

MTECC

Metro Transportation Engineering & Construction Cooperative



Why MTECC?

Mayor's and Elected Officials Roundtable identified a need to oversee the implementation of federally awarded off-state highway projects. With 31 municipalities within Broward County, many of the smaller municipalities face a greater relative burden, while also having some of the greatest transportation needs, this becomes an equity issue. The award of transportation funding to any given municipality is not frequent enough to justify permanent resources.

The Florida Department of Transportation's (FDOT) decision to end delivery of federally funded off-state highway system projects using Local Agency Program (LAP) requires significant technical resources and specialized administrative knowledge to navigate federal and state reporting requirements.

There is a high cost and complexity of LAP delivery to individual municipalities. The cost for the administration of LAP agreement projects is estimated at \$100,000 per project.

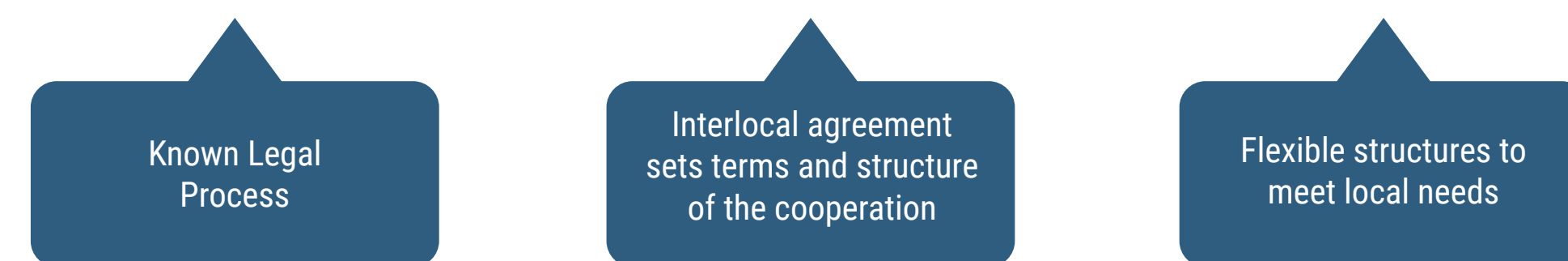
Subcommittee Explored Options for Joint Organization to Deliver Transportation Projects

- o C-Corporations
- o Cooperatives "Co-ops"
- o Florida Interlocal Cooperation Act of 1969

Florida Interlocal Cooperation Act of 1969

FL Statutes Chapter 163.01

Permits local governmental units to make the most efficient use of their powers by enabling them to cooperate with other localities on a basis of mutual advantage and thereby to provide services and facilities in a manner and pursuant to forms of governmental organization that will accord best with geographic, economic, population, and other factors influencing the needs and development of local communities.



Agreements For The Creation of MTECC

Interlocal Agreements (ILA's) between BMPO and the three (3) Founding Members

Hollywood **Plantation** **Pompano Beach**

The purpose of ILA is to consent to and authorize the creation of MTECC, in order to facilitate the planning, design and construction of transportation related projects throughout Broward County.

Firewall between "planning" activities of MPO and "design and construction" activities of MTECC. MPO assumes no financial responsibility for MTECC projects.



Municipal Grants Management Assessment

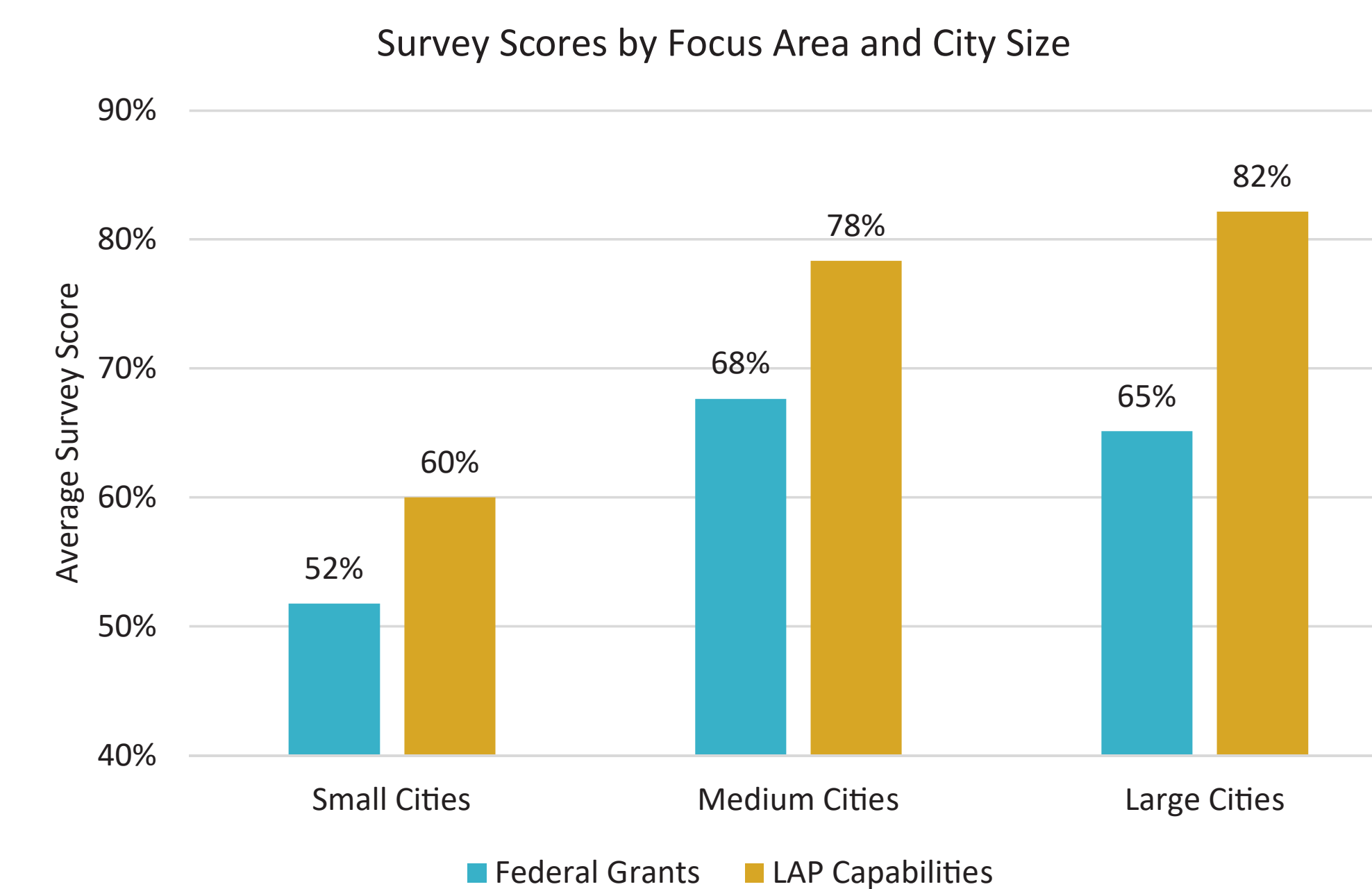
The Broward MPO performed a study to assess its member governments' ability to apply for and administer federal discretionary transportation grant awards, as well as administer and implement Local Agency Program (LAP) projects. Through a voluntary online survey sent to all member governments' city managers, Broward MPO was able to gauge differences in capacity of its municipal partners in order to better assist in the delivery of federally funded projects. The results of this survey showed an incomplete ability across cities of all sizes to fully implement complex federally funded and LAP projects. Additionally, the study indicates a lesser ability of smaller cities to apply for and oversee the awarding of federal discretionary grants, and a lesser familiarity and capacity with LAP requirements.

For purpose of analysis, the municipalities were divided into groups based on population, defining their city sizes as follows:

- o Small cities: <20,000 population
- o Medium cities: 20,000 to 100,000 population (+/- 5,000)
- o Large cities: >100,000 population (+/- 5,000)

Of the 31 member governments, 17 unique responses were received. All five Broward MPO municipal districts were represented in the survey responses, as well as a satisfactory distribution of small, medium, and large cities.

For both the Federal Grants and LAP capabilities focus areas, small cities on average scored lower in the survey than medium and large cities.



Average focus area scores for each population group is shown in the table above. As the questions were created such that a "yes" answer indicates greater capability or proficiency, the score is calculated by dividing the number of affirmative responses by the total number of questions in each focus area.

The goal of this study was to assess the capabilities of Broward MPO member governments to apply for and facilitate federal competitive grants and to oversee the implementation of LAP projects. This study indicates deficiencies across member governments both large and small in their abilities to apply for and administer federal grants and LAP projects. No single city indicated that they could provide 100% of the required capabilities in either focus area. Moreover, only three member governments indicated that they are currently LAP certified. The results show lower scores among smaller cities versus medium and large cities in both the federal grants focus area and the LAP focus area. This suggests a lesser capacity of small sized cities in both focus areas in comparison with their medium and large sized counterparts within the region. Yet what these results show above all is an incomplete ability across cities of all sizes to fully implement complex federally funded projects.

Authorized Activities of MTECC

Federal Aid Project Administration

- o LAP Certification
- o Liability of the Parties for Federal Aid Project Completion

Local Project Administration

- o Provision of Services to Municipal Members
- o Payment for Services
- o Selection of Services

Federal Aid Project Administration

LAP Certification

On behalf of the Municipal Members, MTECC may become LAP certified by FDOT. Upon certification under the LAP, MTECC may contract for the project delivery of Federal Aid Projects on behalf of FDOT.

Liability of the Parties For Federal Aid Project Completion

Normally, the Municipal Member requesting the project is responsible for non-eligible expenses and cost overruns. MTECC is never responsible, nor is the MPO.

Local Project Administration

Municipal Members always retain option to use MTECC or not.

Project Costs and responsibilities are addressed in individual project-based agreements between FDOT, MTECC and Municipality.

MPO will not be a party to individual project-based agreements.

No responsibility for funding beyond TIP programmed funds.

Potential Types of Work

1. Bike Lanes
2. Sidewalk
3. Crosswalk
4. ADA Enhancements
5. Landscape
6. Lighting
7. Drainage
8. Resiliency



MTECC Implementation Schedule

Underway

- Founding members approve/sign ILA
- Administrative services agreement
- Draft MTECC policies/procedures

Second Quarter 2022

- MTECC Operations Begin

Summer 2022

- Obtain FDOT LAP Certification

Summer/Fall 2022

- Procure key consultant resources

State Fiscal Year 2023

- Begin MTECC projects



MTECC Benefits

- o Centralized engineering expertise with design, bid package preparation, construction oversight, inspection, right of way, etc.
- o Centralized procurement. Efficient & timely project delivery
- o Centralized public involvement team
- o City only buys services necessary without need to maintain staff

Key Elements of MTECC

- o Self governing Board
- o Self funding by members
- o Primary funding through project awards
- o Municipality member annual dues to cover overhead

MTECC Membership Contributions

- o Founding/Board Member Contribution \$ 100,000
- o Non-founding Member Contribution \$ 50,000
- o Annual Membership Fee* \$ 25,000
- o Five-year minimum commitment
- o * May be adjusted by Board annually

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