

The Complete Streets and Other Localized Initiatives Program



Policies and Evaluation Criteria

- Project/application cap of \$2.0 million per application for construction only.
- Project/application minimum of \$500,000 for construction only.
- 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).
- All applications will require supporting resolutions from applicants and facility/ROW owner which include commitments to fund construction costs exceeding the cap and applicable operating and maintenance costs. Resolutions should also note that FDOT will design and construct the project on the agency's behalf.
- All applications will require documentation of local community support for the project.
- All application must be fully scoped and "program ready" with a cost estimate prepared and signed by a Professional Engineer.
- For projects proposed on State facilities, a letter of support from FDOT will be required (FDOT requires a 6 week lead time to vet the project and provided the letter).

- All projects must be “transportation projects” and be accessible to the public 24 hours/7 days a week to be considered for eligibility.
- 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.
- If estimated construction costs (determined by FDOT) exceed the \$2.0 million cap (\$3.0 million construction cap with contingencies), 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 CSLIP funding cycle and the project must be resubmitted in a future competitive CSLIP funding cycle to again be considered.
- A minimum six (6) week period will be provided for submissions.
- An annual process for submission of applications.
- 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 lead staff person responsible for coordination with MPO and FDOT staff on the implementation of the project.