



# MEETING NOTICE & AGENDA

Please be advised that the Volusia Transportation Planning Organization (VTPO) BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC) will be meeting on:

DATE: Wednesday, August 8, 2012  
TIME: 3:00 PM  
PLACE: Volusia TPO  
2570 W. International Speedway Blvd.,  
Suite 100 (Conference Room)  
Daytona Beach, Florida 32114-8145

\*\*\*\*\*

Mr. Michael Chuyen, Chairman

## AGENDA

- I. CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE
- II. OUTGOING BPAC CHAIR RECOGNITION (*Enclosure, page 3*)
- III. PUBLIC COMMENT/PARTICIPATION (*Length of time at the discretion of the Chairman*)
- IV. ACTION ITEMS
  - A) REVIEW AND APPROVAL OF JUNE 13, 2012 BPAC MEETING MINUTES (*Contact: Stephan C. Harris*) (*Enclosure, pages 4-10*)
  - B) REVIEW AND RECOMMEND APPROVAL OF THE DRAFT LIST OF PRIORITIZED URBAN ATTRIBUTABLE (XU) BICYCLE/PEDESTRIAN PROJECTS (*Contact: Stephan C. Harris*) (*Enclosure, pages 11-13*)
  - C) REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2012-XX SUPPORTING CONTINUED FUNDING FOR TRANSPORTATION ALTERNATIVES IN THE "MOVING AHEAD FOR PROGRESS IN THE 21<sup>ST</sup> CENTURY ACT" (*Contact: Lois Bollenback*) (*Enclosure, pages 14-16*)

V. PRESENTATIONS AND DISCUSSION ITEMS

A) PRESENTATION ON THE CORRIDOR IMPROVEMENT PROGRAM (CIP) PHASE I: ASSESSMENT OF US 17-92 (*Contact: Jean Parlow*) (*Enclosure, page 17*)

B) VIDEO PRESENTATION ON BICYCLE & PEDESTRIAN SAFETY: "CHILDREN IN TRAFFIC" (*Contact: AAA Foundation for Traffic Safety*) (*Enclosure, page 18*)

VI. STAFF COMMENTS (*Enclosure, page 19*)

VII. INFORMATION ITEMS (*Enclosures, pages 19-36*)

- Ø BPAC Attendance Record
- Ø FDOT News Release on New School Zone
- Ø MAP-21 Summary of Highway Provisions
- Ø Volusia TPO 2012 Priority Process Schedule

VIII. BPAC MEMBER COMMENTS (*Enclosure, page 19*)

IX. ADJOURNMENT (*Enclosure, page 19*)

**\*\*\*The next meeting of the BPAC will be Wednesday, September 12, 2012\*\*\***

*NOTE: Individuals covered by the American with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the Volusia TPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, FL (386) 226-0422, extension 21 at least five (5) working days prior to the meeting date.*

*NOTE: If any person decides to appeal a decision made by this board with respect to any matter considered at such meeting or hearing, he/she will need a record of the proceedings including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.*

**SUMMARY SHEET  
BPAC  
AUGUST 8, 2012**

**II. Outgoing BPAC Chair Recognition**

**Background Information:**

Ms. A.J. Devies was appointed to the BPAC by former Volusia County Council Member Art Giles on January 30, 2006. Since that time, Ms. Devies has been an active member of the BPAC, serving as Vice Chairperson from 2009 to 2010 and Chairperson from 2010 to June 2012. Ms. Devies is recognized for outstanding service and dedication to the BPAC.

*Action Requested:*

*As directed by the BPAC*

SUMMARY SHEET  
BPAC  
AUGUST 8, 2012

IV. Action Items

A) Review and Approval of June 13, 2012 BPAC Meeting Minutes

**Background Information:**

Minutes are prepared for each meeting and must be approved by the BPAC. The June 13, 2012 BPAC meeting minutes are provided with this agenda packet for your review.

*Action Requested:*

*Motion to approve the June 13, 2012 BPAC meeting minutes*

**Bicycle/Pedestrian Advisory Committee (BPAC)**  
**Meeting Minutes**  
**June 13, 2012**

Members Present:

Holly Idler  
Rani Merens  
Tim Bustos  
Michelle Grenham  
Nick Mostert  
Bob Storke  
Phyllis Campbell, Vice Chair  
Colleen Nicoulin  
Mike Chuyen  
Roy Walters  
A.J. Devies, Chair

Representing:

Daytona Beach  
DeBary  
DeLand  
Edgewater  
Holly Hill  
Orange City  
Ponce Inlet  
Port Orange  
Volusia County, At-Large  
Volusia County, At-Large  
Volusia County, District 2

Non-Voting Technical Appointees Present:

William "Bill" McCord  
Amanda Vandermaelen  
Tina Skipper  
Melissa Winsett  
Heather Blanck

Representing:

Port Orange  
Volusia County Parks, Rec. & Culture  
Volusia County School Board  
Volusia County Traffic Engineering  
Votran

Members/Technical Appointees Absent:

Joan Carter (excused)  
Craig Wells  
Wendy Hickey (excused)  
Jim Mascola  
William "Bill" Pouzar (excused)

Representing:

FDOT, District 5  
Flagler Beach  
Orange City  
Ormond Beach  
Volusia County, District 5

Others Present:

Chad Lingenfelter  
George Lovett  
Lois Bollenback  
Pamela Blankenship, Recording Secretary  
Stephan Harris  
Jean Parlow  
Helen LaValley

Representing:

Flagler Beach  
GAI Consultants, Inc.  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
Volusia County School Board

**I. Call to Order / Roll Call / Determination of Quorum / Pledge of Allegiance**

The meeting of the Volusia Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 3:02 p.m. by Chairperson A.J. Devies. The roll was called and it was determined that there was a quorum.

**II. Public Comment/Participation**

No public comments.

**III. Action Items**

**A. Review and Approval of May 9, 2012 BPAC Meeting Minutes**

***MOTION:** A motion to approve the May 9, 2012 BPAC meeting minutes was made by Mr. Chuyen. The motion was seconded by Mr. Storke and carried unanimously.*

**B. Nomination and Election of BPAC Chair**

Ms. Devies stated she has served two consecutive terms as Chair and is not eligible for reelection. Ms. Devies stated she enjoyed serving as BPAC Chair and plans to continue to serve as a BPAC member as long as the TPO Board allows. Ms. Devies opened the floor for nominations and nominated Phyllis Campbell for BPAC Chair.

Ms. Campbell declined the nomination due to family obligations.

Ms. Merens asked if someone who has served in the past serve again. Ms. Devies responded yes.

Ms. Merens asked Mr. Chuyen if he was interested in serving as Chair again. Mr. Chuyen responded yes.

***MOTION:** A motion to nominate Mr. Chuyen as BPAC Chair was made by Ms. Merens. The motion was seconded by Ms. Campbell and carried unanimously.*

***VOTE:** Mr. Chuyen was elected BPAC Chair unanimously.*

**C. Nomination and Election of BPAC Vice Chair**

Ms. Devies stated Ms. Campbell has served two consecutive terms as Vice Chair and is not eligible for reelection. Ms. Devies opened the floor for nominations.

Mr. Mostert asked Mr. Storke if he was interested in serving as Vice Chair. Mr. Storke replied making TPO Board meetings would be difficult.

Ms. Devies stated the Vice Chair only has to attend board meetings if the Chair cannot attend, which happened only once over the past two years (at the last TPO Board meeting.)

**MOTION:** *A motion to nominate Mr. Storke as BPAC Vice Chair was made by Mr. Mostert. The motion was seconded by Ms. Merens and carried unanimously.*

**VOTE:** *Mr. Storke was elected BPAC Vice Chair unanimously.*

**D. Cancellation of the July 11, 2012 BPAC meeting**

**MOTION:** *A motion to cancel the July 11, 2012 BPAC meeting was made by Mr. Chuyen. The motion was seconded by Mr. Mostert and carried unanimously.*

**IV. Presentations and Discussion Items**

**A. Presentation on the Volusia TPO 2040 Long Range Transportation Plan**

[Handout provided]

Ms. Bollenback stated a request for proposal is being developed to advertise and select a firm to work on the 2040 Long Range Transportation Plan (LRTP). Ms. Bollenback encouraged suggestions from the BPAC on the list of activities.

Mr. Chuyen asked how the proposed Amtrak station fits into the LRTP. Ms. Bollenback responded a train station in the Daytona Beach area was supported in the last LRTP, but it will not be funded through the TPO.

Mr. Chuyen asked about the status of a merger [of the planning area] with Flagler County. Ms. Bollenback responded although no official notice has been received from the state, the TPO Board has been discussing the new urbanized area using results from the 2010 Census.

Mr. McCord asked if the BPAC will be identifying programs or facilities in the LRTP related to bicycle/pedestrian projects. Ms. Bollenback responded yes.

Mr. McCord suggested coordinating these activities with the update of the Bike/Ped Plan. Mr. Harris suggested that was an idea worth consideration. When it happens, the BPAC will be involved.

## B. Review of the draft Priority List of Extra Urban (XU) Bicycle/Pedestrian Projects

[Handout provided]

Mr. Harris stated additions are underlined in green and deletions are stricken in red on the draft priority list of XU bicycle/pedestrian projects. The priority list includes the following changes:

- Riverside Drive Sidewalk, Tomoka State Park Sidewalk, Flagler Beach Downtown Streetscape are complete and will be removed from the list
- Project name for Washington Avenue Sidewalk has been changed to indicate it is located on the north side
- SR 40 Sidewalk Phase 3 is complete and will be removed from the list
- Project limit for Herbert Street Sidewalk (south side) has been changed to Golden Gate Drive
- Dirksen Drive Trail and Coventry Forest Oaklea Bridge are complete and will be removed from the list
- Big Tree Road Shared Use Path has been moved from Tier A to Tier B due to lack of funding
- The TPO has not received a commitment for the Herbert Street Sidewalk (north side) since 2009 and it will be removed from the list
- Gateway Promenade Project has been added to the list this year
- John Anderson Drive Sidewalk has been removed from the list at the request of the project sponsor
- US 17 Sidewalk has moved from Tier C to Tier B
- Dunlawton Blvd. Pedestrian Improvements has been removed from the list at the request of the project sponsor
- Michigan Avenue Sidewalk has been added to the list this year
- 7<sup>th</sup> Street Sidewalk has been added to the list this year
- Lakeshore Shared Use Path has moved from Tier C to Tier B
- The TPO has not received a commitment for the Clyde Morris Blvd. Sidewalk since 2009 and it will be removed from the list
- US 1 Sidewalks has been funded by the FDOT Safety Office and will be removed from the list
- The following sidewalks have been added to the list this year: E. Ohio Avenue, Flagler Avenue, Thames Avenue, Flomich Street, N. Carpenter Avenue, Alabama Street, Florida Street, Mason Avenue, Herbert Street East, Willow Run Blvd.
- Reed Canal Road Shared Use Path is deemed unfeasible and will be removed from the list
- Providence Blvd. and Power line Shared Use Paths have been added to the list this year



Mr. Mostert asked how the local match is determined. Mr. Harris responded the local match is determined by the TPO policy in effect when the project is submitted and ranked.

Mr. Mostert asked for projects that are tied, is alternative funding available. Mr. Harris responded that may be the case. Project sponsors are encouraged to pursue alternative funds for their projects prior to submitting them to the TPO, because the projects become federalized once the TPO expends federal funds on them.

Mr. Walters stated the Lakeshore Shared Use Path is below the Big Tree Shared Use Path in Tier B. Mr. Harris responded this is a mistake and will be corrected.

Ms. Merens stated numbers should be skipped when listed after tie numbers.

Mr. Harris stated the ties can be broken by the BPAC or left as is, since all of the projects with ties are for feasibility studies and it is possible to undertake multiple studies simultaneously.

Mr. Walters stated he did not rank some of the projects due to a lack of information. Mr. Harris responded scores were not received from all subcommittee members for every project. When that happened the project was ranked using the scores that were received.

Mr. McCord stated he would have to check with the Port Orange City Council to inform them that the Herbert Street Sidewalk (north side) is subject to removal.

### **C. Video Presentation on Safe Routes to School**

[This presentation is available on the Volusia TPO website for reference purposes.]

### **V. Staff Comments**

Mr. Harris stated the TPO participated in Volusia County's National Trails Day Celebration at Green Springs Park on June 2<sup>nd</sup>. Thanks to Amanda Vandermaelen for the invitation and to Bob Storke for helping staff fit bicycle helmets. Another bicycle helmet fitting program was held at Woodward Avenue Elementary School last week. An event will be held at Sunrise Elementary School next week and at the Entravision Community Health Fair on June 23<sup>rd</sup>.

Ms. Bollenback stated the TPO is operating with a reduced staff. A search will be conducted for a permanent Executive Director.

### **VI. Information Items**

Ms. Devies noted the information items in the agenda packet.

## VII. BPAC Member Comments

Ms. Mostert asked about funding for SunRail. Ms. Bollenback responded at the last TPO Board meeting, the Volusia County Council made a request for an Alternatives Analysis that would explore extending SunRail from west to east Volusia, but the request was not for funding. The request was to place the project on a priority list.

Ms. Blanck stated the TPO website is very informative.

Mr. Chuyen asked about a pedestrian bridge along US 92 that would cross I-95. This project was discussed years ago when the BPAC was a task force. Mr. Harris responded that he would try to find information about it.

Ms. Skipper stated the school district has created a Safety Initiatives Group to work with cities in Volusia County.

Mr. McCord stated the sidewalk project along SR 421 underneath I-95 has been completed.

Ms. Nicoulin stated paving facilities parallel to major roads such as SR 44 would be beneficial for bicyclists.

Mr. Walters stated the event at Green Springs Park was enjoyable.

## VIII. Adjournment

The meeting adjourned at 4:38 p.m.

**Volusia Transportation Planning Organization**

---

**Mr. Michael Chuyen, Chairman**  
Bicycle /Pedestrian Advisory Committee (BPAC)

### CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO certifies that the foregoing is a true and correct copy of the minutes of the June 13, 2012 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 8<sup>th</sup> day of August 2012.

---

**Pamela Blankenship, Recording Secretary**  
Volusia Transportation Planning Organization

**SUMMARY SHEET  
BPAC  
AUGUST 8, 2012**

**IV. Action Items**

- B) Review and Recommend Approval of the Draft List of Urban Attributable (XU) Bicycle/Pedestrian Projects**

**Background Information:**

The Volusia TPO accepted application packets for Urban Attributable (XU) Bicycle/Pedestrian projects and feasibility studies from February 8 to April 13, 2012. The initial draft List of XU Bicycle/Pedestrian Projects was reviewed by the BPAC on June 13, 2012. The revised draft List of XU Bicycle/Pedestrian Projects is provided with this agenda packet for your review.

***Action Requested:***

***Motion to Recommend Approval of the Draft List of Urban Attributable (XU) Bicycle/Pedestrian Projects***

## Volusia TPO List of Prioritized XU Bicycle/Pedestrian Set-aside Projects (10% Local Match Required)

**ADOPTED—June 28, 2011; DRAFT working copy last updated August 1, 2012; proposed adoption August 28, 2012**

### Tier A: Projects with One or More Phases Funded

FDOT FM#	VTPO Project#	Project Name	Project Limits	Project Type	Project Sponsor	Programmed Phase(s)	Programmed Amount	Programmed Fiscal Year	Match Commitment	Comments
<b>Sidewalk/Streetscape</b>										
4251921	P10a-140-01	Riverside Drive Sidewalk (Section 1)	Sunrise Park to 14th St	Sidewalk	Volusia County	CST	\$302,000	FY 2011/12	30%	Const. complete
4252031	P10a-141-01	Tomoka State Park Sidewalk	Tomoka River Bridge to Inglesa Av	Sidewalk	Ormond Beach	CST	\$473,812	FY 2011/12	20%	Const. complete
4265042	P10a-142-01	Flagler Bch Downtown Streetscape 2G	Downtown Flagler Beach	Streetscape	Flagler Beach	CST	\$274,000	FY 2011/12	0%	Const. complete
4289761	P10a-143-01	Naranja Rd Sidewalk	Valencia Rd to Highbanks Rd	Sidewalk	DeBary	CST	\$234,739	FY 2012/13	25%	
4301821	P10a-144-01	Washington Av Sidewalk (north side)	US 17 to Pine St	Sidewalk	Pierson	PE	\$218,333	FY 2011/12	0%	
4301831	P10a-145-01	US 1 Sidewalks	North city limit to Volco Rd	Sidewalk	Edgewater	PE	\$1,500,000	FY 2011/12	0%	
4302151	P10a-146-01	SR 40 Sidewalk Phase 3	Old Tomoka Rd to Airport Rd Extension	Sidewalk	Ormond Beach	CST	\$587,355	FY 2011/12	0%	Const. complete
4302281	P10a-147-01	Herbert St Sidewalk (south side)	Golden Gate Dr to Nova Rd	Sidewalk	Port Orange	PE	\$16,000	FY 2011/12	0%	
4302341	P10a-148-01	Highbanks Rd Sidewalk	Donald Smith Bv to Rob Sullivan Park	Sidewalk	DeBary	CST	\$178,200	FY 2012/13	10%	
4302351	P10a-149-01	Acadian Dr Sidewalk	Providence Bv to Elcam Bv	Sidewalk	Deltona	PE	\$16,500	FY 2011/12	0%	
4300281	P10a-150-01	Ridge Bv Sidewalk	Pope Av to Palmetto Av	Sidewalk	South Daytona	ROW/CST	\$573,472	FY 2012/13	15%	
4300791	P10a-151-01	S. Spruce Creek Rd Sidewalk	Central Park Bv to Taylor Rd	Sidewalk	Port Orange	PE/CST	\$330,928	FY 2012/13	15%	
<b>Shared Use Path</b>										
4240581	P10a-152-01	Dirksen Drive Trail	US 17/92 to Gemini Springs Park	Shared Use Path	Volusia County	CST	\$107,073	FY 2010/11	50%	Const. complete
4300781	P10a-153-01	NSB Multi Use Trail Phase 1	Sugarmill Dr to Pioneer Trail	Shared Use Path	New Smyrna Beach	PE/CST	\$1,104,797	FY 2012/13	25%	
4301841	P10a-154-01	Coventry Forest Oaklea Bridge	N. Reed Canal to S. Reed Canal	Bridge w/Shared Use Path	South Daytona	CST	\$850,000	FY 2011/12	0%	Const. complete
4302171	P10a-155-01	Alabama Ave Trail North Extension	US 92 to Sperling Sports Complex	Shared Use Path	DeLand	PE	\$165,000	FY 2011/12	0%	
4302172	P10a-156-01	Alabama Ave Trail North Extension	Minnesota Av to US 92	Shared Use Path	DeLand	PE	\$150,000	FY 2011/12	0%	
Candidate 1-2013	P11a-102-01	Big Tree Rd Shared Use Path	James St to Nova Rd	Shared Use Path	South Daytona	CST	\$500,000	FY 2011/12	10%	Moved to Tier B

### Tier B: Projects Ready for Funding

Priority Ranking	VTPO Project#	Project Name	Project Limits	Project Type	Project Sponsor	Project Phase	Estimated Total Project Cost	Project Score	Match Commitment	Comments
<b>Sidewalk</b>										
1	P10a-157-01	Herbert St Sidewalk (north side)	Carya Cir to Nova Rd	Sidewalk	Port Orange	PE	\$307,428	86	25%	Removed from list
2	P10a-158-01	Herbert St Sidewalk & Bike Lane	Nova Rd to Jackson St	Sidewalk	Port Orange	PE	\$194,643	44	25%	
3	P10a-159-01	Hand Av Sidewalk	Williamson Bv to Nova Rd	Sidewalk	Volusia County	PE	\$469,625	66	25%	Removed from list
2	P12s-101-01	Gateway Promenade Project	9th St S. to 5th St N.	Sidewalk	Flagler Beach	CST	\$517,996	71	10%	
4	P11a-114-01	John Anderson Dr Sidewalk	SR 40 to Sandcastle Dr	Sidewalk	Ormond Beach	CST	\$388,495	65	10%	Removed from list
3	P12s-102-01	US 17 Sidewalks	Hagstrom Rd to Washington Av	Sidewalk	Pierson	PE	\$789,520	55	0%	Moved from Tier C
5	P11a-110-01	Dunlawton Bv Ped. Improvements	S. Peninsula Dr to S. Atlantic Av	Sidewalk	Daytona Beach Shores	CST	\$77,625	60	10%	Removed from list
4	P12s-103-01	Michigan Avenue Sidewalk	Matthews Av to School Way Av	Sidewalk	New Smyrna Beach	PE	\$42,138	51	10%	
5	P12s-104-01	7th St Sidewalk	"B" St to S. Myrtle Av	Sidewalk	New Smyrna Beach	PE	\$24,579	41	10%	
<b>Shared Use Path</b>										
1	P11a-101-01	Lantern Park Bridge	N. Reed Canal to S. Reed Canal	Bridge w/Shared Use Path	South Daytona	CST	\$600,000	76	10%	
2	P11a-113-01	Forrest Hills Connector	Old Tomoka Rd to Scottdale Dr	Shared Use Path	Ormond Beach	CST	\$510,205	61	10%	
3	P12p-101-01	Lakeshore Shared Use Path	Providence Bv to Green Springs Park	Shared Use Path	Deltona	PE	\$400,386	77	10%	Moved from Tier C
4	P11a-102-01	Big Tree Rd Shared Use Path	James St to Nova Rd	Shared Use Path	South Daytona	CST	\$500,000	56	10%	Moved from Tier A

### Tier C: Projects Awaiting Feasibility Study

Priority Ranking	VTPO Project#	Project Name	Project Limits	Project Type	Project Sponsor	Project Status	Year Submitted	Project Score	Match Commitment	Comments
<b>Sidewalk</b>										
1	<del>S10a-106-01</del>	<del>Clyde Morris Bv Sidewalk*</del>	<del>-Dunlawton Av to Business Entrance</del>	<del>Sidewalk</del>	<del>Port Orange</del>	<del>Conceptual Plan</del>	<del>2009</del>	<del>66</del>	<del>25%</del>	Removed from list
2	<del>S11a-113-01</del>	<del>US 1 Sidewalks**</del>	<del>Canal Av to N. Putnam Grove</del>	<del>Sidewalk</del>	<del>Oak Hill</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>91</del>	<del>10%</del>	Const. complete
3	<del>S11a-115-01</del>	<del>US 17 Sidewalks</del>	<del>Washington Av to Hagstrom Rd</del>	<del>Sidewalk</del>	<del>Pierson</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>76</del>	<del>10%</del>	Const. complete
1	<u>S12s-101-01</u>	<u>E. Ohio Av Sidewalk</u>	<u>S. Thorpe Av to S. Leavitt Av</u>	<u>Sidewalk</u>	<u>Orange City</u>	<u>Conceptual Plan</u>	<u>2012</u>	<u>77</u>	<u>10%</u>	
4	<del>S11a-125-01</del>	<del>Victoria Gardens Bv Sidewalk</del>	<del>Clyde Morris Bv to Applevew Way</del>	<del>Sidewalk</del>	<del>Port Orange</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>76.1</del>	<del>10%</del>	
5	<del>S11a-116-01</del>	<del>W. Blue Springs Av Sidewalk</del>	<del>Sparkman Av to Scholars Path</del>	<del>Sidewalk</del>	<del>Orange City</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>71.4</del>	<del>10%</del>	
6	<del>S11a-122-01</del>	<del>Calle Grande Sidewalk</del>	<del>Nova Rd to US 1</del>	<del>Sidewalk</del>	<del>Holly Hill</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>71.3</del>	<del>10%</del>	
7	<del>S11a-123-01</del>	<del>N. Spruce Creek Rd Sidewalk</del>	<del>Nova Rd to Angelina Ct</del>	<del>Sidewalk</del>	<del>Port Orange</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>71.2</del>	<del>10%</del>	
8	<del>S11a-124-01</del>	<del>McDonald Rd Sidewalk</del>	<del>Sauls St to 6th St</del>	<del>Sidewalk</del>	<del>Port Orange</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>71.1</del>	<del>10%</del>	
7	<u>S12s-102-01</u>	<u>Flagler Av Sidewalk</u>	<u>12th St to Park Av</u>	<u>Sidewalk</u>	<u>Edgewater</u>	<u>Conceptual Plan</u>	<u>2012</u>	<u>70</u>	<u>10%</u>	
8	<del>S11a-117-01</del>	<del>W. French Av Sidewalk</del>	<del>Volusia Av to Valentine Park</del>	<del>Sidewalk</del>	<del>Orange City</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>66.1</del>	<del>10%</del>	Tie broken with #9
9	<u>S12s-103-01</u>	<u>Thames Av Sidewalk</u>	<u>S. Peninsula Dr to S. Atlantic Av</u>	<u>Sidewalk</u>	<u>Daytona Beach</u>	<u>Conceptual Plan</u>	<u>2012</u>	<u>66</u>	<u>10%</u>	Tie broken with #8
9	<del>S11a-102-01</del>	<del>S. Garfield Av Sidewalk</del>	<del>Beresford Av to Aquarius Av</del>	<del>Sidewalk</del>	<del>DeLand</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>71</del>	<del>10%</del>	Removed from list
10	<u>S12s-104-01</u>	<u>Flomich St Sidewalks</u>	<u>Nova Rd to Decatur St</u>	<u>Sidewalk</u>	<u>Holly Hill</u>	<u>Conceptual Plan</u>	<u>2012</u>	<u>63</u>	<u>10%</u>	
11	<u>S12s-105-01</u>	<u>N. Carpenter Av Sidewalk</u>	<u>W. French Av to May St</u>	<u>Sidewalk</u>	<u>Orange City</u>	<u>Conceptual Plan</u>	<u>2012</u>	<u>59</u>	<u>10%</u>	
12	<u>S12s-106-01</u>	<u>Alabama St Sidewalk</u>	<u>Florida St to Mason Av</u>	<u>Sidewalk</u>	<u>Daytona Beach</u>	<u>Conceptual Plan</u>	<u>2012</u>	<u>56.4</u>	<u>10%</u>	Tie broken with #13
13	<u>S12s-107-01</u>	<u>Florida St Sidewalk</u>	<u>Iowa St to Clyde Morris Bv</u>	<u>Sidewalk</u>	<u>Daytona Beach</u>	<u>Conceptual Plan</u>	<u>2012</u>	<u>56.3</u>	<u>10%</u>	Tie broken with #12
14	<del>S11a-121-01</del>	<del>SR 442 Sidewalk</del>	<del>I-95 to Air Park Rd</del>	<del>Sidewalk</del>	<del>Edgewater</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>56.1</del>	<del>10%</del>	Tie broken with #15
15	<u>S12s-108-01</u>	<u>Mason Av Sidewalk</u>	<u>Nova Rd to Center St</u>	<u>Sidewalk</u>	<u>Daytona Beach</u>	<u>Conceptual Plan</u>	<u>2012</u>	<u>56</u>	<u>10%</u>	Tie broken with #14
16	<del>S11a-110-01</del>	<del>Lambert Av Sidewalk</del>	<del>Palm Dr to Lambert Cove</del>	<del>Sidewalk</del>	<del>Flagler Beach</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>46</del>	<del>10%</del>	
17	<u>S12s-109-01</u>	<u>Herbert St Sidewalk-East</u>	<u>Jackson St to Railroad Crossing</u>	<u>Sidewalk</u>	<u>Port Orange</u>	<u>Conceptual Plan</u>	<u>2012</u>	<u>35</u>	<u>10%</u>	
18	<u>S12s-110-01</u>	<u>Willow Run Bv Sidewalk</u>	<u>Chardonnay Dr to Clyde Morris Bv</u>	<u>Sidewalk</u>	<u>Port Orange</u>	<u>Conceptual Plan</u>	<u>2012</u>	<u>25</u>	<u>10%</u>	
<b>Shared Use Path</b>										
1	<del>S10a-107-01</del>	<del>Spring to Spring Trail Segments 5&amp;6</del>	<del>Lk Beresford Park to Minnesota Av</del>	<del>Shared Use Path</del>	<del>Volusia County</del>	<del>Conceptual Plan</del>	<del>2010</del>	<del>86</del>	<del>25%</del>	
2	<del>S11a-108-01</del>	<del>Lakeshore Shared Use Path</del>	<del>Providence Bv to Green Springs Park</del>	<del>Shared Use Path</del>	<del>Deltona</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>77</del>	<del>10%</del>	Moved to Tier B
3	<del>S11a-126-01</del>	<del>Reed Canal Rd Shared Use Path</del>	<del>Nova Rd to US 1</del>	<del>Shared Use Path</del>	<del>South Daytona</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>76</del>	<del>10%</del>	Removed from list
4	<del>S11a-107-01</del>	<del>NSB Multi Use Trail Phase 2</del>	<del>Pioneer Tr to Sugarmill Dr to Util. Easement to SR 44</del>	<del>Shared Use Path</del>	<del>New Smyrna Beach</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>76.2</del>	<del>10%</del>	
5	<del>S11a-118-01</del>	<del>W. French Av Shared Use Path</del>	<del>Spring to Spring Trail to Valentine Park</del>	<del>Shared Use Path</del>	<del>Orange City</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>66.3</del>	<del>10%</del>	
6	<del>S11a-112-01</del>	<del>Macy Av Shared Use Path</del>	<del>Cassadaga Rd to Ohio Av</del>	<del>Shared Use Path</del>	<del>Lake Helen</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>66.2</del>	<del>10%</del>	
7	<del>S11a-111-01</del>	<del>E. Michigan Av Shared Use Path</del>	<del>S. Lakeview Dr to S. Prevatt Av</del>	<del>Shared Use Path</del>	<del>Lake Helen</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>66.1</del>	<del>10%</del>	
6	<u>S12p-101-01</u>	<u>Providence Bv Shared Use Path</u>	<u>DeBary Av/Doyle Rd to Howland Bv</u>	<u>Shared Use Path</u>	<u>Deltona</u>	<u>Conceptual Plan</u>	<u>2012</u>	<u>60</u>	<u>10%</u>	
7	<u>S12p-102-01</u>	<u>Powerline Shared Use Path</u>	<u>Saxon Bv/I-4 to Courtland Bv/Beckwith St</u>	<u>Shared Use Path</u>	<u>Deltona</u>	<u>Conceptual Plan</u>	<u>2012</u>	<u>50</u>	<u>10%</u>	
8	<del>S11a-100-01</del>	<del>Thompson Creek Shared Use Path</del>	<del>Division Av to Wilmette Av</del>	<del>Shared Use Path</del>	<del>Ormond Beach</del>	<del>Conceptual Plan</del>	<del>2011</del>	<del>40</del>	<del>10%</del>	

NOTE 1: The TPO has set-aside 30% of its XU funds for bicycle/pedestrian projects, with the caveat that all projects will be handicapped accessible and ADA compliant.

NOTE 2: The TPO will allocate up to \$100,000/year to help local governments fund feasibility studies for these projects.

\* Project suspended on April 26, 2010 by the City of Port Orange.

\*\* Project funded by the FDOT Safety Office.

**SUMMARY SHEET  
BPAC  
AUGUST 8, 2012**

**IV. Action Items**

- C) Review and Recommend Approval of Resolution 2012-XX Supporting Continued Funding for Transportation Alternatives in the “Moving Ahead for Progress in the 21<sup>st</sup> Century Act”**

**Background Information:**

On July 6, 2012, President Obama signed into law the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 establishes a new program, Transportation Alternatives (TA), to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. This program is funded at a level equal to 2% of the total of all MAP-21 authorized federal-aid highway and highway research funds, with the amount for each state set aside from the state’s formula apportionments. Unless a state opts out, it must use a specified portion of its TA funds for recreational trails projects. Eligible activities include:

- Transportation alternatives (new definition incorporates many transportation enhancement activities and several new activities)
- Recreational Trails Program (program remains unchanged)
- Safe Routes to School Program
- Planning, designing, or constructing roadways within the right-of-way of former interstate routes or other divided highways

Fifty percent (50%) of TA funds are distributed to areas based on population (sub-allocated), similar to the Surface Transportation Program. States and MPOs for urbanized areas with more than 200,000 people will conduct a competitive application process for use of the sub-allocated funds. Eligible applicants include tribal governments, local governments, transit agencies, and school districts. Resolution 2012-XX supports continued funding for TA in MAP-21, which means the State of Florida does not “opt out” of its TA fund apportionment for the aforementioned eligible activities.

***Action Requested:***

***Motion to Recommend Approval of Resolution 2012-XX Supporting Continued Funding for Transportation Alternatives in the “Moving Ahead for Progress in the 21<sup>st</sup> Century Act”***

# VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

## RESOLUTION 2012-XX

### RESOLUTION OF THE VOLUSIA TPO SUPPORTING TRANSPORTATION ALTERNATIVES IN THE FEDERAL SURFACE TRANSPORTATION PROGRAM, AND OPPOSING REDISTRIBUTION OF TRANSPORTATION ALTERNATIVES FUNDS APPORTIONED TO THE STATE OF FLORIDA FOR TRAILS, INTERMODAL PATHWAYS AND SAFE ROUTES TO SCHOOL PROJECTS

---

**WHEREAS**, integrated public trails, intermodal pathways and Safe Routes to School projects provide access for the people of Florida to countless areas and destinations throughout the state that would otherwise have limited pedestrian or bicycle access due to safety concerns or natural obstacles; and

**WHEREAS**, integrated trails, intermodal pathways and Safe Routes to School projects provide the people of Florida with a choice of transportation modes while reducing demand and maintenance on the state's highway and local road systems; and

**WHEREAS**, the federal government has historically provided critical funding to the State of Florida for public trails through the Federal Recreational Trails Program, Transportation Enhancement Program and Safe Routes to School Program; and

**WHEREAS**, on July 6, 2012, President Obama signed into law the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), funding Surface Transportation Programs at over \$105 billion for fiscal years 2013 and 2014; and

**WHEREAS**, MAP-21 establishes the Transportation Alternatives Program, which incorporates the Transportation Enhancement Program activities and new activities, Recreational Trails Program and Safe Routes to School Program; and

**WHEREAS**, The Volusia Transportation Planning Organization and participating local governments have identified, prioritized and programmed numerous projects relying on funding sources incorporated into the Transportation Alternatives Program and decreased funding of this program could seriously jeopardize the project priorities and funding for these projects; and

**WHEREAS**, the transfer of Transportation Alternatives Program monies may severely limit the construction of trails or intermodal pathways or Safe Routes to School projects in the State of Florida and Volusia County if FDOT determines, in its sole discretion, that such monies should be allocated to other projects; and

**WHEREAS**, it is the opinion of the Volusia Transportation Planning Organization (TPO) that the continued funding, construction and maintenance of integrated trails, intermodal pathways and Safe Routes to School projects is critical to the health, safety and welfare of the citizens Volusia County and the cities of Flagler Beach and Beverly Beach in Flagler County;

**NOW, THEREFORE, BE IT RESOLVED** by the Volusia TPO that:

1. the Volusia TPO opposes the transfer of Transportation Alternatives Program monies from trails or intermodal pathways or Safe Routes to School projects to other programs totally unrelated to trails or intermodal pathways or Safe Routes to School projects by the Florida Department of Transportation; and
2. the Volusia TPO requests that the Transportation Alternatives Program receive the full amount of federal surface transportation program apportionments authorized by MAP-21 for the State of Florida; and
3. this Resolution shall become effective immediately upon its adoption; and
4. the Chairman of the TPO, or his designee, is hereby authorized and directed to transmit this resolution to the:
  - a. Governor, State of Florida;
  - b. Secretary of Transportation, State of Florida;
  - c. Florida House of Representatives Speaker of the House;
  - d. President of the Florida Senate;
  - e. Secretary of FDOT District 5;
  - f. Florida Transportation Commission;
  - g. Safe Routes to School National Partnership;
  - h. Rails-to-Trails Conservancy;
  - i. East Central Florida Regional Planning Council;
  - j. Central Florida MPO Alliance; and
  - k. MPO Advisory Council.

**DONE AND RESOLVED** at the regular meeting of the Volusia Transportation Planning Organization on the 28<sup>th</sup> day of August 2012.

**Volusia Transportation Planning Organization**

---

**City of Daytona Beach, Commissioner Robert Gilliland  
Chairman Presiding, Volusia TPO**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the Volusia Transportation Planning Organization certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia TPO held on August 28, 2012.

**ATTEST:**

---

**Pamela C. Blankenship, Recording Secretary**



SUMMARY SHEET  
BPAC  
AUGUST 8, 2012

V. Presentations and Discussion Items

A) Presentation on the Corridor Improvement Program (CIP) Phase I: Assessment of US 17-92

**Background Information:**

The primary goal of the Corridor Improvement Program (CIP), Phase I is to provide an assessment that will serve to improve the safety and mobility of the US 17-92 corridor. The limits of the CIP, Phase I are the southern boundary of US 17-92 with Seminole County to the northern boundary of US 17-92 with Putnam County. The kick-off for the CIP, Phase I: Assessment of US 17-92 was held in Orange City on July 11, 2012.

Ms. Jean Parlow, TPO Transportation Database Manager, will deliver a brief presentation on the scope of work for the CIP, Phase I: Assessment of US 17-92.

*Action Requested:*

*No action is required unless otherwise directed by the BPAC*

SUMMARY SHEET  
BPAC  
AUGUST 8, 2012

V. Presentations and Discussion Items

B) Video Presentation on Bicycle & Pedestrian Safety: "Children in Traffic"

**Background Information:**

The *Children in Traffic* Video, from the AAA Foundation for Traffic Safety, presents real-life footage showing how children's perceptions of traffic differ from those of adults. The video provides insight on why children behave unexpectedly and what behaviors adults should watch for when driving near children.

*Action Requested:*

*No action is required unless otherwise directed by the BPAC*

SUMMARY SHEET  
BPAC  
AUGUST 8, 2012

VI. STAFF COMMENTS

VII. INFORMATION ITEMS

- Ø BPAC Attendance Record
- Ø FDOT News Release on New School Zone
- Ø MAP-21 Summary of Highway Provisions
- Ø Volusia TPO 2012 Priority Process Schedule

VIII. BPAC MEMBER COMMENTS

IX. ADJOURNMENT

## BPAC Attendance Record 2012

### Bicycle/Pedestrian Advisory Committee (BPAC)

Name	11-Jan	8-Feb	14-Mar	11-Apr	9-May	13-Jun	11-Jul	8-Aug	12-Sep	10-Oct	14-Nov	12-Dec	Notes
Holly Idler				x	x	x							Daytona Beach (appt. 3/12)
Rani Merens	x	x	x	x	exc	x							DeBary (appt. 3/06)
Tim Bustos - Alt: Ted Wendler	x	x	x	x	x	x							DeLand (appt. 05/11) (alternate appt. 10/11)
Michelle Grenham	x	x	x	x	exc	x							Edgewater (appt. 1/08)
Nick Mostert	R. Rivera	x	x	exc	x	x							Holly Hill (appt. 1/12)
Bob Storke (Vice Chairman)	x	x	x	x	x	x							Orange City (appt. 12/07)
Jim Mascola					abs	abs							Ormond Beach (appt. 4/12)
Phyllis Campbell	x	x	x	x	x	x							Ponce Inlet (appt. 11/06)
Colleen Nicoulin	x	x	x	x	x	x							Port Orange (appt. 7/11)
Bill Pouzar	x	abs	x	exc	abs	exc							Volusia County (appt. 12/10) D-5 (Northey)
A.J. Devies	x	exc	x	x	x	x							Volusia County (appt. 1/06) D-2 (Wagner)
Roy Walters	x	exc	exc	exc	x	x							Volusia County At-Large (appt. 03/05) (Cusack)
Mike Chuyen (Chairman)	x	x	x	x	x	x							Volusia County Council Chair (appt 4/11) (Bruno)
<b>NON-VOTING</b>													
Melissa Winsett	x	x	x	J. Cheney	x	x							Volusia County Traffic Engineering
Amanda Vandermaelen				x	exc	x							Volusia County Parks, Recreation & Culture (appt. 03/12)
Bill McCord				x	x	x							Large City - Port Orange (appt. 4/12)
Wendy Hickey	x	x	x	x	x	exc							Small City - Orange City
Helen LaValley													Volusia County Schools (appt. 06/12)
Heather Blanck	x	exc	x	exc	Davenport	x							Votran
Joan Carter	x	x	x	x	exc	exc							FDOT
<b>Vacancies</b>													
Beverly Beach													
Daytona Beach Shores													
Deltona													
Lake Helen													
New Smyrna Beach													
Oak Hill													
Pierson													
South Daytona													
Volusia County D-3 (Alexander)													
Flagler Beach													
Volusia County D-1 (Kelly)													
<b>QUORUM</b>	<b>Y</b>	<b>N</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>							



**For Immediate Release – July 6, 2012**

Steve Olson, (386) 943-5479;  
[steve.olson@dot.state.fl.us](mailto:steve.olson@dot.state.fl.us)

### **New School Zone in Orange City to Improve Safety and Walking Habits**

**Orange City** – The Florida Department of Transportation (FDOT), along with the Volusia County Sheriff’s Office and local partners, has developed a new school zone in Orange City to improve safety and walking habits for students.

The new school zone is being put in place on US Highway 17-92 at Rhode Island Avenue. The school zone will cover about 700 feet on US 17-92, and will extend to the south and north of the Rhode Island Avenue intersection. The school zone will include reduced speeds during school hours—20 miles per hour—and will have flashing beacons and special signage indicating a school zone is present. Roughly \$19,000 was budgeted for this project.

The purpose of the school zone is threefold:

- To create a centralized, safe, crossing point on the south side of Orange City for students who attend an elementary school, a middle school and a high school, all located on the west side of US 17-92
- To create an environment and location where motorists will expect and be prepared to see students each school day
- To discourage crossing in areas that are not safe, such as mid-block crossings.

The school zone project is a combined effort on the part FDOT, the Volusia County Sheriff’s Office, the Volusia County School District, legislative partners and local government officials.

The school zone, along with other improvements near the schools, will be ready when students begin the fall session.

[www.dot.state.fl.us](http://www.dot.state.fl.us)  
*Consistent, Predictable, Repeatable*

# Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)

A Summary of Highway Provisions

Federal Highway Administration  
Office of Policy and Governmental Affairs  
July 17, 2012

## Moving Ahead for Progress in the 21<sup>st</sup> Century Act

### Overview

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991. This summary reviews the policies and programs administered by the Federal Highway Administration. The Department will continue to make progress on transportation options, which it has focused on in the past three years, working closely with stakeholders to ensure that local communities are able to build multimodal, sustainable projects ranging from passenger rail and transit to bicycle and pedestrian paths.

Setting the course for transportation investment in highways, MAP-21 –

- *Strengthens America's highways*  
MAP-21 expands the National Highway System (NHS) to incorporate principal arterials not previously included. Investment targets the enhanced NHS, with more than half of highway funding going to the new program devoted to preserving and improving the most important highways -- the National Highway Performance Program.
- *Establishes a performance-based program.*  
Under MAP-21, performance management will transform Federal highway programs and provide a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal highway programs, and improving transportation investment decisionmaking through performance-based planning and programming.
- *Creates jobs and supports economic growth*  
MAP-21 authorizes \$82 billion in Federal funding for FYs 2013 and 2014 for road, bridge, bicycling, and walking improvements. In addition, MAP-21 enhances innovative financing and encourages private sector investment through a substantial increase in funding for the TIFIA program. It also includes a number of provisions designed to improve freight movement in support of national goals.
- *Supports the Department of Transportation's (DOT) aggressive safety agenda*  
MAP-21 continues the successful Highway Safety Improvement Program, doubling funding for infrastructure safety, strengthening the linkage among modal safety programs, and creating a positive agenda to make significant progress in reducing highway fatalities. It also continues to build on other aggressive safety efforts, including the Department's fight against distracted driving and its push to improve transit and motor carrier safety.

- *Streamlines Federal highway transportation programs.*  
The complex array of existing programs is simplified, substantially consolidating the program structure into a smaller number of broader core programs. Many smaller programs are eliminated, including most discretionary programs, with the eligibilities generally continuing under core programs.
- *Accelerates project delivery and promotes innovation.*  
MAP-21 incorporates a host of changes aimed at ensuring the timely delivery of transportation projects. Changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

Following are brief descriptions of many of the MAP-21 highway provisions. The appropriate section of the Act is noted in brackets.

### **Program Restructuring**

MAP-21 restructures core highway formula programs. Activities carried out under some existing formula programs – the National Highway System Program, the Interstate Maintenance Program, the Highway Bridge Program, and the Appalachian Development Highway System Program – are incorporated into the following new core formula program structure:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)
- Metropolitan Planning

It creates two new formula programs:

- Construction of Ferry Boats and Ferry Terminal Facilities – replaces a similarly purposed discretionary program.
- Transportation Alternatives (TA) – a new program, with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs, encompassing most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU.

MAP-21 creates a new discretionary program – Tribal High Priority Projects (THPP) – and continues the following current discretionary programs:

- Projects of National and Regional Significance (PNRS)
- On-the-Job Training Supportive Services
- Disadvantaged Business Enterprise (DBE) Supportive Services
- Highway Use Tax Evasion (Intergovernmental enforcement projects)
- Work Zone Safety Grants

It also eliminates most current discretionary programs, but many of the eligibilities are covered in other programs:

- Delta Region Transportation Development
- Ferry Boats Discretionary
- Highways for LIFE Demonstration Program
- Innovative Bridge Research and Deployment



- Interstate Maintenance Discretionary
- National Historic Covered Bridge Preservation
- National Scenic Byways
- Public Lands Highway Discretionary
- Railway-Highway Crossing Hazard Elimination in High Speed Rail Corridors
- Transportation, Community, and System Preservation
- Truck Parking Pilot Program
- Value Pricing Pilot Program (no additional funding, but authority remains)

## **Investment**

### **Authorizations [1101]**

MAP-21 extends current law (SAFETEA-LU) for the remainder of FY 2012, with new provisions for FY 2013 and beyond taking effect on October 1, 2012. Funding levels are maintained at FY 2012 levels, plus minor adjustments for inflation – \$40.4 billion from the Highway Trust Fund (HTF) for FY 2013, and \$41.0 billion for FY 2014.

### **Administrative expenses [1105]**

FHWA administrative expenses associated with the Federal-aid highway program, Appalachian Regional Commission administration of the Appalachian Development Highway System (ADHS), and Office of the Inspector General audit costs are provided as a separate authorization of \$454 million for FY 2013 and \$440 million for FY 2014. However, more than \$30 million of the administrative funds are designated for other purposes each year, as follows:

- On-the-job training supportive services (\$10 million annually) [1109]
- DBE supportive services (\$10 million annually) [1109]
- Highway use tax evasion projects (\$10 million annually) [1110]
- Combined amount for Work Zone Safety Grants, safety clearinghouses, and Operation Lifesaver (\$3 million annually) [1519]
- Air quality and congestion mitigation measures outcomes assessment study (up to \$1 million in FY 2013 only) [1113]

### **Obligation limitation [1102]**

MAP-21 establishes an annual obligation limitation of \$39.699 billion for FY 2013 and \$40.256 billion for FY 2014 for the purpose of limiting highway spending each year. Distribution of the limitation is similar to current law. The current requirement to annually recover unused obligation limitation and distribute it as formula limitation to States that can use it before the end of the fiscal year is also continued. Funding for the following programs is exempt from the limitation:

- Emergency Relief
- Demonstration projects from ISTEA and earlier authorization acts (specified)
- Minimum Allocation (pre TEA-21)
- \$639 million per year of TEA-21 Minimum Guarantee
- \$639 million per year of SAFETEA-LU (and extensions) Equity Bonus
- \$639 million per year of National Highway Performance Program funds (MAP-21)

### **New approach to formulas [1105]**

Prior to MAP-21, each apportioned program had its own formula for distribution, and each State's total was the sum of the amount it received for each program.

MAP-21's new approach to distribution of formula funds is now based on the amount of formula funds each State received under SAFETEA-LU.

- *Step one – authorize lump sum*

A single amount (approximately \$38 billion/year) is authorized to fund the core programs— National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program, including Rail-Highway Crossings, (HSIP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Metropolitan Planning. Note: These new core programs are outlined below.

- *Step two – calculate each State’s share of the total*

For FY 2013, each State receives virtually the same total apportionment as in FY 2012. In FY 2014, the total amount available for distribution will be divided proportionally among the States based on the share of apportionments each State received for FY 2012, adjusted, if necessary, to ensure that no State receives less than 95 cents of every dollar it contributed to the Highway Account of the HTF.

- *Step three – for each State, divide the total amount up among programs*

Once each State’s total Federal-aid apportionment is calculated, amounts are set aside for Metropolitan Planning and CMAQ via a calculation based on the relative size of the State’s FY 2009 apportionment of those programs. The remainder is then divided among the rest of the formula programs as follows: NHPP (63.7%), STP (29.3%), and HSIP (7%). An amount is set aside from HSIP to fund the Rail-Highway Crossings program, and amounts are set aside proportionally from each State’s NHPP, STP, HSIP, CMAQ, and Metropolitan Planning apportionments to fund the State’s Transportation Alternatives program.

To enhance flexibility, a State may transfer up to 50% of any apportionment to another formula program, except no transfers are permitted of Metropolitan Planning funds or funds suballocated to areas based on population (STP and TA). [1509]

#### **TIFIA [2002]**

The Transportation Infrastructure Financing and Innovation Act (TIFIA) program provides Federal credit assistance to eligible surface transportation projects. MAP-21 dramatically increases funding available for TIFIA, authorizing \$750 million in FY 2013 and \$1 billion in FY 2014 to pay the subsidy cost (similar to a commercial bank’s loan reserve requirement) of supporting Federal credit. A \$1 billion TIFIA authorization will support about \$10 billion in actual lending capacity. MAP-21 also calls for a number of significant program reforms, to include: a 10 percent set-aside for rural projects; an increase in the share of eligible project costs that TIFIA may support; and a rolling application process.

#### **Tolling [1512]**

MAP-21 makes changes to the statutory provisions governing tolling on highways that are constructed or improved with Federal funds (23 USC 129). One significant change is the removal of the requirement for an agreement to be executed with the U.S. DOT prior to tolling under the mainstream tolling programs (though such agreements will continue to be required under the toll pilot programs). Other changes include the mainstreaming of tolling new Interstates and added lanes on existing Interstates, which was previously allowed only under the *Interstate System Construction Toll Pilot Program* and the *Express Lanes Demonstration Program*. The *Value Pricing Pilot Program*, which allows congestion pricing, is continued (but without discretionary grants), as is the *Interstate System Reconstruction and Rehabilitation Pilot Program*, which allows tolling of all lanes on an existing Interstate highway when required for reconstruction or rehabilitation. MAP-21 also requires that all Federal-aid highway toll facilities implement technologies or business practices that provide for the interoperability of electronic toll collection by October 1, 2016 (four years after the enactment of MAP-21’s new tolling requirements).

## **Highway Trust Fund**

### **Operation of the Highway Trust Fund**

The Highway Trust Fund (HTF) is the source of funding for most of the programs in the Act. The HTF is comprised of the Highway Account, which funds highway and intermodal programs, and the Mass Transit Account. Federal motor fuel taxes are the major source of income into the HTF. Although MAP-21 achieves dramatic policy and programmatic changes, reform of the way highway programs are funded remains a challenge for the future. Additional funds are provided to maintain solvency of the HTF – transfers from the General Fund and from the Leaking Underground Storage Tank Trust Fund (a separate trust fund set up for certain environmental cleanup purposes, which is financed with a small portion of motor fuel taxes). Revenue raisers are included that will offset the transfers made to the HTF.

MAP-21 extends the imposition of the highway-user taxes, generally at the rates that were in place when the legislation was enacted, through September 30, 2016. It also extended provisions for full or partial exemption from highway-user taxes. In addition, it extends provision for deposit of almost all of the highway-user taxes into the HTF through September 30, 2016.

Federal law regulates not only the imposition of the taxes, but also their deposit into and expenditure from the HTF. For the Highway Account, authority to expend from the HTF for programs under the Act and previous authorization acts is provided through September 30, 2014. For the Mass Transit Account, expenditures are authorized through September 30, 2014. Beginning on October 1, 2014, expenditures may be made only to liquidate obligations made prior to the September 30, 2014 deadline.

### **Highway tax compliance [1110]**

Traditionally, the highway programs of the Federal government and most States depend on highway-user tax receipts as the principal source of funding. MAP-21 continues the Highway Use Tax Evasion program to reduce motor fuel tax evasion, funded at up to \$10 million per year from FHWA administrative funds. Funds may be allocated to the Internal Revenue Service (for efforts including the development, operation, and maintenance of databases to support tax compliance) and the States at the discretion of the Secretary, except that \$2 million per year must be used for inter-governmental enforcement efforts, including research and training. States may also elect to use 0.25 percent of their STP funding for fuel tax evasion activities.

## **Transportation Planning**

[1201 and 1202]

In MAP-21, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process.

Requirements for a long-range plan and a short-term transportation improvement plan (TIP) continue, with the long-range plan to incorporate performance plans required by the Act for specific programs. The long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. The TIP must also be developed to make progress toward established performance targets and include a description of the anticipated achievements. In the statewide and nonmetropolitan planning process, selection of projects in nonmetropolitan areas, except projects on the NHS or funded with funds remaining from the discontinued Highway Bridge Program, must be made in cooperation with affected nonmetropolitan officials or any regional transportation planning organization.

The Secretary is required to establish criteria for the evaluation of the new performance-based planning processes. The process will consider whether States developed appropriate performance targets and made progress toward achieving the targets. Five years after enactment of MAP-21, the Secretary is to provide to the Congress reports evaluating the overall effectiveness of performance-based planning and the effectiveness of the process in each State and for each MPO.

## **Performance Management** [1203]

The cornerstone of MAP-21's highway program transformation is the transition to a performance and outcome-based program. States will invest resources in projects to achieve individual targets that collectively will make progress toward national goals.

MAP-21 establishes national performance goals for Federal highway programs:

- **Safety**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition**—To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction**—To achieve a significant reduction in congestion on the NHS.
- **System reliability**—To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality**—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability**—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays**—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The Secretary, in consultation with States, MPOs, and other stakeholders, will establish performance measures for pavement conditions and performance for the Interstate and NHS, bridge conditions, injuries and fatalities, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System. States (and MPOs, where applicable) will set performance targets in support of those measures, and State and metropolitan plans will describe how program and project selection will help achieve the targets.

States and MPOs will report to DOT on progress in achieving targets. If a State's report shows inadequate progress in some areas – most notably the condition of the NHS or key safety measures – the State must undertake corrective actions, such as the following:

- **NHPP**: If no significant progress is made toward targets for NHS pavement and bridge condition, the State must document in its next report the actions it will take to achieve the targets.
- **HSIP**: If no significant progress is made toward targets for fatalities or serious injuries, the State must dedicate a specified amount of obligation limitation to safety projects and prepare an annual implementation plan.

In addition, due to the critical focus on infrastructure condition, MAP-21 requires that each State maintain minimum standards for Interstate pavement and NHS bridge conditions. If a State falls below either standard, that State must spend a specified portion of its funds for that purpose until the minimum standard is exceeded.

## **Accelerating Project Delivery** [1301-1323]

MAP-21 provides an array of provisions designed to increase innovation and improve efficiency, effectiveness, and accountability in the planning, design, engineering, construction and financing of transportation projects. Building on FHWA's "Every Day Counts" initiative, MAP-21 changes will speed up the project delivery process, saving time and money for individuals and businesses, and yielding broad benefits nationwide.

Some MAP-21 provisions are designed to improve efficiency in project delivery, broadening the ability for States to acquire or preserve right-of-way for a transportation facility prior to completion of the review process required under the National Environmental Policy Act of 1969 (NEPA), providing for a demonstration program to streamline the relocation process by permitting a lump sum payment for the acquisition and relocation if elected by the displaced person, enhancing contracting efficiencies, and encouraging the use of innovative technologies and practices. Other changes target the environmental review process, providing for earlier coordination, greater linkage between the planning and environmental review processes, using a programmatic approach where possible, and consolidating environmental documents. MAP-21 establishes a framework for setting deadlines for decisionmaking in the environmental review process, with a process for issue resolution and referral, and penalties for agencies that fail to make a decision. Projects stalled in the environmental review process can get technical assistance to speed completion within four years.

One area in particular that MAP-21 focuses on to speed up project delivery is expanded authority for use of categorical exclusions (CEs). "Categorical exclusion" describes a category of actions that do not typically result in individual or cumulative significant environmental impacts. CEs, when appropriate, allow Federal agencies to expedite the environmental review process for proposals that typically do not require more resource-intensive Environmental Assessments (EAs) or Environmental Impact Statements (EISs). In addition to those currently allowed, MAP-21 expands the usage of CEs to a variety of other types of projects, including multi-modal projects, projects to repair roads damaged in a declared disaster, projects within existing operational right-of-way, and projects receiving limited Federal assistance. To assess the impact of the above changes, the Secretary will compare completion times of CEs, EAs and EISs before and after implementation.

### **Programs**

#### **National Highway Performance Program (NHPP) [1106]**

Under MAP-21, the enhanced National Highway System (NHS) is composed of approximately 220,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes the Interstate System, all principal arterials (including some not previously designated as part of the NHS) and border crossings on those routes, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, and the network of highways important to U.S. strategic defense (STRAHNET) and its connectors to major military installations.

The NHPP is authorized at an average of \$21.8 billion per year to support the condition and performance of the NHS, for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in an asset management plan of a State for the NHS.

MAP-21 establishes a performance basis for maintaining and improving the NHS.

- States are required to develop a risk- and performance-based asset management plan for the NHS to improve or preserve asset condition and system performance; plan development process must be reviewed and recertified at least every four years. The penalty for failure to implement this requirement is a reduced Federal share for NHPP projects in that year (65 percent instead of the usual 80 percent).
- The Secretary will establish performance measures for Interstate and NHS pavements, NHS bridge conditions, and Interstate and NHS system performance. States will establish targets for these measures, to be periodically updated.
- MAP-21 also requires minimum standards for conditions of Interstate pavements and NHS bridges by requiring a State to devote resources to improve the conditions until the established minimum is exceeded. The Secretary will establish the minimum standard for Interstate pavement conditions, which may vary by geographic region. If Interstate conditions in a State fall below the minimum set by the Secretary, the State must devote resources (a specified portion of NHPP and STP funds) to improve conditions. MAP-21 establishes the minimum standard for NHS bridge conditions – if more than 10 percent of the total deck area of NHS bridges in a State is on structurally deficient bridges, the State must devote a portion of NHPP funds to improve conditions.

### **Surface Transportation Program (STP) [1108]**

MAP-21 continues the STP, providing an annual average of \$10 billion in flexible funding that may be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects and public bus terminals and facilities.

Most current STP eligibilities are continued, with some additions and clarifications. Activities of some programs that are no longer separately funded are incorporated, including transportation enhancements (replaced by “transportation alternatives” which encompasses many transportation enhancement activities and some new activities), recreational trails, ferry boats, truck parking facilities, and Appalachian Development Highway System projects (including local access roads). Explicit eligibilities are added for electric vehicle charging infrastructure added to existing or included in new fringe and corridor parking facilities, and projects and strategies that support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

Fifty percent of a State’s STP funds are to be distributed to areas based on population (suballocated), with the remainder to be used in any area of the State. Consultation with rural planning organizations, if any, is required. Also, a portion of its STP funds (equal to 15 percent of the State’s FY 2009 Highway Bridge Program apportionment) is to be set aside for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines the State has insufficient needs to justify this amount. A special rule is provided to allow a portion of funds reserved for rural areas to be spent on rural minor collectors, unless the Secretary determines this authority is being used excessively.

### **Highway Safety Improvement Program (HSIP) [1112]**

Safety throughout all transportation programs remains DOT’s number one priority. MAP-21 continues the successful HSIP, with average annual funding of \$2.4 billion, including \$220 million per year for the Rail-Highway Crossings program.

The HSIP emphasizes a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The foundation for this approach is a safety data system, which each State is required to have to identify key safety problems, establish their relative severity, and then adopt strategic and performance-based goals to maximize safety. Every State is required to develop a Strategic

Highway Safety Plan (SHSP) that lays out strategies to address these key safety problems. Every State now has an SHSP in place, and MAP-21 ensures ongoing progress toward achieving safety targets by requiring regular plan updates and defining a clear linkage between behavioral (NHTSA funded) State safety programs and the SHSP. A State that fails to have an approved updated plan will not be eligible to receive additional obligation limitation during the overall redistribution of unused obligation limitation that takes place during the last part of the fiscal year. The SHSP remains a statewide coordinated plan developed in cooperation with a broad range of multidisciplinary stakeholders.

#### Safety Performance

- States will set targets for the number of serious injuries and fatalities and the number per vehicle mile of travel. If a State fails to make progress toward its safety targets, it will have to devote a certain portion of its formula obligation limitation to the safety program and submit an annual implementation plan on how the State will make progress to meet performance targets.
- Although MAP-21 eliminates the requirement for every State to set aside funds for High Risk Rural Roads, a State is required to obligate funds for this purpose if the fatality rate on such roads increases.
- The Secretary is required to carry out a study of High Risk Rural Road “best practices.”
- States are required to incorporate strategies focused on older drivers and pedestrians if fatalities and injuries per capita for those groups increase.

#### **Congestion Mitigation and Air Quality Improvement Program (CMAQ) [1113]**

The CMAQ program, continued in MAP-21 at an average annual funding level of \$3.3 billion, provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas). States with no nonattainment or maintenance areas may use their CMAQ funds for any CMAQ- or STP-eligible project.

Under MAP-21, a State with PM 2.5 (fine particulate matter) areas must use a portion of its funds to address PM 2.5 emissions in such areas; eligible projects to mitigate PM 2.5 include diesel retrofits. Highlighted CMAQ eligibilities include transit operating assistance and facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization).

The CMAQ program also has new performance-based features. The Secretary will establish measures for States to use to assess traffic congestion and on-road mobile source emissions. Each Metropolitan Planning Organization (MPO) with a transportation management area of more than one million in population representing a nonattainment or maintenance area is required to develop and update biennially a performance plan to achieve air quality and congestion reduction targets. A CMAQ outcomes assessment study for the program is also required.

#### **Transportation Alternatives (TA) [1122]**

MAP-21 establishes a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. This program is funded at a level equal to two percent of the total of all MAP-21 authorized Federal-aid highway and highway research funds, with the amount for each State set aside from the State’s formula apportionments). Unless a State opts out, it must use a specified portion of its TA funds for recreational trails projects. Eligible activities include:

- Transportation alternatives (new definition incorporates many transportation enhancement activities and several new activities)

- Recreational trails program (program remains unchanged)
- Safe routes to schools program
- Planning, designing, or constructing roadways within the right-of way of former Interstate routes or other divided highways.

Fifty percent of TA funds are distributed to areas based on population (suballocated), similar to the STP. States and MPOs for urbanized areas with more than 200,000 people will conduct a competitive application process for use of the suballocated funds; eligible applicants include tribal governments, local governments, transit agencies, and school districts. Options are included to allow States flexibility in use of these funds.

### **Federal Lands and Tribal Transportation Programs [1119]**

MAP-21 continues to acknowledge the importance of access to federal and tribal lands. Recognizing the need for all public Federal and tribal transportation facilities to be treated under uniform policies similar to the policies that apply to Federal-aid highways and other public transportation facilities, MAP-21 creates a unified program for Federal lands transportation facilities, Federal lands access transportation facilities, and tribal transportation facilities.

- The *Federal Lands Transportation Program* provides \$300 million annually for projects that improve access within the Federal estate, such as national forests and national recreation areas, on infrastructure owned by the Federal government. This program combines the former Park Roads and Refuge Roads programs, and adds three new Federal land management agency (FLMA) partners. A portion of the funds will support traditional partner agencies at current funding levels, with new partners competing for a modest portion. All FLMA partners will administer the program using a new performance management model.
- The *Federal Lands Access Program* provides \$250 million annually for projects that improve access to the Federal estate on infrastructure owned by States and local governments. Replacing and expanding the Forest Highways program, projects providing access to any Federal lands are eligible for this new comprehensive program. Funds are distributed by formula based on recreational visitation, Federal land area, Federal public road mileage, and the number of Federal public bridges. Eighty percent of funds go to States with large areas of public land. States are required to provide a non-Federal match for program funds (which has not been the case historically for Federal lands highway funding). Programming decisions will be made locally using a tri-party model in each State comprised of representatives from FHWA, State DOT, and local government, in consultation with applicable FLMAs.
- The *Tribal Transportation Program* provides \$450 million annually for projects that improve access to and within Tribal lands. This program generally continues the existing Indian Reservation Roads program, while adding new setasides for tribal bridge projects (in lieu of the existing Indian Reservation Road Bridge program) and tribal safety projects. It continues to provide setasides for program management and oversight and tribal transportation planning. A new statutory formula for distributing funds among tribes, based on tribal population, road mileage, and average funding under SAFETEA-LU, plus an equity provision, is to be phased in over a 4 year period.

MAP-21 also authorizes the *Tribal High Priority Projects Program*, a discretionary program modeled on an earlier program that was funded by setaside from the Indian Reservation Roads Program. MAP-21 provides \$30 million per year from the General fund (subject to appropriation) for this new program. [1123]



**Emergency Relief [1107]**

The Emergency Relief (ER) program assists Federal, State, tribal and local governments with the expense of repairing serious damage to Federal-aid, tribal, and Federal Lands highways resulting from natural disasters or catastrophic failures. Unlike other highway programs, ER is funded by a permanent authorization of \$100 million per year.

MAP-21 continues the ER program, with some changes in requirements:

- State must apply and provide a complete list of project sites and costs within two years of the event; cost may not exceed the cost to repair or reconstruct a comparable facility.
- For emergency repairs, a 100 percent Federal share is allowed during the first 180 days following a disaster. MAP-21 allows the Secretary to extend the time period if access to damaged areas is limited.
- Debris removal for major disasters declared under the Stafford Act will be funded by FEMA.
- Maintenance and operation of additional ferryboats or transit is eligible as a temporary substitute service.

**Workforce Development and DBE [1109]**

MAP-21 continues current law goals for use of small business concerns owned and controlled by socially and economically disadvantaged individuals. On-the-Job Training and DBE Supportive Services programs are continued without change. States may continue to use apportioned funds (except Metropolitan Planning or Ferry Program) for surface transportation workforce development, training, education, and small business capacity building.

**Bridge and Tunnel Inspection [1111]**

To provide for continued improvement to bridge and tunnel conditions essential to protect the safety of the traveling public and allow for the efficient movement of people and goods on which the U.S. economy relies, MAP-21 requires inspection and inventory of highway bridges and tunnels on public roads. No dedicated funds are provided for inspections, but it is an eligible use of NHPP, STP, HSIP, FHWA administrative, Tribal Transportation, and Research funds.

**Territorial and Puerto Rico Highway Program [1114]**

MAP-21 continues funding for the Puerto Rico Highway program (\$150 million annually) and the Territorial Highway program (\$40 million annually).

**Projects of National and Regional Significance [1120]**

MAP-21 authorizes \$500 million from the General Fund (subject to appropriation) in FY 2013 only, to fund critical high-cost surface transportation capital projects that will accomplish national goals, such as generating national/regional economic benefits and improving safety, and that are difficult to complete with existing Federal, State, local, and private funds. States, tribes, transit agencies, and multi-State or multi-jurisdictional groups of these entities are eligible to apply for competitive grant funding.

**Construction of Ferry Boats and Ferry Terminal Facilities [1121]**

It provides \$67 million annually to construct ferry boats and ferry terminal facilities, to be distributed by formula. Unlike the former ferry boat discretionary program, there are no set-asides for specific States.

**Appalachian Development Highway System (ADHS) [1528]**

The ADHS program is continued, but without separate funding. Portions that are on the NHS are eligible for NHPP funding, and ADHS routes, including local access roads, are eligible for STP funding. To encourage the completion of the ADHS, States are required to submit plans for completion of the system and an increased Federal share is provided.

## **Research, Technology Deployment, Training and Education**

MAP-21 establishes the principles and practices for a flexible, nationally-coordinated research and technology program that addresses fundamental, long-term highway research needs, significant research gaps, emerging issues with national implications, and research related to policy and planning. The Secretary provides leadership for the national coordination of research and technology transfer activities, conducting and coordinating research projects, and partnering with State highway agencies and other stakeholders. All research activities are to include a component of performance measurement and evaluation, should be outcome-based, and must be consistent with the research and technology development strategic plan. MAP-21 provides new authority for the Secretary to use up to one percent of funds authorized for research and education for a program to competitively award cash prizes to stimulate innovation that has the potential for application to the national transportation system.

MAP-21 authorizes \$400 million per year for the following six programs: Highway Research and Development, Technology and Innovation Deployment, Training and Education, Intelligent Transportation Systems, University Transportation Research, and the Bureau of Transportation Statistics.

Following is a description of the programs that are administered by FHWA.

### Research and Technology Development and Deployment

- MAP-21 provides \$115 million per year for the Highway Research and Development program. Research areas include highway safety, infrastructure integrity, planning and environment, highway operations, exploratory advanced research, and the Turner-Fairbank Highway Research Center. [52003]
- Separate funding is provided for the Technology Innovation and Deployment Program (\$62.5 million per year) to accelerate implementation and delivery of new innovations and technologies that result from highway research and development to benefit all aspects of highway transportation. At least \$12 million per year of these funds must be used to accelerate the deployment and implementation of pavement technology. [52003]
- The technology deployment program would also fund implementation of Future Strategic Highway Research Program (F-SHRP) results, but with an opportunity to supplement from State Planning and Research funds, if 75 percent of States agree to a percentage for this use. [52005]

Three specific programs are repealed: the International Outreach Program [52006], the Surface Transportation Environment Cooperative Research Program [52007], and the National Cooperative Freight Research Program [52008]. However, the authority for international collaboration remains, and environmental and freight research and development activities are incorporated into Highway Research and Development.

### Training and Education [52004]

MAP-21 authorizes \$24 million per year for continuation of training and education programs, including the National Highway Institute, the Local Technical Assistance Program (LTAP), the Tribal Technical Assistance Program (TTAP), the Dwight D. Eisenhower Transportation Fellowships, the Garrett A. Morgan Technology and Transportation Education Program, the Transportation Education Development Program, and the Freight Capacity Building Program. Also funded from the Training and Education funds are the competitively-selected centers for transportation excellence in the areas of the environment, surface transportation safety, rural safety, and project finance. The Federal share for LTAP and TTAP centers remains at 50 percent and 100 percent respectively.

MAP-21 continues the authority for States to use apportioned funds for training and other educational activities; this applies to the NHPP, STP, HSIP, and CMAQ. The Federal share for funds used in this manner is 100 percent, except that when funds are used for the LTAP centers, the Federal share is 50 percent.

#### State Planning and Research (SP&R) [52005]

MAP-21 continues the SP&R, as a two percent takedown of four core programs: National Highway Performance Program, Surface Transportation Program, Congestion Mitigation Air Quality program, and Highway Safety Improvement Program. At least 25 percent of these funds have to be used for research purposes. States are required to agree on what portion of their share of their SP&R funds they make available to the Secretary to implement the results of the F-SHRP program.

#### Transportation Research and Development (R&D) Strategic Planning [52012]

The Secretary is directed to develop a 5-year research and development strategic plan within 1 year of enactment, to be reviewed by the National Research Council, and report to Congress annually on R&D spending. The plan must address the following purposes: promoting safety, reducing congestion and improving mobility, preserving the environment, preserving the existing transportation system, improving the durability and extending the life of transportation infrastructure, and improving goods movement. MAP-21 offers the opportunity to conduct a nationally-coordinated, flexible, and strategically-targeted Research, Technology, and Education program.

### **Other Provisions of Interest**

#### Freight [1115-1118]

MAP-21 includes a number of provisions designed to enhance freight movement in support of national goals. MAP-21 firmly establishes national leadership in improving the condition and performance of a National Freight Network by identifying the components of the network, which will be designated by the Secretary. It includes incentives to prioritize projects that advance freight performance targets. DOT, in consultation with partners and stakeholders, will develop a national freight strategic plan. States are encouraged to develop individual freight plans and establish freight advisory committees.

#### Truck Size and Weight Study [32801]

No changes to current truck size and weight provisions are included in MAP-21, but a new study and inventory of current State laws is required.

### **For More Information**

Additional information related to MAP-21 is available on the Federal Highway Administration website at <http://www.fhwa.dot.gov/map21>.

As implementation of the new law progresses, more material will be added.



## 2012 Priority Project Process Schedule

### February 2012

- TPO staff issues **call for new projects** – application packets sent out to all interested parties (Tuesday, February 7)
- **Except as noted below, local governments are NOT required to submit a new application for a candidate project already on one of the VTPO's Priority Project lists. However, if a local government would like for its project(s) to remain on a list for funding, that local government must submit a letter to the VTPO reaffirming its support for the project(s). Candidate projects on the list of projects ready for Feasibility Study will not be moved to the list of projects ready for Project Implementation until a Feasibility Study has been completed AND the local government has submitted an application for Project Implementation to the VTPO.**
- TPO staff hosts **workshops** with local governments to discuss the Priority Project process and application requirements: East Volusia and West Volusia (dates, times and locations to be determined).

### March/April 2012

- **Deadline** to submit Priority Project applications and/or letters of support for “candidate project(s)” **5:00 p.m. Friday, April 13, 2012**

### May 2012

- TCC/CAC/BPAC - TIP Subcommittee meets to rank Transportation Enhancement and Traffic Ops/ITS/Safety projects (Tuesday, May 1)
- BPAC Ranking Subcommittee meets to rank XU Bicycle/Pedestrian projects (Tuesday, May 1)
- BPAC 1<sup>st</sup> review of draft XU Bicycle/Pedestrian and Transportation Enhancement Priority Project Lists (Wednesday, May 9)
- CAC 1<sup>st</sup> review of Transportation Enhancement and Traffic Ops/ITS/Safety Priority Project Lists (Tuesday, May 15)
- TCC 1<sup>st</sup> review of draft Transportation Enhancement and Traffic Ops/ITS/Safety Priority Project Lists (Tuesday, May 15)

### June 2012

- BPAC 2<sup>nd</sup> review of draft XU Bicycle/Pedestrian and Transportation Enhancement Priority Project Lists (Wednesday, June 13)
- CAC 2<sup>nd</sup> review of draft Transportation Enhancement & Traffic Ops/ITS/Safety Priority Project Lists (Tuesday, June 19)
- TCC 2<sup>nd</sup> review of draft Transportation Enhancement & Traffic Ops/ITS/Safety Priority Project Lists (Tuesday, June 19)
- 30-day public notice for public to Review the draft Priority Project Lists (Friday, June 22)
- TPO 1<sup>st</sup> review of draft Priority Project Lists (Tuesday, June 26)
- TPO staff transmits draft Transportation Enhancement list(s) to FDOT for review (Friday, June 29)

### July 2012

- Submit draft Priority Project Lists to TPO Board for 2<sup>nd</sup> review (July 10)
- TPO Board holds a Public Hearing on the Draft Priority Project Lists (Tuesday, July 24, unless meeting canceled, then Tuesday, August 28)
- **TPO Board adopts Priority Project Lists** (Tuesday, July 24, unless meeting canceled, then Tuesday, August 28)

### August 2012

- TPO staff compiles all of the prioritization process information (including the adopted priority lists) and transmits this information to FDOT prior to the October 1, 2012 deadline