

CSLIP

Broward MPO's Complete Streets and other Localized Initiatives Program



Complete Streets and other Localized Initiatives Program (CSLIP)

Policy Update 2021

What is CSLIP?

Our mission is to collaboratively plan, prioritize, and fund the delivery of diverse transportation options.

The MPO's Complete Streets and other Localized Initiatives Program (**CSLIP**) provides funding for small local transportation projects which improve the safety and mobility for all transportation users in Broward.

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.

Why Update the Policies?

- Changes in project management
 - The Local Agency Program (LAP) as the only delivery mechanism
- Incorporate Lessons Learned
 - Proposing greater detail of what it means for a project to be “program ready”
- Create consistency with the 2045 Metropolitan Transportation Plan (MTP)
 - Revise the criteria CSLIP to be in line with the MTP’s project prioritization criteria

Update to the Policies

Policy Redline

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.

Policy Redline

Application Policies

- Project/application cap of \$3.0 million per application for construction only.
- Project/application minimum of \$500,000 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).

Policy Redline

- 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) ~~will be delivered via LAP if located on a local facility, if required.~~ **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. ***Concern of TAC*****
- For projects proposed on State facilities, ~~a letter of support~~ **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.

Policy Redline

-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.

Policy Redline

- 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 ~~be fully scoped and “program ready” with a cost estimate prepared and signed by a Professional Engineer.~~ 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.

Policy Redline

- If estimated construction costs (determined by FDOT) exceed the \$3.0 million cap ~~(\$4.0 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.

Policy Redline

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. *****Concern of TAC*****

Policy Redline

- 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. Incomplete applications will not advance through the objective ranking for MPO Board approval.
- Evaluation criteria ~~weighting of 30% for Safety, 24% for Economic Development, 23% for Connectivity, and 23% for Mobility to be used.~~ address the Project Prioritization Criteria from the 2045 Metropolitan Transportation Plan (Commitment 2045): Safety, Accessibility, Equity, Mobility, Economic Vitality and Environmental Stewardship. *****Concern of TAC*****

Policy Redline

- Bonus points will be added for projects in MPO adopted plans.
- Applicants will receive a one-time point deduction of 20% off the total amount available on a future application if they default on any LAP administered project through CSLIP.
- An iterative ~~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.~~ 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).

Policy Redline

- 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.
- Change in project scope after submittal may result in the removal of the project from consideration for funding. *****Concern of TAC*****

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Thank You!

For questions regarding CSLIP please contact
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Learn More Here

