

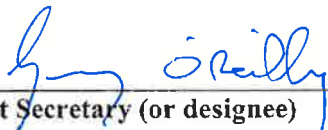
**JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN
TRANSPORTATION PLANNING PROCESS**

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

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

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

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



District Secretary (or designee)



Date



MPO Chairman (or designee)



Date

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

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

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

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

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

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

Summary of Key Activities to Support Planning Process

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

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

Progress on Implementation of 2014 State Recommendations

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

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

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

SATISFIED AND ONGOING

2. 2040 LRTP:

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

MPO Comment:

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

SATISFIED AND UNDERWAY

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

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

SATISFIED AND UNDERWAY

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

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

SATISFIED

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

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

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

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

SATISFIED

2015 FDOT Recommendations

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

2014 Noteworthy Practices

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

Speak Up Broward

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

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

Mini-grants were awarded to the following organizations:

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

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

TRAC & RIDES Education Program

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

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

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

Complete Streets

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

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

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

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

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

Complete Streets and Localized Initiatives Program

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

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

Bicycle and Pedestrian Safety Action Plan

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

MPOAC State Wide Freight Advisory Committee

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

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

Southeast Florida Regional Freight Plan

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

South Florida Climate Change Vulnerability and Adaptation Pilot Project

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

Quiet Zones

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

Transportation Disadvantaged –1-Click South Florida

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

Interactive TIP Tool

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

Congestion Mitigation/Livability Planning Efforts

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

Mobility Hubs

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

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

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

Education Corridor Coordinated Transit Service

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

Community Bus Coordination

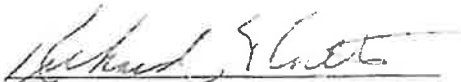
The Broward MPO hosts a bimonthly Community Bus Coalition meeting. This meeting of municipal community bus administrators share best practices, and is working towards actionable goals which could include sharing resources, regional collaboration on routing, and funding opportunities.

FEDERAL FY 2015-2016 DEBARMENT AND SUSPENSION CERTIFICATION

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

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

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


Chairperson for the MPO

2/5/15
Date

FEDERAL FY 2015-2016 CERTIFICATION REGARDING LOBBYING


Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

2/5/15
Date

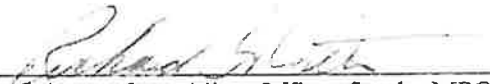

Chairperson for the MPO

Disadvantaged Business Enterprise Utilization

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

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

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



Signature of Presiding Officer for the MPO/TPO

2/5/15

Date of Signature


Title VI / Non-Discrimination Policy Statement

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

The Broward Metropolitan Planning Organization further agrees to the following responsibilities with respect to its programs and activities:

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

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



Signature of Presiding Officer for the MPO/TPO

2/5/15

Date of Signature