the Miami-Dade MPO, the Palm Beach MPO and Broward County modal agencies. The Multimodal Surface Transportation Priorities List is the basis for the TIP project prioritization and selection process. The prioritization process favors a balance of bicycle, pedestrian and transit projects.

The MPO reports annually obligated highway and transit projects as part of its report on Federal project fund obligations. This is available for public review in their TIP and is presented at each of the MPOs committee meetings and is included in the MPO's newsletter.

Noteworthy Practice: The Federal Review Team offers one (1) noteworthy practice related to the Transportation Improvement Program. For more details about this item please see **Section XII**.

Section XI.	Regional Coordination
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The Broward MPO continues to be an active member in the South East Florida Transportation Committee (SEFTC) which is the formalized mechanism for the regional coordination process. Since the last Federal Certification in 2011, the Interlocal Agreement for the SEFTC has been amended to add two subcommittees - a Modeling subcommittee and a Public Participation subcommittee. The SEFTC is in the process of finalizing the 2040 Regional Transportation Plan (RTP). This RTP includes the development of a Regional Transit Master Plan, a Regional Non-motorized Plan, A Regional Congestion Management Plan, a Regional Transportation Systems Management and Operations element in the Plan and a regional prioritization process of

unfunded projects. The three (3) MPOs in the Miami Urbanized TMA all contribute funding towards the RTP and the 2040 Regional Freight Plan. The RTP serves as the regional project component for the MPO's LRTP which allows the MPO to focus more on the Broward MPO local area projects in its LRTP. More information about the SEFTC can be found at: <http://www.seftc.org/>

Other major regional initiatives the MPO has been involved in, include, but are not limited to:

- Tri-Rail Coastal Link and All Aboard Florida (Regional Commuter Service on the FEC Railroad);
- 211 call center;
- 2-1-1 One Click;
- Regional Fare Interoperability;
- Regional Corridor of Significance criteria development;
- Traffic Signal Priority;
- Regional ITS Architecture for key arterials;
- South Florida Climate Change Vulnerability and Adaption Pilot Study;
- Quiet Zones for the FEC Railroad; and,
- The Regional Travel Demand Model (SERPM).

Section XII.	Findings/Conclusions
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The following items represent a compilation of the findings that are included in this 2015 Federal Certification Review Report. These findings, which are identified as noteworthy practices, corrective actions and recommendations, are intended to not only ensure continuing regulatory compliance of Broward MPO's transportation planning process with Federal planning requirements, but to also foster high-quality planning practices and improve the transportation planning program in this TMA. Corrective Actions reflect required actions for compliance with the Federal Planning Regulations and must be completed within the timeframes noted. Recommendations reflect national trends and best practices, and are intended to provide assistance to the TMA to improve the planning process. Noteworthy Practices highlight efforts that demonstrate innovative ideas for or are unique in implementing the planning requirements.

At the conclusion of the Federal Review site visit, the Federal Review Team asked MPO staff if they had any training or technical assistance needs. The following items were identified:

- Title VI
- Environmental Justice and Planning
- Eligibility of STP funds

The Federal Review Team is committed to working with MPO and District staff to satisfy these training needs to the greatest extent possible.

A. Noteworthy Practices

- 1. MPO Organization.** In a time when many MPOs have to publish separate documents just to adequately explain their main documents, Broward MPO is commended for showing the Federal Review Team that a carefully crafted website can effectively act as the primary gateway to the MPO and its products. The MPO is commended on its website and its innovative use of website visit data to focus website content placement.
- 2. Bicycle and Pedestrian Planning.** The Federal Review Team would like to commend the Broward MPO on its efforts and leadership role in implementing Complete Streets in Broward County. Understanding the importance of a multi-modal transportation system, the Broward MPO, along with its planning partners, developed the “Broward Complete Streets Guidelines.” The general intent of these guidelines is to assist local governments in modifying their standards and manuals in preparation for Complete Streets. Furthermore, it provides a template that can be adopted, modified, customized, or expanded based on each community’s needs and desires.
- 3. Transit.** The Federal Review Team commends the MPO’s coordination and partnering with various and multiple agencies to optimize funding and timing to create a single continuous Quiet Zone throughout Broward County along the FEC railroad corridor. This effort resulted in the MPO designing a Quiet Zone that exceeded the minimum standards issued by the Federal Rail Administration.
- 4. Public Participation.** The Federal Review Team is impressed with the Broward MPO’s *Speak Up Broward* program, a comprehensive public involvement initiative that helps to brand the MPO as well as to encourage broad participation in transportation decision making. *Speak Up Broward* has a number of components, notably an interactive website and television program hosted by a local celebrity both recognized and respected by Broward’s myriad communities. *Speak Up Broward* also encourages community involvement through the use of Ambassadors, ordinary residents from all walks of life that educate communities about the benefits of multimodal transportation, and raise awareness of the transportation needs of the area. The MPO understands that time is of critical importance to volunteer Ambassadors. Therefore, it ensures that they are trained to identify audiences and provide meaningful information to them. Further, the MPO provides Ambassadors with a speaker’s toolkit that contains all of the information and resources necessary for informative presentations. Since the Program’s inception in 2013, *Speak Up Broward* has achieved some remarkable results, including 45,188 attendees at various transportation meetings/events;

3,247 participants in transportation surveys (both English and Spanish); and over 35000 unique visitors to the website.

- 5. Public Participation.** Though not independent of *Speak Up Broward*, the Review Team commends the MPO on what it calls the Program for Empowering People (PEP). Essentially PEP seeks to include community based organizations as MPO partners for coordinated outreach, particularly to traditionally underserved populations. Understanding that interagency cooperation is often hampered by time and resources, the MPO offered PEP ‘mini-grants’ as a means of defraying ancillary costs, resulting in partnerships with seven outstanding special needs groups, including Covenant Keepers, ICenter Community Foundation and Lighthouse of Broward. No matter the size of a financial contribution, it creates a sense of accountability that solidifies the MPO’s relationship with these service organizations.
- 6. Public Participation.** The Federal Review Team commends Broward MPO for taking the lead in promoting AASHTO’s TRAC & Rides transportation curricula here in Florida. TRAC & Rides can be both a superb public involvement tool that focuses on a younger demographic, but also an equity resource in that it seeks to ensure a strong, diverse pool of future transportation professionals, at all levels and in all disciplines. Not only has the MPO worked with magnet schools in Broward to promote the program, it indoctrinated area teachers and administrators in transportation planning through two teacher training forums – one each in 2014 and 2015. Broward’s Public Involvement/Civil Rights Officer serves on the AASHTO Executive Committee for TRAC & Rides, attending the spring and fall meetings and helping to guide this important program. The Team recognizes that national service can be an expensive proposition for MPOs and heartily thanks MPO leadership for supporting special outreach.
- 7. Public Participation.** The Federal Review Team was impressed with the level of enthusiasm and innovative techniques the MPO is employing in its day-to-day implementation of its planning responsibilities. The total revamp of the 2040 Long Range Plan, development of a quick release one page summary of Board meetings, and the use of current social media and technology to educate and engage its members and partners are a few examples of the MPO’s work in this area. The MPO Board, Committees and Staff are always seeking innovative ways to create more ownership of the MPO process with the public and its partners.
- 8. Title VI and Related Requirements.** Like its neighbor the Miami-Dade MPO, the Broward MPO is concerned about pedestrian safety and accessibility amid the proliferation of rail services, especially in a county that is largely built out and urban. The Federal Review Team commends the MPO for researching a means of providing safe, accessible rail crossings through nontraditional means. In this case, when Broward MPO was unable to secure a TIGER grant to improve pedestrian crossings, it identified and obtained quite zone funding to provide improvements. Though ADA accessibility is not the purpose for such funding,

Broward MPO understands that many objectives are accomplished when an agency is willing to think broadly about funding sources.

- 9. Title VI and Related Requirements.** The Broward MPO is distinguished by its selection by FHWA Head Quarters Planning and Civil Rights officials to provide a national best practice session for MPO Limited English Proficiency (LEP) plan development to be presented in 2015. FDOT, Florida Division and Florida MPOs all benefit when one of our Florida partners is recognized nationally as strong leaders.
- 10. Title VI and Related Requirements.** Though encompassing the elements of civil rights, Transportation Disadvantaged (TD) is not a Civil Rights program for FHWA. Moreover, the Team commonly sees TD treated as a separate or standalone program required by law but not as integrated into the overall planning process as other programs. Often this approach is more applauded than otherwise by TD Boards. The Federal Review Team commends the Broward MPO for insisting that TD be an active component of planning decisions and conversely, that its products take into account TD services. This approach is consistent with the MPO's commitment to strengthening communities and ensuring that everyone's voice is heard.
- 11. Linking Planning and the Environment.** The Federal Review team would like to commend and recognize the Broward MPO for its leadership and work during the South Florida Climate Change Vulnerability and Adaptation Pilot Project. The results of this pilot project will not only impact the planning efforts of the South Florida area, but its methodologies for integrating infrastructure vulnerability analyses and transportation decision making can be used as a model for other MPOs inside as well as outside of Florida.
- 12. Long Range Transportation Plan.** Encouraged by a Board that asked the staff to color outside the traditional lines, the staff continues to strive for creative and unconventional problem solving. The MPO changed its approach to the LRTP not just during the development of the Plan but also in the focus of the Plan to more non-automobile centric projects – bicycle, pedestrian and transit. The Staff fully utilized the different social media and traditional media for outreach efforts. They changed the format of the Commitment 2040 Plan to one that would have more meaningful, understandable, and relatable to the public. By doing so, The MPO has been engaged in ongoing discussion and comment by the public about the contents of the plan long past the plan's adoption date.
- 13. Transportation Improvement Program.** The Federal Review Team commends the MPO on the implementation of its Interactive TIP Tool. The Interactive Tool helps save time and personnel requirements in the development of the annual TIP document. The tool also improves information about projects by providing project location maps and detailed financial information features not available prior to the implementation of this interactive software.

B. Corrective Actions

1. **Linking Planning and NEPA - Mitigation Strategies.** In accordance with 23 CFR 450.322 (f)(7) “A metropolitan transportation plan shall include, a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation.” While site visit discussions indicated mitigation strategies were considered, the Federal Review Team did not locate this information in the LRTP. **The MPO needs to modify the Commitment 2040 Long Range Transportation Plan to include a narrative regarding potential environmental mitigation activities that has been developed in consultation with Regulatory Agencies. This modification needs to be completed by or before February 28, 2016.**
2. **Long Range Transportation Plan - Project Phases.** In accordance with 23 CFR 420.322 (f)(10) the metropolitan transportation plan shall, at a minimum include, “A financial plan that demonstrates how the adopted transportation plan can be implemented.” During the review of the MPO’s 2040 Long Range Transportation Plan the Federal Review Team observed that the MPO’s LRTP Cost Feasible table does not include project phase information for projects identified in the Cost Affordable Plan. As stated in the November 2012 letter on LRTP Expectations, revenues to support the costs associated with the work/phase must be demonstrated. For a project to be included in the cost feasible plan, an estimate of the cost and source of funding for each phase of the project being funded (including the Project Development and Environment (PD&E) phase) must be included. The phases to be shown in LRTPs include Preliminary Engineering, ROW and Construction (FHWA and FTA support the option of combining PD&E and Design phases into “Preliminary Engineering”). **The MPO needs to modify the Commitment 2040 Long Range Transportation Plan’s Cost Affordable Plan tables to include this project detail. The modification to the Long Range Transportation Plan needs to be completed by February 28, 2016.**
3. **Long Range Transportation Plan - Financial Plan/Fiscal Constraint.** The *Commitment 2040 Plan* provides the often complex financial information in an easy to read format with infographics for the public and its partners. However, in translating this information to this new format, the importance of the first five (5) years of the Plan were moved to the back pages and delegated to essentially background or resource information. The project information, costs, and revenue information for the first five years of the Plan (2015-2019) were missing. Because of this missing information, the Federal Review Team could not determine if the

Plan was fiscally constrained. As noted in 23 CFR 450.322(a) and discussed in the November 2012 FHWA/FTA LRTP development expectations letter, the LRTP must show projects and funding for the entire time period covered by the LRTP, from the base year to the horizon year. **An amendment to the LRTP that clearly demonstrates fiscal constraint of the entire plan must be adopted by the MPO Board by February 28, 2016.**

C. Recommendations

- 1. Public Participation Plan.** The Speak Up Broward PEP ‘mini-grants’ are not in fact federal grants in the traditional sense, but rather consultant managed contracts, requiring standard nondiscrimination clauses including 49 CFR 26.13(b) and Appendix A/E of the FDOT annual Nondiscrimination Assurance. To the extent Broward MPO does decide to issue municipal or similar grants, the Federal Review Team recommends that the MPO develops a process to ensure the grantee has appropriate nondiscrimination programs and processes.
- 2. Title VI and Related Requirements.** The Broward MPO uses demographic data to target and assess its public involvement program, and also to analyze needs/impacts in areas like safety, bike/pedestrian and corridor studies. As with other Florida MPOs, Broward is beginning to appreciate that environmental justice considerations are required in all federally funded programs, services and activities, including the LRTP and TIP. While the Outreach Planner is an excellent source of data and good start, the Federal Review Team recommends that demographics and other data be used to screen plans and/or projects for potentially high and adverse impacts to minority and low income communities. The Team understands that EJ in planning is a broader approach than during Project Development and Environment (PD&E). Nevertheless policies, projects and other activities advanced to benefit or to avoid, minimize or mitigate adverse impacts on minority and other communities should be described in MPO plans. FHWA is currently releasing an EJ Reference Guide and corresponding training that should provide some practical strategies.
- 3. Title VI and Related Requirements.** Under 28 CFR 35.105, all public entities, including MPOs are required to conduct a self-evaluation of programs and services for accessibility and where deficiencies are discovered, make necessary modifications for compliance. MPOs share a common minimum obligation; to ensure all planning products include accessibility considerations and to involve the community with disabilities or their service representatives in the planning process. More specific guidance on ADA/504 requirements for planning agencies from FHWA should be available soon. In the meantime, the Review Team recommends that the Broward MPO consider taking strong practice steps to assist its local governments with compliance, which could include sharing data and other pedestrian facility information; identifying partners in need of training or assistance; and reporting to FDOT or FHWA innovative programs or cost

effective tools that might assist public agencies with meeting accessibility requirements.

4. **Long Range Transportation Plan: Multimodal.** The supporting technical documentation for the Commitment 2040 Plan make it very clear that this is a multimodal plan developed with input from all the MPO's modal partners. This concept was not as clear in the actual *Commitment 2040* Plan as it could have been. If the Plan is read on its own without using the links to some of the supporting documents, this important aspect of the Plan could have been overlooked by the reader. The Federal Review Team recommends that in the next update of the LRTP, the multimodal nature of the Plan be given more emphasis and a more clear connectivity between all the modes be provided.

Based on the overall findings, the FHWA and FTA jointly certify that the transportation planning process of the Miami Urbanized Area TMA, which is comprised in part by the Broward MPO, substantially meets the Federal planning requirements in 23 CFR 450 Subpart C subject to the MPO satisfactorily addressing the Corrective Actions stated in this report. The MPO is encouraged to provide FHWA and FTA with evidence of satisfactory completion of the corrective actions prior to the deadline. This certification will remain in effect until **August 2019**.

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Section II:

Miami-Dade Metropolitan Planning Organization

Miami-Dade Metropolitan Planning Organization (MPO)

Section I.	Overview of the Certification Process
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Under provisions of 23 CFR 450.334 (a) and 49 CFR 613.334 (a), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the planning process of Transportation Management Areas (TMAs) “not less often than once every four years.” This four-year cycle runs from the date of the previous jointly issued certification report.

The primary purpose of a Certification Review is to formalize the continuing oversight and evaluation of the planning process. The FHWA and FTA work cooperatively with the TMA planning staff on a regular basis. By reviewing and approving planning products, providing technical assistance, and promoting best practices, the formal assessment involved in a Certification Review provides an external view of the TMA’s transportation planning process. The Certification Review also helps ensure that the major issues facing a metropolitan area are being addressed.

A certification review generally consists of four primary activities. The activities include: a “desk audit” which is a review of the TMA’s main planning process documents (e.g. Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP)); a “site visit” with staff from the TMA’s various transportation planning partners (e.g. the Metropolitan Planning Organization (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 to provide comments on the TMA planning process; the preparation of a “FHWA/FTA TMA Certification Review Report” that documents the certification review’s findings; and a formal FHWA Florida Division presentation of the review’s findings at a future MPO Board Policy meeting.

The review for the Miami-Dade MPO was held April 22-23, 2015. During the site visit, the Federal Review Team met with the staff of Miami-Dade MPO, the FDOT, elected officials, committee representatives, and the public. See **Appendix E** for a list of review team members and site visit participants. See **Appendix F** for the site visit agenda. The public meeting for this certification review was held on Monday, April 22, 2015. The purpose of the public meeting is to inform the public about Federal transportation planning requirements and allow the public the opportunity to provide input about the transportation planning process. For those that could not attend the public meeting or who did not want to speak at the public meeting, contact information for the Federal Review Team was provided. A copy of the notice for the public meeting is provided in **Appendix G**. A summary of the public meeting including a listing of those in attendance and a summary of the public comments, along with how they were considered in preparing the report is provided in **Appendix H**. Members of the public are given 30 days from the date of the public meeting to mail, fax or email their comments and may also request a copy of the certification review report via these methods. Following the

Certification visit, we received one written comment from Mr. Preston Garcia, which is included in Appendix D.

Section II.	Miami-Dade Previous Certification Findings Status/Update
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The following is a summary of the previous corrective actions and recommendations made by the Federal Review Team to the Miami-Dade MPO during the previous certification review in 2011.

A. Corrective Actions

Please note that for purposes of this report the terms “Public Participation Plan” and “Public Involvement Plan” are used interchangeably.

- 1. Total Project Cost in Transportation Improvement Plan (TIP):** In the past, a broader interpretation for federal regulations provided flexibility such that total project cost could be interpreted as total cost per project phase within the TIP/STIP. However, recent clarification requested by FDOT and provided by FHWA distinctly states that total project cost is defined as the total cost for all phases of a project. The TIP must include for each project the estimated total project cost(s), which may extend beyond the timeframe of the TIP in accordance with 23 CFR 450.324(e)(2). In reviewing the TIP, it was observed that the projects shown in the document display only the expenditures during the five year timeframe. The TIP does not display the total project costs which may extend beyond the timeframe of the TIP. FHWA will work with FDOT and Florida MPO's to sufficiently address this requirement during the coming year. **The MPO staff needs to update, revise and obtain MPO Board approval of a new TIP which displays total project cost(s) by June 30, 2012.**

Update: The change to the TIP was incorporated in the development of the MPO's Fiscal Year (FY) 2012/2013-2016/2017 Transportation Improvement Program (TIP), which was approved by the MPO's Governing Board on May 17, 2012. This information has continued to be included in subsequent TIPs. Full Certification was granted to the MPO following the satisfaction of this corrective action via a closeout letter on March 7, 2014.

B. Recommendations

- 1. Fiscal Constraint Documentation:** In reviewing the current LRTP and financial plan, fiscal constraint is not clearly documented through the text or tables in the LRTP financial plan in accordance with 23 CFR 450.322(f)(10). During the review and subsequent discussions, the MPO verbally explained their process and how the tools that they use ensure their plan's fiscal constraint. The financial plan does contain several tables, yet there is no correlation between revenues and costs. We strongly recommend that the MPO update their current LRTP

financial information with tables and/or text to demonstrate how the year of expenditure (YOE) costs of the adopted transportation plan can be implemented given the YOE revenues identified throughout their financial plan. The fiscal constraint needs to be clear and transparent to facilitate the understanding of the LRTP's implementation. **The MPO needs to modify their current financial information to reflect this summary information, upload and include the revised documents as part of the link on the financial portion of the website (i.e. tied to the Financial Resources Review and Update Report), and present it to the MPO Board as an informational agenda item. This recommendation must be met by January 31, 2012.**

Update: This information was incorporated in the MPO's 2035 LRTP through a revision adopted in December 2011 and was acknowledged by FHWA via letter on January 18, 2012 that the recommendation was satisfied. The MPO continued to include tables to identify this financial information in the updated 2040 Plan as well.

2. **Agreements:** 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 as recommended in the 2007 TMA Certification Report.

Update: The MPO's Governing Board approved the ICAR agreement on October 20, 2011 and the Agreement was fully executed on February 22, 2012.

3. **Transit:** The universal "smart" card project has been an ongoing effort in the region among Broward and Palm Beach Transit agencies. The Federal Review team recommends that the MPO continues to work with the other two MPOs to develop a strategy for a universal fare card for the Miami Urbanized area.

Update: The partners have been actively working towards achieving this goal and the Broward and Palm Beach MPOs have invested funds in the development of a transit fare transfer system compatible with the existing MDT and TriRail EASY Cards. With the formation of the Fare Interoperability Committee, which has met on a quarterly basis since 2013, the region has made considerable strides in coordinating for the implementation of this universal "smart" card. The FDOT has led the coordination efforts. The project will be implemented using a phased approach that will allow for sufficient proof-of-concept testing on select vehicles before expanding to the entire fleet. Pilot implementation of both the "Easy Card" and electronic/app or mobile ticketing version of the card on a portion of the BCT and PT fleet will take place during 2015. Complete system integration is anticipated by mid-year 2016.

4. **Public Involvement:** In reviewing the Public Participation Plan (PPP), the Federal Review team noted that there is not enough information included about

how the public can get engaged in the planning process, specifically with the advisory committees. For example, the plan does not outline the roles of the advisory committees, general meeting information, or how to become a part of the advisory committees. The PPP is for the citizens to understand how to be engaged in the planning process. We recommend that the MPO update their PPP to reflect the public involvement opportunities.

Update: The MPO updated the PPP to provide direction on how the general public can get engaged in the planning process, specifically with the advisory committees. The current PPP outlines the roles of the citizen advisory committees, includes general meeting information, and instructions on how to become a part of the advisory committees. In addition, the MPO Website includes a section for each citizen's committee, their roles and responsibilities, date of meetings, and how to participate in them. These sections not only provide specific information about the committees but also shown the meetings date, agenda and resolutions approved. Other action conducted by the MPO is to provide the MPO Board Members with the list of candidates that are available for filling the vacancies in those committees. At the MPO Board meetings there is a line item to address these appointments.

5. **Title VI:** While the Federal Review Team commends the MPO for placing these critical documents on the website, it recommends making them more visible/easier to access. The nondiscrimination policies, forms and other similar data must also be posted/available in non-electronic formats and locations. The MPO might consider expanding its use of nondiscrimination statements and contact information to all of its publications and post these materials in public libraries or in other government buildings frequented by the public.

Update: The MPO ensures that the following Title VI statement is placed on all publications:

"The Miami-Dade MPO complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade MPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507."

A copy of the 2040 LRTP and TIP final documents containing this Title VI statement were provided to the Miami Dade County Main Library and respective branch libraries to inform the general public of this statement as well as provide easy access to this important information.

6. **Congestion Management Process:** The Federal Review team recognized that the Miami Dade MPO does not have a documented measure of effectiveness in place, but updates the plan every five years in conjunction with the LRTP. The

review team strongly recommended that the MPO develop methods to monitor and evaluate the performance of the multimodal transportation system to identify the causes of recurring and non-recurring congestion.

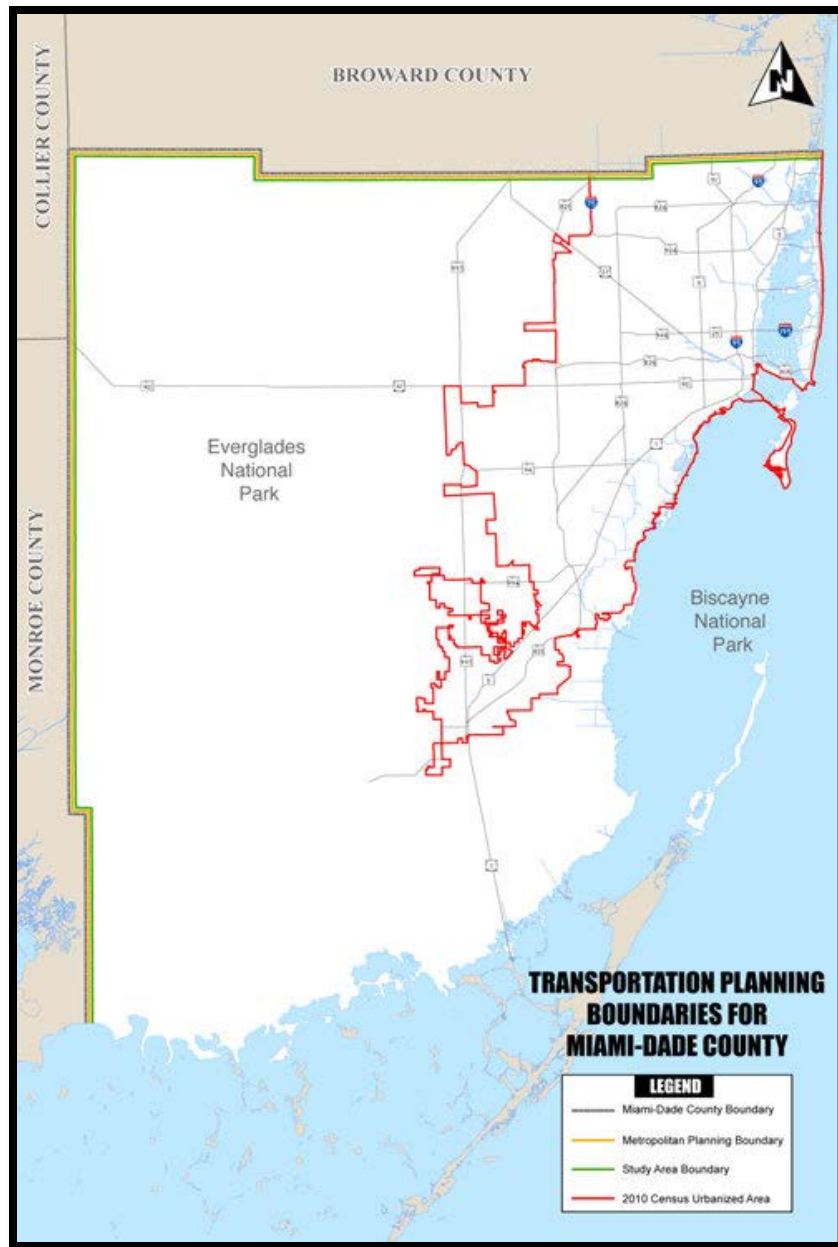
Update: The Congestion Management Process (CMP) is fully incorporated into the 2040 LRTP. Within this plan is a pilot application of the FDOT Mobility Performance Measures (MPM) work that was developed in response to the Moving Ahead for Progress in the 21st Century Act (MAP-21). The MPM covers seven mobility-related metrics including vehicle miles traveled, percent travel meeting Level of Service (LOS) criteria, travel time reliability (people and goods), vehicle hours of delay, percent miles severely congested (people and goods), combination truck miles traveled, and combination truck hours of delay. These measures will be reported for ten (10) regionally significant corridors in the region. Continued coordination will occur this year between the MPOs and FDOT to determine how to best use this performance reporting tool in future MPO efforts. One recommendation coming from the Plan for consideration by the region is the creation of a regional operations focused subcommittee that will take on regional level monitoring of strategy effectiveness and overall system performance.

Section III.	Organization of MPO (23CFR 450.310, 312, 314)
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A. Description of Planning Area

The Miami Urbanized Area consists of three MPOs, representing the counties of Miami-Dade, Broward and Palm Beach. Although there have been no changes to the MPO boundaries, the three MPOs maintain an Inter-local Agreement (IA), which formalizes regionally coordinated activities. Miami-Dade County, the third largest county in Florida, is located at the southeastern tip of Florida with a total land area of 1,944 square miles. While the MPO planning area boundary covers the entire county approximately 2,000 square miles, the urbanized portion of this large jurisdiction is only about 430 square miles.

According to the information presented in the Miami-Dade MPO's recently adopted 2040 Long Range transportation Plan (LRTP), Miami-Dade County is the 7th most populous county in the nation and the most populous in the State of Florida. With two-thirds of the population born outside of the United States, the county experienced a high growth rate of 10.8% from 2000 to 2010 and continues to see an increase in residents of about 27,000 annually. The county has a projected estimate of 3.3 million residents by 2040, with the greatest population growth expected to occur in the southern portion of the planning area. The MPO and the County are limited in geographical growth potential to the urbanized areas due to the Florida Everglades located in the western portion of the County and the Atlantic Ocean in the east.



The County has seen a shift in demographics over the past fifty years. In 1960, the population was 80% non-Hispanic-white, 14.7 % Black, and only 5.3% Hispanic. However, by 2010, the percentages had shifted to 15.4%, 17.1%, and 65% respectively and the trend is expected to continue. To meet the projected growth, the County is focusing the demand for expansion in an upward pattern rather than outward due to limits on land development. There is a concentrated effort to lessen vehicle travel by placing more focus on transportation alternatives, including other transit options such as the implementation of Bus Rapid Transit (BRTs), Light Rail transit (LRT) system, car sharing and bicycle and pedestrian travel modes, among others.

B. Metropolitan Planning Organization Structure

The primary responsibility of the MPO is to develop plans, policies and priorities that guide local decision making on transportation issues. The MPO's well-seasoned staff of professionals provides day-to-day transportation planning expertise to the MPO and executes the direction of the MPO Governing Board. The MPO is currently in the hiring process for a new Executive Director. The MPO Governing Board consists of twenty three (23) voting members with each member allotted one vote. The MPO Governing Board is comprised of:

- 13 Miami-Dade County Board of County Commissioners ;
- 6 elected officials; one from each of the six municipalities with a population over 50,000 (Hialeah, Miami, Miami Beach, North Miami, Miami Gardens, and Homestead);
- 4 members appointed by the Governor, representing:
 - Miami-Dade Expressway Authority (MDX)
 - Miami-Dade County School Board
 - a municipality within the county
 - a non-elected official residing in unincorporated Miami-Dade County; and,
- 2 non-voting members from FDOT.

The City of Miami is currently the largest city represented on the MPO Governing Board with a population of 399,457. The area transit agencies are the Miami-Dade Transit (MDT) and South Florida Regional Transportation Authority (SFRTA).

The MPO has a wide range of standing committees and subcommittees. The following committees report directly to the MPO Governing Board and review all planning products:

- Citizens Transportation Advisory Committee (CTAC);
- Bicycle Pedestrian Advisory Committee (BPAC);
- Freight Transportation Advisory Committee (FTAC);
- Transportation Aesthetics Review Committee (TARC); and,
- Transportation Planning Council (TPC), with standing sub committees -
 - LRTP Steering Committee
 - TIP Development Committee
 - Transportation Planning Technical Advisory Committee (TPTAC).

In addition to the above committees, two additional committees were established in April 2015. Governing Board members comprise the membership of the two new committees. The first is the Transit Solutions Committee (TSC), which focuses the MPO's efforts towards improving transit mobility options and the second committee is the Fiscal Priorities Committee (FPC), which will be responsible for evaluating programming and funding allocations.

Ever innovative, the MPO provides the public access to the Governing Board meetings through multiple mediums. Not only can the public attend the meetings in person, but

in an appeal to multiple generations, these meetings are also simultaneously broadcast on Cable Television and as a webcast. The MPO also uses **Facebook** and has a YouTube Channel and information from meetings is also shared through the SlideShare website. Those sites can be accessed through the following links:

- MPO's Facebook - www.facebook.com/miamidadempo
- MPO's YouTube Channel - www.youtube.com/user/MiamiMPO/videos
- MPO's Twitter (new) – <https://twitter.com/miamidadempo>
- Meeting information SlideShare - www.slideshare.net/miamidadempo
- Board Meeting via the web link – www.miamidade.gov/webcast

The MPO is in the process of updating its governing policy guidelines in the Prospectus for Transportation Improvements. This guide describes the framework in which the MPO implements its duties for the development of its multimodal transportation planning programs. This guide can be found at:

<http://miamidadempo.org/library/reports/prospectus-for-transportation-improvements-2015-05.pdf>

Noteworthy Practice: The Federal Review Team identified one (1) noteworthy practice related to the MPO's organizational structure. For more details about this noteworthy practice please see **Section XII**.

C. Agreements

The Miami-Dade MPO current agreements meet the necessary federal requirements as outlined in 23 CFR 450.314. Since the last joint Federal TMA Certification in 2011, the Miami-Dade MPO has executed:

- The Intergovernmental Coordination and Review and Operations of Public Transportation Coordination Joint Agreement in February 2012;
- An update to the Regional Inter-local Agreement for its partnering in the Southeast Florida Transportation Council (SEFTC) in July 2011; and,
- Executed a staffing agreement in July 2013 with the Miami-Dade County Board of County Commissions.

Section IV. Scope of the Planning Process (23 CFR 450.306)

A. Transportation Planning Factors

23 CFR 450.306 requires that the metropolitan transportation planning process explicitly consider and analyze a number of specific planning factors that reflect sound planning principles. Miami-Dade MPO addresses the required planning factors throughout the planning process and in the development of transportation planning products such as the LRTP, TIP and UPWP. The planning factors are also incorporated into the Goals, Objectives and Policies of the LRTP.

B. Air Quality

Miami-Dade MPO is currently designated as an attainment area for all National Ambient Air Quality Standards (NAAQS). Staff is monitoring air quality monitor readings within their geographic area as well as the regulatory actions of the United States Environmental Protection Agency (USEPA).

C. Bicycle and Pedestrian Planning Activities

The MPO has a full-time Bicycle/Pedestrian Coordinator who is responsible for providing staff support to the BPAC, managing non-motorized transportation studies funded through the UPWP, managing the Transportation Alternatives Program (TAP), preparing the non-motorized sections of the LRTP and TIP, and coordinating with local governments and other organizations on Safe Routes to School projects and other non-motorized projects and initiatives.

The BPAC 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 committee meetings are held monthly and are regularly attended by a majority of the committee and members of the public. In 2014, there were over 120 non-member attendees at the BPAC meetings.

There is not a dedicated funding policy in the TIP, but the “Complete Streets” policies adopted by FDOT and Miami-Dade County have resulted in the inclusion of many miles of bicycle and pedestrian facilities in other TIP projects. The 2040 LRTP includes a policy that at least 0.9% of eligible transportation funds will be allocated to non-motorized transportation projects. Although the TIP does not have dedicated funding for bike/pedestrian projects, non-motorized transportation projects have competed successfully in the project selection process.

Noteworthy Practice and Recommendation: The Federal Review Team offers one (1) noteworthy practice and one (1) recommendation related to Bicycle and Pedestrian Activities. For more details about this recommendation please see **Section XII**.

D. Transit

Transit service in Miami-Dade County is primarily provided by Miami-Dade Transit (MDT), a unit of Miami-Dade County government. MDT provides fixed route and Americans with Disability Act (ADA) para-transit bus service, heavy rail transit (HRT) service for approximately 24 miles and Metromover service (fare free) in downtown Miami. MDT is the largest transit agency in Florida. Recent capital projects include a 2.5 mile extension of Metrorail HRT to the Miami International Airport and Miami Intermodal Center (MIC). MDT (and area municipalities) also provides trolley services. Several MDT Express routes extend into Broward County along I-95. MDT reports its average weekday ridership by mode as follows (2014-2015): Metrobus (241,200);

Metrorail (75,600); Metromover (33,000) and Special Transportation System (STS) Paratransit (5,500). Since 2011, average ridership by mode is largely stable to slightly increasing (with the exception of Metrobus which shows a slight decrease).

MDT also serves Tri-Rail commuter rail stations with feeder bus service. Tri Rail is operated by the South Florida Regional Transit Authority (SFRTA). Tri-Rail reports an average weekday ridership of about 15,000 riders per day on its 72 mile commuter rail with an average rail trip length of 30 miles. Tri-Rail is also planning a Miami Link for a commuter rail service to downtown Miami to serve the area adjacent to an All Aboard Florida (AAF) passenger rail operation (AAF is privately funded). The AAF rail station improvements are currently under construction. Tri-Rail service within the Miami urbanized Area (UZA) downtowns could be a major upgrade of passenger service in South Florida.

MDT and the MPO work with the Citizens Independent Transportation Trust (CITT) regarding priorities for use of a sales/surtax adopted in 2002 to support public transit. Through the sales/surtax of one-half cent, the sales tax has provided funding for:

- 635 bus replacements;
- the HRT extension to the Miami International Airport (MIA) (recently opened);
- construction of the MIC at MIA; and,
- the purchase of heavy rail and Metromover vehicles.

The CITT indicates that recent sales tax collections are up to about \$ 200 Million per annum indicating the economy is recovering. Given the high cost of HRT expansion, MDT recently began consideration of Bus Rapid Transit (BRT) and light rail/streetcar routes. MDT also receives some general fund revenues from Miami Dade County, local option gas taxes, as well as FDOT and FHWA flex funds, and FTA funds for capital and preventive maintenance. The total operating and expense budget for MDT is about \$ 400 million plus per annum (approximate).

MDT still serves as the Community Transportation Coordinator (CTC) for Miami-Dade County. MDT is committed to the coordinated delivery of Transportation Disadvantaged (TD) services in Miami-Dade County and to maintaining service standards. MDT participates in regional transportation planning, TIP and STIP updates with the MPO and FDOT; and by state law participates in Transit Development Plans. The MPO also reports annually obligated transit projects as part of its report on project fund obligations. The MPO has numerous Miami-Dade County representatives on its Policy Board (MPO Governing Board) and considers these individuals to represent MDT.

Issues facing MDT include less funding than forecasted from the dedicated source of surtax/sales tax funding (from 2002) to meet the growth in ridership and to complete HRT expansions and the high cost of HRT modal projects and vehicles vs. other modes. However, even given those issues, MDT is working with the MPO to develop corridor studies for possible BRT and enhanced bus or streetcar service.

The MPO and MDT appear to have an excellent relationship with each other and with FDOT. FDOT is very supportive of transit development in South Florida as evidenced by FDOT's support of HRT extension to MIA and to the MIC. MDT and the South Florida Regional Transportation Authority (SFRTA) are integrated into the MPO planning process. Both agencies are represented on the Transportation Planning Technical Advisory Committee (TPTAC) and the Transportation Planning Council (TPC), which serves as the principal technical advisory body to the MPO Governing Board. Additionally, MDT and SFRTA are participants in the various standing committees. Conversely, the MPO staff is represented on the SFRTA's Planning Technical Advisory Committee (PTAC).

Noteworthy Practices and Recommendation: The Federal Review Team offers two (2) noteworthy practices and one (1) recommendation related to Transit. For more details about these items please see **Section XII**.

E. Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) concepts and the regional ITS Architecture have been an integral part of the planning process in Miami-Dade County since the mid-1990s. The MPO has adopted a policy in its priority list that calls for the inclusion of ITS and its components in transportation projects. The MPO developed the first Miami-Dade ITS Countywide Plan in 1997, followed by a Fiber-Optics Network Plan in 1998. In 2007, ITS moved on from planning to system operations, and day-to-day ITS management moved to the SUNGUIDE team.

FDOT is responsible for the overall ITS plan for the Southeast Florida region. The last update to the regional architecture was in 2005, but the FDOT and partners are in the process of a 2015 update. ITS activities are reviewed as part of the MPO Program Priorities for FDOT's Tentative Five-Year Work Program Development. Any ITS funded activities then are singled out investments in the TIP as a separate section. All new deployments are being provided in existing and future road widening and rehabilitation activities. As part of the project selection process, proposed ITS related projects in the LRTP are reviewed to ensure the projects are consistent with the Regional Architecture.

F. Freight Planning

According to the Miami-Dade County Freight & Logistics Overview from the Florida DOT Freight Moves Florida website

(<http://www.dot.state.fl.us/planning/systems/programs/mspi/pdf/Freight/onlineviewing/Miami-Dade.pdf>), Miami-Dade County continues to rank as one of the leading international trade hubs in the World and in 2013 set a national record for a trade surplus of \$25.70 billion. The freight industry is the largest industry sector employer in the local economy, of which approximately 25% of the employers are transportation, trade and utilities related. The region's freight is transported using just about all modes of transportation. The Port of Miami is the largest container port in Florida as well as one of the largest cruise ports in the country. More than 50% of cargo from Latin America

and the Caribbean flows through the Port of Miami. Miami International Airport (MIA) handles almost 80% of Florida's air cargo and is one of the busiest cargo airports in world. The Miami River was recently designated as an emerging Strategic Intermodal Systems (SIS) waterway and provides key niche waterborne cargo services to smaller ports in the Caribbean. The Atlantic Intercoastal Waterway also moves cargo between Jacksonville and Miami. Two railroads (CSX and Florida East Coast (FEC)) serve the region connecting South Florida to the rest of North America, providing intermodal and carload services. The region has a well-developed roadway system comprised of interstate, toll facilities, the Port of Miami Tunnel, expressways and state highway system facilities.

Since the MPO's first Freight Plan was developed in 1996, the MPO has continued to place a strong emphasis on integrating freight planning throughout its processes and programs. The MPO works closely with its modal partners and the MPO has a permanent Freight Transportation Advisory Committee (FTAC) comprised of public agency and private freight industry stakeholders. The FTAC meets monthly and regularly advises the MPO's Governing Board regarding freight movement and considers the types of modal improvements that need to be made to enhance freight movement and safety within the region. The FTAC members were instrumental in the 2014 updates of the MPO's Miami-Dade County and the SEFTC Regional Freight Plans. As part of the 2040 LRTP update, the MPO established a freight funding set-aside to identify 19 short and long term freight projects totaling \$119 million (\$89 funded and \$30 million unfunded needs) in addition to the Master Plan freight projects from the airports, waterway ports and rail companies. The 2014 Miami-Dade County Freight Plan document can be found at: <http://miamidadempopo.org/library/studies/freight-plan-update-2014-08.pdf>

The MPO uses a variety of data sources and analytical tools and techniques with its partners to identify freight movement trends and patterns and supply chains in the county and the region.

Noteworthy Practice and Recommendation: The Federal Review Team offers one (1) noteworthy practice and one recommendation related to Freight Planning. For more details about these items please see **Section XII**.

G. Security Considerations in the Planning Process

The Strategic Highway Network (STRAHNET) facilities are given special emphasis due to their relevance in the national defense forefront. The MPO locally coordinated and recommended approval that SW 288th Street, from US 1 to the Homestead Air Reserve Base be designated as a STRAHNET Connector due to its function of connecting the base to both the Homestead Extension of the Florida Turnpike and to US 1.

The MPO maintains a Continuity of Operations Plan (COOP), which is tested annually. A COOP is a requirement of every agency in the County. The MPO's COOP includes contingency plans in the event of a major disaster which includes plans for: off-site

backups of the MPO's computer system, alternate office facilities for use if the MPO offices are unavailable, emergency contact plans for MPO employees, and a downtown meeting place in the case of an event during working hours.

H. Safety Considerations in the Planning Process

Safety and security are both addressed in the transportation planning process, specifically in the LRTP and TIP. There are goals and objectives outlined in the 2040 LRTP to improve the safety of the transportation system for all users. The MPO has ensured its LRTP Goals and objectives regarding safety are consistent with both the Florida Transportation Plan (FTP) and the Florida Strategic Highway Safety Plan (SHSP). Moreover, the MPO incorporates motorized and non-motorized safety in the planning process by working with the transportation agencies and other organizations to prioritize safety projects in the TIP.

The MPO partners with the Miami-Dade County Public Schools Community Traffic Safety Team to prioritize the area's *Safe Routes to Schools* projects and manages the development of the school study and funding application in cooperation with the FDOT and the Miami-Dade Public Works/Waste Management Department. The MPO is an active partner with the schools in providing *WalkSafe* education and the annual "Walk to School Day".

The Miami-Dade MPO has been the lead as well as involved in many safety initiatives since the last Certification including the development of a Traffic Safety Plan for Elderly Pedestrians, a Bicycle/Pedestrian Safety Action Plan, completing and using for analysis Safety Studies at high crash locations. The MPO has also participated in multiple Road Safety Audits.

Noteworthy Practice: The Federal Review Team offers one (1) noteworthy practice related to Safety in the Transportation Planning Process. For more details about these items please see **Section XII**.

Section V.	Unified Planning Work Program (23 CFR 450.308)
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The Miami-Dade MPO adopted their most recent Unified Planning Work Program on June 19, 2014. This is a two-year planning document that outlines the planning, projects, budget and research activities of the MPO. Unlike the majority of MPOs in the state, the MPO does not use Toll Credits, also called a soft match, for the Federal Planning Funds (PL) programmed in the UPWP. A local match has continued to be used for all the federal funding sources. The UPWP is funded by all its sources in the amount of \$10.9 million over the current two year program.

The MPO actively seeks input during the development of the UPWP through the release of a "call for Ideas" solicitation that seeks input from its partner agencies and citizens for ideas for transportation planning studies as well as input through its various committees,

Governing Board and staff. The “call for ideas” solicitation is also distributed to Minority Institutions of Higher Education (MIHE), schools and communities with populations that are considered to be traditionally underserved.

The MPO also has a Municipal Grant Program (MGP) as part of the UPWP that allows municipalities to compete for funding. There are specific selection criteria by which these proposals submitted by the municipalities are reviewed and evaluated. The MPO reserves 20% of their UPWP funds for this program. Since 2001, 20 municipalities have received grants through the MGP in the UPWP process. In the current UPWP, the MPO allocated \$300,000 to the MGP over the two-year program period..

The MPO uses the UPWP program as a resource planning tool and the invoicing process serves a dual function of not only billing for reimbursement, but also provides an opportunity for the MPO leadership to measure the progress of the work that was identified in the UPWP. The UPWP currently meets federal requirements and can be found at: <http://miamidadempopo.org/library/reports/upwp/2015-2016-unified-planning-work-program-2014-06.pdf>.

Section VI.	Interested Parties (23 CFR 450.316)
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A. Outreach and Public Participation

The Miami-Dade MPO has advanced its public involvement programs since the last Federal Certification. Despite the overturn of executive leadership, the MPO's staff remains the same, a diverse, dynamic and determined group of professionals who are both collectively and individually committed to equity in planning and superior customer service. The MPO has long considered public meetings to be ineffective, because they rely upon the public to involve itself. Instead, the MPO takes involvement to the public, piggy-backing on popular community events and striving for input for underserved communities through regular presence at 16 Community Action Agencies (CAA) throughout the region. The MPO has dedicated staff representation at the CAA centers and the topics of discussion are broad: litter, crime, employment, education, scholarships, etc. MPO participation seeks to impart information about transportation planning but also the core idea that, regardless of the issue, transportation is of critical and universal importance.

The MPO partners with the Florida International University (FIU) to develop the Transportation Outreach Planner (TOP), a Geographic Information Systems (GIS) web based tool that assists MPOs in understanding the demographics and needs of their various communities. The MPO remains a driving force behind the tools use and further enhancements. The TOP is the MPO's means of ensuring access to and solicitation of transportation information for the region's communities, providing methods of targeted outreach as well as Community Background Reports for 90 communities. The MPO's vision for the TOP is more than just public involvement. Rather, it increasingly serves as a means of understanding the needs of the various communities so that projects are

developed and advanced to meet those needs. These basic tenets of Environmental Justice, given the long term and predictive nature of planning, can be difficult for MPOs to demonstrate.

At first glance, Miami-Dade MPO's Public Participation Plan (PPP) seems a pale reflection of the vibrant and extensive program that is so apparent in all of the MPO's products and services. However, closer inspection suggests that the MPO uses the PPP as a practical guide for its activities. The Miami-Dade MPO has carefully maintained a readable yet comprehensive document that guides the program and contains the elements required by 23 CFR 450.316. Nevertheless, the MPO understands that its public is far more likely to be involved through the myriad products of the PPP rather than the document itself. With the proliferation of social media, websites and engagement tools, Miami-Dade MPO's approach is both realistic and likely predictive of public involvement trends nationally.

Finally, the Miami-Dade MPO demonstrates compliance with 450.316(a)(1)(x) and other requirements for performance measurement through an extensive list of evaluation criteria for its public involvement. Notably, the MPO splits evaluation into those efforts that can be measured yearly and those that, due their dynamic or innovative nature, must be evaluated on case-by-case basis. The MPO uses an evaluation flow chart that assists with determining when events meet expectations and whether and when to employ improvement strategies. While some MPOs are still struggling with determining how to assess the effectiveness of public involvement, the Miami-Dade MPO process is seasoned, tested and appears to be helpful in ensuring broad and equitable outreach.

Noteworthy Practices: The Federal Review Team offers three (3) noteworthy practices related to Outreach and Public Participation. For more details about these items, please see **Section XII**.

B. Tribal Coordination

The Miccosukee Tribe has tribal lands within the Miami-Dade MPO Planning Boundaries and are located in the western and southwestern portion of the County. Since the 2011 Federal Certification, the MPO has continued their outreach efforts with the Miccosukee Tribe. All correspondence and outreach efforts to the Miccosukee Tribe are directed through a single designated representative at the request of the Tribal Government. The MPO's Bicycle/Pedestrian program has had some success conducting limited outreach efforts on bike/safety with the Tribe and the Tribal representative is included on the LRTP Steering Committee and is contacted through the public involvement process.

C. Title VI and Related Requirements

Miami-Dade MPO updated its Title VI/Nondiscrimination Policy and Plan in December 2014 and has aligned its program plan updates to the triennial cycle requested by FTA and FHWA. All of its documents are current through 2017, though FDOT will likely require an updated assurance as part of the MPO's annual certification. The new Sub-recipient Assurance, based on FDOT execution of DOT 1050.2A, is currently available on the FDOT website at

<http://www.dot.state.fl.us/planning/policy/metrosupport/titlevi.pdf>. Responding to a recommendation in the last certification report, the MPO has stepped up its distribution of nondiscrimination information. Not only does each planning document have separate and specific reference to nondiscrimination, statements and contact information are omnipresent in material meant for public distribution. Similarly, nondiscrimination policies and procedures are easily accessible from the community involvement page of the MPO website.

The MPO's Limited English Proficiency (LEP) Plan was also recently updated using the latest available demographic data and information. Not surprisingly, the MPO has access to and uses vast language resources to ensure excellent customer service, but its LEP requires only written translation in Spanish and Haitian Creole. The MPO has wisely avoided translation of large or overly technical documents into these two languages, preferring to select specific, informational documents that address critical issues or plans. One such document is a user's guide to transportation, containing salient information about access, various modes and planning in a single, attractive pamphlet. The MPO also implements its LEP plan through bilingual staff, targeted public involvement in identified languages and use of alternate language media. While some diverse urban areas lack sufficient plans, Miami-Dade MPO understands that extensive language resources are less effective without a governing plan of when and how to use them.

Through the Transportation Outreach Planner tool, Miami-Dade MPO has a solid inventory of community characteristics which it primarily uses for public involvement strategies and tracking, as well as for traffic modeling and as a data layer for other activities. Further, the MPO uses equity as an objective in the planning process. For example, rather than releasing its Safe Routes to School (SRTS) projects for competitive bid by communities, it assessed the needs of particular areas and awarded based on those needs. Because the MPO understood that communities most in need were unlikely to submit strong competitive proposals, the process resulted in a prioritized project list for areas where parents had fewer cars, higher pedestrian traffic, more juvenile crashes, etc. When equity analysis is institutionalized into the planning process, it makes avoiding disparately high and adverse impacts much easier. Of course as with most MPOs, Miami-Dade MPO is still grappling with how to best use the enormous amounts of data it receives, and its Environmental Justice (EJ) strategy is still largely focused on

public involvement. The Review Team is confident that Miami-Dade MPO will use new guidance and tools to remain at the forefront of compliance and strong customer service.

Noteworthy Practice and Recommendations: The Federal Review Team offers one (1) noteworthy practice and four (4) recommendations related to Title VI. For more details about these items, please see **Section XII**.

Section VII.	Linking Planning and NEPA (23 CFR 450.318)
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The FDOT's Efficient Transportation Decision Making (ETDM) process is designed to provide disseminated environmental data to participating agencies to facilitate a comprehensive review of the potential environmental impacts of proposed projects. The MPO, along with FDOT, are the two coordinating agencies of the ETDM process. The MPO's ETDM review role is to maintain consistency of project purpose and need with the locally adopted Transportation Plans and facilitate the project review process by others. During the ETDM project process, the MPO consults with its partners through their LRTP Steering committee. The ETDM program allows agencies to comment earlier in the planning process so that environmental mitigations activities can be built upon the existing consultation process. A variety of environmental strategies are identified and considered by the MPO in the development of the LRTP to sustain the local environment and its members' communities. Several of the initiatives and strategies discussed in the 2040 Plan include:

- Purchasing of mitigation credits to the Florida Power and Light Company's mitigation bank, which was created to return over 13,000 acres of the Everglades to their natural condition;
- Ongoing efforts to restore water flow to the Everglades National Park along a portion of US-41 and west of Krome Avenue;
- Strategies to minimize and mitigate air and water quality impacts of transportation facilities, services, and operations; and,
- Ongoing consideration during project selection of strategies and policies identified in the Regional Climate Change Action Plan.

The MPO does not solely rely on the FDOT's ETDM program for its environmental stewardship planning. The MPO is involved in several initiatives to include being designated as either as a lead or a partner that is implementing several Miami-Dade County **GreenPrint** Initiatives and is one of the partners in the South Florida Climate Change Vulnerability and Adaptability Pilot and also the Miami-Dade Sea Level Rise Task Force. During the development of the 2040 Plan, members of the Miami Dade County Planning and Sustainability Offices along with other resource agencies were members of the LRTP Steering Committee. Additionally during the development

of the Plan, the MPO used its consultative process and membership of the LRTP Steering Committee and the other standing MPO committees to ensure the LRTP being developed was consistent with the local and state resource agencies plans and inventories.

Noteworthy Practice: The Federal Review Team offers one (1) noteworthy practice related to Linking Planning and NEPA. For more details about this item, please see **Section XII**.

Section VIII.	Long Range Transportation Plan (23 CFR 450.322)
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Since the Previous 2011 Certification, the Miami-Dade MPO has completed an update to their Long Range Transportation Plan (LRTP). The 2040 LRTP was adopted on October 23, 2014 by the MPO Governing Board. The LRTP development process was conducted in three phases:

Phase I - kick-off meetings to prioritize goals and objectives;

Phase II - needs development meetings;

Phase III - cost feasible plan virtual meetings.

The MPO developed a separate Public Involvement and Outreach Plan for the update. The MPO used various visualization techniques to educate and gain input during these meetings and also used traditional media and various social media modes, such as Facebook, online virtual meeting, and YouTube. Other techniques to engage the public and partners included surveys, community flyers and brochures, advertisements, an interactive website and several videos the MPO produced were used in multiple venues. Discussion on the MPO's Public Involvement Program can be found in Section VI. Interest Parties. The MPO, through outreach efforts and membership on the MPO's advisory and LRTP Steering subcommittees, thoroughly engaged its partners for participation and input throughout the development process.

The LRTP is a very readable multimodal and intermodal plan. Funding was set aside for three (3) program areas to ensure that the Final Cost Feasible Plan would have enough funding to address improvements for non-motorized modes, congestion management, and freight projects. The technical reports supporting the LRTP Plan detail the initiatives and development process in a thorough and technical manner. The complete report and technical documentation are available on the MPO's website at <http://www.miamidade2040lrtp.com/>. The MPO very clearly identifies not only the goals and objectives of the 2040 Plan, but provides system level measures for these goals and project level performance measurements. A chapter is also included in the Plan as well for post plan implementation that discusses performance monitoring of the Plan.

Noteworthy Practice: The Federal Review Team offers one (1) noteworthy practice related to Long Range Transportation Planning. For more details about this item, please see **Section XII**.

A. Travel Demand Modeling/Data

The MPO has two staff members who worked extensively with modeling. The three MPOs in the TMA all use the Southeast Regional Planning Model (SERPM). This Model is based on the CT-RAMP (Coordinated Travel Regional Activity–Based Modeling Platform) family of activity based models. It is an enhanced 4-step travel demand gravity model with added various characteristics such as time-of-day, changes in demographic and socio-economic changes, dynamic congestion pricing, individual travel choices, and the different travel modes modeling. The model runs on the CUBE Voyager Platform. The Base year is 2010.

This model is maintained by FDOT District 4. The model uses existing and future land use to project traffic volumes on the existing and planned transportation network. This arrangement is formalized through and Memorandum of Understanding (MOU) between the five parties, which delineates the roles and responsibilities including funding commitments. The Regional Transportation Technical Advisory Committee (RTTAC) Model Subcommittee, which falls under the Southeast Florida Transportation Council (SEFTC) organization structure, provides the formal forum for coordinating model related activities and group decision making. Both the MPO's technical staff and the RTTAC worked closely in the development of this regional model.

The MPO additionally developed the Mobility Needs Assessment Tool (MNAT). This tool was used for scenario testing and mobility assessments in corridors and real-time testing of those suggested improvements. The tool incorporated both highway and transit improvements for those corridors. The MNAT was used during meetings to provide a real-time “off-the-cuff” informal visual to participants.

B. Financial Plan/Fiscal Constraint

For the 2040 RTP update, the MPO relied upon various sources to develop their revenue forecasts. These sources included:

- State and Federal revenue projections were developed by the FDOT, Florida Turnpike Enterprises and the Metropolitan Planning Advisory Council (MPOAC);
- Growth rate of fuel tax revenues and road impact fees developed in consultation with Miami-Dade County;
- Local agency revenues which include Miami-Dade Expressway Authority (MDX), Miami-Dade Transit (MDT) and the South Florida Regional Transportation Authority (SFRTA); and,
- Private sector funding.

The Cost Feasible Plan was developed based on the projected revenue of \$41 billion using year of expenditure (YOE) and includes Operating and Maintenance Costs. The MPO explored and discussed potential new local funding sources in the Plan, but in the end, it was decided that because of the dearth of challenges associated with each

initiative, these potential sources would not be used to estimate revenue projections for the Cost Feasible Plan. The Plan is fiscally constrained and meets federal requirements under 23 CFR 450.322.

Project cost estimates are developed through a variety of sources and means. For capital improvements, project costs were estimated using data available from project reports, the FDOT Work Program and local agencies. If existing project estimates were not available from those sources, the MPO estimated project costs using the FDOT Cost Calculator and unit costs for similar projects. Both existing and estimated project costs were reviewed by the partnering agencies. Financial set-asides are identified during the development of the LRTP for the Congestion Management Process, the Bicycle/Pedestrian Program, and the Freight Program. The funds for these programs were subtracted from the projected revenue estimates prior to the development of the Cost Feasible Plan to ensure that these programs had a minimum funding level. The set asides are described in the LRTP in both Chapter 5 and in more detail in Chapter 6.

Section IX.	Congestion Management Process (CMP) (23 CFR 450.320)
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The Congestion Management Process (CMP) within the MPO planning boundary includes all roadways classified as collector and arterial streets within Miami-Dade County. The CMP evaluates general traffic congestion on the roadway network. Other modes, including transit, freight and non-motorized modes were evaluated through the 2040 LRTP process.

The inclusion of projects that improve the operation of the existing system was a major emphasis of the 2040 LRTP. The 2014 CMP, which was adopted concurrently and incorporated into the 2040 LRTP, identified the top-congested corridors and hotspots in Miami-Dade County and developed projects based on the available CMP strategies in a manner coordinated and consistent with planning for capacity improvements.

The CMP is a performance-based process used to characterize current and future conditions on the transportation system in the region. All analysis and performance measures established in the CMP are consistent with the LRTP. The MPO continues to coordinate with FDOT on the development of the CMP as well as efforts related to performance measures; particularly, the pilot application of the FDOT Mobility Performance Measures (MPM) work that was developed in response to MAP-21. Additionally, the integrated LRTP and CMP process was developed in coordination with FDOT, Miami-Dade County, Miami-Dade Transit (MDT), major cities, and the neighboring MPOs through the Regional Transportation Technical Advisory Committee (RTTAC) of the Southeast Florida Transportation Council (SEFTC).

Section X.	Transportation Improvement Program (TIP) (23 CFR 450.324,326, 328, 330, 332)
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The MPO Governing Board approved an updated TIP on May 17, 2012. All Miami-Dade MPO TIPs approved since May 2012 display total project costs.

The Miami-Dade MPO TIP specifies transportation improvements for a five year period. The TIP is fiscally constrained by year as explained in the Executive Summary and the Introduction shown on page 23 and 48. The categories of improvements include Highway, Transit, Aviation, Seaport, and Non-Motorized improvements with a combined cost in excess of \$8.1 billion. All projects receiving federal funds are included in the TIP as well as other major projects that do not receive federal funds. The TIP is also developed in consultation through a coordinated process of local (including transit), regional and State transportation partners.

The TIP functions as a subset of the LRTP, which serves as the master document. The annual TIP development process, driven by the LRTP, is based on the prioritization and advancement of LRTP projects. A list of federally obligated projects, including highway and transit projects, is posted on the MPO's website each year.

Noteworthy Practice: The Federal Review Team offers one (1) noteworthy practice related to the Transportation Improvement Program. For more details about this item, please see **Section XII**.

Section XI.	Regional Coordination
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The Miami-Dade MPO continues to be an active member of the Southeast Florida Regional Transportation Council (SEFTC) (a discussion about this regional group can be found in the 2011 Miami TMA Federal Certification Report). Since the last Federal Certification in 2011, the Interlocal Agreement for the SEFTC has been amended to add two subcommittees - a Modeling Subcommittee and a Public Participation Subcommittee (PPS). The Modeling Subcommittee meets quarterly to discuss travel demand modeling. It consists of modeling experts from agencies and transportation partners throughout the region to determine guidelines, policies, and technical applications of travel demand modeling activities in the Southeast Florida Region. This group is responsible for also implementing the recently executed a 5-party Southeast Regional Planning Model Memorandum of Understanding. The Regional PPS is made up of the Public Information Officers from the three MPOs and FDOT Districts Four and Six (this was formerly organized as the Regional Public Involvement Management Team). This subcommittee focuses on regional-level public involvement activities for the area and has developed a Regional Public Involvement Plan, which guides the SEFTC efforts.

The SEFTC is in the process of finalizing the 2040 Regional Transportation Plan (RTP). This 2040 RTP includes the development of a Regional Transit Master Plan, a Regional Non-motorized Plan, a Regional Congestion Management Plan, a Regional Transportation Systems Management and Operations element in the RTP and a regional prioritization process of unfunded projects. The Miami-Dade MPO served as the lead agency for the 2040 RTP efforts. The 2040 RTP is anticipated to be adopted in September 2015. The 2040 RTP serves as the regional project component for the MPO's LRTP which allows the Miami-Dade MPO to focus more on the MPO local area projects in its 2040 LRTP. More information about the SEFTC can be found at: <http://www.seftc.org/>.

Other major regional initiatives the MPO has been involved in, include, but are not limited to:

- Tri-Rail Coastal Link and All Aboard Florida (Regional Commuter Service on the FEC Railroad);
- 211 call center;
- 2-1-1 One Click;
- Regional Fare Interoperability;
- Regional Corridor of Significance criteria development;
- Traffic Signal Priority;
- Regional ITS Architecture for key arterials;
- South Florida Climate Change Vulnerability and Adaption Pilot Study;
- Quiet Zones for the FEC Railroad; and,
- The Regional Travel Demand Model (SERPM).

Section XII.	Findings/Conclusions
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The following items represent a compilation of the findings that are included in this 2015 Federal Certification Review Report. These findings, which are identified as noteworthy practices, corrective actions and recommendations, are intended to not only ensure continuing regulatory compliance of the Miami-Dade MPO's transportation planning process with Federal planning requirements, but to also foster high-quality planning practices and improve the transportation planning program in this TMA. Corrective Actions reflect required actions for compliance with the Federal Planning Regulations and must be completed within the timeframes noted. Recommendations reflect national trends and best practices, and are intended to provide assistance to the TMA to improve the planning process. Noteworthy Practices highlight efforts that demonstrate innovative ideas for or are unique in implementing the planning requirements.

At the conclusion of the Federal Review site visit, the Federal Review Team asked MPO staff if they had any training or technical assistance needs. The following items were identified:

- Eligibility of STP funds for MPO uses

- Freight and Security.
- Environmental Justice

The Federal Review Team is committed to working with MPO staff to satisfy the MPO's and District's training needs to the greatest extent possible.

A. Noteworthy Practices

1. **MPO Organization.** The MPO is commended on the breadth of committee diversity and structure that the MPO successfully maintains. As well, it has recently updated its website to be far more user friendly for both citizen's and partners to navigate. The website contains not only current planning documents studies and programs but also has earlier archived information readily accessible.
2. **Bicycle and Pedestrian Activities.** The Miami-Dade MPO has been very proactive in promoting bicycle and pedestrian activities throughout the MPO area. Activities have included participation in the "Bike305" Bike to Work Day, Consortium for a Healthier Miami-Dade, and the Southeast Regional Bike Safety Summit. Additionally, the MPO has updated its Bicycle Pedestrian Safety Plan to help reduce bicycle and pedestrian fatalities throughout the County. The MPO also recently completed their Complete Streets Manual, which incorporates policies and standards of the National Complete Streets Coalition (NCSC) and guides street planning and development within the County.
3. **Transit.** The Federal Review Team commends the MPO's partnering during the development of the I-95 Express buses with Broward County operating in I-95 managed or HOT lanes. This is one of the initiatives the MPO and its partners have been very effective in helping to address heavy congestion issues in this corridor and provide transportation users with an alternative to driving their cars. The partners are also commended on dedicating the use of Capital Improvement Local Option Gas Tax (CILOGT) revenues to help fund MDT operating costs.
4. **Transit.** The MPO has been very progressive in the development of Special Studies for transit improvements like the BayLink/Beach Corridor improvement to Miami Beach. This study may advance a light rail project through the environmental process with FDOT support. MPO and SFRTA cooperation on the Miami Link resulting in local and state funding support of about \$69.0 million for the Miami Link improvements is exemplary. In addition, the MPO Governing Board approved the implementation of three (3) BTYs along NW 27th Avenue, Flagler Street and Kendall Drive. FDOT is currently in the process of developing the PD&E for the three (3) mentioned corridors.
5. **Freight Planning.** The Federal Review Team commends the MPO on its continued emphasis and integration of freight into its processes. The MPO has

nurtured strong partnerships with the region's freight stakeholders and providers and is a pivotal player in positioning the region as a global hub for trade. This integration has ensured the freight community's direct participation in the development of the MPO's LRTP, TIP, CMP, and special projects. As a result, the MPO has moved forward in completing a study to provide an overnight truck parking facility west of the Turnpike. This project has been integrated with a transit hub that provides urban express bus service along SR-836.

- 6. Safety.** The Federal Review Team commends the MPO on the many safety initiatives it has undertaken. Two of the initiatives the Federal Review Team would like to highlight are: The MPO partnered with the Florida East Coast Railway and the CSX Railroad to author a study that assessed pedestrian safety conditions at rail crossings within the county. This study will establish a methodology for evaluating safety deficiencies and identify improvements that can be implemented in the near and long term. The second initiative is the Safe Routes to Parks in which they partnered with the Miami-Dade County Parks, Recreation and Open Spaces to identify issues affecting safe access by pedestrians and bicyclists to six selected parks in the county.
- 7. Public Involvement.** The Review Team congratulates the MPO on what may be the most diverse Citizens Transportation Advisory Committee (CTAC) yet encountered in Florida. The CTAC seems truly representative of the Miami area, with a wide variety of races, national origins and ages. The Team particularly enjoyed the lively and engaging CTAC meeting with its discussion of the area's changing transportation needs. The CTAC debate centered on transit versus capacity projects and referenced all residents, from those with disabilities to wealthy newcomers. Not surprisingly, the MPO Board is also quite diverse and their meeting included an equally if not more energetic discussion about equitable representation and how it is balanced with measurable progress of transportation projects. What may appear to some as contentious and argumentative, is in fact a healthy and representative process of which Miami-Dade MPO can be proud.
- 8. Public Involvement.** The Review Team commends the MPO on its targeted consideration of Millennials. Most, if not all, Florida MPOs have strong methods of reaching older populations as well as those with disabilities. However, this may be the first time the Review Team has encountered Millennials being studied as a distinct class whose needs and opinions are of particular value. The MPO has dedicated substantial time and resources to understanding the changing needs of this younger demographic and the ways those needs coincide or conflict with transportation habits of the Baby Boomers and so called 'silent' or Traditional generation. The MPO has not stopped with just research, they have vastly increased their outreach to institutions of higher education, particularly the area's large number of MIHEs and high minority enrollment schools. Often called the second baby-boom, the Millennials are firmly represented place in Miami-Dade MPO's 2040 LRTP and public involvement program.

- 9. Public Involvement.** The MPO has a number of excellent publications and tools that help the average resident understand the planning process and the various planning products. Though all are noteworthy, the Team was particularly impressed with two. First, the MPO has produced a series of transportation videos designed to introduce the public to Miami and highlight its transportation systems. The videos were produced in-house, are studio quality and very engaging. Viewers could easily believe they are commercials designed to attract visitors to Miami, never realizing they are learning more about the transportation system and how to participate in it. Second, the Review Team believes that the Citizen's Version and Annual Report publications are MPO strong practices. Despite the ease of accessing and understanding the MPO's work products, Miami-Dade nevertheless understands that the public is unlikely to read the full planning document. Consequently, the MPO publishes synopsis documents that describe the purpose, need and content of the plans, complete with pictures, graphs and text boxes. Further and as with all MPO material, these publications seek to spark greater interest in transportation planning and solicit public involvement.
- 10. Title IV and Related Requirements.** Miami-Dade MPO is commended for conducting a study of and developing a resource toolbox for pedestrian safety and accessibility at railroad crossings. This issue has grown in scope and seriousness as once rural and remote crossings are now in urban environments and pedestrian corridors. As different regulations and objectives govern the Rail industry, cooperation can be difficult. While the MPO's study does not solve this growing problem, it is a strong step forward from which other planning agencies and local governments can benefit.
- 11. Linking Planning and NEPA.** The Federal Review Team would like to recognize the MPO on the 2040 LRTP Chapter 7: Sustaining Our Environment and Communities as an example for meeting the requirement for the discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan.
- 12. Long Range Transportation Plan.** The Federal Review Team commends the Miami-Dade MPO on the very readable, colorful, and award-winning 2040 LRTP. The MPO was the recipient of a Florida American Planning Association (APA) Excellence Award for its 2040 LRTP. The LRTP, while being fully accessible and interactive on the website, is also a strong practice example of how to print and mass market such a daunting document. Each chapter is headed by catchy quotations and a clear and concise overview, with informative sections for: summary of content and highlights of the new 2040 Plan; Plan innovations that identifies changes from the 2035 Plan that are now present in the 2040 Plan; and a chapter titled "Connecting the Dots" that identifies the state and federal

requirements for the LRTP. This chapter also identifies how each of those state and federal requirements were addressed and explains to the reader how the MPO will conduct its performance measurements and monitoring of the LRTP. The manner in which the LRTP chapters and sections were written bridged very technical, dry information with easy to read and understand language and formats. The Plan includes helpful charts, graphs and other visualization tools that make the document comprehensible and usable. In an age when many documents are entirely electronic, the MPO is commended for providing a written document as interesting and engaging as are its corresponding online resources.

13. **Transportation Improvement Program.** The Miami-Dade MPO has developed a Citizen's Version of the Transportation Improvement Program (TIP), which serves a user-friendly tool used to engage and seek citizen input on the transportation planning and TIP development processes. Furthermore, the MPO maintains the **InteracTIP** tool, an online version of the TIP that includes the TIP Summary, Project Listings, and Citizen's Guide and allows visitors to search for individual transportation projects by name, category, type, and budget. The Miami-Dade TIP also won a Davis Productivity Award from FDOT, further recognizing the MPO's outreach and coordination efforts.

B. Corrective Actions

There are no Corrective Actions.

C. Recommendations

1. **Bicycle and Pedestrian Activities.** A substantial amount of public involvement in Florida is accomplished through representative committees, particularly in metropolitan planning. Miami-Dade has exceptionally diverse advisory committees that help to represent Miami's myriad of communities and cultures. However, its Bicycle Pedestrian Advisory Committee (BPAC) does not appear to have specific representation by disability service organizations or groups. While not a requirement and though the MPO has multiple means of ensuring input from the community with disabilities, Miami-Dade MPO might consider filling any future BPAC vacancy with a member from one of the area's disability service groups. This would help to ensure that accessibility, a legal requirement for new and altered facilities, has robust representation in committee, as well as in other aspects of public involvement.
2. **Transit.** Although the Broward County and Palm Beach County Transit services are not fully integrated with the EASY Card payment system at this time, Miami-Dade MPO staff report that Broward is currently undergoing pilot trials. Therefore, the Federal Review Team recommends that the Miami-Dade MPO

continue to work with their regional transit agencies to ensure full integration of the EASY Card (or similar fare media) in the three county region.

3. **Freight.** With Freight fully integrated into the MPO culture, the MPO will be collaborating with its partners to explore ways to accommodate the increasing demand for safe and accessible truck parking. During this exploration, the Federal Review Team encourages the MPO to work closely to engage and partner with entities working in freight security and cargo theft.
4. **Title VI and Related Requirements.** Miami-Dade MPO has a longtime Title VI/Nondiscrimination Coordinator who enjoys easy, direct access to the Executive Director for matters involving civil rights and nondiscrimination. This direct access is compliant with regulations at 23 CFR 200.9(b)(1). However, having easy, direct access is not the same as demonstrating this access to the public or outside parties, some of whom may depend on this accountability in choosing whether or not to file a complaint. The Federal Review Team recommends that the MPO consider the simple step of documenting access by adding a direct but dotted line connection between the Title VI/Nondiscrimination Coordinator and the Executive Director on its organization charts for Title VI/Nondiscrimination purposes only. While the Coordinator may have other duties that are supervised by other managers or directors, issues impacting Title VI/Nondiscrimination Compliance must demonstrate easy access.
5. **Title VI and Related Requirements.** Miami-Dade MPO uses demographic data to target and assess its Public Involvement and also to analyze needs/impacts in areas like safety, bike/pedestrian and corridor studies. As with other Florida MPOs, Miami-Dade is beginning to appreciate that Environmental Justice (EJ) considerations are required in all federally funded programs, services and activities, including the LRTP and TIP. While the Outreach Planner is an excellent source of data and good start, the Team recommends that demographics and other data be used to screen plans and/or projects for potentially high and adverse impacts to minority and low income communities. The Team understands that EJ in planning is a broader approach than during the Project Development and Environment (PD&E) phases. Nevertheless policies, projects and other activities advanced to benefit or to avoid, minimize or mitigate adverse impacts on minority and other communities should be described in MPO plans. FHWA is currently releasing an EJ Reference Guide and corresponding training that should provide some practical strategies.
6. **Title VI and Related Requirements.** Miami-Dade MPO has access to FDOT's Disadvantaged Business Enterprise (DBE) tracking system, Equal Opportunity Compliance (EOC) and is ensuring that information is input into the system. The MPO has also appropriately adopted the FDOT DBE program and race neutral goal of 9.91% on any projects with Federal-aid. However, the Federal Review Team located some MPO documents stating that the Miami-Dade County Small Business Department approves consultant selection, ensuring set aside goals

are met. Since set aside goals, local preferences and alternative small, women or minority business programs are not permitted in federally funded contracts, the Team recommends that the MPO carefully scrutinize any documents referencing the DBE program and/or procurement and contracting procedures, removing any language that is inconsistent with the approved FDOT DBE program.

- 7. Title VI and Related Requirements.** As part of its UPWP, Miami-Dade MPO provides a Municipal Grants Program (MGP) to area cities which may include federal-aid funds. Under the Civil Rights Restoration Act of 1987, all programs, services and activities of recipients must be in compliance with Title VI and other nondiscrimination authorities, regardless of whether a particular program is federally funded. Thus, in administering the MGP, the MPO must have a method for determining substantial compliance by its grantees with nondiscrimination requirements. To do otherwise exposes the MPO to charges of discrimination leveled at its sub-recipient cities. Such a screening process need not be burdensome and FDOT and the Division have a number of excellent tools and resources to assist local agencies with nondiscrimination programming. The Review Team recommends that the MPO review its Municipal Government Program used in the Unified Planning Work program process to determine whether nondiscrimination compliance is a condition of funding and, if so, that it develop a process to ensure compliance.

Based on the overall findings, the FHWA and FTA jointly certify that the transportation planning process of the Miami Urbanized AreaTMA, which is in part comprised of the Miami-Dade MPO, substantially meets the Federal planning requirements in 23 CFR 450 Subpart C. This certification will remain in effect until **August 2019**.

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Section III:

Palm Beach Metropolitan Planning Organization

Palm Beach Metropolitan Planning Organization (MPO)

Section I.	Overview of the Certification Process
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Under provisions of 23 CFR 450.334 (a) and 49 CFR 613.334 (a), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the planning process of Transportation Management Areas (TMAs) “not less often than once every four years.” This four-year cycle runs from the date of the previous jointly issued certification report.

The primary purpose of a Certification Review is to formalize the continuing oversight and evaluation of the planning process. The FHWA and FTA work cooperatively with the TMA planning staff on a regular basis. By reviewing and approving planning products, providing technical assistance, and promoting best practices, the formal assessment involved in a Certification Review provides an external view of the TMA’s transportation planning process. The Certification Review also helps ensure that the major issues facing a metropolitan area are being addressed.

A certification review generally consists of four primary activities. The activities include: a “desk audit” which is a review of the TMA’s main planning process documents (e.g. Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP)); a “site visit” with staff from the TMA’s various transportation planning partners (e.g. the Metropolitan Planning Organization (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 to provide comments on the TMA planning process; the preparation of a “FHWA/FTA TMA Certification Review Report” that documents the certification review’s findings; and a formal FHWA Florida Division presentation of the review’s findings at a future MPO Board Policy meeting.

The review for the Palm Beach MPO was held May 6-7, 2015. During the site visit, the Federal Review Team met with the staff of the Palm Beach MPO, the FDOT, Palm Tran and Tri-Rail staff, committee representatives, and the public. See **Appendix I** for a list of review team members and site visit participants. See **Appendix J** for the site visit agenda. The public meeting for this certification review was held on Thursday, May 7, 2015. The purpose of the public meeting is to inform the public about Federal transportation planning requirements and allow the public the opportunity to provide input about the transportation planning process. For those that could not attend the public meeting or who did not want to speak at the public meeting, contact information for the Federal Review Team was provided. A copy of the notice for the public meeting is provided in **Appendix K**. Minutes from the public meeting including a listing of those in attendance and a summary of the public comments, along with how they were considered in preparing the report is provided in **Appendix L**. Members of the public are given 30 days from the date of the public meeting to mail, fax or email their comments and may also request a copy of the certification review report via these methods.

Following the certification review site visit we did not receive any additional comments from the public.

Section II. Palm Beach MPO Previous Certification Findings Status/Update

The following is a summary of the previous corrective actions and recommendations made by the Federal Review Team to the Palm Beach MPO during the previous certification review in 2011.

A. Corrective Actions

Please note that for purposes of this report the terms “Public Participation Plan” and “Public Involvement Plan” are used interchangeably.

1. **Agreements.** MPO Structure. Pursuant to 23 CFR 450.314 (a) the MPO, the State(s), and the public transportation operator(s) shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the public transportation operator(s) serving the Metropolitan Plan Area. The Palm Beach MPO Staff Services agreement was last updated in 1985. Many of the provisions provided in the agreement are no longer reflective of the current practices of the MPO staff and needs to be updated so that the principles of the agreement more closely define the mutual responsibilities in carrying out the metropolitan transportation planning process. **The MPO staff needs to update, revise and sign this staff services agreement by March 15, 2012.**

Update: A new staffing services agreement between the MPO and the Palm Beach County was fully executed on March 2, 2013. The new agreement was sent to FHWA in April 2013. During the desk audit portion of the 2015 Certification Review, the Federal Review Team reviewed the agreement and determined that this corrective action has been satisfied.

2. **Public Involvement.** In accordance with 23 CFR 450.316 (A)(1) “(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for: (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP; (ii) Providing timely notice and reasonable access to information about transportation issues and processes”. In reviewing the Public Participation Plan (PPP), the Federal Review team noted that there is not enough information included about how the public can get engaged in the planning process. For example, the plan does not outline when, where and what time the MPO’s advisory committee meets nor is there information about how a member of the public can join the committee. Therefore while this information is clearly available on the MPO’s website the regulations call for this information to be included in the PPP and be available for those that either do not have access or are limited in their ability to

access this information via the web. **The MPO needs to update their Public Participation Plan to reflect the public involvement opportunities by March 15, 2012.**

Update: The MPO Board adopted the revised Public Involvement Plan (PIP) to reflect the information needed to advise the public how they can become engaged in the planning process in April 2012 and in subsequent revisions to the Plan. The revised PIP was sent to FHWA on April 4, 2013. During the desk audit portion of the 2015 Certification Review, the Federal Review Team reviewed the Public Participation Plan and determined that this corrective action has been satisfied.

3. **Title VI.** The MPO Title VI Coordinator information is not shared with the public in the MPO's policies or complaint filing procedures. 23 CFR 200.9(b) requires State Highway Agencies and their recipients to name the Title VI Coordinator as well as to broadly post and disseminate the information. **This information is required to be posted on the MPO's website by November 1, 2011.**

Update: The Title VI Contact information for the Coordinator was posted on the MPO's website. An email was sent by the MPO to FHWA documenting this action October 26, 2011. During the desk audit portion of the 2015 Certification Review, the Federal Review Team reviewed the website and determined that this corrective action has been satisfied.

4. **Title VI.** Palm Beach MPO has chosen to use the FDOT nondiscrimination assurance as its Title VI policy statement. This assurance requires the insertion of a contract clause known as Appendix A (see Appendix D for example), which is neither included as part of the policy nor available to the public. If the MPO chooses the assurance as its policy statement, it must include the entire document as part of the policy and ensure that the information is broadly posted and disseminated. As an alternative, the MPO could develop a Title VI policy statement separate from the assurance it provides to FDOT and FHWA. **The MPO needs to begin utilizing the full contract clause or develop a policy statement by November 1, 2011.**

Update: A MPO specific Title VI and ADA Nondiscrimination Policy and Plan was adopted by the Board and posted on the MPO's website. An email was sent by the MPO to FHWA documenting this action October 26, 2011. During the desk audit portion of the 2015 Certification Review, the Federal Review Team reviewed the Title VI and ADA policy and Plan and determined that this corrective action has been satisfied.

5. **Title VI.** Palm Beach MPO has no Limited English Proficiency (LEP) Plan as required by Executive Order 13166 and related U.S. Department of Justice Guidance. Like all federal-aid recipients, the MPO must conduct an analysis of programs, services and activities using the four factor test and generate a written plan for providing LEP services when necessary. **This LEP plan needs to be completed by November 1, 2011.**

Update: A MPO specific LEP plan was adopted by the Board and posted to the MPO website. An email was sent by the MPO to FHWA documenting this action October 26, 2011. During the desk audit portion of the 2015 Certification Review, the Federal Review Team reviewed the LEP plan and determined that this corrective action has been satisfied.

6. **Total Project Cost in Transportation Improvement Plan (TIP).** In the past, a broader interpretation for federal regulations provided flexibility such that total project cost could be interpreted as total cost per project phase within the TIP/STIP. However, recent clarification requested by FDOT and provided by FHWA distinctly states that total project cost is defined as the total cost for all phases of a project. The TIP must include for each project the estimated total project cost(s), which may extend beyond the timeframe of the TIP in accordance with 23 CFR 450.324(e)(2). In reviewing the TIP, it was observed that the projects shown in the document display only the expenditures during the five year timeframe. The TIP does not display the total project costs which may extend beyond the timeframe of the TIP. FHWA will work with FDOT and Florida MPO's to sufficiently address this requirement during the coming year. **The MPO staff needs to update, revise and obtain MPO Board approval of a new TIP which displays total project cost(s) by June 30, 2012.**

Update: The Total Project Cost was included in the MPO's 2012/2013—2016/2017 TIP and subsequent TIPs. A letter documenting these actions was sent by the MPO to FHWA in April 2013. During the desk audit portion of the 2015 Certification Review, FHWA and FTA Review Team members examined the MPO's website and adopted TIPs to confirm that this information continues to be included in TIPs each year. During the desk audit portion of the 2015 Certification Review, the Federal Review Team reviewed the TIPs on the website and determined that this corrective action has been satisfied.

B. Recommendations

1. **Bicycle/Pedestrian.** The Bicycle/Pedestrian Committee appears to have no representation by the disabled community and the Bike Master Plan was developed without specific outreach to or input by the disabled or disability service groups. The Review Team understands that CAC approved the plan and that this committee has at least one disabled member. However, as accessible pedestrian features are of critical importance to the disabled, the MPO should work towards disabled membership on the BPAC. Failing this, it should develop strong and documented partnerships with disability service groups and ensure they have the opportunity to participate in and comment on programs, services and activities likely to affect their service population.

Update: Currently, the Palm Beach MPO's Bicycle Greenways and Pedestrian Advisory Committee (BGPAC) is comprised of county and municipal planners; school district; health department; law enforcement; and bicycle advocacy groups

selected from a variety of disciplines. Advocacy groups such as the Boca Raton Bicycle Club help represent and provide input for the disabled community. The MPO staff is currently seeking to add a member of this group to the BGPAC.

Recently, MPO staff joined with Palm Beach County Park's staff and representatives from the local Achilles International chapter to support the County Commission's proclamation of March 2015 as Florida Bike Month.

2. **Transit.** The universal "smart" card project has been an ongoing effort in the region among Broward and Miami-Dade Transit agencies. The Federal Review Team recommends that the MPO work with the two MPOs and four other Transit agencies to develop a strategy for a universal fare card for the Miami Urbanized area.

Update: The South Florida Regional Transit Authority (SFRTA) and Miami Dade Transit (MDT) currently utilize an automated fare collection system called "Easy Card" that allows for seamless transfers between Tri-Rail and the Miami-Dade Transit system. The Broward and Palm Beach MPOs have flexed Surface Transportation Program (STP) funds to Palm Tran and Broward County Transit (BCT) to implement the Easy Card fare collection system on these two local bus services in the region while also evaluating and seeking to implement a mobile ticketing component.

3. **Freight.** Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users' (SAFETEA-LU) emphasis on the importance of incorporating providers of freight and freight stakeholders in the planning process, the Federal Review Team recommends the creation of a process to continue to incorporate the freight perspective in the MPO's planning process. Recognizing that while this engagement may be limited due to circumstances beyond staff's control, the Review team recommends that the MPO staff make a concerted effort to incorporate freight providers' perspectives into their planning process and products through a variety of approaches.

Update: The MPO continues to engage with freight providers and the major freight facilities on their own and through the partnership with the Southeast Florida Transportation Council (SEFTC). The three MPOs jointly funded the SEFTC regional freight plan and established a regional freight committee comprised of public and private sector stakeholders. Their input into the freight needs of the region ensured that the MPO's *Directions 2040* LRTP and list of priority projects encompassed the freight perspective as part of the Cost Feasible Plan.

4. **Public Involvement.** While the MPO has begun scrapbooking public involvement activities, it could expand these efforts to better demonstrate measures of effectiveness. An excellent but lone example of this type of documentation was provided by the MPO in the form of its bicycle safety outreach to a migrant community.

Update: Although the MPO has continued to look at ways to expand their documentation and their measures of effectiveness, further improvement is identified in this 2015 Certification Review.

5. **Public Involvement/CAC Membership.** In the previous certification report, the team recommended that the staff continue their efforts to achieve citizen representation on the MPO's advisory committees that reflects the composition of Palm Beach County. Recognizing that this effort may not be the easiest task, the Federal Review team recommends and strongly encourages MPO staff to focus their efforts and develop a strategy to achieve this goal.

Update: After a review of CAC bylaws and practices from other large Florida MPOs the CAC bylaws were updated and approved in 2013, with additional revisions adopted in March 2014. MPO staff continues to work to gain a broader representation on both the CAC and the BGPAC committees. The MPO staff has also worked to identify an organization appropriate for membership on the BGPAC to represent the interests of the disabled. One such organization, Achilles International, has expressed interest and is going through the membership application process.

6. **Public Involvement.** According to the MPO's Public Participation Plan (PPP) "A report describing and evaluating public involvement efforts and strategies will be developed by Public Involvement staff and the CAC by October 1 of each year. The Report will be provided to the Palm Beach MPO and all committee members, made available on MPO's website and publicized in Palm Beach MPO "Transportation Matters." During the desk audit and site visit the Federal Review Team did not find this information readily available on the MPO's website nor was information provided comprehensively to the review team during the site visit. Since that time, the MPO provided the Federal Review Team the documentation dated back to 2007. This information was reviewed and is satisfactory. However, the document should be on the website per the MPO's PPP. It is also recommended that MPO staff develop a process which more adequately documents the measures the effectiveness of the strategies contained in their Public Participation Plan. This document can either be a standalone plan or a part of the MPO's Public Participation Plan. In either instance, the process for which this plan is produced must follow the detail outlined in the Public Participation Plan document.

Update: The last update of the MPO PIP was in March 2015 and continues to require the annual summary and assessment of its strategies and outreach efforts although it does not specify how this report will be circulated. The PIP is posted on the MPO's website. The annual report is distributed to the Board and Committees and the MPO staff is assessing how it can be updated and presented to the public in a meaningful way. The outreach efforts and the resulting evaluation of its strategies for the LRTP update were very well documented.

7. **Title VI.** At a minimum the MPO should include a brief nondiscrimination statement as part of its public meeting announcements and other documents soliciting the involvement of the public. Ideally, the MPO might include this statement on any document intended for the public. This is a strong practice that emphasizes the MPO's commitment to nondiscrimination.

Update: The MPO includes the appropriate nondiscrimination statement on all documents and meeting notices as well as other appropriate documents on their website.

8. **Title VI.** The MPO should consider translating its Title VI policy and complaint procedures into Spanish at a minimum, as well as into any other languages identified as having significant LEP presence. As with all nondiscrimination documentation, the translated versions should be broadly posted and easily accessible to the public.

Update: The MPO has translated the "Complaint of Title VI Discrimination" form in its Title VI and ADA Nondiscrimination Policy and Plan into Spanish and is working with the county to use Google translate which will allow users to translate the MPO website and other documents into multiple languages.

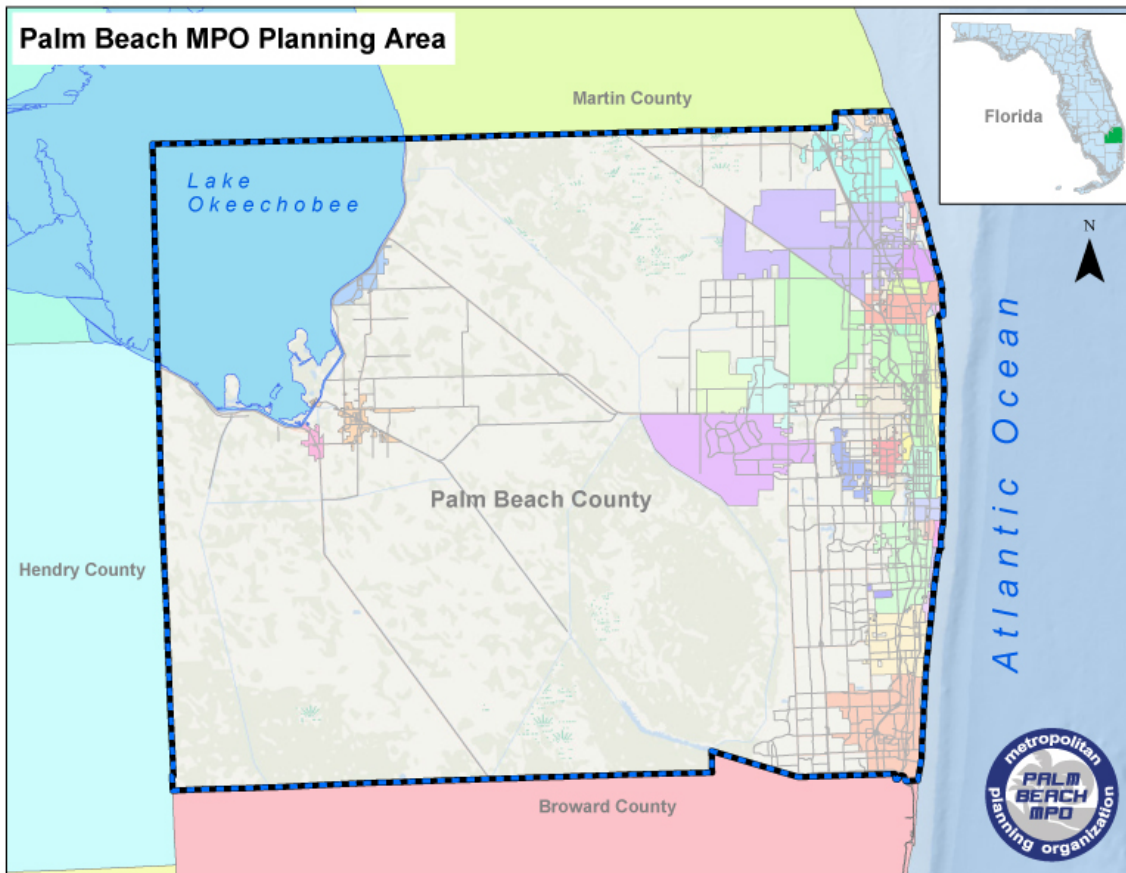
Section III.	Organization of MPO (23CFR 450.310, 312, 314)
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A. Description of Planning Area

The Miami Urbanized Area encompasses all of Palm Beach, Broward and Miami-Dade counties. The Palm Beach portion is located in the eastern coastal portion of the county as shown on the map below. The Palm Beach MPO planning area encompasses the entire Palm Beach County and no adjustments have been made since the previous certification review.

Palm Beach County has a population of 1.32 million according to the 2010 Census (58.7% Caucasian, 18.2% Black, 20.1% Latino, 2.6% Asian, and 2.3% other). Approximately 45% of the population resides in unincorporated areas and the median age is 42 years. Palm Beach County is the 2nd largest county in Florida (by land area) with tourism as its number one industry, followed by agriculture. The population is projected to grow by approximately 27 percent to nearly 1.68 million by year 2040. The MPO contains 38 member municipalities.

The 2006 Inter-local Agreement between the Broward, Miami-Dade, and Palm Beach MPOs created the Southeast Florida Transportation Council (SEFTC), under Florida Statutes Chapter 339.175, to serve as a formal forum for policy coordination and communication to carry out mutually agreed-upon regional initiatives. The agreement maintains the autonomy of each MPO for decisions that create direct impacts within its geographic area.



B. Metropolitan Planning Organization Structure

The Palm Beach MPO Board is comprised of 19 voting elected officials representing the Palm Beach Board of County Commissioners, the 13 largest cities, and the Port of Palm Beach. The voting membership is comprised of:

- Five (5) Palm Beach County commissioners;
- Two (2) representatives each from West Palm Beach and Boca Raton;
- One (1) representative each from Jupiter, Palm Beach Gardens, Riviera Beach, Lake Worth, Boynton Beach, Delray Beach, Belle Glade, Village of Wellington;
- The Port of Palm Beach is represented by one of their elected commissioners; and,
- One (1) annual rotating representative between Greenacres and Royal Palm Beach.

The FDOT District 4 Secretary is a non-voting member of the Board. The two largest incorporated cities represented are West Palm Beach and Boca Raton. Transit agencies within the MPO are Palm Tran, which is under the Board of County Commissioners and the South Florida Regional Transportation Authority (Tri Rail), represented by a county commissioner who serves on their board.

The MPO is currently in the process of changing its voting membership structure to remove the rotating membership for GreenAcres and Royal Palm Beach to make the municipalities full time seats on the Board. This change is anticipated to become effective by the end of calendar year 2015 when the updated Interlocal Agreement will be fully executed.

The MPO has four standing committees:

- The Technical Advisory Committee (TAC);
- The Citizens Advisory Committee (CAC);
- The Bicycle/Greenways/Pedestrian Advisory Committee (BGPAC); and,
- The Transportation Disadvantaged Local Coordinating Board (LCB).

The MPO is staffed by the Executive Director and eleven (11) full time staff positions. The Palm Beach MPO is an organization in the midst of change. Since the last Federal Team Certification, the MPO has undergone almost an entire overturn of staff, including all of its leadership. In fact, most of the MPO staff was added within this year alone. With the new staffing changes, the MPO is anxious for expansion and innovation or, as the Executive Director says, “catching the wave and growing roles and responsibilities.” During the Review team’s site visit, this turnover was discussed and staff offered the observation that this situation offers not only a challenge for the MPO, but also an opportunity for the staff and the MPO to make changes to their planning processes and to seek out different avenues for implementing their programs.

C. Agreements

The Palm Beach MPO current agreements meet the necessary federal requirements as outlined in 23 CFR 450.314.

Section IV.	Scope of the Planning Process (23 CFR 450.306)
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A. Transportation Planning Factors

23 CFR 450.306 requires that the metropolitan transportation planning process explicitly consider and analyze a number of specific planning factors that reflect sound planning principles. The Broward MPO addresses the required planning factors throughout the planning process and in the development of transportation planning products such as the Long Range transportation Plan (LRTP), Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP). The planning factors are also incorporated into the Goals, Objectives and Policies of the LRTP.

B. Air Quality

The Palm Beach MPO is currently designated as an attainment area for all National Ambient Air Quality Standards (NAAQS). Staff is monitoring air quality monitor readings within their geographic area as well as the regulatory actions of the United States Environmental Protection Agency (USEPA). The Directions 2040 Long Range

Transportation Plan included a chapter dedicated to Air Quality and used the Motor Vehicle Emission Simulator (MOVES2014) program developed by the U.S. Environmental Protection Agency (EPA). The Southeast Florida Regional Planning Model (SERPM) Version 6.5 served as the basis for developing the inputs into the MOVES program.

C. Bicycle and Pedestrian Planning Activities

The MPO considers bicycle and pedestrian facilities to be a standard part of any roadway project approved by the Board. The MPO has created a dedicated Bicycle, Greenways and Pedestrian Advisory Committee (BGPAC) to provide advice on non-motorized transportation modes. The diverse committee is composed of county and municipal planners; school district, health department and law enforcement representatives; and bicycle advocacy groups selected from a variety of disciplines. Duties of the committee include enhancement project review, advice on specific projects for inclusion of amenities for non-motorized transportation, and guidance for inclusion of non-motorized travel in the MPO's transportation plans and programs.

The MPO has dedicated funding for non-motorized transportation projects through the Transportation Alternatives (TA) program and the Local Initiatives (LI) Program. The funding amounts for these sources fluctuate. Historically, the TA program has provided \$ 3.1 Million dollars annually; the LI program has provided \$17 Million. However, LI dollars are also allocated to transit initiatives and operations.

The MPO also works with FDOT, the Treasure Coast Regional Planning Council (TCRPC) and its cities and towns to advance Complete Street treatments. Palm Beach County area currently recorded a high incidence of bike and pedestrian crashes and several towns are providing buffered bicycle lanes and Complete Street treatments to slow speeds and increase safer connectivity.

The Palm Beach MPO was selected by FHWA as one of ten (10) MPOs from around the nation, and the only one in Florida, to receive a grant for the purchase of equipment and training to collect data on the number of bicyclists and pedestrians currently traveling the facilities within the area. This grant project will provide baseline data for the MPO for its future planning efforts.

Noteworthy Practice and Recommendation: The Federal Review Team offers one (1) noteworthy practice and one (1) recommendation related to Bicycle and Pedestrian Planning. For more details about these items, please see **Section XII**.

D. Transit

Transit service in Palm Beach County is primarily provided by Palm Tran, a non-profit corporate entity owned by the Palm Beach County government. Palm Tran provides fixed route, deviated and ADA paratransit service on 1,000 plus route miles. Palm Tran also provides demand response paratransit service. Palm Tran reports weekday

ridership of about 35,000 riders per day (2014). Palm Tran participates actively in regional transportation planning, the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) and Transit Development Plan (TDP) updates. Palm Tran also serves Tri-Rail commuter rail stations with feeder bus service.

Tri-Rail is operated by the South Florida Regional Transit Authority (SFRTA). Tri-Rail reports an average weekday ridership of approximately 15,000 riders per day on commuter rail with an average rail trip length of 30 miles. Palm Tran also operates a multi-modal center (MMC) at the local West Palm Beach Tri-Rail station. The MMC provides a rail and bus station interface for AMTRAK, Greyhound, taxi and community vanpool services. Other smaller operators include a trolley service in downtown West Palm Beach and a transit operator in Del Ray Beach, along with several smaller community van pools. The Palm Beach MPO is also considering use of Federal Surface Transportation Program (STP) FLEX funds for local initiative grants to help fund acquisition of local trolley vehicles to boost transit circulators.

Palm Tran and the Palm Beach MPO are faced with many issues. Palm Beach County is a large county with both high and low density areas. Palm Tran's issues include the lack of a dedicated source of transit funding for capital and operations; bus replacement needs; recovering from funding reductions and lost route miles that resulted in routes being eliminated during recent years. Further, Palm Tran needs to develop limited skip stop and express bus service on some arterial routes; a universal fare card for the Miami Urbanized area and corridor studies which might support enhanced bus service, Complete Streets and Intelligent Transportation Systems (ITS) treatments. Finally, the Florida East Coast Railway Corridor (80 plus miles of rail service) passes through the heart of population centers in Palm Beach, Broward and Miami/Dade Counties. Commuter rail passenger service (called Tri Rail Coastal Link (TRCL)) is under study by both FDOT and SFRTA. The TRCL presents a unique opportunity to serve downtown urban centers with commuter rail and bus transit feeder service and promote Transit oriented development (TOD). If Tri Rail were able to begin its proposed Miami Link passenger rail service to downtown Miami (and eventual TRCL service on 70 plus miles of Florida East Coast Railroad (FEC) right-of-way), the urban areas of Palm Beach County would benefit from greater transit oriented investment, transit ridership and accessibility.

Noteworthy Practice: The Federal Review Team offers one (1) noteworthy practice related to Transit. For more details about this item please see **Section XII**.

E. Intelligent Transportation Systems (ITS)

The FDOT is responsible for the overall ITS plan for the Southeast Florida region. ITS activities are coordinated by the operating agencies responsible for the implementation and maintenance of the particular application. The last update to the regional architecture was in 2005. Currently, the FDOT and partners are in the process of a 2015 update. ITS is a major component in the MPO's Congestion Management Process (CMP) and project selection criteria for the LRTP and TIP include ITS elements

which are assessed to ensure consistency with the regional architecture. The UPWP includes a task for the MPO's participation in the ongoing ITS regional architecture partnering activities.

F. Freight Planning

The Palm Beach Area is also a major hub for freight movement and the services industry. According to the 2014 SEFTC Regional Freight Plan, some of the most concentrated freight movements are around the major freight hubs of Port of Miami, Miami International Airport, Port Everglades, and the Port of Palm Beach. According to the 2014 Freight Plan, one of the most significant areas identified is the agricultural region in southwest Palm Beach County. This area accounts for over 2.5 million tons of goods moving in and out of the County. The Port of Palm Beach handles approximately 8,000 Tons per Unit of cargo annually and 8% of the food shipped to the Bahamas is out of the Port of Palm Beach. Air freight movement accounts for approximately 10% of freight movement from the Palm Beach International Airport. Truck movement for freight in the Palm Beach area is carried on the major expressways, toll roads and Strategic Intermodal Systems (SIS) and accounts for approximately 37.5 million tons of cargo.

The MPO staff regularly participates in freight stakeholders meetings and in the development of freight corridor studies through the SEFTC. It does not have its own standing freight committee, but while developing the LRTP, representatives from all the modes and major carriers were actively engaged for input that guided the development of the LRTP and its freight elements. The Port of Palm Beach is a member of the MPO's Technical Advisory Committee (TAC). Representatives from the airport, seaport, the three MPOs and two FDOT districts as well as private sector freight stakeholders also served on the advisory committee that guided the development of the SEFTC 2040 Southeast Florida Regional Freight Plan.

The MPO maintains a good relationship with the major freight facilities (air, sea, and rail) and through the SEFTC has been strengthening these existing relationships and building new ones with private freight providers.

G. Security Considerations in the Planning Process

The MPO maintains its Continuity of Operations Plan (COOP) and coordinates its plan with the overall Palm Beach County COOP. The MPO is an office within Palm Beach County government. As such, the MPO is included in the County's 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 System Services (ISS) Department to ensure MPO information is included. Each year prior to hurricane season, the county conducts training exercises to test and evaluate the plan. Additional exercises are performed each year to test various scenarios. Following these exercises, adjustments are made to the plans as needed.

H. Safety Considerations in the Planning Process

The MPO's goals and objectives include safety considerations as a component of the planning process. The LRTP includes safety goals, objectives, and performance measures for the MPO area. These items were developed during the plan update process which involved the MPO advisory committees and were closely aligned to the State Highway Safety Plan (SHSP) and the safety related goals of the Florida Transportation Plan (FTP).

The safety goal in the LRTP calls for improvement to the safety of the transportation system for people and freight traffic. Objectives under this goal call for ensuring that evacuation plans are in place and up to date and that safety improvements will be provided for the highway system, transit services, seaports, rail transportation, and public airport facilities.

Section V.	Unified Planning Work Program (23 CFR 450.308)
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The Palm Beach MPO adopted their current Unified Planning Work Program (UPWP) on May 15, 2014. This is a two-year document that outlines the planning, projects, studies, and research and budget activities of the MPO. The UPWP includes a statement of work identifying the planning priorities of the MPO for the two year period and the task-by-task description of the work to be accomplished to support those priorities. The UPWP was developed from a five (5) year Business Plan that the Palm Beach MPO developed to assist with its budget and resource allocation planning. The UPWP is funded by all its sources in the amount of \$4.2 million over the current two year plan. A copy of the Fiscal Year 2013-2017 Work Plan and budget for the SEFTC is included as an appendix in the UPWP.

The UPWP is reviewed by the MPO and its advisory committees. Expenditures are tracked and compared to the task estimates on a regular basis by both the MPO and FDOT. The Executive Director reviews the progress reports on all work tasks on a quarterly basis. The UPWP currently meets all federal requirements and can be found along with any approved amendments at: <http://www.palmbeachmpo.org/UPWP/>.

Noteworthy Practice: The Federal Review Team offers one (1) noteworthy practice related to the Unified Planning Work Program. For more details about this item please see **Section XII**.

Section VI.	Interested Parties (23 CFR 450.316)
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A. Outreach and Public Participation

Please note that for purposes of this report the terms "Public Participation Plan" and "Public Involvement Plan" are used interchangeably.

The changes and evolution of the Palm Beach MPO organization is evident through the increasing use of social media and GIS based tools, capitalizing on community events, and strategic, targeted involvement activities with less focus on the standard public meeting. It is also clear that public involvement no longer resides with one staff position, but is the responsibility of all staff members under the stewardship of the Public Involvement Coordinator who, brand new at the time of the last certification. The Public Involvement Coordinator has shepherded the program through past corrective actions and beyond outmoded, outdated plans.

The Palm Beach MPO contributed funds to update and expand the www.MPOTransportationOutreachPlanner.org website, a Florida International University (FIU) developed, Geographic Information System (GIS) based tool that assists MPOs in understanding the demographics and needs of their various communities. The Planner is also an important part of the MPO's commitment to Environmental Justice (EJ), as it serves to identify low income and minority areas and confirm their access to information. However, the MPO understands that no one tool is sufficient for meeting public involvement commitments. To enhance its efforts, the MPO uses survey tools, marketing items, project/plan flyers and other materials to ensure broad public interest and access to the planning process.

Like most Florida MPOs, Palm Beach struggled to develop public involvement performance measures in response to SAFETEA-LU and Moving Ahead for Progress in the 21st Century Act (MAP-21) requirements. The list of the MPO's strategies, objectives and measurements is extensive and to ensure measures are captured and evaluated, the MPO develops an annual Public involvement report, though it is not clear to what extent the report or measures of effectiveness actually inform the process.

Noteworthy Practices and Recommendation: The Federal Review Team offers two (2) noteworthy practices and one (1) recommendation related to Public Participation. For more details about these items, please see **Section XII**.

B. Tribal Coordination

The Metropolitan Planning Area has not been adjusted to include any Federal and/or Tribal lands. Moreover, there are no federally recognized tribes located in the area that require formal coordination with the MPO. The Tribal lands in Palm Beach County are located in the southwest corner of the county and have no occupants or access to the transportation systems. The area is conservation/preservation and has no associated planning activities.

C. Title VI and Related Requirements

The Title VI/Nondiscrimination Coordinator was new when the Federal Team last certified Palm Beach MPO and other than annual certifications, the MPO was wholly noncompliant with basic nondiscrimination requirements. Since then and with the

assistance of both FDOT and FHWA, Palm Beach MPO has developed a substantially compliant nondiscrimination program, complete with a Limited English Proficiency (LEP) plan, complaint filing procedure, and clear program commitments. Further, the MPO has ensured that nondiscrimination information is broadly distributed and prominently displayed on every MPO webpage. The MPO is currently aligning its program updates and reports to correspond to the triennial cycle requested by FTA and FHWA. Thus the program plan and policies are for update in mid 2016 and should accompany a self-report on the status for meeting its nondiscrimination commitments. The new Sub-recipient Assurance, based on FDOT execution of DOT 1050.2A is currently available on the FDOT website at <http://www.dot.state.fl.us/planning/policy/metrosupport/titlevi.pdf>.

Similar to the other two large south Florida MPOs, Palm Beach has access to vast language resources to ensure excellent customer service, but its Plan requires only written translation in Spanish and Haitian Creole. The MPO has wisely avoided translation of large or overly technical documents into these two languages, preferring to select specific, informational documents that address critical issues or plans.

As part of and along with the www.MPOTransportationOutreachPlanner.org website, the Palm Beach MPO has demographic profile data incorporated in Transportation Analysis Zones (TAZs) for locating minority and low income populations. This information may have assisted with the MPO's shift in focus and values, from capacity projects to multimodal expansion in urban environments. It has also led to some efforts for developing projects and partnerships that will benefit traditionally undeserved communities. One of several examples in the LRTP is planning for an intermodal transfer site near Belle Glade, a largely low income, minority community. The 850 acre site will bring much needed employment and economic development to the area. As with most planning organizations nationally, Palm Beach is still grappling with how to best use the Title VI demographic data at its disposal, and its Environmental Justice strategy still largely rests with public involvement and policies of equity and inclusion.

The Palm Beach MPO is advancing a complete streets initiative, for which it has solid board support. The Team appreciates the holistic approach complete streets brings to transportation, particularly for communities of the disabled. However, it is unclear whether Palm Beach County is in compliance with basic ADA/504 requirements. Under 28 CFR 35.105 and 150, all Public Entities regardless of size must conduct an evaluation of programs, services and facilities and where deficiencies are identified, develop plans to achieve accessibility. While the requirement for developing transition plans for facilities and curb cut schedules is directed only to entities with responsibility over streets, roads and sidewalks, the regulations make no other distinction between planning agencies and those that do more than planning. In fact, 'public entity' is defined as any state or local government, or any agency or instrumentality of a state or local government. Further, States and MPOs must certify compliance of the planning process commensurate with submission of the TIP as part of STIP approval, including both ADA and Section 504. As there is currently national attention on Recipient and Sub-recipient compliance with ADA/504, FHWA will soon distribute guidance which help

clarify ADA planning responsibilities for MPOs. However until that is available, MPOs must ensure accessibility considerations in all work products, and robust outreach to those with disabilities or the agencies who serve them. Further, MPOs should also consider using their resources (GIS data, sidewalk inventories, gap filling plans, Bike/Pedestrian plans, etc.) to assist the local governments within their boundaries that may have more stringent ADA/504 responsibilities.

The Review Team compliments the Palm Beach MPO on the excellent improvements in its nondiscrimination programming especially in light of the many changes in MPO staff and leadership.

Recommendations: The Federal Review Team offers three (3) recommendations related to Title VI. For more details about these items, please see **Section XII**.

Section VII.	Linking Planning and NEPA (23 CFR 450.318)
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The FDOT's Efficient Transportation Decision Making (ETDM) process is designed to provide disseminated environmental data to participating agencies to facilitate a comprehensive review of the potential environmental impacts of proposed projects. The MPO, along with FDOT, are the two coordinating agencies of the ETDM process. The MPO's ETDM review role is to maintain consistency of project purpose and need with the locally adopted Transportation Plans and facilitate the project review process by others. During the ETDM project process, the MPO consults with its partners through their LRTP Steering committee. A variety of environmental strategies are considered in the development of the LRTP. This ETDM program allows agencies to comment earlier in the planning process so that environmental mitigations activities can be built into the existing consultation process.

During the site visit discussions, it was clear that mitigation strategies were considered and coordinated with the different resource agencies but this information was not documented in the LRTP or in the supporting technical reports.

Corrective Action: The Federal Review Team offers one (1) corrective action related to Linking Planning and NEPA. For more details about this item, please see **Section XII**.

Section VIII.	Long Range Transportation Plan (23 CFR 450.322)
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Since the 2011 Certification Review, the Palm Beach MPO completed an update to its LRTP. The MPO Board adopted *the Directions 2040* LRTP on October 16, 2014. For its development the MPO created a separate Public Participation Plan to engage and solicit input from its partners and the public. During the outreach process, the MPO used various techniques to inform and receive input from the public such as, but not limited to:

- Workshops and presentations;
- Print and online surveys;
- Social media (Facebook, Twitter, Google +);
- Quick Response (QR) codes embedded in documents and outreach tools to allow for easy access to the MPO's website;
- Newsletters and outreach mailings; and,
- Brochures printed in three (3) languages (English, Spanish and Creole.)

The LRTP update is a very reader friendly document that takes often convoluted industry specific information and translates it into a more understandable and relatable guide to the transportation vision for the area. The Goals, Objectives and Values of the Plan were developed through multiple workshops of the Board and advisory committees. Performance measures for the Goals and Objectives were developed and identified for both short term (2025) and long term (2045) measurement. The MPO will be assessing annually its progress towards meeting these targeted performance measures.

The Plan includes a very straight forward assessment of the existing system and then identifies the major roadway improvements to address vehicular travel demand, transit system improvements needed to connect major residential areas with activity centers, and freight projects that are intended to enhance the movement of regional goods and services. The Plan also includes funding for intersection improvements, intelligent transportation system (ITS) activities, and facilities to serve pedestrians and bicycles. Operations and maintenance of the existing system for all modes, as well as state and local funding sources, are well addressed in the LRTP. This information is presented through narrative, graphics and tables for each transportation mode.

It was very clear from the Plan that the Congestion Management Process and ITS plans were integrated into the LRTP program strategies as well as used as criteria for project selection. The LRTP fully documents the public involvement process used to develop the update and includes detailed chapters on freight, air quality analysis, non-motorized systems, the different transportation modes, capacity and non-capacity projects and needs, financing of the Plan, and regional needs and coordination. The *Directions 2040 Plan* can be found at: <http://www.palmbeachmpo.org/2040LRTP/index.htm>

During the site visit discussions, while it was clear that many of the required components are included in the MPO's LRTP, the Federal Review Team did notice elements related to project phase detail was missing. It was evident during those discussions that these elements were considered but, the documentation was not included or was not clearly evident in the LRTP.

Noteworthy Practices and Corrective Action: The Federal Review Team offers two (2) noteworthy practices and one (1) corrective action related to Long Range Transportation Planning. For more details about these items, please see **Section XII**.

A. Travel Demand Modeling/Data

The Palm Beach MPO used the Southeast Regional Planning Model (SERPM) 6.5 a traditional 4-step travel demand model that runs on the Cube Voyager Platform with a base year of 2005 to develop the *Directions 2040* Plan. This model also served as the model input for the Air Quality Analysis performed for the 2040 Plan. Palm Beach County specifically has 1,718 Traffic Analysis Zones (TAZs) and 47,112 links. This model is maintained by FDOT District 4 and the MPO's Staff and Executive Director reviewed the modeling work results performed by the consultant.

The Regional Transportation Technical Advisory Committee (RTTAC) Model Subcommittee, which falls under the SEFTC organization structure, provides the formal forum for coordinating regional model related activities and group decision making. The MPO staff is actively involved with the RTTAC in the development of the SERPM 7 activity-based model with a base year of 2010 and forecast year of 2040.

B. Financial Plan/Fiscal Constraint

During the update to the *Directions 2040* LRTP, the Palm Beach MPO followed the guidelines provided by multiple sources to develop their revenue forecast and their project cost estimates. These sources included:

- State and Federal revenue projections developed by the FDOT *2040 Revenue Forecast Handbook* and the *Supplement for the Palm Beach metropolitan area*, and the *Financial Guidelines for MPO 2040 Long Range Plans* adopted by the Metropolitan Planning Advisory Council (MPOAC) in 2013;
- FDOT Strategic Intermodal Systems Cost Feasible Plan and the Florida Turnpike Enterprise Plan;
- Revenue projections for local revenue sources such as state and local motor fuel tax, local option gas taxes, and roadway impact fee revenues developed in consultation with the MPO staff and local agencies as well as historical data;
- Coordination with the Palm Beach County Division of Airports;
- Coordination with the Port of Palm Beach; and
- Transit associated revenues coordinated with Palm Tran, and Tri-Rail through the South Florida Regional Transportation Authority (SFRTA).

The development process for the financial forecast included multiple coordination sessions and workshops with local transportation and state partners, the MPO Board and committees, local and state resource agencies, and the public. The Cost Feasible Plan was developed based on the projected revenue and project costs using year of expenditure (YOE) estimates and includes Operating and Maintenance Costs for all modes. Staff coordinated with the local governments and transportation modal partners for these operating and capital costs. These revenues and costs are reflected in both narrative and graphic formats in the Financial Summary Chapter of the LRTP.

The MPO explored and analyzed potential new local revenue sources but after a lengthy analysis used only those revenues that were reasonably anticipated to be available. The LRTP does have an unfunded needs list of projects (called Desires) but does not assign any costs or project estimates for these “desired” projects. Although no project costs are assigned to the list of projects in this Desires plan, the LRTP does make special note that it does take into account any local policy and environmental limitations. A comparison of the Plan revenue sources and Cost Feasible Plan is included for years 2020-2040 but did not include the cost from the beginning year, 2015. It was evident during the site review discussions that this information was considered, but it was not evident in the LRTP Plan and supporting technical reports.

Corrective Action: The Federal Review Team offers one (1) corrective action related to Long Range Transportation Planning Financial Plan/Fiscal Constraint. For more details about this item, please see **Section XII**.

Section IX.	Congestion Management Process (23 CFR 450.320)
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The Palm Beach MPO in cooperation with State, County and local government agencies participates in a countywide level of service analysis monitoring program which is the basis for the current roadway Congestion Management Program (CMP) for Palm Beach County. Traffic counts are taken throughout the county.

The 2010 CMP, which was developed prior to the release of the 2011 guidelines, was utilized as a filter to identify areas of improvement with respect to Level of Service and to prioritize projects for inclusion into the Project Priority List and eventual insertion into the LRTP and TIP. The analysis relied mostly on LOS calculations (segment and intersection) using the Critical Movement Analysis. It was found during the on-site review that the MPO does not have a documented process. The MPO noted that the staff is currently in the midst of drafting an official 2015 CMP that will include all of the existing efforts and already established processes and complies with federal guidelines.

Recommendation: The Federal Review Team offers one (1) recommendation related to the Congestion Management Process. For more details about this item, please see **Section XII**.

Section X.	Transportation Improvement Program (TIP) (23 CFR 450.324,326, 328, 330, 332)
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The Palm Beach MPO TIP serves as a five-year financially feasible program of improvements for all modes of travel within Palm Beach County, including sidewalks, transit improvements, and bicycle facilities. The Palm Beach MPO coordinates with FDOT, transit operators, rail, airport and seaport stakeholders to ensure that all regionally significant projects are included in the TIP. The TIP includes the Annual List of Federal Obligated Projects for both FHWA and FTA projects.

FDOT provides the Palm Beach MPO with anticipated revenues from federal and state funding programs based on the results of the Statewide Revenue Estimating Conference. The transit operator also indicates the amount of upcoming funding grants from federal and state sources. The costs and revenue estimates are used in preparing the TIP. Cost estimates for projects included in the TIP are provided by the implementing agency responsible for the project. These costs are based on current estimates and adjusted for inflation for future years. The revenue estimates are also based on current funding program estimates and adjusted for anticipated increases in the near term. The tables used in the TIP show that it is fiscally constrained by year. The MPO's TIP and any amendments as well as prior year TIPs and Project Priority Lists can be found at: <http://www.palmbeachmpo.org/TIP/>.

Section XI.	Regional Coordination
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The Palm Beach MPO continues to be an active member in the South East Florida Transportation Council (SEFTC) which is the formalized mechanism for its regional coordination process. Through the regional efforts of the SEFTC and its members, the MPO has been able to leverage its resources and expand its partnering efforts. The Council members include Board members from the three MPOs. The SEFTC's Regional Transportation Technical Advisory Committee (RTTAC) and its four subcommittees include members from two FDOT Districts, FDOT's Florida Turnpike Enterprise, Miami-Dade Expressway Authority, the local transit agencies and the Regional Planning Councils. Since the last Federal Certification in 2011, the Interlocal Agreement for the SEFTC has been amended to add two subcommittees - a Modeling subcommittee and a Public Participation subcommittee. The SEFTC is in the process of finalizing the 2040 Regional Transportation Plan (RTP). This RTP includes the development of a Regional Transit Master Plan, a Regional Non-motorized Plan, A Regional Congestion Management Plan, a Regional Transportation Systems Management and Operations element in the Plan and a regional prioritization process of unfunded projects. The three MPOs in the Miami Urbanized TMA all contributed funding towards the RTP and the 2040 Regional Freight Plan and attended a total of 42 coordination meetings during the development of this plan. The RTP serves as the regional project component for the MPO's LRTP which allows the Palm Beach MPO to focus more on the MPO local area projects in its LRTP. More information about the SEFTC can be found at: <http://www.seftc.org/>

Other Major regional initiatives the MPO has been involved in, include, but are not limited to:

- Tri-Rail Coastal Link (a regional commuter service) and All Aboard Florida (a private passenger rail service);
- 211 call center;
- 2-1-1 One Click;
- Regional Fare Interoperability;

- Regional Corridor of Significance criteria development;
- Traffic Signal Priority;
- Regional ITS Architecture for key arterials;
- South Florida Climate Change Vulnerability and Adaption Pilot Study;
- Quiet Zones for the FEC Railroad; and,
- The Regional Travel Demand Model (SERPM).

The MPO also coordinates planning activities with its neighboring MPOs to the north within District 4 (Martin, St. Lucie and Indian River MPOs) and the Palm Beach MPO Board Chair is the current chair of the MPOAC Governing Board.

Section XII.	Findings/Conclusions
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The following items represent a compilation of the findings that are included in this 2015 Federal Certification Review Report. These findings, which are identified as noteworthy practices, corrective actions and recommendations, are intended to not only ensure continuing regulatory compliance of the Palm Beach MPO's transportation planning process with Federal planning requirements, but to also foster high-quality planning practices and improve the transportation planning program in this TMA. Corrective Actions reflect required actions for compliance with the Federal Planning Regulations and must be completed within the timeframes noted. Recommendations reflect national trends and best practices, and are intended to provide assistance to the TMA to improve the planning process. Noteworthy Practices highlight efforts that demonstrate innovative ideas for or are unique in implementing the planning requirements.

At the conclusion of the Federal Review site visit, the Federal Review Team asked MPO staff if they had any training or technical assistance needs. The following items were identified:

- Congestion Management Plan practices from other MPOs;
- Title VI and Environmental Justice and Planning;
- UPWP examples and how other MPOs incorporate performance measures for the UPWP;
- How other MPOs in other states meet the Annual Federally Obligated List Of project requirement – and a possible revamp/retool of the current format offered by the state; and,
- Environmental Mitigation Strategies for the LRTP – how other MPOs document it.

The Federal Review Team is committed to working with MPO staff to satisfy the technical assistance and training needs to the greatest extent possible.

A. Noteworthy Practices

- 1. Bicycle and Pedestrian Planning.** The MPO is commended for their enthusiastic approach to the Bicycle/Pedestrian Count Pilot program as well as for stepping up to participate in the USDOT Secretary's Mayors Challenge Activities to advance safety for the non-motorized traveling public. The MPO is also commended for their efforts and leadership role in the adoption and implementing Complete Streets in Palm Beach County.
- 2. Transit.** The Federal Review Team commends the MPO and the Palm Beach County's use of approximately 70% of the available local option gas tax revenues amounting to about \$ 32 million per annum to help with Palm Tran operating costs. FTA funds may not be used for operating expenses in urban areas with populations above 200,000 by large bus operators like Palm Tran; creating a problem for transit agencies that do not have a dedicated source of funding. Hence, the use of local option gas taxes results in a major annual contribution to Palm Tran's budget. Additionally, the MPO, SFRTA and Palm Tran staffs are commended for their ongoing involvement in the development of local initiative grants using STP FLEX funds to support new public trolley service in several smaller cities.
- 3. Unified Planning Work Program.** The MPO is commended on the Executive Summary of the UPWP that includes graphics that break down the funding sources for the UPWP by year. This information can often be a very dry and technical document, with the budget tables especially difficult for the public to understand. This summary and the funding graphics provide the reader with an easy to understand description of the purpose of the Plan, how it is funded and a comparison of the task funding annually.
- 4. Public Participation.** The Federal Review Team was impressed by the MPO's participation in the area's 'fairs, festivals and thrift stores' an FHWA recognized best practice and one of the most effective ways of reaching low income and low literacy populations. For example, SunFest alone attracts tens of thousands of area residents from all walks of life, and the MPO is ready with marketing information and a useful bike valet service that helps brand the MPO and its products. At these events and in area thrift shops, the MPO provides plastic bags on which basic MPO information and smart phone QR codes are printed, giving users a convenient entree to the planning process. The Review Team recognizes that going to the public is more labor and resource intensive than traditional public involvement approaches and commends Palm Beach for its efforts.
- 5. Public Participation.** The Federal Review Team commends Palm Beach MPO for its recent Rolling Board Retreat, a full day of discussing transportation projects and needs by actually using the transportation system. Partners met at the West Palm Beach Intermodal Center and spent the day walking, riding trains and buses and exploring intermodal connections. Feedback was overwhelmingly positive and the

Team believes this is an excellent idea for ensuring that MPO boards remain in touch with those they serve.

6. **Long Range Transportation Plan.** The Federal Review Team commends the MPO on the *Directions 2040* Long Range Transportation Plan. The Review Team recognizes that it is often a challenge to present technical and long term information to the public in a format that can be easily understood. The new LRTP met this challenge and provides a format and content presentation that allows the reader to easily follow the development of the plan, how projects were selected and the multimodal aspects of the transportation system within the area.
7. **Long Range Transportation Plan.** The standard practice of addressing Operations and Maintenance (O&M) in the LRTP is typically through a short narrative or the attachment of the FDOT information as an appendix in the Plan. The Federal Review Team commends the MPO on the fully developed and illustrated chapter dedicated to O&M for all the transportation modes in the MPO area.

B. Corrective Actions

1. **Linking Planning and NEPA – Mitigation Strategies.** In accordance with 23 CFR 450.322 (f)(7) “A metropolitan transportation plan shall include, a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation.” **The MPO needs to modify the Directions 2040 Long Range Transportation Plan to include a narrative regarding potential environmental mitigation activities that have been developed in consultation with Regulatory Agencies. This modification needs to be completed by or before February 28, 2016.**
2. **Long Range Transportation Plan: Project Phases.** In accordance with 23 CFR 420.322 (f) (10) the metropolitan transportation plan shall, at a minimum include, “A financial plan that demonstrates how the adopted transportation plan can be implemented.” During the review of the MPO’s Directions 2040 Long Range Transportation Plan the Federal Review Team observed that the MPO’s LRTP Cost Feasible table does not include project phase information for projects identified in the Cost Affordable Plan for the first 5 years of the Plan. In the outer years the projects are footnoted that the costs identified are for all project phases. It was not clear if all projects included were indeed fully funded for all phases. As stated in the November 2012 letter on LRTP Expectations, revenues to support the costs associated with the work/phase must be demonstrated. For a project to be included

in the cost feasible plan, an estimate of the cost and source of funding for each phase of the project being funded (including the Project Development and Environment (PD&E) phase) must be included. The phases to be shown in LRTPs include Preliminary Engineering, ROW and Construction (FHWA and FTA support the option of combining PD&E and Design phases into “Preliminary Engineering”). **The MPO needs to modify the Directions 2040 Long Range Transportation Plan’s Cost Feasible Plan tables to include this project detail. The modification to the Long Range Transportation Plan needs to be completed by February 28, 2016.**

3. **Long Range Transportation Plan-Financial Plan/Fiscal Constraint.** The *Directions 2040 Plan* provides the often complex financial information in an easy to read format and infographics for the public and its partners. However, while a comparison of the Plan revenue sources and Cost Feasible Plan was included to demonstrate the fiscal constraint of the Plan, it did not include the first 5 years of the Plan and therefore does not demonstrate full fiscal constraint of the Plan. Cost feasibility was shown only on the last 20 years of the Plan (2020-2040). In accordance with 23 CFR 450 .322(a), and discussed in the November 2012 FHWA/FTA LRTP development expectations letter, the LRTP must show projects and funding for the entire time period covered by the LRTP, from the base year to the horizon year. Because this information is missing from the financial infographics and tables, fiscal constraint of the full plan could not be determined. **Revisions to the *Directions 2040* LRTP Plan must be made to include this information to clearly demonstrate fiscal constraint for the entire Plan update by February 28, 2016.**

C. Recommendations

1. **Bicycle and Pedestrian Planning.** The Federal Review Team encourages the MPO to continue its efforts to enlist a member of the disabled community to the BGPAC and to continue its efforts developing a strong partnership with disability service groups. This representation and partnering are critical to ensure this community has a comprehensive voice in the MPO’s programs and planning process.
2. **Public Participation Plan.** The MPO should examine its Public Involvement performance measures to ensure they are sufficient to adequately guide the process. After several years of using the measures in place, the MPO should have a good sense of which measures provide useful data and those that are of little or no value. While having measures of effectiveness is a regulatory requirement, they are essentially tools for the MPO to make data-driven decisions and decide which methods are useful.
3. **Title VI and Related Requirements.** As with other Florida MPOs, the Palm Beach MPO is beginning to appreciate that environmental justice

considerations are required in all federally funded programs, services and activities, including the LRTP and TIP. While the www.MPOTransportationOutreachPlanner.org website is an excellent source of data and good start, the Team recommends that demographics and other data be used to screen plans and/or projects for potentially high and adverse impacts to minority and low income communities. The Team understands that EJ in planning is far broader approach than during Project Development and Environment (PD&E). Nevertheless policies, projects and other activities advanced to benefit or to avoid, minimize or mitigate adverse impacts on minority and other communities should be described in MPO plans. FHWA is currently releasing an EJ Reference Guide and corresponding training that should provide some practical strategies.

4. **Title VI and Related Requirements.** Under 28 CFR 35.105, all public entities, including MPOs are required to conduct a self-evaluation of programs and services for accessibility and where deficiencies are discovered, make necessary modifications for compliance. MPOs share a common minimum obligation; to ensure all planning products include accessibility considerations and to involve the community with disabilities or their service representatives in the planning process. More specific guidance on ADA/504 requirements for planning agencies from FHWA should be available soon. In the meantime, the Review Team recommends that the Palm Beach MPO consider taking strong practice steps to assist its local governments with compliance, which could include sharing data and other pedestrian facility information; identifying partners in need of training or assistance; and reporting to FDOT or FHWA innovative programs or cost effective tools that might assist public agencies with meeting accessibility requirements.
5. **Title VI and Related Requirements.** The Certification concluded with a public meeting and presentation from FHWA/FTA on the planning process. Though largely complimentary of the MPO and its staff, there were a number of scathing public comments about quality and equity of transit services. At least one member of the public specifically implied discrimination as to when and how transit routes were scheduled. The Review Team referred the comment to FTA's Office of Investigations and Adjudications for review. However, the Team recommends that the MPO work with the transit provider(s) to address public concerns over service equity.
6. **Congestion Management Plan.** The Federal Review Team recommends that the TPO update and formalize their CMP. It was very clear in the *Directions 2040* LRTP that the CMP was fully integrated into the plan, but the strategies and information were from a 5 year old CMP. With the importance and emphasis being placed on performance measures, an updated CMP becomes even more imperative for the MPO to use in its transportation planning.

Based on the overall findings, the FHWA and FTA jointly certify that the transportation planning process of the Miami Urbanized Area TMA, which is comprised in part by the Palm Beach MPO, substantially meets the Federal planning requirements in 23 CFR 450 Subpart C subject to the MPO satisfactorily addressing the Corrective Actions stated in this report. The MPO is encouraged to provide FHWA and FTA with evidence of satisfactory completion of the corrective actions prior to the deadline. The MPO's progress in meeting the corrective actions will be monitored and evaluated. This certification will remain in effect until **August 2019**.

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APPENDICES

APPENDIX A – Broward MPO Site Visit Participants

Federal Highway Administration (FHWA)

Stacie Blizzard
Shundreka Givan
Carey Shepherd

Federal Transit Administration (FTA)

Keith Melton

Florida Department of Transportation (FDOT)

Sean Santalla
Arlene Tanis
Darcy Mayer

Broward MPO

Richard Blattner
Greg Stuart
Mike Ronskavitz
Christopher Ryan
James Cromar
Paul Calvaresi
Daniel Knicklebein
Peter Gies,
Carl Ema
Anthea Thomas
Francis Tettey
Lydia Waring
Pricilla Clawges
Tracy Flavien
Paul Flavien
Buffy Sanders
Roxanna Ene
Kathy Singer
Ricardo Gutierrez

Broward County Transit (BCT)

Jonathan Roberson - BCT

Other Participants

Hector Vazquez – City of Miramar
Laurie Hall – City of Miramar

APPENDIX B – Broward MPO/Miami TMA Certification Meeting Agenda

Broward MPO
TMA Certification Meeting
 100 West Cypress Creek Road, Suite 850
 Trade Center South Building
 Ft. Lauderdale, Florida 33309
 May 4-5, 2015

AGENDA

Monday	May 4, 2015	Day One
Federal Certification Team Members	<ul style="list-style-type: none"> ➤ Stacie Blizzard (FHWA) ➤ Shundreka Givan (FHWA) ➤ Carey Shepherd (FHWA) ➤ Keith Melton (FTA) 	
Time	Item	Lead
08:30	Welcome / Introductions <ul style="list-style-type: none"> ➤ Purpose of the Certification Process ➤ Review schedule and close-out process 	Federal Team
08:45 a.m.	Discussion of Previous Review Findings <ul style="list-style-type: none"> ➤ Federal TMA Certification ➤ State/MPO Annual 	MPO
09:00 a.m.	MPO Overview including changes within MPO since last TMA Certification <ul style="list-style-type: none"> ➤ Demographics ➤ Boundaries ➤ Political ➤ MPO Structure ➤ Process Changes ➤ Agreements 	MPO
09:45 a.m.	MPO Plans: <ul style="list-style-type: none"> ➤ Long Range Transportation Plan ➤ Unified Planning Work Program ➤ Transportation Improvement Program 	MPO
10:30 a.m.	Break	
10:45 a.m.	MPO Plans (Continued) <ul style="list-style-type: none"> ➤ Long Range Transportation Plan ➤ Unified Planning Work Program ➤ Transportation Improvement Program 	MPO

Noon	Working Lunch - will order in	
Noon	Break	
12:15 p.m.	MPO Plans (Continued)	
12:45 p.m.	Congestion Management Process	MPO
1:15 p.m.	Intelligent Transportation System	MPO
1:45 p.m.	Freight	MPO
2:15 p.m.	Break	
2:30 p.m.	Safety and Security Considerations	
3:00 p.m.	Environmental/Air Quality/Public Health	MPO
3:30 p.m.	Regional Coordination	MPO
4:00 p.m.	Break and Prepare for Public Meeting	
5:00 p.m.	Public Meeting	Federal Team
6:00 p.m.	Adjourn for the day	

Tuesday	May 5, 2015	Day Two
08:30 a.m.	Follow Up from Day One	Federal Team
09:00 a.m.	Transit	MPO, BCT, SFRTA
10:00 a.m.	Bicycle-Pedestrian	MPO
10:30 a.m.	Break	
10:45 a.m.	Title VI	MPO, BCT, SFRTA
11:15 a.m.	Public Involvement	MPO, BCT, SFRTA
12:00 p.m.	Requests For Technical Assistance and Training	MPO, BCT, SFRTA, FDOT
12:30 p.m.	MPO Noteworthy practices - any not yet covered	MPO
1:00 p.m.	Break for Lunch and Preliminary Findings Discussion (Federal Team)	
3:00 p.m.	Closeout Discussion	Federal Team
3:30 p.m.	Conclude Site Visit	

APPENDIX C –Broward MPO Notice of Public Meeting



NOTICE OF PUBLIC MEETING

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will hold a public meeting in coordination with the Broward Metropolitan Planning Organization (Broward MPO) regarding the MPO's Federal Certification Review. Representatives from the FHWA and the FTA will be present and are interested in hearing from the public. The primary purpose of the review is to certify that the MPO is satisfactorily meeting the planning requirements as defined in Federal laws and regulations. The review also provides FHWA and FTA the opportunity to add value to the MPO's planning processes through the sharing of best or innovative planning practices, techniques, and/or technology.

This is an opportunity for the public to express their thoughts and comments about the transportation planning process; to allow the Federal Review Team to obtain a better understanding of the community's issues; and to inform the public about the Federal transportation planning requirements.

WHEN: Monday, May 4, 2015
TIME: 5:00 P.M. to 6:00 P.M.
WHERE: Broward Metropolitan Planning Organization
Trade Centre South Building
100 West Cypress Creek Road, 8th Floor, Suite 850
Fort Lauderdale, FL 33309

For further information, directions and to obtain a Comment Card please call 954-876-0033 or 0036 or visit www.browardMPO.org. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Christopher Ryan at 954-876-0036 or ryanc@browardmpo.org at least seven days prior to the meeting. If hearing impaired, telephone 1-800-273-7545 (TDD).

For complaints, questions or concerns about civil rights or non-discrimination please contact: Christopher Ryan, Public Information Officer/Title VI Coordinator at the numbers or e-mail above.

APPENDIX D – Broward MPO Summary of Public Meeting Minutes and Public Comments

FHWA/FTA would like to thank everyone who contributed comments for the Broward MPO/Miami TMA Federal Certification Review. The public comments are a vital element of the certification review because the citizens are providing input about the transportation planning process and how the process is meeting the needs of the area. The public meeting comments included several compliments towards the MPO and staff for their comprehensive work ethic, professionalism and their role as a regional leader and the need for the aging public to have fuel efficient transportation option. We have reviewed all comments and have taken them into consideration throughout the writing of this report. Thank you for your interest in the transportation planning process.

The next page begins the public meeting minutes and the public comments received.



**MINUTES
BROWARD MPO
TMA CERTIFICATION
Public Meeting
May 4, 2015, 5:00pm
Broward Metropolitan Planning Organization
100 West Cypress Creek Road, Suite 850
Fort Lauderdale, FL 33309**

PRESENT

PANEL

Stacie Blizzard, Federal Highway Administration (FHWA)
Shundreka Givan, Federal Highway Administration (FHWA)
Carey Shepherd, Federal Highway Administration (FHWA)
Keith Melton, Federal Transit Administration (FTA)

PUBLIC SPEAKERS

Teina Phillips, Broward Regional Health Planning Council
Robyn Chiarelli, Executive Director, Downtown Fort Lauderdale Transportation Management Association
Robert J. Siedlecki, Broward MPO Local Coordinating Board (LCB) Member
Diana Alarcon, Director, Transportation Mobility, City of Fort Lauderdale
Commissioner Richard Rosenzweig, City of Deerfield Beach; MPO Board Member

Note: These items may have been taken out of order.

PUBLIC MEETING

Call to Order

The TMA Certification Meeting Public Hearing was called to order at 5:00PM by Shundreka Givan and all attendees were introduced.

Ms. Givan explained the purpose of the hearing and the guidelines for the public to use when voicing their opinions and making comments. Those interested in speaking completed a Request To Speak card and were called to the podium to speak. She stated that this process lays the foundation for how we spend our federal dollars and how the projects are selected, planned and prioritized to meet regional needs. A lot of regional coordination provides the framework for the future transportation system. The parties involved are the Broward Metropolitan Planning Organization (MPO), the Department of Transportation (DOT), transit operators, citizens, local jurisdictions and special interest groups. These partners drive the

input on this process, utilizing a 3-C approach: Continuing, Cooperative and Comprehensive. Most of all, it involves all modes of travel, including bike, pedestrian etc. Planning products include the Unified Planning Work Program (UPWP), or budget; the Long Range Transportation Plan (LRTP), which is a 20-year vision plan that includes a financial plan; and the Transportation Improvement Plan (TIP), a 5-year short range plan made up of transportation construction projects.

Stacie Blizzard offered members of the public the opportunity to email the panel with their comments. The due date for comments is June 8, 2015. Send comments to:

Stacie Blizzard
545 John Knox Road, Suite 200
Tallahassee, FL 32303
FAX: (850) 942-8308
Email: Stacie.blizzard@dot.gov

Public Comments

Teina Phillips, Broward Regional Health Planning Council

Ms. Phillips represents TOUCH: The Partnerships for Transforming Our Community's Health. <http://touchbroward.org/about/>. TOUCH is working with the Broward MPO through a CDC grant opportunity. She stated that the Broward MPO (BMPO) brings the public all modes of transportation and completes the need to bring together health, transportation and economic development for people that use assistance mobility devices. The MPO enhances the TOUCH program by working as a regional leader to coordinate the region to be a safer place to live as well as increasing the health and wellbeing of the 1.8 million residents of Broward County.

Robyn Chiarelli, Executive Director, Downtown Fort Lauderdale Transportation Management Association (TMA)

The TMA represents and runs the Sun Trolley and Water Taxi in downtown Fort Lauderdale. Ms. Chiarelli commented on some of her experiences working with the BMPO on numerous projects throughout the years. In particular, she mentioned the BMPO's comprehensive approach to their work ethic, their ability to leverage economies of scale, and their ability work with their partners to make sure money is spent efficiently. She talked about the success of the Speak Up Broward program, which has succeeded in garnering a tremendous amount of public feedback, which the BMPO then incorporated into their policy/program making decisions. By partnering with the BMPO and with Speak Up Broward, Ms. Chiarelli said that Sun Trolley received over 1,000 surveys, a substantial increase from the 300 they were able to collect in past efforts.

Robert J. Siedlecki

Mr. Siedlecki gave a short synopsis of his extensive transportation expertise and involvement. He is a member of the Broward MPO Local Coordinating Board (LCB). He voiced the public's desire for good transportation modes and the importance of spending money on fuel efficient, safe vehicles for the aging population. He gave accolades to the local, state and federal efforts in funding for transportation needs. Later he added the need for more than adequate bus shelters. He was delighted by the response he received from the BMPO and their efforts to install additional bus shelters throughout the county.

Diana Alarcon, Director, Transportation Mobility, City of Fort Lauderdale

Ms. Alarcon has been working with the BMPO for the last four years. The City of Fort Lauderdale is working on the Wave Streetcar project and completing a more walkable (multimodal) program throughout the city. The BMPO has been a great partner. The BMPO also helped the City with one of its programs called Connecting the Blocks. This program works by interconnecting the pedestrian walkways, bike lanes, roads and freight lines. The BMPO collaborates well with the City through the Complete Streets program to fit the scope of the City's initiatives and guidelines. Tourism is Fort Lauderdale's largest economic engine (14 million visitors) and the transit improvements help create more opportunities to make the city a user-friendly multimodal community. The Broward MPO has been a great educational tool and has been instrumental in our City's success over the last four years.

Commissioner Richard Rosenzweig, City of Deerfield Beach

Commissioner Rosenzweig has been a MPO Board member for the last two years. He represents a portion of Deerfield Beach in the Northeastern portion of Broward County. The BMPO's Safe Streets program which Deerfield Beach was the first to adopt has been a great asset in the creation of safe sidewalks, bike lanes, train crossings and driving lanes. He stated the need to add automated vehicle transportation to the BMPO's programs.

MOTION TO ADJOURN: Stacie Blizzard adjourned the meeting at 6:00PM.

A recording of this meeting is available for review.

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the Americans with Disabilities Act, please contact: Christopher Ryan, Public Information Officer/Title VI Coordinator at (954) 876-0036 or ryan@c@browardmpo.org

APPENDIX E – Miami-Dade MPO Site Visit Participants

Federal Highway Administration (FHWA)

Stacie Blizzard
Shundreka Givan
Carey Shepherd

Federal Transit Administration (FTA)

Keith Melton
Jeff Price

Florida Department of Transportation (FDOT)

Harold Desdunes
Curlene Thomas
Aileen Boucle
Lisa Colmenares
Sean Santalla

Miami-Dade MPO

Jesus Guerra
Carlos Roa
Elizabeth Rockwell
Wilson Fernandez
Susan Schreiber
Carmen Villaverde
Phil Steinmiller
David Henderson
Paul Chance
Oscar Camejo
Tewari Edmonson
Miguel Cordero
Vince Maya
Zainab Salim
Jitender Ramchandani

APPENDIX F – Miami-Dade MPO TMA Certification Meeting Agenda



Transportation Management Area (TMA) Certification
111 NW 1st Street, 10th Floor - CITT Conference Room
Miami, Florida 33128

DAY ONE AGENDA WEDNESDAY, APRIL 22, 2015	
Time	Item
9:00 a.m.	Welcome / Introductions <ul style="list-style-type: none">➤ Purpose of the Certification Process➤ Review Schedule and Close-Out Process
9:15 a.m.	Discussion of Previous Review Findings <ul style="list-style-type: none">➤ Federal TMA Certification➤ State/MPO Annual Certification
10:00 a.m.	MPO Overview
10:45 a.m.	Break
11:00 a.m.	MPO Plans: <ul style="list-style-type: none">➤ Long Range Transportation Plan➤ Unified Planning Work Program➤ Transportation Improvement Program
Noon	Lunch
12:45 p.m.	Congestion Management Process
1:00 p.m.	Intelligent Transportation System
1:15 p.m.	Break
1:30 p.m.	Title VI
2:00 p.m.	Public Involvement
2:30 p.m.	Transit
3:30 p.m.	Bicycle/Pedestrian
4:00 p.m.	Break
4:30 p.m.	Public Meeting
5:30 p.m.	Citizens Transportation Advisory Committee (CTAC)
CTAC Conclusion	Adjourn for the day



**Transportation Management Area (TMA) Certification
111 NW 1st Street, 10th Floor - CITT Conference Room
Miami, Florida 33128**

DAY TWO AGENDA THURSDAY, APRIL 23, 2015	
Time	Item
8:30 a.m.	Day One Follow Up
8:45 a.m.	Freight
9:15 a.m.	Environment/Air Quality/Public Health
9:30 a.m.	Safety and Security Considerations
10:00 a.m.	Regional Coordination
10:30 a.m.	Break
10:45 a.m.	Requests For Technical Assistance and Training
11:00 a.m.	Any Remaining Noteworthy Practices
11:30 a.m.	Preliminary Findings Discussion
Noon	Lunch
1:15 p.m.	Closeout Discussion
2:00 p.m.	Miami-Dade MPO Governing Board Meeting

APPENDIX G – Miami Notice of Public Meeting

2B | TUESDAY, APRIL 7, 2015

H1

LOCAL & STATE

MiamiHerald.com | MIAMI HERALD

FLA. LOTTERY

SELECTED MONDAY, APRIL 6

Midday Cash 3	9-6-6
Midday Cash 4	8-6-1-6
Night Cash 3	6-0-2
Night Play 4	3-1-5-8
Fantasy 5	2-5-15-23-31

SUNDAY, APRIL 5

CORRECT	PAYOFF	WINNERS
5 of 5	\$55,000.00	3
4 of 5	\$97.50	236
3 of 5	\$9.50	6,115

SATURDAY, APRIL 4

CORRECT	PAYOFF	WINNERS
5 of 5	\$55,000.00	5
4 of 5	\$97.50	488
3 of 5	\$9.50	13,905

LOTTO: 3-5-6-18-47-49 (Draw: 4)

CORRECT	PAYOFF	WINNERS
6 of 6	\$5	0
5 of 6	\$4,114.50	35
4 of 6	\$55.50	1,992
3 of 6	\$5	35,189

Wednesday's jackpot: \$11 million

POWERBALL: 31-39-40-41-54 +28

(Draw: 43)

CORRECT	PAYOFF	WINNERS
5 of 5 + 1	\$50	6
5 of 5	\$0	0
4 of 5 + 1	\$50	0
4 of 5	\$100	63
3 of 5 + 1	\$100	81
3 of 5	\$7	2,628
2 of 5 + 1	\$7	1,218
1 of 5 + 1	\$4	6,914
0 of 5 + 1	\$4	26,423

Wednesday's jackpot: \$10 million

Miami Herald

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MIAMI

Court to hear financial case

• LAWSUIT, FROM 1B

ion is also fighting to undo changes to a pension system that once afforded the best-paid, longest-serving public safety workers pensions in excess of \$50,000 a year.

That system was created through negotiations between the city and its unions. But after the promises city officials made became too expensive to pay out, city commissioners imposed a cap on retirement benefits at \$100,000. The decision — made at a time when federal authorities were months into investigating whether illegal money transfers helped balance Miami's books in previous

years — incensed employees.

"They took their financial difficulties, many of which were their own making, and decided to settle it on the backs of their employees," police union attorney Ronald J. Cohen said. "We don't think they can cancel the contract in the middle and take all their savings off the backs of their employees."

Other agencies, however, did the same as Miami. The Manatee School Board declared financial urgency in 2008. Hollywood declared financial urgency while facing a multimillion budget deficit in 2011 and cut police and firefighters' compensa-

tion by 12 percent. On the southwest coast of Florida, the East Naples Fire Control and Rescue District also cited the state law in reopening its contract with the area's fire union.

Miami declared financial urgency three years in a row, even simultaneously lowering taxes in 2011, although its police union is only challenging the cuts imposed in 2010.

Chip Morrison, general counsel of the Florida League of Cities, which filed a friend-of-the-court brief in the case, says cities need the ability to reopen union contracts in dire times, considering that employee wages and benefits often make up

more than half of a local government's daily expenses.

"When there is a bona fide emergency, I think all bets are off and no expenditure should be sacrosanct," he said.

Alfonso said the city would prevail, having defeated the union before the Public Employee Relations Commission and the First District Court of Appeal in Tallahassee. But union leaders are equally confident, and the courts aren't set on the issue. The Fourth District Court of Appeal sided with Hollywood's fire union in a conflicting opinion.

Miami's firefighter union president, Freddy Delgado, said his union has also ap-

pealed its financial urgency case to the Florida Supreme Court, and he believes public employees need to stop elected officials from being able to circumvent bargaining.

"If they say it's legal," he said, "then any second they'll just declare financial urgency on us."

Alfonso said Miami's negotiating team inserted a clause into the current police union contract capping the city's liability in the financial urgency lawsuit from growing. But he said there's still five years' worth of costs being debated.

"We feel we have a strong case," Alfonso said. "But you never know."

POLITICS

Bush erred on voter form

• HISPANIC, FROM 1B

The Miami-Dade elections department requires a hard copy of the form, which needs the applicant's signature.

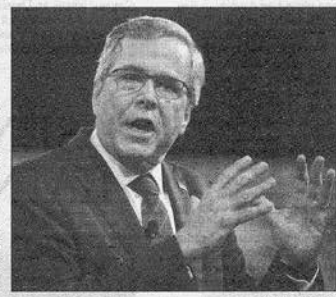
Bush's wife, Columba, is Mexican American, so she and their children are Hispanic. And Bush is, in the literal sense of the word, "Hispanic" — that is, he speaks Spanish. He met his wife in León, Mexico, and as a young married couple they lived in Caracas.

Politicians have been dragged down in the past by messing up on government forms. In 2012, Massachusetts Democrat Elizabeth Warren misrepresented herself as a Native American during her Senate race, prompting significant backlash. For Bush, identifying as Hispanic wouldn't have resulted in any political gain. Miami's Cuban Americans already consider Bush an honorary member of their community, given that his ties to the exile establish-

ment run so deep.

Florida law requires proof of "willful" deceit to penalize someone for misrepresenting information on a voter form, Democratic elections lawyer Ron Meyer said. Bush appears to have just been careless.

"A person who willfully swears falsely to any oath is guilty of a felony. The question is, was it sloppy or was he trying indeed to pass as a Hispanic?" Meyer said. "It's at least embarrassing, if not prison-worthy."



OOPS: Jeb Bush listed his ethnicity on a Miami-Dade County voter-registration form as 'Hispanic.'

ENVIRONMENT

Wildlife study flags Florida

• WILDLIFE, FROM 1B

east that may face development threats.

National parks — long considered a key to conservation efforts — it turns out, may not be doing what you'd think.

"What we protected is the opposite of the patterns of species we should be most worried about," said lead author Clinton Jenkins, a visiting professor at Brazil's Institute for Ecological Research.

Pinpointing the mismatch is important, Jenkins said, because habitat loss is the leading cause of extinction on the planet. Species are now estimated to be going extinct at a yearly rate of between .01 and 1 percent — a massive acceleration due to human activity, according to the International Union for the Conservation of Nature.

To produce the study, published Monday in the Proceedings of the National Academy of Sciences, Jen-

kins and scientists with the National Oceanic and Atmospheric Administration, Duke University and the University of Maryland looked at 3,000 mammals, birds, reptiles, amphibians, freshwater fish and trees to create biodiversity maps. They then compared that to the nation's portfolio of protected land in the lower 48 states. A substantial amount, about 8 percent, is protected and includes a large swaths in private ownership shielded with conservation easements, the study said. But areas set aside for conservation poorly reflect the needs of rare plants and animals found only in specific places like pine rockland and tropical hammocks in the Florida Keys.

"The U.S. has protected many areas, but it has yet to protect many of the most biologically important parts of the country," Jenkins said. The study was edited by E.O. Wilson, a Harvard University entomologist whose work helped define the importance of biodiversity. In

useful for anything else. So the eastern United States, already in private ownership, got shorted. South Florida's three largest conservation areas cover wetlands and Biscayne Bay.

In ranking hotspots, Jenkins and his team considered not just the distribution of the species, but whether any of their range was already protected.

The team targeted nine regions for concern, starting with the Blue Ridge Mountains, Sierra Nevada Mountains, the California Coast and watersheds in Tennessee, Alabama and north Georgia where thick forests and shallow pools hide a menagerie of salamanders and fish living in solitude for eons. The Florida Panhandle and Keys ranked five and six on the list, followed by Oregon's Klamath Mountains, south-central Texas and the Channel Islands in California.

Jenkins, who researched parts of the Everglades for his doctoral study, said South Florida's trees won't

Copies of notices in other media are available through the MPO website and in the FHWA Certification Files

APPENDIX H – Miami-Dade Summary of Public Meeting and Public Comments

FHWA/FTA would like to thank everyone who contributed comments for the Miami-Dade TMA Federal Certification Review. The public comments are a vital element of the certification review since the citizens are providing input about the transportation planning process and how the process is meeting the needs of the area.

The public meeting comments included concerns about pedestrian/bicycle safety, roadway congestion, ADA accessibility needs, and the need for more mass transit services. There were several comments praising the Miami-Dade MPO as a partner and a planning agency. We have reviewed all comments and have taken them into consideration throughout the writing of this report. Thank you for your interest in the transportation planning process.

The next page begins the public comments received during the site visit.

Federal Highway Administration and Federal Transit Administration Joint Federal Certification Public Workshop

Miami-Dade Metropolitan Planning Organization
Downtown Government Center
111 NW 1st Street
10th Floor, CITT Conference Room
Miami, Florida 33128
4:30 p.m.

Attendees:

Charles Scurr	Stacie Blizzard
Dr. C.A. Carneese	Shundreka Givan
Jesus Guerra	Carey Shepherd
Carlos Roa	Jeff Price
Elizabeth Rockwell	Keith Melton
Wilson Fernandez	Curlene Thomas
Susan Schreiber	Aileen Boucle
Carmen Villaverde	Harold Desdunes
Phil Steinmiller	Lisa Colmenares
David Henderson	Sean Santella
Paul Chance	Zainab Salim
Oscar Camejo	Jitender Ramchandani
Tewari Edmonson	Miguel Cordero
Vince Maya	

The Federal Review Team delivered a presentation describing the Joint Certification Process and requested input from anyone in attendance at the workshop on the MPO's planning process. The Team announced that people may still provide input for the next 30 days if they chose not speak in person today. They could provide their comments through the comments cards available at the meeting, the MPO's webpage, and the Federal Team members' email regular mail.

The following comments were received

Alexander Adams (WM):

New to CTAC but is speaking as resident that is involved in bike and pedestrian mobility. I was mostly involved with the transit five year plan, not the LRTP and I was on a committee that got together several times to see the transit plan. My comments I'll break down to a couple of sections:

1. ADA was passed in 1960s and we are still having problems in 2015. It is my understanding that right now the county and MDX is under legal action that they must improve bus access because we have a lot of stops that have no access. Not sure why they do it this way but they run the sidewalk on the back of the property line so there is an issue to get across the swail from the sidewalk to the stop. Same thing happened where I lived in Coral Gables. They were sued in 1990s for ADA access and when they redid resurfacing of over 100 miles they didn't do any ADA improvements.
2. If you look at the surveys that most people tell you, we can't build ourselves out. We have trouble getting two miles of transit here – takes 25 years to get to the airport. I don't know what the problem is. As a resident I am kind of just searching for why places like Dallas move so quickly in light rail or why SLC can get the equivalent of 35 miles of tri rail and we can't get one. The MIC is one of the best across the country and it shows you that transit sources together all work. They are five years ahead of schedule in paying the thing off due to the rental car drivers. There is a whole plan for the area around it. I see all the time when you have TODs how much investment goes into those systems. When I look at a five year plan, you see MDX wants to study taking the toll road southwest and go through the farms and outside the urban development boundary. Hopefully we could get some best examples and we could bring them here. I think that Tri-rail costal route is great – everyone is for it, counties and cities and the cost benefit to get around those stations, the tax base, and people are for it. It isn't even in the 5 year plan. But if you look in the plan, you sure can see how many turn lanes. Frustration over the years – ½ cent tax and we were over promised and didn't get the transit. And solutions seem to be going back to the 80's – park & ride, etc. That doesn't get it done. I don't think it's the staff. They do a good job. Obviously we have a lot of cities here and they don't agree. Can't pinpoint the reason why it doesn't get done but it is frustrating. Everyone says the same thing, 'we can't build our way out of it,' but then there are never any changes. Better prioritization is required.

Florida leads death in pedestrian and bike deaths. Miami is one of the worst and that means we aren't doing something right. We should be on that list for five years running. Downtown Coral Gables is expanding the sidewalk to 23 feet. One foot needed for bike lane but the businesses and city don't want it. Other areas are doing better but I don't know why and I don't have a silver bullet.

Dr. CA Carnegie (BM):

MPO does an excellent job and should be supported by both Fed and State so they can continue to improve our quality of life. With inadequate transportation our quality will suffer. I live in Brickell and its gridlock there. We have 75,000 new ones coming in the next few years. If we are gridlocked now, what will we be then? The MPO has tied hands due to lack of funding. I believe the fed and state need to step up to the plate and look at the population growth and gridlock and try to fix it as a team. It seems as if certain members of the team are not contributing to the success of everyone in this area. We need mass transit improvement. If you are looking for priorities is step one Expand

metro rail and metro movers and BRTs. But we must find a way to move the masses instead of driving cars because in reality there is no way to expand the roads. We have to take cars off the streets and provide a reasonable alternative for folks to move around. Interconnectivity is the 2nd priority. I hope you are taking notes of this because if we don't remedy these situations it will get worse. We need some band-aids and some long term solutions. Our tourism will dry up if people can't move around when they get here and they will have a bad opinion of us. We have to pay attention to landscaping and the beauty of our area around these highways and byways. Common denominator is to find a way to fund our needs. The whole team needs to do so. My recommendation is that our team members step up and we should encourage that so we can fund our transportation needs in Miami Dade and support the MPO and its various committees. I chair the CTAC committee and I'm in my final year as a chair but I won't step down because I can still add value. Please send me your report and take my comments seriously.

Mr. Charles Scurr:

I am the Executive Director of Citizens Independent Transportation Trust. I am very optimistic about a tremendous future and opportunity facing us. The MPO is commendable and is a part of a number of committed agencies in our area. There has been a stagnation in government but I think it is going to change. The lines between revenue and projects never quite intersected. Four years ago local leadership admitted they over promised and since then we are trying to make the Transportation Plan happen. Mix of technology works better than a heavy rail which was the first thought for each corridor. So the old paradigm of Metrorail everywhere clearly doesn't work. Rather, light rail like what was here in 1927 and a resurgence of BRT are needed. Looking at a scalable project starting with BRT then to light rail and, if demand dictates, heavy rail. East west corridor is the most interesting conversation. Right now, discussion is to put BRT in the medians of 836, a toll road. So, now PDE is advanced rather than planning studies. There are solutions to fund every one of those corridors.

On June 22, 2015 the Review Team received by United States Mail Service a hard copy TMA Certification comment form from Mr. Preston Garcia. His comment on the form requested "no follow-up need enforcement". His comment referred to the accompanying hard copy of a Title VI /Non Discrimination Program Complaint of Discrimination form and related documents filed by him in December 2013.

APPENDIX I – Palm Beach MPO Site Visit Participants

Federal Highway Administration (FHWA)

Stacie Blizzard
Shundreka Givan
Carey Shepherd

Federal Transit Administration (FTA)

Keith Melton

Florida Department of Transportation (FDOT)

Sean Santalla
Lisa Maack
Wibet Hayes

Palm Beach MPO

Nick Uhren
Valerie Neilson
Renee Cross
Malissa Booth
Anie Darucaud
Luke Lambert
Seth Contreras
Francesca Taylor
Elizabeth Requeny

Palm Tran

Steve Anderson

Other Participants

Kim Delaney – Treasure Coast Regional Planning Council
Joe Quinty – SFRTA-Tri-Rail

APPENDIX J – Palm Beach MPO/Miami TMA Certification Meeting Agenda

**Palm Beach MPO
TMA Certification Meeting
2300 North Jog Road, 4th Floor
West Palm Beach, FL 33411-2749**

May 6-7, 2015

AGENDA

Wednesday	May 6, 2015	Day One
Federal Certification Team Members	<ul style="list-style-type: none"> ➤ Stacie Blizzard (FHWA) ➤ Shundreka Givan (FHWA) ➤ Carey Shepherd (FHWA) ➤ Keith Melton (FTA) 	
Time	Item	Lead
08:30	Welcome / Introductions <ul style="list-style-type: none"> ➤ Purpose of the Certification Process ➤ Review schedule and close-out process 	Federal Team
08:45 a.m.	Discussion of Previous Review Findings <ul style="list-style-type: none"> ➤ Federal TMA Certification ➤ State/MPO Annual 	MPO
09:00 a.m.	MPO Overview including changes within MPO since last TMA Certification <ul style="list-style-type: none"> ➤ Demographics ➤ Boundaries ➤ Political ➤ MPO Structure ➤ Process Changes ➤ Agreements 	MPO
09:45 a.m.	MPO Plans: <ul style="list-style-type: none"> ➤ Long Range Transportation Plan ➤ Unified Planning Work Program ➤ Transportation Improvement Program 	MPO, Palm Tran
10:30 a.m.	Break	
10:45 a.m.	MPO Plans (Continued) <ul style="list-style-type: none"> ➤ Long Range Transportation Plan ➤ Unified Planning Work Program ➤ Transportation Improvement Program 	MPO, Palm Tran
Noon	Lunch	


1:30 p.m.	Congestion Management Process	MPO
2:00 p.m.	Intelligent Transportation System	MPO
2:30 p.m.	Bicycle/Pedestrian	MPO
3:00 p.m.	BREAK	
3:15 p.m.	Freight	MPO, Palm Tran
3:45 p.m.	Environment/Air Quality/Public Health	MPO
4:15 p.m.	Wrap up discussion from the day	
4:30 p.m.	Adjourn for the day	

Thursday	May 7, 2015	Day Two
08:30 a.m.	Follow Up from Day One	Federal Team
08:45 a.m.	Transit	MPO, Palm Tran
09:45 a.m.	Title VI	MPO, Palm Tran
10:15 a.m.	Break	
10:30 a.m.	Public Involvement	MPO, Palm Tran
11:15 a.m.	Safety and Security Considerations	MPO
11:30 a.m.	Lunch (Possible working lunch if needed)	MPO
1:00 p.m.	Regional Coordination	
1:30 p.m.	Requests For Technical Assistance and Training	MPO, Palm Tran, FDOT
1:45 p.m.	Prepare for Public session	Federal Team, MPO
2:00 p.m.	PUBLIC INPUT SESSION	Federal Team, MPO
3:00 p.m.	MPO Noteworthy practices - any not yet covered	MPO, Palm Tran, FDOT
3:15 p.m.	Break Preliminary Findings Discussion (Federal Team)	
4:30 p.m.	Closeout Discussion	Federal Team
5:00 p.m.	Conclude Sit Visit	

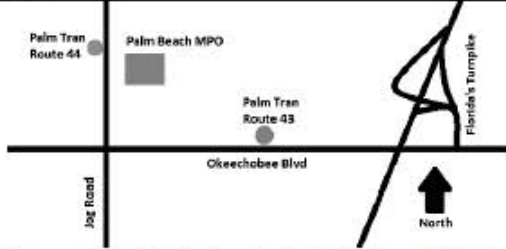
APPENDIX K – Palm Beach MPO Notice of Public Meeting

Public Meeting Notice

Federal Certification Review of the
Palm Beach Metropolitan Planning Organization (MPO)



Date: Thursday, May 7, 2015
Time: 2:00 pm
Location: 2300 N. Jog Rd., 1st Floor,
West Palm Beach, FL 33411



Every four years as required by law, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conduct a review of the Palm Beach Metropolitan Planning Organization's (MPO) transportation planning process. The primary purpose of the Federal Certification Review is to evaluate the MPO's compliance with Federal laws and regulations. The Federal Certification Review Team will be conducting the review on May 6-7, 2015.

A Public Meeting will be held at 2:00 pm on Thursday, May 7, 2015, to provide information about the Federal transportation planning requirements, and to provide an opportunity for the public to express their thoughts about the transportation planning public process. The Public Meeting will be held at the Palm Beach MPO office, located at 2300 N. Jog Rd., 1st Floor, West Palm Beach, FL 33411.

To request additional information or to request a comment card, please contact Malissa Booth, Public Information Officer, at 561-684-4143 or by email: MBooth@PalmBeachMPO.org. Comment cards also may be downloaded from www.PalmBeachMPO.org.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should call 561-684-4143 or email MBooth@PalmBeachMPO.org at least 5 business days in advance. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

PUB: The Palm Beach Post, April 26, 2015 and May 5, 2015

APPENDIX L – Palm Beach MPO Summary of Public Meeting and Public Comments

FHWA/FTA would like to thank everyone who contributed comments for the Palm Beach MPO/Miami TMA Federal Certification Review. The public comments are a vital element of the certification review because the citizens are providing input about the transportation planning process and how the process is meeting the needs of the area. The public meeting comments included several strong complaints about the transit system, the need for communication improvement between the paratransit providers and the Transportation Disadvantaged Board of the MPO and a compliment to the MPO's efforts to improve the planning process. We have reviewed all comments and have taken them into consideration throughout the writing of this report. Thank you for your interest in the transportation planning process.

The next page begins the public meeting summary and the public comments received. No written comments were received after the 30 day deadline.

Public Workshop Summary

Palm Beach MPO
TMA Certification Meeting
2300 North Jog Road, 4th Floor
West Palm Beach, FL 33411-2749

May 7, 2015
2:00 p.m. – 3:00 p.m.

Attendees:

Stanley Voice
Bill McDonald
Jeff DeMario
Marissa Harrell
Kathy Boehnlein
Lisa Maack – FDOT
Sean Santalla - FDOT
Stacie Blizzard - FHWA
Shundreka Givan - FHWA
Carey Shepherd - FHWA
Keith Melton - FTA
Nick Uren - MPO
Renee Cross - MPO
Malissa Booth - MPO
Seth Contreras – MPO
Anie Darucaud – MPO
Franchesca Taylor – MPO
Kim DeLaney - TCRPC

Stacie Blizzard (FHWA):

Thanks for taking time out of your calendar to come here today. This isn't a hearing, just a public meeting to tell you what we do and why we are here. Please sign in to show you were here today. Also, at some point we want to answer a question, "How was this meeting noticed?"

MPO:

Display advertising in the Palm Beach Post twice, very prominent. Sunday a week ago and again on Tuesday. Also all major TV, Radio and newspaper received press releases. Display advertising in free weekly Spanish paper, El Latino Semanal, and a TV station did a story this morning. Let Malissa Booth of the MPO know if you have ways of improving notice and also let Malissa Booth know how you heard about this meeting.

Stacie Blizzard:

We are here to hear your voice and want to know how the MPO performs its job for you.

Introductions of Federal Team:

Stacie Blizzard, Shundreka Givan, Keith Melton, Carey Shepherd.

Why are we here today? We are required by federal law to come in every four years and work with the TMAs which is an MPO that is over 200k and above population. PBMPPO makes up the Miami TMA. We want input from the public and really want to hear from you. We are going to briefly tell you about the process and why transportation planning is important.

The Law dictates this process every four years. First, we do an audit review looking at all documents the MPO produces, plans, studies, etc. Next, we conduct a site visit and walk through the process and finding out how they involve the public and respond to needs. The third area is a report we generate. Finally, we produce this report formally to FDOT and the MPO and the public. If you are interested, let us know. There are speaker cards if you want to talk today. If you don't want to talk, you can write your opinions. We can mail you a hard copy or email it to you. It is a public document.

We make findings and recommendations that might improve the process. Within one to two months, we will make a presentation on what we found out to the board. Then we work with FDOT and the MPO and the staff to work on improvements based on what we find. We also recognize things that are very well done.

You have 30 days until June 8, 2015 to make your comments and they will still be included in the report. The boundaries here are PBC. Why is planning important? Framework for collaboration; decides how funding will be spent, helps MPO prioritize regional needs and determine best solutions; provides a framework for the future transportation system.

Planning for the future today – 20 and 40 years down the road. A lot of times we have a vision of what we want and what we don't want things to look like. Lots of partners and stakeholders in a process that is 3C:

- Continuing
- Cooperative
- Comprehensive

Can you drive in your car, walk to a bus station, bike places, shipping, rail, air, etc. We are looking for seamless usability. We also are concerned about public input because it dictates the process.

Planning Products description and the Metro Transportation Process and how it feeds to the state plan:

- LRTP

- TIP
- UPWP

We want to ask you:

Have you been involved in the transportation process?

Do you have an opportunity to participate?

What are your views of the process?

Tell us in this safe harbor. Tell us what you want in person or privately. Your input is very valuable to us. This is my contact information and I have some cards and it is on this comment form. Feel Free to say something now or in private.

Stan Voice:

You are here to talk about planning today, right? Not service right? Well, we've had a change locally in PBC where the MPO is involved in the LCB and that is very good. At one time they were not involved at all or very little. We expect a lot to come out of it and it's due to the MPO. But the bus service in PBC is a long sad story I don't want to get into at this moment.

As far as the process is concerned, I happen to know that the Commissioners don't disseminate information about what the MPO does on a month to month basis. We have a paratransit subcommittee but at the top I think that those meetings should have a written report as to what is happening at a higher level. The MPO controls what is being spent and we need to know. The other day I got out of the blue I find out about a meeting after the meeting. Terry Brown who is on the PT service board told me about it. I learned a commitment was made to contribute to bus shelters in the future. I never knew they were thinking about it. Then I heard the amount of money that is going to be allotted and I was disappointed because it isn't going to provide many shelters. PBC has 3200 bus stops and right now we have about 110 shelters in the unincorporated and in municipalities they have some of their own shelters but the point is that especially with the rain and the sun here we needed more shelters. How do we get that message out from the bus riders to the MPO. There is a I think the better communication between the paratransit and TD board and the MPO – but there is no distribution of what happens on a month to month basis.

(Malissa Booth (MPO) 'there are summary points published on the website because minutes don't come out until the next meeting. They are always published within a week. Don't think it's distributed but it's on the website').

Well, even channel 20 doesn't cover enough municipal or county events. I think more people in the county have television sets than computers I think. Whatever happens in the MPO should be reported on Channel 20. They have plenty of time available to show what is going on at the meetings at Transit Board and paratransit.

Bus service in PBC, they do 40 thousand trips a day because majority have to take two buses. So it's really 13k people. Huge fleet of buses but other than mornings, they run around empty. We still have PT director who couldn't buy bigger buses so he bought the accordion buses! And in this process do you look to see to evaluate how federal funds are being spent like 5307 and other grants? Is that your responsibility?

(Keith Melton (FTA) 'it isn't something we look at during the cert but we are very much interested in what is eligible and ineligible. But how eligible costs are decided - it is a local decision. FTA spending is a local decision. We oversee the processes and the milestones of those processes. We have 14 programs at FTA. I've not been made aware of problems on how money is being spent. Those are local decisions but maybe you'd prefer money be spent elsewhere?'

[Later added the following: When you complain, they send a card and you have to call back for status. Publix wouldn't do that. If I had the time whatever this lady said, I could double or triple it in spades. Even got roaches on the bus.]

(Stacie Blizzard (FHWA) 'Just a reminder, if you have other ways of preferring to receive information, please let us know. Please let Malissa Booth know.'

Kathy Boehnlein:

I was a reporter for a black newspaper in Fort Lauderdale. I rode the bus. Most riders detest the PT system. I hate the PT bus system. I did story for West Side Gazette. I got all the complaints for one year – more than 5000 and analyzed them. 85% were complaints about service. Then I looked at Niagara and Cleveland and a couple other regions. They had fewer complaints even though they are bigger systems than ours. Second all, PT goes from Gardens Mall to Town Center Mall, north and south. I bring it up because the east and west routes stop at 7 or 8 at night. That's economic suppression and people can't get and keep jobs. You can't work out at Wellington and get a job. When I go back to Gardens Mall bus, why does it go to 10pm? It goes from one upscale mall to another upscale mall. But the east-west buses stop at 7 or 730. I've never seen a bus system that is run like this. How many times can you see people running to catch the bus and he pulls out while they are running.

Plus, PT has the worst on time rate. Talk to the riders. No one gives a damn in the upper offices. Complain and complain and no one acts on it. It's an exercise of futility. Palm Beach has an 8am bus to the island and 2pm back. That's it. These domestics have no way of getting kids to doctor if there is a problem. They are domestics for the rich houses there and the service is tailored to that only. They said it was aesthetic. Truth is that they don't want people of color going over there to the island. What I'm saying to you is that something has to be done. This is economic suppression. You got too many people on part time work and you don't even have enough buses to take them. This is bordering on a class action suit for discrimination.

We have got to have something in place. People cannot make in this county and you got to get rid of these old bus drivers. They are so rude. There is this one called Tisdale. He was so so late consistently that the Belle Glade people threatened to beat him to death and leave him in the Everglades. The federal government needs to do something about this economic class discrimination.

Bill McDonald:

The MPO has just changed in the past couple of years. They are trying to make change but they keep running into stalemates because of holdovers not wanting to. The other connecting roads, they need some assistance. Minimum use highways. O. Blvd starts at west as a dirt road and as it comes this way the average speed is 50 to 80 mph. As it goes over bridge, you go into a more suburban area and lot of pedestrians. Next few intersections there are bad accidents. State has to look at those turns and opt for some of these fly-overs – they are a good idea. I live just the other side of MPO and there have been (XX?) deaths just this year.

There has to be a balance there. I've only been in this chair for 5.5 years here. I used to drive everywhere and I worked for a major hotel management company. Now just going to Miami and back and relying on Public Transportation. When I go to Miami, I feel special. You are loaded first, tied down, treated well. You go to Tri-Rail, you are treated great. Do you need anything? Where are you getting off? Tri-rail goes out of the way for us ADA people. And Broward has a 'pack the back program' which is really nice. Makes it easier for us ADA people to get off.

But WPB is a mess. I've been physically assaulted four times now. People get mad when you are loading even with a guard standing 10 feet away.

I rode once with a gentleman from Great Britain who was doing a story on transportation. He said they were the prettiest buses that don't connect to anything. You are 100 ft from train to bus but the schedule hasn't been modified so there isn't time to catch the train or bus. They basically have a corridor on the west – more and more of the housing is being built out west now. They come from west Boca to Wellington Mall, they have to ride over 20 minutes to another connector and then another connector to go back. Weekdays they shut down before people go home from work. Weekends are worse. Not sure what is going on at PT but in the past months they've had bad buses breakdown. I know they have new ones coming online.

I go to church in West Palm and live here. It takes me 5 hours to get to and from a 45 minute church service. And the guy takes off before I can get there. They are making improvements but not to service, to on time numbers. It just isn't right. Not one of them would ride the bus just see how it works every day. I was the deciding vote not to cancel the bus route that lady mentioned. I have a lady in my community that takes that bus to her job and she works an 8 hours shift but gets home after wasting 4 hours to get home. They have improved their complaints response but one of the main reasons there was such a rebellion last year is because every senior who could was there in the meeting. They spent big money on the nice system. I'm sure it could have run with less but spending

all this money on buses is nice. But mainline buses don't have happy riders. Miami and Broward people sing on the bus. Here, I've never seen such instant chaos on the bus as I have here in PT. I will say that the MPO is working on it.

I call out the MPO especially for working with the Local Coordinating Board. It went from Mickey Mouse meeting to a real good meeting. They notified everyone. Ok I'll let you guys go.

Marissa Harrell

I work for Vita Nova Inc. I wanted to briefly describe a few of my experiences. I take the bus to work and I would have come here that way too but for the connections. My job is (x) miles from my house but the stop is 1.5 miles from my house. It's okay for me because I'm young and can walk, but what about people with disabilities. The whole point of transit is to get the community from point A to point B – if not effective then what is the point? That is my main connection so I need reliability and time scheduling of the bus. And the times pan from am to pm. I can't get the on the bus at 6 am to get to work. And on a Sat or Sun I'm not getting there at all. It's my only form of transportation and I'm grateful for it. But it needs to be more effective.

Jeff Demario:

My name is Jeff of Vita Nova. We work with older foster youth and a simple tweet would get a younger voice here to this meeting. I found out from a young person watching the news today. I got a screen shot and I thought I should be here. Consider tweeting these meetings if you want younger voices here. In terms of notification, they lag behind when tech is taking off. All of know that a missing child or if you are late on phone bill you get an immediate phone call or text. I think we need to use social media to ensure they get the word out.