

CSLIP

Broward MPO's Complete Streets and other Localized Initiatives Program



Complete Streets and other Localized Initiatives Program (CSLIP)

Policy and Evaluation Criteria 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.

Agenda

1

Policies Update

2

Evaluation Criteria Update

Why Update the Policies and Evaluation Criteria?

- 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 CSLIP criteria to be in line with the MTP’s project prioritization criteria

Incorporating MTP Themes into Evaluation Criteria

Previous CSLIP Themes

- Safety
- Economic Development
- Connectivity
- Mobility

Proposed CSLIP Themes

- Safety
- Accessibility
- Equity
- Mobility
- Environmental Stewardship
- Economic Vitality

Incorporating MTP Themes into Evaluation Criteria

MTP Theme	Criteria/Data	Weight
Safety	Vehicular and Non-Vehicular Fatal or Incapacitating Crashes	High
Accessibility	Connection to Existing Facilities / Local Activity Centers (Parks, Libraries, City halls, Hospitals) / Educational Facilities / Transit Stop Locations / Population Density	High
Equity	Composite Equity Scores from the BMPO's Title VI Transportation Planning Equity Assessment / Zero Car Households	Medium
Mobility	Traffic Volume per lane on state roadways and non-state roadways	Medium
Economic Vitality	Regional Activity Centers: MTP Key Activity Centers (Candidate Mobility Hubs, Community Redevelopment Areas, Broward Next Activity Centers) / Employment Density	Low
Environmental Stewardship	Regionally Identified Vulnerable Corridors from the BMPO's Extreme Weather and Climate Change Risk to the Transportation System in Broward County	Low

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.**
- 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.**

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) and the following weighting is to be used: Safety (20%), Accessibility (20%), Equity (17%), Mobility (17%), Economic Vitality (13%) and Environmental Stewardship (13%).

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

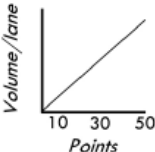
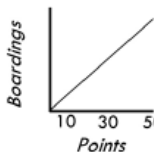
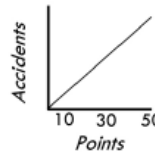
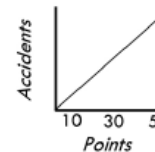
- Funding distribution equity to be achieved by awarding one project per applicant/joint applicant. If funding is available for a “second” round, then a second project can be awarded to an applicant, and so on.
- Final project ranking will reflect the priority of the local agency.
- Change in project scope after submittal may result in the removal of the project from consideration for funding.

Update to the Evaluation Criteria




COMPLETE STREETS AND OTHER LOCALIZED INITIATIVES PROGRAM EVALUATION CRITERIA

Total points range in value between 90 – 450. Final results can be filtered and/or sorted by sponsor type, agency type, program category, cost, etc.

	CONNECTIVITY			MOBILITY		SAFETY		ECONOMIC DEVELOPMENT	
COMPLETE STREETS (e.g., bike lane, sidewalk, transit shelter, etc.)	<u>ACTIVITY CENTERS</u> (1/2 mile buffer) Projects analyzed and awarded points based on the total number of activity centers (per Broward County data source) within the buffer.	<u>SCHOOLS</u> (1/2 mile buffer) Projects analyzed and awarded points based on the total number of schools (per Broward County data source) within the buffer.	<u>CONNECTION TO EXISTING FACILITY</u> Projects analyzed and award points based on its termini connection to an existing, like facility. Staff may conduct field reviews to verify connections.	<u>TRAFFIC VOLUME/LANE</u> (200ft buffer) Projects analyzed and awarded points based on traffic volume per lane within the buffer.	<u>TRANSIT BOARDINGS</u> (1/4 mile buffer) Projects analyzed and awarded points based on daily transit boardings occurring within the buffer.	<u>NON-VEHICULAR CRASHES</u> (200ft buffer) Projects analyzed and awarded points based on total number of pedestrian and bicycle crashes occurring within the buffer during a five-year period.	<u>VEHICULAR CRASHES</u> (200ft buffer) Projects analyzed and awarded pointed based on total vehicular crashes occurring within the buffer during a five-year time period.	<u>EMPLOYMENT-POPULATION PROPORTION</u> (1/2 mile buffer) Projects analyzed and awarded points based on the proportion of the total employment and population within the buffer area.	<u>EQUITY</u> (1/2 mile buffer) Projects analyzed and awarded points based on the average of total equity indicators within the buffer.
SAFETY & SECURITY (e.g., traffic calming, intersection reconfig., etc.)									
SUSTAINABILITY INITIATIVES (e.g., Mobility Hub, greenway, etc.)	<u>Scale</u> 3+ 50 points 1-2 30 points 0 10 points	<u>Scale</u> 3+ 50 points 1-2 30 points 0 10 points	<u>Scale</u> 2 sides 50 points 1 side 30 points 0 sides 10 points	<u>Scale</u> 10 - 50 points 	<u>Scale</u> 10 - 50 points 	<u>Scale</u> 10 - 50 points 	<u>Scale</u> 10 - 50 points 	<u>Scale</u> 100:0 Emp.-Pop. 10 points 90:10 Emp.-Pop. 20 points 80:20 Emp.-Pop. 30 points 70:30 Emp.-Pop. 40 points 60:40 Emp.-Pop. 50 points 50:50 Emp.-Pop. 50 points 40:60 Emp.-Pop. 50 points 30:70 Emp.-Pop. 40 points 20:80 Emp.-Pop. 30 points 10:90 Emp.-Pop. 20 points 0:100 Emp.-Pop. 10 points	<u>Scale</u> 3+ 50 points 1-2 30 points 0 10 points
TECHNOLOGY ADVANCEMENTS (e.g., ITS, upgraded signalization, etc.)	<u>Data Source</u> Broward County (2013)	<u>Data Source</u> Broward County (2013)	<u>Data Source</u> Field Review / Google Earth	<u>Data Source</u> Broward MPO (2013)	<u>Data Source</u> BCT and SFRTA (2014)	<u>Data Source</u> Signal Four, University of Florida (2012-2016)	<u>Data Source</u> Signal Four, University of Florida (2012-2016)	<u>Data Source</u> SERPM 7.0 (2010)	<u>Data Source</u> Broward MPO (2017)
Type of Analysis	<u>Summation</u> Points, 10, 30, and 50, are awarded based on the total number of activity centers observed within the buffer area.		<u>Discrete</u> Points, 10, 30, and 50, are awarded based on the number of connections to existing, like facilities.	<u>Ordinal</u> The observed data within the buffer area are sorted from the highest to lowest value and assigned a rank order from "1" to the maximum number of projects. If projects have the same data value, the same rank is assigned. These ranks are then 'normalized' and points, between 10 and 50, are awarded.				<u>Proportion</u> Points, between 10 and 50, are awarded based on the proportion of employment to population within the buffer area.	<u>Summation</u> Points, 10, 30, and 50, are awarded based on the average of the total number of equity polygons intersected within the buffer area.

Process to Update Evaluation Criteria Chart

- 
- Select the CSLIP Cycle 6 Project Evaluation Criteria
 - Establish data sets to measure each criteria
 - Determine proposed scoring methodologies and points system
 - Build the new Program Evaluation Tool
 - Conduct test runs of the tool (seven total)
 - Make necessary revisions to scoring methodologies or points system

Incorporating MTP Themes into Evaluation Criteria

MTP Theme	Criteria/Data	Weight
Safety	Vehicular and Non-Vehicular Fatal or Incapacitating Crashes	High / 20%
Accessibility	Connection to Existing Facilities / Local Activity Centers (Parks, Libraries, City Halls, Hospitals) / Educational Facilities / Transit Stop Locations / Population Density	High / 20%
Equity	BMPO's Title VI Transportation Planning Equity Assessment: Equity Scores / Zero Car Households	Medium / 17%
Mobility	Traffic Volume per lane on state roadways and non-state roadways	Medium / 17%
Economic Vitality	Regional Activity Centers: MTP Key Activity Centers (Candidate Mobility Hubs, Community Redevelopment Areas, Broward Next Activity Centers) / Employment Density	Low / 13%
Environmental Stewardship	Regionally Identified Vulnerable Corridors from the BMPO's Extreme Weather and Climate Change Risk to the Transportation System in Broward County	Low / 13%

CONNECTIVITY		
<p>ACTIVITY CENTERS <i>(1/2 mile buffer)</i></p> <p>Projects analyzed and awarded points based on the total number of activity centers (per Broward County data source) within the buffer.</p> <p><u>Scale</u> 3+ 50 points 1-2 30 points 0 10 points</p> <p><u>Data Source</u> Broward County (2013)</p>	<p>SCHOOLS <i>(1/2 mile buffer)</i></p> <p>Projects analyzed and awarded points based on the total number of schools (per Broward County data source) within the buffer.</p> <p><u>Scale</u> 3+ 50 points 1-2 30 points 0 10 points</p> <p><u>Data Source</u> Broward County (2013)</p>	<p>CONNECTION TO EXISTING FACILITY</p> <p>Projects analyzed and award points based on its termini connection to an existing, like facility. Staff may conduct field reviews to verify connections.</p> <p><u>Scale</u> 2 sides 50 points 1 side 30 points 0 sides 10 points</p> <p><u>Data Source</u> Field Review / Google Earth</p>



Accessibility									
20 percent 90 total points									
<u>Local Activity Centers</u>		<u>Educational Facilities</u>		<u>Connection to Existing Facility</u>		<u>Population Density</u>		<u>Transit Stops</u>	
<i>(1/2 mile buffer)</i>		<i>(1/2 mile buffer)</i>				<i>(1/2 mile buffer)</i>		<i>(1/4 mile buffer)</i>	
Projects analyzed and awarded points based on the total number of activity centers (libraries, parks, city halls, & hospitals) within the buffer.		Projects analyzed and awarded points based on the total number of schools (public schools K-12, colleges and universities) within the buffer.		Projects analyzed and awarded points based on its termini connection to an existing, like facility. Staff may conduct field reviews to verify connections.		Projects analyzed and awarded points based on connection to or adjacent to one or more Traffic Analysis Zones (TAZ) with population density areas by percentage, identified by Broward County.		Projects analyzed and awarded points based on number of transit stops (BCT and SFRTA / Tri-Rail) per 1/4 mile of project length within the buffer.	
<u>Indicator</u>	<u>Points</u>	<u>Indicator</u>	<u>Points</u>	<u>Indicator</u>	<u>Points</u>	<u>Indicator</u>	<u>Points</u>	<u>Indicator</u>	<u>Points</u>
3+ activity centers	15	3+ facilities	15	2 sides	20	Top 5% population density	25	>4 stops	15
1 - 2 activity centers	10	1 - 2 facilities	10	1 side	15	5% - 10% population density	20	2 - 4 stops	10
0 activity centers	5	0 facilities	5	0 sides	10	10% - 15% population density	15	<2 stops	5
						15% - 20% population density	10		
						< 20% population density	5		
<u>Data Source</u> Broward County (2011)		<u>Data Source</u> Broward County (2014)		<u>Data Source</u> Field Review / Google Earth		<u>Data Source</u> Broward County Planning and Development Management Division (2015)		<u>Data Source</u> BCT (2019) and SFRTA (2016)	

Updates to the Mobility Criteria

MOBILITY	
<p>TRAFFIC VOLUME/LANE <i>(200ft buffer)</i></p> <p>Projects analyzed and awarded points based on traffic volume per lane within the buffer.</p> <p><u>Scale</u> 10 - 50 points</p> <p><u>Data Source</u> Broward MPO (2013)</p>	<p>TRANSIT BOARDINGS <i>(1/4 mile buffer)</i></p> <p>Projects analyzed and awarded points based on daily transit boardings occurring within the buffer.</p> <p><u>Scale</u> 10 - 50 points</p> <p><u>Data Source</u> BCT and SFRTA (2014)</p>



Mobility											
17 percent 75 total points											
<p><u>Traffic Volume/Lane</u> <i>(200 ft buffer)</i></p> <p>Projects analyzed and awarded points based on the average traffic volume per lane within the buffer.</p> <table border="1"> <thead> <tr> <th>Indicator</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>>12,000 ave. traffic volume/lane</td> <td>75</td> </tr> <tr> <td>7,500-12,000 ave. traffic volume/lane</td> <td>50</td> </tr> <tr> <td>3,500-7,500 ave. traffic volume/lane</td> <td>30</td> </tr> <tr> <td>< 3,500 ave. traffic volume/lane</td> <td>10</td> </tr> </tbody> </table> <p><u>Data Source</u> Florida Department of Transportation (2017)</p>		Indicator	Points	>12,000 ave. traffic volume/lane	75	7,500-12,000 ave. traffic volume/lane	50	3,500-7,500 ave. traffic volume/lane	30	< 3,500 ave. traffic volume/lane	10
Indicator	Points										
>12,000 ave. traffic volume/lane	75										
7,500-12,000 ave. traffic volume/lane	50										
3,500-7,500 ave. traffic volume/lane	30										
< 3,500 ave. traffic volume/lane	10										

SAFETY	
<p><u>NON-VEHICULAR CRASHES</u> (200ft buffer)</p> <p>Projects analyzed and awarded points based on total number of pedestrian and bicycle crashes occurring within the buffer during a five-year period.</p> <p><u>Scale</u> 10 - 50 points</p> <p><u>Data Source</u> Signal Four, University of Florida (2012-2016)</p>	<p><u>VEHICULAR CRASHES</u> (200ft buffer)</p> <p>Projects analyzed and awarded points based on total vehicular crashes occurring within the buffer during a five-year time period.</p> <p><u>Scale</u> 10 - 50 points</p> <p><u>Data Source</u> Signal Four, University of Florida (2012-2016)</p>



Safety	
20 percent 90 total points	
<u>High Injury Network</u> (200 ft buffer) Projects analyzed and awarded points based on their relationship to the High Injury Network (HIN) which includes vehicular and non-vehicular (pedestrian and bicycle) serious injury or fatal crashes occurring within the buffer during a five-year period.	
<u>Indicator</u>	<u>Points</u>
Entire project located along the HIN	90
Partially located along the HIN	70
Project intersects with the HIN	50
Project is located within the buffer	30
Project is not located within the buffer	10
<u>Data Source</u> Signal Four, University of Florida (2015-2019)	

Updates to the Economic Development Criteria

ECONOMIC DEVELOPMENT																													
<p><u>EMPLOYMENT-POPULATION PROPORTION</u> (1/2 mile buffer)</p> <p>Projects analyzed and awarded points based on the proportion of the total employment and population within the buffer area.</p>	<p><u>EQUITY</u> (1/2 mile buffer)</p> <p>Projects analyzed and awarded points based on the average of total equity indicators within the buffer.</p>																												
<p><u>Scale</u></p> <table> <tr><td>100:0 Emp.-Pop.</td><td>10 points</td></tr> <tr><td>90:10 Emp.-Pop.</td><td>20 points</td></tr> <tr><td>80:20 Emp.-Pop.</td><td>30 points</td></tr> <tr><td>70:30 Emp.-Pop.</td><td>40 points</td></tr> <tr><td>60:40 Emp.-Pop.</td><td>50 points</td></tr> <tr><td>50:50 Emp.-Pop.</td><td>50 points</td></tr> <tr><td>40:60 Emp.-Pop.</td><td>50 points</td></tr> <tr><td>30:70 Emp.-Pop.</td><td>40 points</td></tr> <tr><td>20:80 Emp.-Pop.</td><td>30 points</td></tr> <tr><td>10:90 Emp.-Pop.</td><td>20 points</td></tr> <tr><td>0:100 Emp.-Pop.</td><td>10 points</td></tr> </table>	100:0 Emp.-Pop.	10 points	90:10 Emp.-Pop.	20 points	80:20 Emp.-Pop.	30 points	70:30 Emp.-Pop.	40 points	60:40 Emp.-Pop.	50 points	50:50 Emp.-Pop.	50 points	40:60 Emp.-Pop.	50 points	30:70 Emp.-Pop.	40 points	20:80 Emp.-Pop.	30 points	10:90 Emp.-Pop.	20 points	0:100 Emp.-Pop.	10 points	<p><u>Scale</u></p> <table> <tr><td>3+</td><td>50 points</td></tr> <tr><td>1-2</td><td>30 points</td></tr> <tr><td>0</td><td>10 points</td></tr> </table>	3+	50 points	1-2	30 points	0	10 points
100:0 Emp.-Pop.	10 points																												
90:10 Emp.-Pop.	20 points																												
80:20 Emp.-Pop.	30 points																												
70:30 Emp.-Pop.	40 points																												
60:40 Emp.-Pop.	50 points																												
50:50 Emp.-Pop.	50 points																												
40:60 Emp.-Pop.	50 points																												
30:70 Emp.-Pop.	40 points																												
20:80 Emp.-Pop.	30 points																												
10:90 Emp.-Pop.	20 points																												
0:100 Emp.-Pop.	10 points																												
3+	50 points																												
1-2	30 points																												
0	10 points																												
<p><u>Data Source</u> SERPM 7.0 (2010)</p>	<p><u>Data Source</u> Broward MPO (2017)</p>																												



Economic Vitality			
13 percent 60 total points			
<u>Employment Density</u>		<u>Regional Activity Centers</u>	
(1/2 mile buffer)		(1/2 mile buffer)	
Projects analyzed and awarded points based on connection to or adjacent to one or more Traffic Analysis Zones (TAZ) with employment density areas by percentage, identified by Broward County.		Projects analyzed and awarded points based on the total number of three types of MTP key activity centers (MPO Identified candidate Mobility Hubs, Community Redevelopment Areas and Broward Next Activity Centers) within the buffer.	
<u>Indicator</u>	<u>Points</u>	<u>Indicator</u>	<u>Points</u>
Top 5% employment density	30	3+ activity centers	30
5% - 10% employment density	25	1 - 2 activity centers	20
10% - 15% employment density	20	0 activity centers	10
15% - 20% employment density	15		
< 20% employment density	10		
<u>Data Source</u> Broward County Planning and Development Management Division (2015)		<u>Data Source</u> Broward MPO, Broward County GIS	

DEVELOPMENT							
<p><u>EQUITY</u> <i>(1/2 mile buffer)</i></p> <p>Projects analyzed and awarded points based on the average of total equity indicators within the buffer.</p>							
<p><u>Scale</u></p> <table> <tr> <td>3+</td> <td>50 points</td> </tr> <tr> <td>1-2</td> <td>30 points</td> </tr> <tr> <td>0</td> <td>10 points</td> </tr> </table>		3+	50 points	1-2	30 points	0	10 points
3+	50 points						
1-2	30 points						
0	10 points						
<p><u>Data Source</u> Broward MPO (2017)</p>							



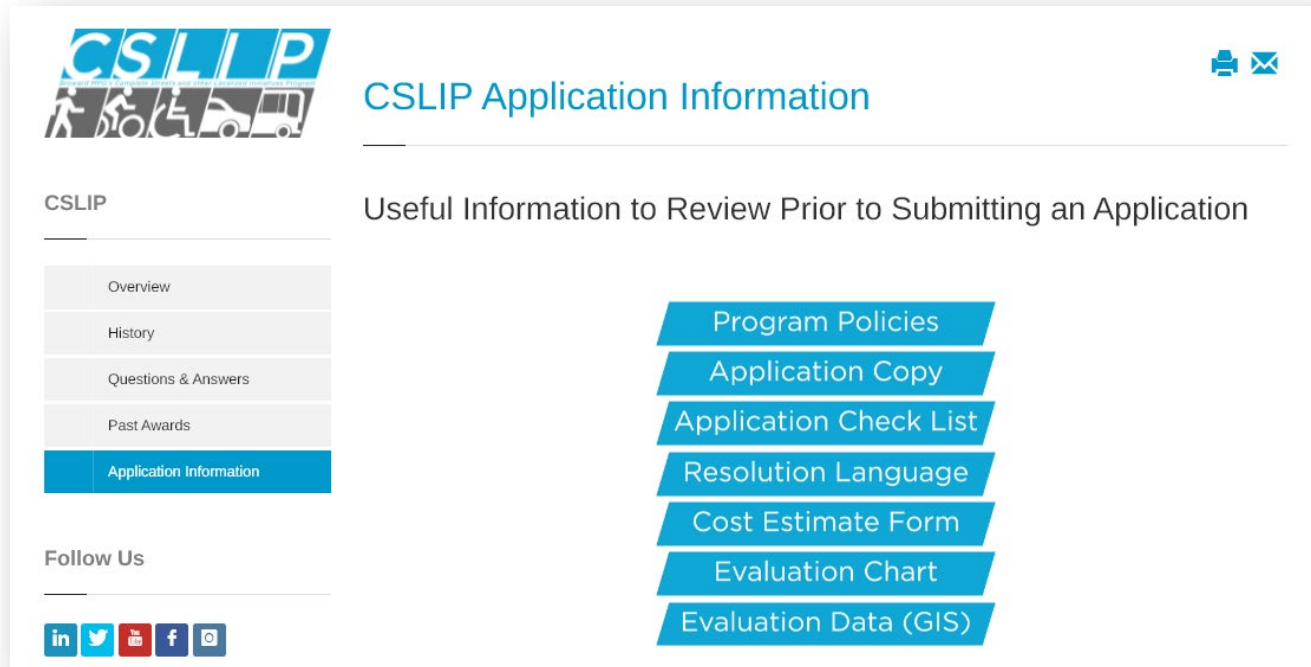
Equity			
17 percent 75 total points			
<p><u>Transportation Planning Equity</u> <u>Assessment: Equity Score</u> <i>(1/2 mile buffer)</i></p> <p>Projects analyzed and awarded points based on the average of total composite scores (equity scores) within the buffer area.</p>		<p><u>Transportation Planning Equity</u> <u>Assessment: Zero-Vehicle Households</u> <i>(1/2 mile buffer)</i></p> <p>Projects analyzed and awarded points based on the average indicator score for households with no vehicles available, based on the transportation planning equity assessment, within the buffer area.</p>	
<u>Indicator</u>	<u>Points</u>	<u>Indicator</u>	<u>Points</u>
Average score of >3	40	Average score of >3	35
Average score of 2 - 3	30	Average score of 2 - 3	30
Average score of 1 - 2	20	Average score of 1 - 2	20
Average score of 0 - 1	10	Average score of 0 - 1	10
<p><u>Data Source</u> Broward MPO, US Census American Community Survey Five-Year Estimates (2017)</p>		<p><u>Data Source</u> Broward MPO, US Census American Community Survey Five-Year Estimates (2017)</p>	

Environmental Stewardship Criteria - New

Environmental Stewardship	
13 percent 60 total points	
<u>Resiliency</u>	
<i>(200 ft buffer)</i>	
Projects analyzed and awarded points based on whether the project improves or addresses an identified resiliency issue on a vulnerable corridor.	
<u>Indicator</u>	<u>Points</u>
Within a regionally identified moderate to high vulnerable corridor (Tier 1-3)	60
Not within a regionally identified moderate to high vulnerable corridor	10
<u>Data Source</u>	
Broward MPO map files from the "Extreme Weather and Climate Change Risk to the Transportation System in Broward County" study	

Next Steps

- Update the Application Information webpage



- Annual Workshop at the September 22nd TAC Meeting

CSLIP

Broward MPO's Complete Streets and other Localized Initiatives Program



Thank You!

For questions regarding CSLIP please contact
Kerrie MacNeil, CSLIP Manager at
macneilk@browardmpo.org

Learn More Here

