



~~CSLIP~~ Roads for Economic Vitality (REV) Program Policies (DRAFT)

Purpose

The Broward Metropolitan Planning Organization's (MPO) ~~Complete Streets and other Localized Initiatives Program (CSLIP)~~ Roads for Economic Vitality (REV) Program, 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): roadway enhancements, safety improvements, and technology advancements that support economic vitality. ~~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~~ Total project cost maximum of \$4.0 is \$5 million per application for design, construction engineering and inspection (CEI), and construction only (i.e. total project cost).
- ~~Project/application minimum~~ Total project cost minimum of \$750,000 is \$2 million per application for design, CEI and construction only.
- If estimated total project construction costs (determined by FDOT) exceed the \$4.0-million total project cost maximum-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.
- Limit of ~~two (2)~~ one (1) applications per project sponsor per application cycle. ~~in which the facility/Right-of-Way (ROW) owner and local jurisdiction are the same. (i.e. city facility located within city boundary, county facility located within unincorporated areas)~~
- All projects must be “transportation projects” and be accessible to the public 24 hours/7 days a week to be considered for eligibility.
- Lane elimination projects are not eligible expenses.
- All applications must provide the following meet “program ready” requirements: Scope of Work, Cost Estimate, Resolution of Support, Concept Plans, and Partner Collaboration. Cost Estimate must be in the appropriate format provided by FDOT and prepared and signed by a Professional Engineer.
- ~~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 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 ~~will~~ require documentation of public outreach meetings including proof of adequate meeting notice. Community shall be informed of the project's scope of work and given an opportunity to ask questions and provide feedback. ~~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 applications will require supporting resolutions from applicants and facility/ROW owner which include commitments to fund project construction costs exceeding the total project cost maximum cap and applicable operationing and maintenance costs. ~~If submitting more than one project in a cycle, local agencies may list their projects in priority order.~~ Resolutions must should also note project limits.
- Projects 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 the Florida Department of Transportation (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.

Process Policies

- MPO anticipates ~~an annual~~ biennial 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 the latest version of FDOT's LAP Local Programs Manual for the duties and responsibilities of the responsible charge.
- All applicants will be required to meet with MPO Staff to discuss REV GSLIP applications prior to submittal (i.e. pre-application meetings). Applicants can submit for consideration only projects discussed at the meetings and deemed feasible.
- All applicants required to meet an initial submittal deadline in addition to the application deadline. See REV application process flow chart on the REV webpage at browardmpo.org.



- All applications are subject to a 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.
- ~~The following~~ Evaluation criteria and weighting will be used for REV project prioritization: ~~address the Project Prioritization Criteria from the 2045 Metropolitan Transportation Plan (Commitment 2045) and the following weighting is to be used:~~ Economic Vitality (33%), Safety (33%), Access (20%), and Mobility (14%). ~~Safety (20%), Accessibility (20%), Equity (17%), Mobility (17%), Economic Vitality (13%) and Environmental Stewardship (13%).~~
- An iterative process will be followed which includes the MPO Board approval of the ranked projects, incorporation of the projects into the MPO's List of Priority Projects (LOPP) ~~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 project ranking or change in the quality of the project 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 REV ~~GSLIP~~ projects through the ~~Local Agency Program (LAP)~~ process.

Scope Changes

- Any requests by the applicant for a change in project scope elements, project length, or budget to a project funded in the MPO's TIP under the REV program, need to be submitted in writing to the REV Manager and will be evaluated for consideration. Any requests that result in a significant change in project scope elements, project length, or MPO funding contribution that exceed 30%, will not be considered and the applicant will be required to resubmit the project application in a future cycle. See REV Policies for points deductions for projects programmed in the MPO's TIP. Any requests for additional MPO funding contributions will be subject to evaluation and MPO funding availability.

Bonus Points

- Bonus points will be added for projects in the MPO's adopted ~~plans.~~ Metropolitan Transportation Plan (MTP) and partner agencies who did not receive an award in the previous REV cycle.





- ~~• 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.~~

Points Deductions

- If a local agency is approved by the MPO for any change in project scope elements, project length or budget, a point deduction of 10% off a project's total score will be applied to the next project application submitted by that local agency.
- If a local agency requests to remove a programmed project from the TIP prior to entering into a LAP agreement for design, a point deduction of 20% off project's total score will be applied to the next project application submitted by that local agency.
- If a local agency requests to remove a programmed project from the TIP after entering into a LAP agreement for design, the local agency is not eligible to submit an application in the next REV cycle.
- Any agency that has brought legal action against the MPO shall receive a point deduction of 20% off a project application's total score for a ten-year period starting from the date that legal action was initiated or concluded (whichever occurs later).

CSLIP Cycles 1 – 9

- Any requests by the applicant for a change in project scope elements, project length, or budget to a project funded in the MPO's TIP under CSLIP Cycles 1-9, need to be submitted in writing to the REV Manager and will be evaluated for consideration. Any requests that result in a significant change in project scope elements, project length, or MPO funding contribution that exceed 50%, will not be considered and the applicant will be required to resubmit the project application in a future cycle. Any requests for additional MPO funding contributions will be subject to evaluation and MPO funding availability.

October 15, 2025