

Temp. Reso. No. 7312  
11/12/20

**CITY OF MIRAMAR  
MIRAMAR, FLORIDA**

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF MIRAMAR, FLORIDA, SUPPORTING THE BROWARD METROPOLITAN PLANNING ORGANIZATION TO URGE THE FLORIDA DEPARTMENT OF TRANSPORTATION TO FULLY FUND PROJECTS ADMINISTERED UNDER THE LOCAL AGENCY PROGRAM AND OTHER GRANT FUNDED PROGRAMS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the City Commission deems it to be in the best interest of the City to support the Broward Metropolitan Planning Organization (“MPO”) to urge the Florida Department of Transportation (“FDOT”) to fully fund projects administered under the Local Agency Program (“LAP”) and other grant funded programs; and

**WHEREAS**, The City of Miramar was awarded funds in the FDOT 5-year Program to fund projects submitted by the City to cover all project costs; and

**WHEREAS**, the City Commission approved these projects based, in part, on the commitment from the FDOT for full funding; and

**WHEREAS**, the FDOT has subsequently informed the City that some of the projects included in the 5-year program and any future projects will be transferred to the City to be managed under the LAP with the City providing funding for the design and construction engineering inspections (“CEI”).

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**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF  
MIRAMAR, FLORIDA AS FOLLOWS:**

**Section 1:** The foregoing “**WHEREAS**” clauses are true and correct and hereby ratified and confirmed by the City Commission.

**Section 2:** The City Commission of the City of Miramar, Florida, hereby supports the Broward Metropolitan Planning Organization to urge the Florida Department of Transportation to fully fund design projects administered under the Local Agency Program and other grant funded programs.

**Section 3:** The appropriate City officials are authorized and directed to execute the necessary documents to comply with this Resolution.

**Section 4:** All Resolutions or parts of Resolutions in conflict herewith, be and the same are repealed to the extent of such conflict.

**Section 5:** If any clause, section or other part of this Resolution shall be held by any court of competent jurisdiction to be unconstitutional or invalid, such unconstitutional or invalid part shall be considered eliminated and will in no way affect the validity of the other provisions of this Resolution.

**Section 6:** This Resolution shall become effective immediately upon its passage and adoption.

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**PASSED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

\_\_\_\_\_  
Mayor, Wayne M. Messam

\_\_\_\_\_  
Vice Mayor, Maxwell B. Chambers

ATTEST:

\_\_\_\_\_  
City Clerk, Denise A. Gibbs

I HEREBY CERTIFY that I have approved  
this RESOLUTION as to form:

\_\_\_\_\_  
City Attorney,  
Austin Pamies Norris Weeks Powell, PLLC

<b><u>Requested by Comm. Colbourne</u></b>	<b><u>Voted</u></b>
Commissioner Winston F. Barnes	_____
Vice Mayor Maxwell B. Chambers	_____
Commissioner Yvette Colbourne	_____
Commissioner Alexandra P. Davis	_____
Mayor Wayne M. Messam	_____

Reso. No. \_\_\_\_\_



# Complete Streets and other Localized Initiatives Program (CSLIP)

Policy Update 2020

# 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, bus shelters, bike racks and technology advancements such as transit signal priority and traffic control devices.

# Why Update the Policies?

- Changes in project management.
  - FDOT will be greatly reducing the number of local project they manage.
  - This leaves the Local Agency Program (LAP) as the only delivery mechanism.

# Update to the Policies

# Policy Redline

- 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. ~~Resolutions should also note that FDOT will design and construct the project on the agency's behalf. Additionally, the resolution should indicate the agencies interest in LAP and willingness to commit funds for design if necessary. (please see the "Recommended Resolution Language" for CSLIP)~~ Resolutions should also note that the project(s) will be delivered via LAP if located on a local facility, if required.
- 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.

# Policy Redline

- 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). 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.
- ~~-Applicants will be able to indicate interest in project delivery via LAP (Local Agency Program) in the application. Agencies that select and are able to proceed with LAP~~ 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 bases. ~~Additionally, the design and CEI of all LAP projects will be at the cost to the applicant.~~

# Policy Redline

- All applications will require documentation of local community support for the project.
- All proposed projects must be within existing Right-of-Way. Applicants must provide proof of Right-of-Way in the application.
- All applications must be fully scoped and “program ready” with a cost estimate 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

- MPO anticipates an annual process for submission of applications.
- A minimum six (6) week period will be provided for submissions.
- 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.
- Evaluation criteria weighting of 30% for Safety, 24% for Economic Development, 23% for Connectivity, and 23% for Mobility to be used.
- Bonus points will be added for projects in MPO adopted plans.

# 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.
- Applicant designates lead staff person responsible for coordination with MPO and FDOT staff on the implementation of the project.
- 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.

# CSLIP

*Broward MPO's Complete Streets and other Localized Initiatives Program*



# Thank You!

For questions regarding CSLIP please contact  
Conor Campobasso, CSLIP Manager at  
[campobassoc@browardmpo.org](mailto:campobassoc@browardmpo.org)

*Learn More Here*



**BrowardMPO.org**