



Proposed

Roads for Economic Vitality (REV) Program Policies

Purpose

The Broward Metropolitan Planning Organization's (MPO) Roads for Economic Vitality (REV) Program, a replacement for the Transportation Alternatives Program, provides funding for small local transportation projects that will improve the safety and mobility for all transportation users in Broward.

Overview

This competitive grant program can fund projects such as (but not limited to): roadway enhancements, safety improvements, and technology advancements that support economic vitality.

Application Policies

- Total project cost maximum is \$5 million per application for design, construction engineering and inspection (CEI), and construction (i.e. total project cost).
- Total project cost minimum is \$2 million per application for design, CEI and construction.
- If estimated total project costs (determined by FDOT) exceed the total project cost maximum, 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. The additional local funding plus contingencies must be identified in the local agency's Capital Improvements Program prior to the commencement of the design of the project. If the required local funding is not identified in a timely manner, then the project will be dropped from its funding cycle and the project must be resubmitted in a future competitive funding cycle to again be considered.
- Limit of one (1) application per project sponsor per application cycle.
- All projects must be “transportation projects” and be accessible to the public 24 hours/7 days a week to be considered for eligibility.
- Lane elimination projects are not eligible expenses.
- All applications must provide the following: Scope of Work, Cost Estimate, Resolution of Support, Concept Plans, and Partner Collaboration. Cost Estimate must be in the appropriate format provided by FDOT and prepared and signed by a Professional Engineer.
- All proposed projects must be within existing Right-of-Way. Applicants must provide proof of Right-of-Way in the application by submitting a Right-of-Way map, survey or plat.



- All applications require documentation of public outreach meetings, including proof of adequate meeting notice. Community shall be informed of the project's scope of work and given an opportunity to ask questions and provide feedback. The applicant shall provide documentation of outreach to potentially impacted properties.
- All applications will require supporting resolutions from applicants and facility/ROW owner which include commitments to fund project costs exceeding the total project cost maximum and applicable operation and maintenance costs. Resolutions must note project limits.
- Projects off the state highway system will be delivered using the federally mandated Local Agency Program (LAP) process in which the local agency seeks reimbursement for project costs.
- For projects proposed on State facilities, documentation of a determination from the Florida Department of Transportation (FDOT) will be required (FDOT requires a minimum of 6 weeks lead time to vet the project and provide the letter of consistency). The applicant's resolutions should also note that in this instance, FDOT shall determine entity to deliver project, which may be the Department or the local agency.
- Any agency delivering a project via LAP will be subject to the most current LAP certification process. In most cases, LAP certification is conducted on a per project basis.

Process Policies

- MPO anticipates a biennial process for submission of applications.
- A minimum six (6) week period will be provided for submissions.
- Applicant designates lead staff person responsible for coordination with MPO and FDOT staff on the implementation of the project. This lead staff person shall be a full-time employee of the local agency who is also a qualified professional with experience in project management, engineering and/or planning (or related field), who will be responsible for coordination with MPO and FDOT staff. Please refer to the latest version of FDOT's Local Programs Manual for the duties and responsibilities of the responsible charge.
- All applicants will be required to meet with MPO Staff to discuss REV applications prior to submittal (i.e. pre-application meetings). Applicants can submit for consideration only projects discussed at the meetings and deemed feasible.



- All applicants required to meet an initial submittal deadline in addition to the application deadline. See REV application process flow chart on the REV webpage at browardmpo.org.
- All applications are subject to a completeness review based on the approved policies and required application documentation found in the Application Checklist on the program website. Incomplete applications will not advance through the objective ranking for MPO Board approval.
- The following evaluation criteria and weighting will be used for REV project prioritization: Economic Vitality (33%), Safety (33%), Access (20%), and Mobility (14%).
- An iterative process will be followed which includes the MPO Board approval of the ranked projects, incorporation of the projects into the MPO's List of Priority Projects (LOPP), then programmed in the FDOT Work Program and the MPO's Transportation Improvement Program (TIP).
- Applicants may utilize the Metro Transportation Engineering and Construction Cooperative (MTECC) to deliver REV projects through the LAP process.

Scope Changes

- Any requests by the applicant for a change in project scope elements, project length, or budget to a project funded in the MPO's TIP under the REV program, need to be submitted in writing to the REV Manager and will be evaluated for consideration. Any requests that result in a significant change in project scope elements, project length, or MPO funding contribution that exceed 30%, will not be considered and the applicant will be required to resubmit the project application in a future cycle. *See REV Policies for points deductions for projects programmed in the MPO's TIP. Any requests for additional MPO funding contributions will be subject to evaluation and MPO funding availability.*

Bonus Points

- Any project submitted that is in the MPO's adopted Metropolitan Transportation Plan (MTP) will receive a five percent increase to the project's base score.
- Partner agencies who did not receive an award in the previous REV cycle will receive a five percent increase to a project's base score.
- Any project submitted by an applicant that has not, in the last three years, filed suit against the MPO, taken action to name the MPO as a defendant, or filed any cross claim or counter claim in any pending litigation against the MPO will receive a twenty percent increase to their project's base score.

Points Deductions





- If a local agency is approved by the MPO for any change in project scope elements, project length or budget, a point deduction of 10% off a project's base score will be applied to the next project application submitted by that local agency.
- If a local agency requests to remove a programmed REV project from the TIP prior to entering into a LAP agreement for design, a point deduction of 20% off project's base score will be applied to the next project application submitted by that local agency.
- If a local agency requests to remove a programmed REV project from the TIP after entering into a LAP agreement for design, the local agency is not eligible to submit an application in the next REV cycle.

CSLIP Cycles 1 – 9

- Any requests by the applicant for a change in project scope elements, project length, or budget to a project funded in the MPO's TIP under CSLIP Cycles 1-9, need to be submitted in writing to the REV Manager and will be evaluated for consideration. Any requests that result in a significant change in project scope elements, project length, or MPO funding contribution that exceed 50%, will not be considered and the applicant will be required to resubmit the project application in a future cycle. *Any requests for additional MPO funding contributions will be subject to evaluation and MPO funding availability.*

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