



CSLIP Policies (Updated July 2023)

Purpose

The MPO's Complete Streets and other Localized Initiatives Program (CSLIP), 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): Complete Streets projects, traffic calming and intersection improvements, ADA upgrades, Mobility Hubs, bike racks and technology advancements such as transit signal priority and traffic control devices.

Application Policies

- Project/application cap of \$4.0 million per application for construction only.
- Project/application minimum of \$750,000 for construction only.
- Limit of two (2) 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 two (2) partner applications per project sponsor are 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. If submitting more than one project in a cycle, local agencies may list their projects in priority order. Resolutions should also note that the project(s) located on a local facility, 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 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 viability of 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.
- All applications will require documentation of local community support for the project. Examples include,

but are not limited to: meeting notes, meeting recordings, and letters of support. The applicant shall provide documentation of outreach to potentially impacted properties.

- 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 must meet “program ready” requirements: Scope of Work, Cost Estimate, Resolution of Support, and Partner Collaboration. Cost Estimate must be in the appropriate format provided by FDOT and prepared and signed by a Professional Engineer.
- All projects must be “transportation projects” and be accessible to the public 24 hours/7 days a week to be considered for eligibility.
- If estimated construction costs (determined by FDOT) exceed the \$4.0 million cap, 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.

Process Policies

- MPO anticipates an annual 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 Section 2.4 of FDOT’s LAP manual for the duties and responsibilities of the responsible charge.
- All applicants will be required to meet with MPO Staff to discuss CSLIP applications prior to submittal. Applicants can submit for consideration only projects discussed at the meetings and deemed feasible.
- All applications are subject to completeness reviews 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.
- Evaluation criteria address the Project Prioritization Criteria from the 2045 Metropolitan Transportation Plan (Commitment 2045) and the following weighting is to be used: Safety (20%), Accessibility (20%), Equity (17%), Mobility (17%), Economic Vitality (13%) and Environmental Stewardship (13%).
- Bonus points will be added for projects in MPO adopted plans.

- Applicants will receive a two-time point deduction of 20% off the total amount available on a future application if they default on any LAP administered project through CSLIP. Additionally, applicants will receive a one-time point deduction of 20% off the total amount available on a future application if they remove a CSLIP project from the Transportation Improvement Program (TIP) prior to entering into a LAP agreement. The MPO encourages applicants to pursue both Surtax and CSLIP funds. Therefore, exemptions for projects awarded Transportation Surtax funds, which deliver a similar project to the CSLIP application, may apply. Policy effective July 13, 2023. Policy shall not be applied retroactively.
- An iterative process will be followed which includes the MPO Board approval of the ranked projects, incorporation of the projects into the MPO's Multimodal Priorities List (MMPL), then programmed in the FDOT Work Program and the MPO's Transportation Improvement Program (TIP).
- 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.
- Final project ranking will reflect the priority of the local agency.
- Any requests by the applicant for a change in project scope, which results in a change in budget of more than 30%, would require approval from the MPO Board.
- Applicants may utilize the Metro Transportation Engineering and Construction Cooperative (MTECC) to deliver CSLIP projects through the Local Agency Program (LAP) process.