

Complete Streets and Other Localized Initiatives Program

Four (4) Project Categories

- Complete Streets (bike lanes, sidewalks, multi-use paths, related facilities)
- Safety & Security (traffic calming, intersection reconfiguration, ADA Upgrades, Visibility Improvements, related infrastructure)
- Sustainability Initiatives (Mobility Hubs, greenways, bus shelters, bike racks, etc.)
- Technology Advancements (ITS, Traffic Control, Signalization, Transit Signal Priority, Traveler Information)

Evaluation Process

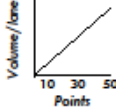
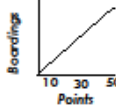
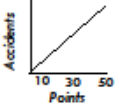
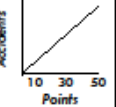
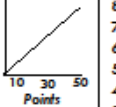
...will be objectively evaluated based on the following criteria:

- **Connectivity**
 - Activity Centers
 - Connection to Existing Facilities
- **Mobility**
 - Traffic Volume/Lane
 - Transit Boardings
- **Safety**
 - Non-Vehicular Accidents
 - Vehicular Accidents
- **Economic Development**
 - Low Income Population
 - Employment-Population Proportion

Evaluation Process

COMPLETE STREETS AND OTHER LOCALIZED INITIATIVES PROGRAM EVALUATION PROCESS

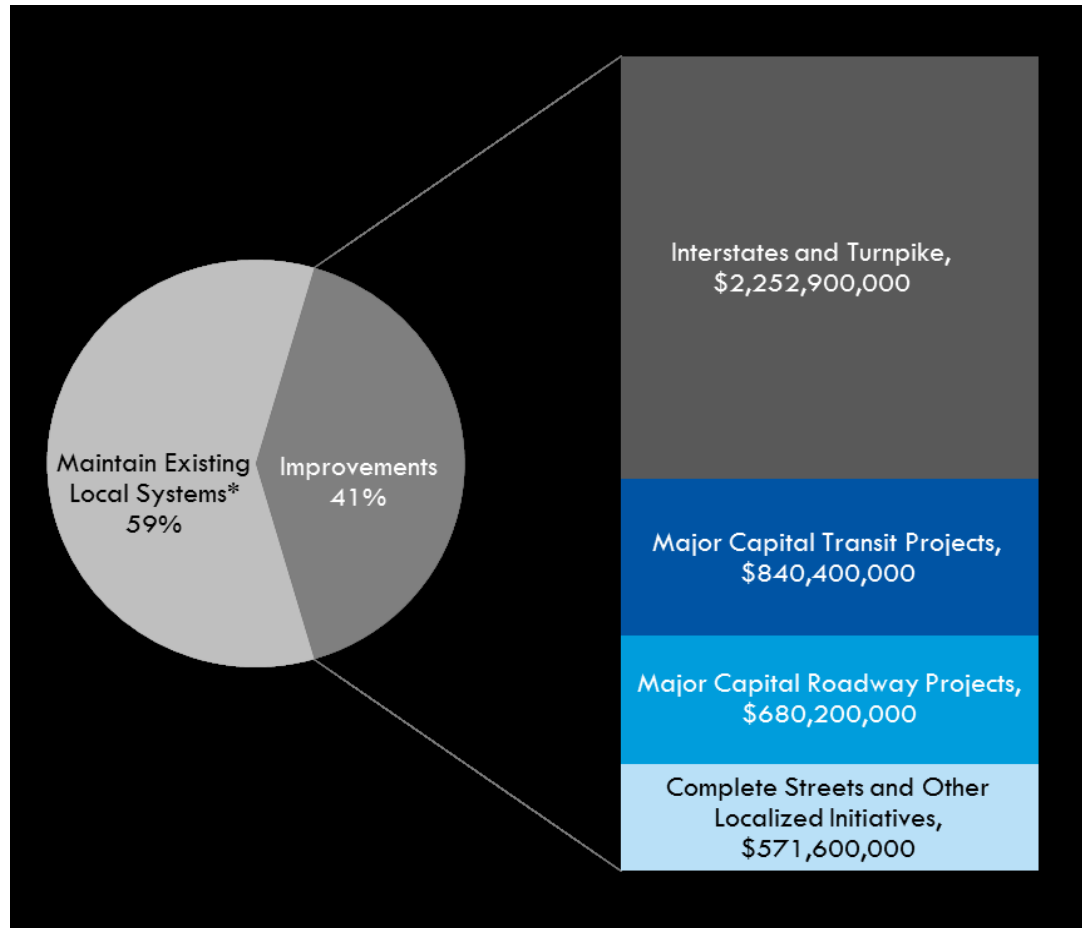
Total points range in value between 80 – 400. Final results can be filtered and/or sorted by sponsor type, agency type, program category, cost, etc.

	CONNECTIVITY		MOBILITY		SAFETY		ECONOMIC DEVELOPMENT	
COMPLETE STREETS (a.g., bike lane, sidewalk, transit shelter, etc.)	ACTIVITY CENTERS (1/2 mile buffer) Projects analyzed and awarded points based on the total number of activity centers (per Broward County data source) within the buffer.	CONNECTION TO EXISTING FACILITY Projects analyzed and award points based on its termini connection to an existing, like facility. Staff may conduct field reviews to verify connections.	TRAFFIC VOLUME/LANE (200ft buffer) Projects analyzed and awarded points based on traffic volume per lane within the buffer.	TRANSIT BOARDINGS (1/4 mile buffer) Projects analyzed and awarded points based on daily transit boardings occurring within the buffer.	NON-VEHICULAR ACCIDENTS (200ft buffer) Projects analyzed and awarded points based on total number of pedestrian and bicycle accidents occurring within the buffer during a five-year period.	VEHICULAR ACCIDENTS (200ft buffer) Projects analyzed and awarded points based on total vehicular occurring within the buffer during a five-year time period.	LOW INCOME POPULATION (1/2 mile buffer) Projects analyzed and awarded points based on the percentage of the low income population within the buffer.	EMPLOYMENT-POPULATION PROPORTION (1/2 mile buffer) Projects analyzed and awarded points based on the proportion of the total employment and population within the buffer area.
SAFETY & SECURITY (a.g., traffic calming, intersection reconfig., etc.)	Scale 3+ 50 points 1-2 30 points 0 10 points	Scale 2 sides 50 points 1 side 30 points 0 sides 10 points	Scale 10 - 50 points	Scale 10 - 50 points	Scale 10 - 50 points	Scale 10 - 50 points	Scale 10 - 50 points	
SUSTAINABILITY INITIATIVES (a.g., Mobility Hub, greenway, etc.)								
TECHNOLOGY ADVANCEMENTS (a.g., ITS, upgraded signalization, etc.)	Data Source Broward County (2013)	Data Source Field Review / Google Earth	Data Source Broward MPO (2013)	Data Source BCT and SFRTA (2014)	Data Source Signal Four, University of Florida (2009-2013)	Data Source Signal Four, University of Florida (2009-2013)	Data Source: ACS 2012, 5-year average (Census Block Group)	Data Source SERPM 7.0 (2010)
Type of Analysis	Summation Points, 10, 30, and 50, are awarded based on the total number of activity centers observed within the buffer area.	Discrete Points, 10, 30, and 50, are awarded based on the number of connections to existing, like facilities.	Ordinal The observed data within the buffer area are sorted from the highest to lowest value and assigned a rank order from "1" to the maximum number of projects. If projects have the same data value, the same rank is assigned. These ranks are then 'normalized' and points, between 10 and 50, are awarded.					Proportion Points, between 10 and 50, are awarded based on the proportion of employment to population within the buffer area.

Application (seven (7) sections)

- General Project Information (name, start and end dates, etc.)
- Eligibility Criteria Verification (demonstration of public support, resolution from the governing body, etc.)
- Project Category (Complete Streets, Safety & Security, Sustainability Initiatives, Technology Advancements)
- Project Elements (checklist of all elements that apply to the project in question)
- Project Description (includes dimensions, materials, quantities, etc. to justify cost estimation)
- Purpose and Need (submit evidence that shows project in question effectively solves a known problem and fulfills *Commitment 2040* goals and objectives)
- Project Cost (total project capital cost and estimated annual operation and maintenance costs)

Funding



- Transportation Alternative Program (TAP) Funding Rolled into Program
- Florida Department of Transportation Commitment to Construct
- No Local Agency Program (LAP) Certifications Required

Policy Recommendations

- Project/application cap of \$1.5 million per application.
- Limit of five (5) applications per project sponsor in which the facility/ROW owner and local jurisdiction are the same. (i.e. city facility located within city boundary, county facility located within unincorporated areas)
- Additional five (5) partner applications per project sponsor is allowed in which the facility/ROW owner (excluding State facilities) differs from the local jurisdiction boundary in which the facility is located. (i.e. County facility located within a city boundary, city facility crossing city boundaries).

Policy Recommendations

- All applications will require supporting resolutions from applicants and facility/ROW owner which include commitments to fund applicable operating and maintenance costs.
- All applications will require documentation of local community support for the project.
- For projects proposed on State facilities, a letter of support from FDOT will be required.

Policy Recommendations

- Evaluation criteria weighting of 23% for Connectivity, 23% for Mobility, 30% for Safety and 24% for Economic Development to be used.
- Bonus points for projects in MPO adopted plans.
- Funding distribution equity to be achieved by awarding one project per applicant/joint applicant. If funding is available for a “second” round, then a second project can be awarded to an applicant, and so on.

Policy Recommendations

- If actual costs (determined by FDOT after award) exceed the \$1.5 million cap, then applicant will have to provide local funding to cover the “additional funding needs” or rework/re-scope the project and resubmit for the following cycle.
- A minimum six (6) week period will be provided for submissions (possibly 8 weeks for the first cycle).
- An annual process for submission of applications.

Policy Recommendations

- A two (2) part reporting process will be followed which includes the MPO Board approval of the ranked projects and a report from FDOT indicating which projects could be programmed from the list of approved projects or a reason why projects were not programmed.
- Applicant designates staff person responsible for coordination with MPO and FDOT staff on the implementation of the project.