

Items to be Addressed in Proposed Amendments

1. Acknowledgment that the review, ranking, and prioritization process and Fiscal Year 2020 funding recommendations for Municipal Capital Projects have been completed consistent with the obligations of the parties; that the cost of funding the remaining phases for all 97 ranked and statutorily-eligible projects is projected to exceed the County's aggregate funding obligation through FY25 (the end of the current Five-Year Plan); and that, therefore, various phases of those 97 ranked projects will be funded outside of the current Five-Year Plan. Acknowledgment that the Five-Year Plan will be revised annually based upon factors that include project status, cost savings on projects for which design has been completed, corridor delivery, previous project performance and compliance with contractual terms, and funding projections.
2. Commencing April 1, 2021, and in April of each subsequent year, Municipalities may submit applications for new or amended Municipal Capital Projects to be reviewed, ranked, and prioritized by the MPO. Each year, the MPO will deliver to the County its prioritized project list no later than June 1. The 110 Municipal Capital Projects ranked by the MPO (Cycle 1, FY 2020 projects, which includes the 97 MPO-ranked, statutorily-eligible projects, 10 MPO-ranked projects that have not yet been considered by the Oversight Board, and 3 ineligible projects, as may be applicable), will keep their ranking for any and all subsequent project phases. All remaining Municipal Capital Projects (>400) will be combined with new projects submitted by municipalities, and collectively ranked using the same delineated methodologies and criteria.
3. Establishment of criteria for the future ranking of Municipal Capital Projects. The primary consideration will remain the project's ability to alleviate traffic congestion and enhance connectivity, but the criteria may also include the following factors:
 - a) Regional impact (i.e., whether the project is a collaborative effort among Municipalities and crosses municipal boundaries);
 - b) Whether the project leverages local, state, and/or federal funds (more points for more leverage);
 - c) Added consideration for the single project the Municipality deems to be its highest priority;
 - d) Demonstrated outreach and public support for the project;
 - e) The level of investment the project makes in historically underserved areas as defined by socioeconomic factors (to be more specifically defined by the MPO and the County during further refinement of the new MPO review process, which will be effectuated through a joint memorandum and will not require a formal amendment to any agreement);
 - f) Priority for a municipality with capital projects in the original 2018 Transportation Plan that opted not to have such projects reviewed during the MPO's 2019-2020 ranking and prioritization process;

- g) Project resiliency (considerations of sea level rise and climate change using the 2019 SE Florida Unified Sea Level Rise Map); and
 - h) Previous surtax-funded municipal project performance and compliance, where applicable.
4. The MPO will submit its prioritized list of the Municipal Capital Projects to be considered for inclusion in the County's updated and rolling Five-Year Plan, based on the amount of projected surtax proceeds to be available in the next fiscal year for Municipal Capital Projects, as communicated by the County's Contract Administrator to Surtax Services Staff by May 1. If more surtax funding for Municipal Capital Projects becomes available, the MPO will be asked to supplement the prioritized list prior to the County updating the rolling Five-Year Plan. The County will update the rolling Five-Year Plan annually, for consideration by the Oversight Board and County Commission.
 5. The order and timing of funding Municipal Capital Projects within the 10% annual commitment will be based upon the MPO's prioritized list provided annually. The County may deviate from funding these capital projects only under limited circumstances such as:
 - a) Whether other projects are planned for the same corridor or that will affect the same or nearby transportation elements. The goal of allowing this flexibility is to ensure that surtax revenues will be utilized responsibly, efficiently, and with the least interruption to residents and businesses;
 - b) The construction-readiness of the project (to ensure that other proposed projects are not unnecessarily delayed due to the higher-ranking project not being ready to be developed); and
 - c) Whether a material amount of available state and/or federal funding would be lost if a lower-ranked project is not prioritized.
 6. For Municipal Capital Projects not, at the applicable time, within an annual 10% funding commitment, the County may accelerate funding in its discretion based upon factors including the availability of state and/or federal funding; whether accelerating this project would enhance the efficient expenditure of transportation funds; and whether the project is located in a Municipality that has enacted specific regulations implementing Land Use Policy 2.16.4, offering transportation-related advantages. In consultation with an affected Municipality, the County may also assume responsibility for delivering a Municipal Capital Project using County surtax funds. Except for limited circumstances to be agreed to by the County and municipalities, Municipal Capital Projects accelerated or assumed by the County will not be considered in determining whether the 10% annual commitment has been met.

7. Include elements from the project-specific surtax funding agreements regarding permitting, road closure reporting, branding and marketing, data collecting and sharing, and County CBE goal requirements.
8. Acknowledge County Commission approval of R&M projects in FY2020, and establish expectations and criteria to address funding of future R&M projects.
9. If necessary or appropriate, the MPO ILA will be amended to be consistent with these changes.