



# Revenue / Funding Advisory Committee

November 28, 2016 Meeting

## Agenda

- Welcome and Sign-in.....Committee Chair Mallozzi
- Approval of Minutes (May 12, 2016) ..... Committee Members
- Overview and Progress Report ..... Michael Ronskavitz / MPO Staff
- Discussion of 2017 Legislative Priorities  
**(Attachment 2)**.....Committee Members / MPO Staff
- Discussion of 2017 Strategic Business Plan  
    Retreat Topics (**Attachment 3, 2015 Topics**)...Committee Members / MPO Staff
- Action Items ..... Committee Members / MPO Staff
- Talking Points / Report to MPO Board (December 8, 2016)....Committee Chair Mallozzi
- Closing Remarks.....Committee Chair Mallozzi and/or Executive Committee Members

## Membership

### Committee Members

- Commissioner Lisa Mallozzi, Committee Chair,  
Cooper City
- Commissioner Dale V.C. Holness, Broward  
County Board of County Commissioners
- Vice Mayor Barbara Sharief, Broward County  
Board of County Commissioners

### Staff Resources

- Michael Ronskavitz\*, Deputy Director  
Charlene Burke, Transportation Planner  
Paul Calvaresi, Transportation Planner  
James Cromar, Director of Planning  
Daniel Knickelbein, Transportation Planner  
Greg Stuart, Executive Director  
Anthea Thomas, Public Involvement  
Specialist  
Lydia Waring, Procurement Officer

*\*Strategic Direction Staff Leader*

**Next Revenue / Funding Advisory Committee Meeting**  
**May 11, 2017**

For complaints, questions or concerns about civil rights or nondiscrimination, or for special requests under the Americans with Disabilities Act, please contact: Chris Ryan, Director of Public Involvement and Communication / Title VI Coordinator at (954) 876-0036 or [ryanc@browardmpo.org](mailto:ryanc@browardmpo.org).



# Revenue / Funding Advisory Committee

Minutes from the May 12, 2016 Meeting

## Participants

### Committee Members

Commissioner Lisa Mallozzi, City of Cooper  
City  
Vice Mayor Barbara Sharief, Broward  
County Board of County Commissioners

### Staff Members

Charlene Burke, Transportation Planner  
Paul Calvaresi, Transportation Planner  
James Cromar, Director of Planning  
Daniel Knickelbein, Transportation Planner  
Michael Ronskavitz (Staff Leader), Deputy Director  
Anthea Thomas, Public Involvement Specialist  
Lydia Waring, Procurement Officer

### Other Participants

Todd Brauer, Whitehouse Group  
Debon Campbell, Legislative Aide, Florida House of  
Representatives  
Nicholas Torres, Whitehouse Group

## DRAFT

### Discussion Items

1. Commissioner Lisa Mallozzi welcomed participants.
2. The Committee approved the Meeting Minutes from November 12, 2015.
3. MPO staff provided a brief overview of the progress made on each of the products / actions documented within the Revenue / Funding section of the *Strategic Business Plan*.
4. The Committee discussed the following related to the Advocacy Review and Evaluation Program:
  - a. The MPO engages with lobbyists to further legislative priorities as part of overall advocacy efforts.
  - b. In 2015, the MPO spent \$81,843 for advocacy purposes, and \$50,000 of that amount was spent directly on lobbying efforts on behalf of legislative priorities.
  - c. The FAST Act of 2015, which is the most recent federal authorization for surface transportation funding accomplished many of the MPO's priorities on a national level; however, it is difficult to determine how money spent on advocacy has advanced legislative priorities.
  - d. The Committee should direct discussion on future advocacy and legislative priorities to the Board.
  - e. The Advisory Committee would like to see similar annual reports to evaluate future MPO Legislative Initiatives.
5. The Committee discussed the following related to the Grant Review and Evaluation Program:

- a. In May, the MPO launched a Go/No Go Decision Matrix Tool that uses a scoring methodology to analyze key factors in the assessment of potential grant opportunities.
  - b. Grant opportunities that are not pursued by the MPO, but would be of interest to partner agencies will be sent out as part of a Distribution List. The Committee suggested expanding the number of recipients who receive the information, including adding the Broward League of Cities to the Distribution List.
  - c. The initial Distribution List will be sent out on May 24, 2016 to the partner agencies that expressed interest, and will include a variety of grant opportunities (e.g., arts and culture, environmental, water quality, etc.) in addition to transportation.
  - d. The Distribution List will be routinely updated by MPO staff.
6. The Committee discussed the following related to the Intergovernmental Shared Resources Program:
- a. A Staff Skills Audit will be conducted in July to assess what skills MPO Staff currently possess, what skills need to be developed, and what skills could be marketed.
  - b. The results of the audit will develop a baseline of MPO Staff capabilities and determine what resources the MPO can offer throughout the region, serving as the foundation for the Intergovernmental Shared Resources Program.
7. The Committee discussed the following related to a Public /Private Partnership Program:
- a. As a part of Speak Up Broward, an assessment is currently underway to develop guiding principles for the Public/Private Partnership Program. More information will be available when this is complete.
8. The Committee discussed the following related to the Local Option Tax Plan (1 Cent):
- a. The Committee offered assistance and staff support to help advance future transportation funding efforts.
  - b. The Committee offered to act as a reviewer and sounding board for future transportation funding efforts.

### Action Items

1. Conduct a mini-workshop at the November 2016 Advisory Committee meeting to develop ideas in anticipation of the next Strategic Business Plan Retreat, tentatively set for early 2017.
2. Authorize staff to update the Legislative Initiatives report on future advocacy activities.
3. Follow-up on potential grant opportunities and market the Distribution List to municipal partners.
4. Monitor and update the Go/No Go Decision Matrix on a periodic basis.

### Next Revenue / Funding Advisory Committee Meeting November 10<sup>th</sup>, 2016

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# Revenue / Funding Advisory Committee

Progress Report for the November 28, 2016 Meeting

Product / Action	Progress	Status	Notes
<b>Short-term (FY15-16)</b>			
Advocacy Review and Evaluation Program	100%	Ongoing - Annual Report and evaluation of future legislative initiatives will continue.	See Highlights below for a summary update. To view the MPO Advocacy Program and efforts, visit <a href="http://browardmpo.org/index.php/about-the-mpo/legislative-initiatives">http://browardmpo.org/index.php/about-the-mpo/legislative-initiatives</a>
Grant Review and Evaluation Program	100%	Ongoing, see <a href="#">Attachment 1</a> for Updates to the Program and Go/No Go Matrix for grant opportunities.	See Highlights below for summary updates of the Grant Review and Evaluation Program, 2016 TIGER grant award and FASTLANE grant.
<b>Mid-term (FY16-18)</b>			
Intergovernmental Shared Resources Program	20%	For discussion.	Follows MPO Skills Audit (75% Complete) and Educational Program. MPO staff is working on an Interlocal Agreement with the City of Sunrise for Planning Services.
Public / Private Partnership Program	25%	For discussion	A progress update will be provided at the meeting.
<b>Long-term (FY19+ / Ongoing)</b>			
Local Option Tax Plan (1 Cent)	100%	On November 8, 2016 ballot	An update will be provided at the Committee Meeting.

## Highlights

### Advocacy/Legislative Update

The Revenue/Funding Strategic Business Plan Committee requested an annual update on the Broward MPO Legislative Priorities List and whether those priorities were being addressed. As part of the passage of the Fixing America's Surface Transportation Act (FAST Act) in December 2015, five of the seven Broward MPO federal legislative priorities were addressed. They included expanded sub-allocation (direct funding) of federal funds to the Broward MPO, creating a multimodal freight program with MPO eligibility, and restoring pre-MAP-21 funding levels for programs vital to the Broward MPO. A sixth priority was addressed when the MPO was awarded a TIGER Grant in late July 2016, and the seventh, continued funding of the Wave Streetcar, was addressed when the FTA recommended \$11

million dollars in additional funding as part of the Transportation, Housing, and Urban Development (THUD) House Appropriations bill.

In the next year, the Broward MPO will be looking at several legislative initiatives, including passage of the “Metropolitan Planning Enhancement Act,” which would allocate 50 percent more in federal funding to the Broward MPO (among others), through the Surface Transportation Program (STP) and Transportation Alternatives Program (TAP). The MPO will also be monitoring the U.S. Department of Transportation’s “MPO Planning Area Reform” rule, which would provide significant changes to the structure of MPOs within an urbanized area. For discussion purposes, please see [Attachment 2](#) for proposed 2017 legislative priorities.

### **Grant Review and Evaluation Program Update**

The Broward MPO is pursuing several strategies to increase the availability of funding to implement projects and conduct planning activities.

MPO staff conduct ongoing reviews of information and resources on local, state and federal notices for funding and grant opportunities. Among the sources are several electronic subscription mailing lists and databases, such as GrantFinder, a real-time searchable database from Efficient.Gov that is available for free through membership with the National League of Cities. If the MPO is eligible to apply for a grant, MPO staff use the Go/No Go Matrix to review the grant and to determine whether to apply.

MPO staff produces the Funding and Grants Opportunities e-blast that goes out to the 80 e-blast subscribers. The E-blast contains general information with links to local, state and federal opportunities, including details such as total amount of funding available, deadlines, and special offers such as grant training.

In coordination with The Grantsmanship Center, the MPO plans to host a grants training program, *Competing for Federal Grants*, in February 2017 to help increase the community's knowledge and skills in federal grant proposal development. Promotion of the training will be via e-blasts and social media.

### **2016 TIGER Grant**

The Broward MPO has been awarded a Transportation Investment Generating Economic Recovery (TIGER) Grant for \$11.4 million for the construction of approximately 9.2 miles of bicycle, pedestrian and greenway facilities that “fill in the gaps” of Broward’s bicycle and pedestrian network. These network facilities help to provide crucial multimodal connections to 85 educational facilities, employment centers, civic uses, and other regional destinations which serve the everyday needs of Broward’s residents and visitors. Further, these projects will promote safety and will build upon the MPO’s Complete Streets Initiative which represents a commitment of approximately \$120 million over the next five years to construct approximately 100 miles of bicycle facilities and 40 miles of sidewalks along Broward’s existing roadways.

### **FASTLANE Grant**

The Broward MPO, in partnership with Broward County’s Port Everglades, applied for \$111.6 million in funding for the construction of the Port Everglades Intermodal Freight Connector Project through the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant. Although the FASTLANE grant application was not

successful, the Broward MPO/Port Everglades will re-apply with a smaller funding request if there is a second round of the FASTLANE grant.

ThePort Everglades Intermodal Freight Connector Project includes the extension of an existing turning notch – an area used to turn vessels – the addition of up to five additional berths, the purchase of super post-Panamax cranes to unload the container ships, the renovation of dock infrastructure, including a switchgear building, and the addition of state-of-the-art environmentally friendly bulkheads. These facilities will complement the recent Florida East Coast Railway investment in an on-port Intermodal Container Transfer Facility (ICTF); the Florida Department of Transportation's (FDOT's) Eller Drive Grade Separation Project, which separates truck and rail traffic serving Port Everglades' Southport and allows for direct access to the Interstate system; and the Port Everglades Navigation Improvement Project to deepen and widen the port's channel, which will help the port continue to accommodate post-Panamax cargo vessels. These improvements are critically needed to transfer cargo intermodally from ship to shore for distribution throughout the United States by truck and rail.

## **Next Revenue / Funding Advisory Committee Meeting**

**May 11, 2017**

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## **2010-16 Grants Evaluation: Revenue / Funding Advisory Committee**

**Revenue and Funding Committee Members:**

**Commissioner Lisa Mallozzi, Cooper City, Committee Chair**

**Commissioner Dale Holness, Broward County Board of Commissioners**

**Commissioner Barbara Sharief, Broward County Board of Commissioners**

As reflected in the MPO Long Range Transportation Plan, the mission of the MPO is to move people, create jobs, and strengthen communities. To support this mission, the MPO has developed Strategic Directions and goals to meet the needs of our region.

A goal of the Revenue / Funding Strategic Direction is to increase funding for transportation improvements. As part of this process, the MPO plays an important role in the identification of funding opportunities by actively conducting research and analyzing a wide range of grant opportunities from federal, state, and private foundation resources. The MPO has pursued grants when funding opportunities match Strategic Direction goals for important transportation projects.

Since 2010, the MPO has pursued or partnered on a total of 14 grants that have resulted in \$14,013,308. Successfully funded grant applications include projects such as The Wave Modern Streetcar, Complete Streets, transit analysis studies, and climate change. The spreadsheet below summarizes the results of the MPO's competitive grant applications.

Grants Coordination Project Funding Matrix 2010 to present				
Title of Project	Purpose	Requested Grant Amount	Results	Funded Grant Amount
Regional Complete Streets Initiative	To fill critical gaps and extend the Regional Complete Streets network to provide safe multi-modal access to community resources for vulnerable populations.	11,443,371	Awarded	11,443,371
Port Everglades Intermodal Freight Connector Project	To extend an existing turning notch, to add berths, purchase super post-Panamax cranes, renovate dock infrastructure at the Port.	111,640,328	Not funded	0
Regional Complete Streets Initiative	To fill in 17 gaps and extend the reach of Broward Regional Complete Streets network.	39,759,749	Not funded	0
South Florida Climate Change Vulnerability & Adaptation Pilot Project	To analyze climate change risks to the regional transportation system.	300,000	Awarded	300,000
I-95 Integrated Corridor Mgmt. Deployment Planning Study	To improve the multimodal transportation system along the I-95 corridor in Broward.	180,000	Awarded	180,000
Expansion of 2-1-1 Telephone & Website Services (1-Click/SoFL)	To provide Broward, Miami-Dade and Palm Beach County residents centralized access to transportation information.	674,922	Awarded	539,937
Hollywood Blvd / Pines Alternative Analysis	To develop multimodal options in a defined travel corridor.	689,000	Not funded	0
Sample Rd Alternative Analysis	To develop multimodal options in a defined travel corridor.	477,000	Not funded	0
Sunrise Blvd Alternative Analysis	To develop multimodal options in a defined travel corridor.	572,000	Not funded	0
Hallandale Beach Blvd Alternative Analysis	To develop multimodal options in a defined travel corridor.	739,000	Not funded	0
University Drive Alternative Analysis	To develop multimodal options in a defined travel corridor.	1,512,000	Awarded	1,500,000
Sample Road and State Road 7 Mobility Hub	To develop alternative concepts for the Gateway Hub.	180,000	Not funded	0
FEC Railway Corridor Safety Improvements	To implement railway crossing safety improvements along the Florida East Coast corridor.	20,275,000	Not funded	0
US Centers for Disease Control & Prevention	To make streets safe for pedestrians, bicyclists and users of public transit.	150,000	Awarded	\$50,000
<b>TOTAL</b>		<b>177,148,999</b>		<b>14,013,308</b>

## **Lessons MPO has learned about ways to improve future grant applications:**

- Regional cooperation and consensus building is vital. Where applicable, projects should demonstrate cross-sector approaches with unified, regional planning: public-private partnerships, stakeholder collaboration, efficient alignment and leverage of funding sources, and integrated approaches that cut across traditional policy silos.
- The region must improve its track record to fulfill grant requirements for awarded projects on time and as planned. Grantors report that stalled projects in the region can negatively influence award outcomes for the MPO.
- Grantors require proposed application requirement to be adhered to, that proposed projects are scaled to realistic award requests, and that projects are shovel-ready.
- Proposed projects should be sustainable. A sustainable project may bring about long-term, lasting change and is self-sustaining once funding comes to an end.
- Proposed projects should be scalable. Requested award amounts should be realistic and based on detailed benefit-cost estimates and analysis. Projects should have the ability to be scaled up or down. Award amounts may be more or less than the requested award amount. Projects should have flexibility to adjust without compromising overarching goals.
- Proposed projects should be replicable. The core concepts and approaches for a project should be able to be replicated in other communities.

To further improve MPO grant applications and award potential the Go/No-Go Matrix has been updated and is provided on the following pages. The revised matrix further reduces subjectivity and continues to allow for effective evaluation of funding opportunities to match MPO goals and objectives and ensure the best possible use of partnership and community resources.

# GO / NO-GO DECISION MATRIX FOR PURSUING FUNDING OPPORTUNITIES

<u>PROPOSAL FACTORS</u>	<u>NEGATIVE: 0 POINTS</u>	<u>NEUTRAL: 1 POINT</u>	<u>POSITIVE: 2 POINTS</u>	<u>SCORE</u>
<b>Aligns with MPO Vision, Mission, Strategic Directions</b>				
Vision: to transform transportation in Broward County to achieve optimum mobility with emphasis on mass transit while promoting economic vitality, protecting the environment, and enhancing quality of life.	No, 0 Priorities  <input type="checkbox"/> mobility/mass transit <input type="checkbox"/> economic vitality <input type="checkbox"/> protect environment <input type="checkbox"/> quality of life	Yes, 1 or 2 Priorities  <input type="checkbox"/> mobility/mass transit <input type="checkbox"/> economic vitality <input type="checkbox"/> protect environment <input type="checkbox"/> quality of life	Yes, 3 or > Priorities  <input type="checkbox"/> mobility/mass transit <input type="checkbox"/> economic vitality <input type="checkbox"/> protect environment <input type="checkbox"/> quality of life	
Mission: to influence the expenditure of federal and state funds to provide a regional transportation system that ensures the safe and efficient mobility of people and goods, optimizes transit opportunities, and enhances our community's environmental and economic well-being.	No, 0 Priorities  <input type="checkbox"/> safe/efficient mobility of people/goods <input type="checkbox"/> transit opportunity <input type="checkbox"/> enhance environment <input type="checkbox"/> enhance economic	Yes, 1 or 2 Priorities  <input type="checkbox"/> safe/efficient mobility of people/goods <input type="checkbox"/> transit opportunity <input type="checkbox"/> enhance environment <input type="checkbox"/> enhance economic	Yes, 3 or > Priorities  <input type="checkbox"/> safe/efficient mobility of people/goods <input type="checkbox"/> transit opportunity <input type="checkbox"/> enhance environment <input type="checkbox"/> enhance economic	
Strategic Directions: Move people, create jobs, strengthen communities via: Multimodal Improvements, Technology, Revenue/Funding, Economic Development, Leadership/Partnerships, Education/Development, Contingency Planning	No, 0 - Yes, 1 Priority  <input type="checkbox"/> multimodal improvement <input type="checkbox"/> technology <input type="checkbox"/> revenue/funding <input type="checkbox"/> economic development <input type="checkbox"/> leadership/partnership <input type="checkbox"/> education/development <input type="checkbox"/> contingency planning	Yes, 2 or 3 Priorities  <input type="checkbox"/> multimodal improvement <input type="checkbox"/> technology <input type="checkbox"/> revenue/funding <input type="checkbox"/> economic development <input type="checkbox"/> leadership/partnership <input type="checkbox"/> education/development <input type="checkbox"/> contingency planning	Yes, 3 or > Priorities  <input type="checkbox"/> multimodal improvement <input type="checkbox"/> technology <input type="checkbox"/> revenue/funding <input type="checkbox"/> economic development <input type="checkbox"/> leadership/partnership <input type="checkbox"/> education/development <input type="checkbox"/> contingency planning	

<u>PROPOSAL FACTORS</u>	<u>NEGATIVE: 0 POINTS</u>	<u>NEUTRAL: 1 POINT</u>	<u>POSITIVE: 2 POINTS</u>	<u>SCORE</u>
<b>Grant Application characteristics and requirements</b>				
History / Reputation with Funder & Expertise	MPO, consultants, lobbyists unknown to funder and/or no expertise or debrief	MPO, consultants, lobbyists known to funder and/or some expertise or debrief	MPO, consultants, lobbyists well-known to funder and/or significant expertise or debrief	
Cost Share	Requires > 20% Match and/or Significant In-kind	Requires < 20% Match and/or In-kind	Requires \$0 Match	
Collaboration & Commitment	Not MPO vision, MPO not lead applicant, and/or MPO Letters of Support only	Interest to identify/pursue partner(s) willing and able to agree to proposal requirements	Partner(s) agree to sign MOU/MOA/Resolution, for roles, responsibilities, and financial commitment	
Submission Deadline: Based on Date of Posted Notice	50% time passed	10-49% time passed	< 10% time passed	
Competitiveness (History of # and \$ Value of Past Awards)	Highly competitive and/or \$50K - \$99K	Average competitive and/or \$100K - \$999K	Limited competitive and/or \$1M or >	
<b>Compelling / Evidence of Need for Project</b>				
Federal Core Function: UPWP, TIP LRTP	No	In Progress	Yes	
Approved Plan: Corridor Study, Mobility Hubs, Special Projects	No	In Progress	Yes	
Board / TAC/ CAC/Request or Recommendation	No	In Progress	Yes	
Shovel-Ready Project	No	In Progress	Yes	
<b>Additional Proposal Factors</b>				

<u>PROPOSAL FACTORS</u>	<u>NEGATIVE: 0 POINTS</u>	<u>NEUTRAL: 1 POINT</u>	<u>POSITIVE: 2 POINTS</u>	<u>SCORE</u>
Will indirect costs (administrative overhead: equipment, rent, utilities, board expenses, grants management, audit, liability insurance, staff training, etc.) be incurred if grant pursued?	<p>Indirect Costs: Yes, 4 or &gt;</p> <p><input type="checkbox"/> equipment  <input type="checkbox"/> rent  <input type="checkbox"/> utilities  <input type="checkbox"/> board expenses  <input type="checkbox"/> grant management  <input type="checkbox"/> audit  <input type="checkbox"/> liability insurance  <input type="checkbox"/> staff training</p>	<p>Indirect Costs: Yes, 2 or 3</p> <p><input type="checkbox"/> equipment  <input type="checkbox"/> rent  <input type="checkbox"/> utilities  <input type="checkbox"/> board expenses  <input type="checkbox"/> grant management  <input type="checkbox"/> audit  <input type="checkbox"/> liability insurance  <input type="checkbox"/> staff training</p>	<p>Indirect Costs: No, 0 - Yes, 1</p> <p><input type="checkbox"/> equipment  <input type="checkbox"/> rent  <input type="checkbox"/> utilities  <input type="checkbox"/> board expenses  <input type="checkbox"/> grant management  <input type="checkbox"/> audit  <input type="checkbox"/> liability insurance  <input type="checkbox"/> staff training</p>	
Will consultant, additional staff, or new resources be required for successful pre/post award grant administration?	<p>New Task Work Order required for consultant and/or new resources needed for grant administration</p> <p>Estimated # of core staff?  <input type="checkbox"/> (insert #)</p> <p>Estimated # of as-needed support staff?  <input type="checkbox"/> (insert #)</p>	<p>MPO and/or partner(s) will manage pre/post award grant administration. Change to consultant Task Work Order. Resources in budget.</p> <p>Estimated # of core staff?  <input type="checkbox"/> (insert #)</p> <p>Estimated # of as-needed support staff?  <input type="checkbox"/> (insert #)</p>	<p>Partner(s) and Task Work Order established, ready to proceed. Limited need (e.g., &lt;10 hours) to update grant application and/ or no need for consultant.</p>	
Will MPO experience intangible benefits (leadership, branding/PR, new partners, credibility with funder, stakeholder support, etc.)?	<p>Intangible Benefits: No, 0 - Yes, 1</p> <p><input type="checkbox"/> leadership  <input type="checkbox"/> branding/PR  <input type="checkbox"/> new partner(s)  <input type="checkbox"/> funder credibility  <input type="checkbox"/> stakeholder support</p>	<p>Intangible benefits: Yes, 2 or 3</p> <p><input type="checkbox"/> leadership  <input type="checkbox"/> branding/PR  <input type="checkbox"/> new partner(s)  <input type="checkbox"/> funder credibility  <input type="checkbox"/> stakeholder support</p>	<p>Intangible benefits: Yes, 4 or &gt;</p> <p><input type="checkbox"/> leadership  <input type="checkbox"/> branding/PR  <input type="checkbox"/> new partner(s)  <input type="checkbox"/> funder credibility  <input type="checkbox"/> stakeholder support</p>	

<u>PROPOSAL FACTORS</u>	<u>NEGATIVE: 0 POINTS</u>	<u>NEUTRAL: 1 POINT</u>	<u>POSITIVE: 2 POINTS</u>	<u>SCORE</u>
Will the opportunity solve a problem, support a program, expand a service, create a new project or service, be an innovative idea, expedite delivery time for project/program, be replicable, etc.?	Opportunities: No, 0 - Yes, 1  <input type="checkbox"/> solve problem <input type="checkbox"/> support program <input type="checkbox"/> expand service <input type="checkbox"/> new project/service <input type="checkbox"/> innovative idea <input type="checkbox"/> expedite delivery <input type="checkbox"/> replicable	Opportunities: Yes, 2 or 3  <input type="checkbox"/> solve problem <input type="checkbox"/> support program <input type="checkbox"/> expand service <input type="checkbox"/> new project/service <input type="checkbox"/> innovative idea <input type="checkbox"/> expedite delivery <input type="checkbox"/> replicable	Opportunities: Yes, 4 or >  <input type="checkbox"/> solve problem <input type="checkbox"/> support program <input type="checkbox"/> expand service <input type="checkbox"/> new project/service <input type="checkbox"/> innovative idea <input type="checkbox"/> expedite delivery <input type="checkbox"/> replicable	
Is the opportunity sustainable (Project/program will continue beyond funds)?	O&M Required Not in Budget	O&M Required In Budget	No O&M Required	
Optional Bonus Points				<u>TOTAL</u>
<b>SCORE CRITERIA</b>				
<b>≥ 17 POINTS</b> = Good Fit. Triggers a Kickoff Meeting with key staff, partners, stakeholders**				
<b>12 - 16 POINTS</b> = Warrants consideration. Identify Action Items for additional info/follow up				
<b>7 - 11 POINTS</b> = Not a good fit. Suitable for distribution to partner agencies				
<b>≤ 6 POINTS</b> = Do not apply				
**Funding Opportunities that satisfy "Good Fit" Score Criteria will be given to the MPO grants coordinator who will schedule a Kickoff Meeting to identify key staff, partners, stakeholders and respective roles for each.				



A review of other success grant awards shed insight on how to best compete for future awards. As directed by the Revenue/Funding Committee, MPO staff compiled the following recent awards to agencies similar to the Broward MPO. This information will be used to improve upon the MPO's grant award success rate.

### **Transportation Investment Generating Economic Recovery (TIGER)**

- Los Angeles County Metropolitan Transportation Authority: This grant constructs a grade separation at the intersection of Rosecrans and Marquardt Avenues from the BNSF railroad mainline tracks located in Santa Fe Springs, approximately 15 miles southeast of downtown Los Angeles. The grade separation is part of larger effort to triple track a 15-mile segment between Los Angeles and Fullerton. (2016, \$15,000,000)
- Los Angeles County Metropolitan Transportation Authority: This TIGER grant will provide funding to restore a blighted area of unused railroad tracks to an inviting corridor safe for pedestrians and bicyclists. Once completed, a 6.4-mile bicycle and pedestrian multi-use corridor through historically disadvantaged South Los Angeles communities will link three regionally significant north-south transit lines – the Metro Blue Line LRT, Crenshaw/LAX Light Rail Transit, and the Silver Line BRT. Specifically, existing railroad track along a Metro-owned right-of-way will be removed, six-miles of Class I bicycle path infrastructure will be paved, safety features (such as crosswalk marking, curb ramps, repainted stop bars, and signage) will be installed, new crosswalks will be constructed, and lighting and landscaping features will be installed. (2015, 15,000,000)
- Los Angeles County Metropolitan Transportation Authority: The TIGER funded project includes streetscape, pedestrian, and bicycle access improvements proposed to be implemented in the Little Tokyo neighborhood of Downtown Los Angeles within a one-mile radius of the 1st/ Central Station of the Regional Connector rail line, set to open for service in 2020. These access improvements will enhance the livability of this historic commercial and burgeoning residential district, and facilitate linkages to nearby Union Station and the integration of bicycle and pedestrian access to Metro rail and bus systems. (2014, \$11,800,000)
- Los Angeles County Metropolitan Transportation Authority: This TIGER project will implement the master plan for the Willowbrook/Rosa Parks Station, the fourth busiest station in LA, with 22,500 passengers daily. The improvements include lengthening the Metro Blue Line station platform by 150 feet, upgrading existing and adding a new station entrance; relocation and expansion of the existing bus terminal closer to the station; pedestrian improvements; construction of new sheriff

substation; construction of a multi-modal hub which includes resources for the station's planned bike share program; construction of a 1.25 acre community plaza; and facility enhancements including lighting and signage. (2014, \$10,250,000)

- Metropolitan Transportation Commission: This is an innovative planning study of congestion in the central urban areas of the San Francisco Bay Area caused by operation of transit systems at maximum capacity. The TIGER funded study will evaluate and prioritize short, medium and long-term transit investments and strategies to address existing and forecasted capacity constraints in the core of the region. On a typical workday, over 35 percent of San Francisco workers use transit to access their jobs. The study will focus on identifying a package of investments that expand transit capacity and connectivity to rapidly growing core job centers and housing in the Bay Area, particularly in the region's three largest cities, San Francisco, San Jose, and Oakland. (2014, \$1,000,000)
- Lee County MPO: TIGER funds will be used to support bicycle and pedestrian transportation connections throughout Lee County. This project will complete three sections of the regional trail network: the Tour de Parks Loop, the University Loop, and the Bi-County Connector. (2013, \$10,473,900)
- SFRTA: TIGER dollars will be used to leverage an additional \$65 million from the Florida DOT, the City of Fort Lauderdale, and the Broward Metropolitan Planning Organization to build a new streetcar line in downtown Fort Lauderdale. The 1.4 mile streetcar line will serve the downtown urban center, which includes City Hall, the Federal Courthouse, the financial district, and Las Olas Riverfront. With streetcars running every 7.5 minutes, the Wave will serve an estimated 2,800 riders per day, many of whom will be riding transit for the first time. (2012, \$18,000,000)

### **Transit-Oriented Development**

- The Los Angeles County Metropolitan Transportation Authority, in partnership with the City of South Gate and Eco-Rapid Transit, will receive funding to plan cooperatively to increase economic development throughout the proposed West Santa Ana Branch Light Rail corridor between downtown Los Angeles and Artesia. The planning effort seeks to address several major barriers to TOD, including high truck traffic, high levels of air pollution and primarily industrial development. Final outcomes will include conceptual TOD plans for 15 station areas, urban design improvements for the corridor, zoning code updates, and TOD implementation resolutions for adoption by the cities in the corridor. (2016, \$2,000,000)
- The Regional Transportation District and City and County of Denver will receive funding to help alleviate barriers to TOD in the East Colfax Avenue corridor, the location of a proposed bus rapid transit project. Barriers to TOD include perceptions of high crime and a harsh pedestrian environment. Final outcomes will include urban design guidelines for the corridor, an affordable housing strategy, a small

business retention and development strategy, and a financing plan for implementation of TOD and related infrastructure. (2016, \$1,350,000)

- The Metropolitan Council (MN) will receive funding to plan for economic development and revitalization in the METRO Blue Line Extension corridor, where a 13.5-mile light rail transit line is under development. The planning effort will also provide municipalities in the corridor with tools to implement the plans and encourage redevelopment. Partners in the effort include the five municipalities in the corridor, Hennepin County, and several private organizations. Final outcomes will include TOD policies and zoning codes, infrastructure plans, housing and economic development strategies, and financing strategies. (2016, \$1,200,000)
- The Bi-State Development Agency (Metro) will receive funding to plan for ways that diverse populations can benefit from a proposed 17-mile, 28-station Metro Link light rail line that will connect downtown St. Louis with the city's northern and southern limits. A significant portion of the corridor, particularly on the north side of St. Louis, is economically distressed and requires careful planning and incentives to attract development. Partners in the effort include the City of St. Louis, the East-West Gateway Council of Governments and the St. Louis Development Corporation. Final outcomes will include station-area multimodal access plans, land use and zoning policies, financial tools and incentives to implement TOD, and a citywide TOD implementation commission and program. (2016, \$374,278)
- The North Central Texas Council of Governments, with support from Dallas Area Rapid Transit (DART) and the cities of Dallas, Garland and Richardson, will receive funding to prioritize pedestrian and bicycle connections to light rail stations along the Red and Blue Line Platform Extension project corridor and identify policy changes to foster more effective TOD. Final outcomes will include a list of priority last-mile pedestrian/bicycle access projects, parking policy changes for municipalities' implementation, and proposed changes to local land use policies. The Red and Blue Line Platform Extension project will modify and extend platforms at 28 DART stations in order to accommodate longer trains. (2016, \$1,400,000)
- The San Diego Association of Governments (SANDAG) will receive funding to encourage TOD and improve access at stations along its planned Mid-Coast Corridor Transit Light Rail project. SANDAG will develop strategies for implementing mobility hubs – areas around stations where modes of transportation such as walking, ridesharing, biking and transit connect seamlessly. The Mid-Coast Corridor project will extend the city's existing light rail system nearly 11 miles, connecting to colleges and medical facilities north of downtown. (2015, \$429,635)
- The Sacramento Area Council of Governments (SACOG) will receive funding to develop a toolkit of policy and regulatory changes to encourage TOD in the areas surrounding the planned Downtown Riverfront Streetcar. The toolkit will include updated plans and guidelines for areas along the streetcar route, development standards, updated zoning codes that encourage TOD, an infrastructure

assessment and an analysis of affordable housing. The streetcar, which is the planning and environmental review stages, will run for 3.3 miles connecting West Sacramento and the Midtown District in Sacramento. (2015, \$1,118,720)

- The Southeast Michigan Council of Governments (SEMCOG) will receive funding to plan for TOD around the Southeast Michigan Regional Transit Authority's planned BRT along Woodward Avenue. TOD efforts include creating a plan that communities will use to guide development around transit facilities. The TOD effort also includes formulating strategies for economic growth and assessing development opportunities in the corridor, as well as evaluating the use of mixed income housing and public private partnerships. Outreach to the businesses, developers and the public is planned. SEMCOG and the transit authority are planning the BRT for a 27-mile corridor along Woodward Avenue from downtown Detroit to Pontiac. (2015, \$250,000)

**FASTLANE (Pilot 2016)** – No MPO received an award for a project.

**Advanced Transportation and Congestion Management Technologies Deployment Program:**

- Los Angeles County Metropolitan Transportation Authority: A large-scale deployment of the Freight Advanced Traveler Information System (FRATIS) Project using automated optimized dispatching and traffic signal- vehicle speed coordination to reduce truck congestion and fuel usage. (2016, \$3,000,000)

**Ladders of Opportunity (Section 5309 Bus & Bus Facilities Initiative Project Selections)**

- Kansas City Area Transportation Authority: Funding to enhance transit-related amenities in the Prospect Avenue corridor, one of the busiest transit corridors in the region. The project will renovate curbs, sidewalks, benches, and shelters, make other improvements to increase convenience for pedestrians and those with mobility issues. In addition to facilitating access to new developments along Prospect Avenue, the project will better connect riders to major employers and medical centers in the Central Business District. (2016, \$1,200,000)
- Los Angeles County Metropolitan Transportation Authority: Funding to make capital improvements at four bus stops along Cesar Chavez Avenue in the perimeter of the Los Angeles Union Station. The project will include the acquisition of land for a bus pavilion, new bike facilities and emergency safety call boxes, enhanced landscaping and paving, and four new bus shelters equipped with solar-powered lighting and real-time bus data. (2016, \$1,668,557)

**FTA's Rides to Wellness (Pilot 2016)**

- Riverside County Transportation Commission and its partner organizations will receive \$185,753 for the Blythe Wellness Express, a program that provides access to preventative healthcare for South California residents. This travel navigator/mobility management coordination project will address access to services in an underserved area and involve staff from the public transit agency, healthcare providers and community volunteers. An evaluation piece will document health-related outcomes. (2016, \$185,753)
- The San Diego Association of Governments will receive \$160,000 to coordinate rides for patients, both those traveling from emergency rooms to hospitals for admission and discharged patients traveling to pharmacies, treatments or their homes. The project will apply mobility management as part of hospital discharge planning, helping patients learn about how to attend healthcare appointments as well as wellness activities using public transportation. (2016, \$160,000)
- The Jacksonville Transportation Authority will receive \$399,200 to develop a software interface connecting medical scheduling programs and transit schedules to generate transit travel times and costs for healthcare receptionists and patients as they choose appointments. With the potential to link a large number of healthcare providers to mobility management nationally, the project will provide a pilot data set to prove the value of linking transportation options with medical appointments. (2016, \$399,200)
- The Atlanta Regional Commission will receive \$337,628 to provide travel training, free transit passes over a six-month period, and paratransit or reduced fare enrollment assistance to at least 200 individuals to be selected from four area health centers. The program will address the difficulty in accessing medical services via paratransit by bolstering a travel training and mobility management effort and leveraging creative community partnerships. A regional summit will explore future opportunities for collaboration, identify barriers and propose solutions. (2016, \$337,628)
- The Detroit Department of Transportation will receive \$509,475 to increase mobility for older adults, particularly city residents with lower incomes and/or disabilities, to non-emergency medical care. The project will use scheduling software that improves efficiency and coordination between transportation and healthcare providers, as well as offer transportation to health/wellness/prevention activities such as recreation centers, parks, and farmers markets. (2016, \$509,475)
- The Flint Mass Transportation Authority will receive \$310,040 to develop a mobility management program, including coordinated non-emergency medical transportation, trip planning and training. The program will provide rides to wellness appointments for behavioral health patients, dialysis patients, and primary/urgent care for families, and elderly and elderly disabled patients in Flint and nearby Genesee County, both of which are impacted by Flint's municipal water crisis. Building on a 2015 FTA-funded Healthcare Access Mobility Design Challenge

Grant, the project will improve local coordination and access in the community. (2016, \$310,040)

- The Research Triangle Regional Public Transportation Authority of Durham, N.C., will receive \$65,600 to expand the GoTriangle Regional Call Center to improve coordinated transit planning and application assistance for paratransit riders who are low-income, uninsured or have mental health special needs. By co-locating paratransit mobility management services with fixed route mobility management services, the project will increase access to care. The project builds on a 2015 FTA-funded Healthcare Access Challenge Grant that tested solutions for transportation for low income, uninsured, or Medicaid consumers of behavior healthcare and developed a plan to implement solutions. (2016, \$65,600)

#### **FTA's Mobility on Demand Sandbox Demonstration Program**

- The Los Angeles County Metropolitan Transportation Authority will receive funding for a two-region mobility on demand partnership with the car-sharing company, Lyft, in Los Angeles and Seattle. The project will explore the viability of first/last mile solutions for trips originating and ending at select transit stops. Customers can use the Lyft app or call a dispatcher phone number, providing equity to lower income individuals. (2016, \$1,350,000)
- The Tri-County Metropolitan Transportation District of Oregon (TriMet) will receive funding for an Open Trip Planner Share Use Mobility project that will create a platform integrating transit and shared-use mobility options. TriMet will build on its existing trip planning app to incorporate shared use mobility options and more sophisticated functionality and interfaces, including data sharing for shared-use mobility providers. By integrating data, the project will allow users to plan trips that address first/last mile issues while traveling by transit. (2016, \$678,000)



## **Proposed 2017 Broward MPO Federal Legislative Priorities FOR DISCUSSION**

- Increase funding for programs that are vital to the Broward MPO
  - Advocate for the creation of a federal infrastructure bank and ensure that funds are eligible for direct allocation to MPOs.
  - Ensure the long term sustainability of the Transportation Investment Generating Economic Recovery (TIGER) Grant program by increasing yearly allocations above the current \$500 million.
  - Secure funding levels through the appropriations process for the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) that are consistent with funding levels allocated by the FAST Act.
- Ensure that policy changes from USDOT and Congress benefit the Broward MPO
  - Work with companion MPOs and national partners to advocate for substantial changes in USDOT's proposed "Metropolitan Planning Organization Coordination and Planning Area Reform Rule."
  - Promote passage of the *Metropolitan Planning Enhancement Act*, sponsored by Rep. Lois Frankel, which would reward high performing MPOs like the Broward MPO with additional funding.
- Secure federal grants to promote high visibility Broward MPO projects
  - Collaborate with partners to bring USDOT Transit-Oriented Development (TOD) money to Broward.

- Apply for Fostering Advancement in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) Grant for enhancements to Port Everglades.
- Monitor for grant opportunities for autonomous vehicle pilot programs to bring new autonomous vehicle technology to Broward.
- Apply for Advanced Transportation and Congestion Management Technologies Deployment Grants to improve safety, efficiency, and system performance of transportation network in the region.

## **Proposed 2017 Broward MPO State Legislative Priorities**

### **FOR DISCUSSION**

- Restore funding for the Transportation Regional Incentive Program to promote regional planning and project development.
- Establish a revolving fund to be utilized by metropolitan planning organizations to advance the use of federal funds prior to reimbursement from USDOT.



## FRAMEWORK

### BROWARD MPO BOARD RETREAT – STRATEGIC PLAN

#### STRATEGIC THEME 1: LEADERSHIP/PARTNERSHIPS

##### **Goal 1: Strengthen and Expand Strategic Partnerships.**

Objective 1: Continue to implement *Speak Up Broward*.

Objective 2: Host yearly, joint meeting with the Broward County Commission.

Objective 3: Host yearly meeting with Florida state legislators - Broward delegation.

Objective 4: Develop five (5) new strategic partnerships (e.g., Chamber of Commerce, Broward Business Alliance, Visitors Bureau, Regional Planning Council, World Cities, etc.).

##### **Goal 2: Hold Agencies Receiving Federal Funding Accountable.**

Objective 1: Implement a *Project Review and Evaluation Policy*<sup>1</sup> for all projects pursuing federal funds.

Objective 2: Implement a *Reasonable Progress Policy*<sup>2</sup> for all projects utilizing federal funds.

#### STRATEGIC THEME 2: EDUCATION/DEVELOPMENT

##### **Goal 1: Increase Awareness of the Vision, Mission and Products of the MPO.**

Objective 1: Distribute yearly Annual Report to all elected officials and the public.

Objective 2: Distribute one-page summary of all Board meetings to all Board members and elected officials.

Objective 3: Implement a *Public Involvement Program* specifically designed to engage school age children.

Objective 4: Continue to implement *Speak Up Broward*.

##### **Goal 2: Strengthen Board Decision-making Capacities.**

Objective 1: Two (2) Board members will attend the MPOAC/CUTR Institute's Board training.

Objective 2: Implement a *Board Educational Program* for all Board members.

Objective 3: Implement a *Project Review and Evaluation Policy*.

Objective 4: Implement a *Reasonable Progress Policy* for all projects utilizing federal funds.

##### **Goal 3: Strengthen MPO Staff Technical Capacities.**

Objective 1: Perform skills audit of all MPO staff members.

Objective 2: Implement a *MPO Staff Educational Program*.

<sup>1</sup> Checklist provided to the Board to ensure projects satisfy the strategic goals of the MPO before approval.

<sup>2</sup> Tracks, reports and eliminates delinquent projects, measured against the schedule submitted by project sponsors, reallocating forfeited funds to the regional funding pot.

## **STRATEGIC THEME 3: REVENUE/FUNDING**

### **Goal 1: Increase Funding for Transportation Improvements.**

Objective 1: Develop a local option tax plan (1 cent).

Objective 2: Implement a program to identify public/private partnership opportunities.

Objective 3: Implement Advocacy Review and Evaluation Program.

Objective 4: Implement Grant Review and Evaluation Program.

Objective 5: Implement an *Intergovernmental Shared Resources Program*.

## **STRATEGIC THEME 4: MULTIMODAL IMPROVEMENTS**

### **Goal 1: Establish Vision for Multimodal Systems.**

Objective 1: Develop Complete Streets Master Plan.<sup>3</sup>

Objective 2: Develop Transit System Plan.<sup>4</sup>

Objective 3: Implement Complete Streets and Other Localized Improvements Program.

### **Goal 2: Improve Safety for all Modes.**

Objective 1: Consolidate and archive partner safety plans and programs.

Objective 2: Identify gaps in existing partner safety plans and programs.

Objective 3: Implement Project Review and Evaluation Policy (e.g. safety).

## **STRATEGIC THEME 5: ECONOMIC DEVELOPMENT**

### **Goal 1: Expand Taxable Base.**

Objective 1: Implement program to identify public/private partnership opportunities.

Objective 2: Implement a Project Review and Evaluation Policy (e.g. transit-orientated development).

### **Goal 2: Expand Role in the Movement of Goods.**

Objective 1: Form Freight Committee.

Objective 2: Negotiate Memorandum of Understanding (MOU) with Port Everglades and the Fort Lauderdale/Hollywood International Airport.

## **STRATEGIC THEME 6: TECHNOLOGY**

### **Goal 1: Expand Use of New Technologies to Improve Efficiency and Service-delivery.**

Objective 1: Identify tools used and in development to increase mobility and accessibility.

Objective 2: Implement program to identify opportunities where new technology can save time and money.

## **STRATEGIC THEME 7: CONTINGENCY PLANNING**

### **Goal 1: Improve Regional Emergency Services.**

Objective 1: Consolidate and achieve partner contingency plans and programs.

Objective 2: Identify gaps in existing partner contingency plans and programs.

<sup>3</sup> Vision for complete streets not limited by funding or timeframe constraints.

<sup>4</sup> Vision for transit not limited by funding or timeframe constraints.