



## MEETING NOTICE & AGENDA

Please be advised that the Volusia Transportation Planning Organization (VTPO) TIP SUBCOMMITTEE will be meeting on:

**DATE:** Monday, September 17, 2012  
**TIME:** 3:00 p.m.  
**PLACE:** Volusia TPO  
 2570 W. International Speedway Blvd., Suite 100 (Conference Room)  
 Daytona Beach, Florida 32114-8145

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### AGENDA

- I. **CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE**
- II. **BUSINESS ITEMS**
  - A. **Discuss MAP-21 legislation and its implications regarding the Volusia TPO's Project Prioritization Process** (*contact Bob Keeth*) (*enclosures*)
  - B. **Evaluate Recently Completed Cycle of the Project Prioritization Process and Recommend Improvements** (*contact Bob Keeth*) (*enclosures*)
- III. **PUBLIC COMMENT/PARTICIPATION** (*length of time at the discretion of the chairman*)
- IV. **VTPO STAFF COMMENTS**
- V. **TIP SUBCOMMITTEE MEMBER COMMENTS**
- VI. **ADJOURNMENT**

TIP Subcommittee Members:

Bill McCord, Chairman	Clay Ervin, Vice Chairman	Bobby Ball
A.J. Devies	Melissa Winsett	Heather Blanck
Mike Chuyen		

cc: TCC, CAC, BPAC Members  
 Mary Schoelzel, FDOT  
 Press

Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the Volusia TPO office, 2570 W. International Speedway Blvd., Daytona Beach, Florida 32114-8145, (386) 226-0422, extension 21 at least five (5) working days prior to the meeting date.

**MEETING SUMMARY  
(TIP SUBCOMMITTEE)  
SEPTEMBER 17, 2012**

**II. BUSINESS ITEMS**

**A. DISCUSS MAP-21 LEGISLATION AND ITS IMPLICATIONS REGARDING THE VOLUSIA TPO'S PROJECT PRIORITIZATION PROCESS**

**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 year 2013 and 2014. MAP-21 is the first long-term highway authorization bill enacted since 2005.

Many of the provisions from the previous transportation bill were retained; however, changes to several key programs will have an impact on the Volusia TPO and transportation planning and programming over the next two years.

Volusia TPO staff will provide an overview of program changes with a focus on those that may impact the project prioritization process.

**Attachments:**

Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21): A Summary of Highway Provisions, Federal Highway Administration, Office of Policy and Governmental Affairs, July 17, 2012, 10 pgs.

***ACTION REQUESTED:***

***NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TIP SUBCOMMITTEE.***

**MEETING SUMMARY  
(TIP SUBCOMMITTEE)  
SEPTEMBER 17, 2012**

**II. BUSINESS ITEMS**

**B. EVALUATE RECENTLY COMPLETED CYCLE OF THE PROJECT PRIORITIZATION PROCESS AND RECOMMEND IMPROVEMENTS**

**Background Information:**

Each year as we complete another cycle of the project prioritization process, staff asks the TIP Subcommittee to evaluate the process and scoring criteria and, if appropriate, to recommend improvements for the next cycle. Key questions to consider include:

1. Does our current process yield a project ranking that reflects our priorities? Do we need to adjust project qualifications, scoring criteria, and/or procedures to better reflect our program objectives or changing circumstances?
2. Is the process efficient and effective?
3. Are the application forms and other administrative materials easy to understand and use?

**Attachments:**

Memorandum announcing the 2012 Call for Projects

2012 Priority Project Application for XU Traffic Operations/ITS/Safety Projects

2012 Priority Project Application for Transportation Enhancement Projects

***ACTION REQUESTED:***

***NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TIP SUBCOMMITTEE.***

# MAP-21 - Moving Ahead for Progress in the 21st Century

U.S. Department of Transportation  
Federal Highway Administration

## 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 21st 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.

## **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 FLMA.
- 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 set-asides for tribal bridge

projects (in lieu of the existing Indian Reservation Road Bridge program) and tribal safety projects. It continues to provide set-asides 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.



## Memorandum

**To:** [Distribution List]  
**From:** Robert Keeth, Senior Planner  
**Date:** February 7, 2012  
**Subject:** Volusia TPO's Annual Call for Projects

\*\*\*\*\* **FOR YOUR IMMEDIATE ATTENTION** \*\*\*\*\*

### **Announcing Volusia TPO's Annual CALL FOR PROJECTS**

The Volusia TPO is now accepting applications for projects to be added to our Priority Project Lists. These applications will be used by the VTPO to qualify and prioritize proposed transportation-related projects for feasibility study and/or implementation using federal and state transportation funding.

**The deadline for submittal of all project applications is 5:00 p.m. on Friday, April 13, 2012.**

Any previously submitted project application which was ranked, but has not yet undergone a feasibility study, will remain on a Priority Project List **only if the project's sponsor submits a letter indicating its continuing support for the project. This letter must be received by the VTPO on or before 5:00 p.m. on Friday, April 13, 2012.**

The VTPO has seven categories of Priority Projects, which are:

- Strategic Intermodal System (SIS) Roadway Projects
- Regionally Significant Non-SIS Roadway Projects
- Bascule Bridge Replacement Projects
- XU Public Transit Set-aside Projects
- XU Traffic Operations/ITS/Safety Set-aside Projects
- XU Bicycle/Pedestrian Set-aside Projects
- Transportation Enhancement Projects

Only applications for transportation-related projects in the following Priority Project categories will be considered at this time:

- XU Traffic Operations/ITS/Safety Projects
- XU Bicycle/Pedestrian Projects
- Transportation Enhancement Projects

**Due to the large back-log of projects on the Priority List of Transportation Enhancement Projects and the uncertainty of future Transportation Enhancement funding, VTPO staff may ask the VTPO advisory committees and Board to consider whether these projects should be included in this year's call for projects. A decision will be made this month.**

#### **XU Projects Traffic Operations/ITS/Safety Projects and XU Bicycle/Pedestrian Projects**

**All XU-funded projects require a 10% local match for the feasibility study and project implementation.**

Beverly Beach  
Daytona Beach  
Daytona Beach Shores  
DeBary

DeLand  
Deltona  
Edgewater  
Flagler Beach

Holly Hill  
Lake Helen  
New Smyrna Beach  
Oak Hill

Orange City  
Ormond Beach  
Pierson  
Ponce Inlet

Port Orange  
South Daytona  
Volusia County

The process for reviewing and ranking XU Traffic Operations/ITS/Safety projects and XU Bicycle/Pedestrian projects is as follows:

1. For each proposed project, the applicant (project sponsor) will submit a completed VTPO XU Traffic Operations/ITS/Safety Project Funding Application or XU Bicycle/Pedestrian Project Funding Application. The application will indicate whether the applicant is requesting a feasibility study or project implementation. VTPO will accept an application for project implementation (design, right-of-way, construction) only if the proposed project has undergone a feasibility study or if a feasibility study will not be required.
2. VTPO staff will screen applications to ensure that they are complete and include only eligible improvements/activities.
3. Project applications for feasibility studies:
  - a. Applicant (project sponsor) will submit an official letter to the VTPO certifying that the project is supported by the applicant and agreeing to pay its share (10%) of the cost for a required feasibility study.
  - b. XU Traffic Operations/ITS/Safety projects will be preliminarily ranked by the TIP Subcommittee; XU Bicycle/Pedestrian project applications will be preliminarily ranked by the BPAC Project Review Subcommittee. The VTPO Board will approve a final ranking of all projects.
  - c. VTPO's consultant will perform a feasibility study on each proposed project in ranked order as funding becomes available. VTPO will pay 90% of the study cost; the applicant will be responsible for the remaining 10%.
4. Projects applications for project implementation (feasibility study has been completed or is not required):
  - a. Applicant (project sponsor) will submit an application for project implementation and an official letter agreeing to pay 10% of the programmed project implementation cost, and agreeing to pay for any cost overruns.
  - b. XU Traffic Operations/ITS/Safety project applications will be preliminarily ranked by the TIP Subcommittee; XU Bicycle/Pedestrian project applications will be preliminarily ranked by the BPAC Project Review Subcommittee. The VTPO Board will approve a final ranking of all projects.
  - c. VTPO will coordinate with FDOT to program the projects in the FDOT's Work Program and the VTPO's Transportation Improvement Program (TIP) in the order of priority set by the VTPO Board.

### **Transportation Enhancement Projects**

**Transportation Enhancement** projects **do not require a local match**. Please refer to the following FHWA website for details on eligible projects for transportation enhancement funds:

<http://www.fhwa.dot.gov/environment/te/>

The process for reviewing and ranking Transportation Enhancement projects is as follows:

1. For each project, the applicant will submit a completed VTPO Transportation Enhancement Project Application and a completed FDOT Transportation Enhancement Project Application. Information

included in the FDOT Enhancement application form, as well as the oral presentation, will be used to help in the ranking of these projects.

2. VTPO staff will screen applications to ensure that they are complete and include only eligible improvements/activities.
3. FDOT Special Projects Coordinator will review project proposals and determine whether the projects are eligible and generally feasible.
4. Transportation Enhancement projects will be preliminarily ranked by TIP Subcommittee. The VTPO Board will approve a final project ranking.
5. Applicant (project sponsor) will submit an official letter to the VTPO certifying that the project is supported by the applicant.
6. FDOT performs feasibility study on each project in ranked order as funding is available.
7. VTPO will coordinate with FDOT to program the project in the FDOT's Work Program and the VTPO's Transportation Improvement Program (TIP).

To help with the application process, the following items are available for download from the VTPO's website (<http://www.volusiatpo.org/newsroom/volusia-tpos-annual-call-for-projects/>):

1. Schedule for the 2012 TIP Priority Project Process,
2. Priority Process Workshop Notice,
3. Last year's Priority List of XU Traffic Operations/ITS/Safety Projects,
4. Last year's Priority List of XU Bicycle/Pedestrian Projects,
5. Last year's Priority List of Transportation Enhancement Projects,
6. VTPO's Priority Project Application for XU Traffic Operations/ITS/Safety Projects (preliminary until approved by the VTPO Board on February 28, 2012),
7. VTPO's Priority Project Application for XU Bicycle/Pedestrian Projects (preliminary until approved by the VTPO Board on February 28, 2012),
8. VTPO's Priority Project Application for Transportation Enhancement Projects (preliminary until approved by the VTPO Board on February 28, 2012),
9. FDOT's Transportation Enhancement Project Funding Application, and
10. FDOT Transportation Enhancement Project Procedures.

For questions regarding XU Traffic Operations/ITS/Safety Projects, contact Robert Keeth, (386) 226-0422, extension 30.

For questions regarding XU Bicycle/Pedestrian Projects or Transportation Enhancement Projects, contact Stephan Harris, (386) 226-0422, extension 34

**The deadline for submittal of all project funding applications is 5:00 p.m. on Friday, April 13, 2012. Applications submitted after the deadline will not be accepted.**





## 2012 Application for Project Prioritization

# XU Traffic Operations/ITS/Safety Projects

January 2012

### **General Instructions:**

For the 2012 Call for Projects, the VTPO is accepting applications for Feasibility Studies and Project Implementation.

Applicants must use the attached VTPO XU Traffic Operations/ITS/Safety Project application form whether applying for a Feasibility Study or for Project Implementation.

If applying for a Feasibility Study, you will complete only the first part of the application.

No project will advance beyond a Feasibility Study unless the VTPO receives an application for prioritization of the Project Implementation phase. Applications for prioritization of the Project Implementation phase will be accepted only if a Feasibility Study has already been completed or if the project does not require a Feasibility Study.

When applying for prioritization of the Project Implementation phase, you must complete the entire application. Information that was provided previously in an application for Feasibility Study must be updated to reflect findings and recommendations from the completed Feasibility Study.

Applications will be ranked based on the information supplied in the application.

Incomplete applications will not be accepted.

### **Project Qualification:**

Except for certain improvements identified in 23 U.S.C. §133<sup>1</sup>, only projects located on Federal-Aid Roads (roads on the National Highway System (NHS) or functionally classified as Urban Collector / Rural Major Collector, or higher) may be funded with Federal XU.

Only applications for Traffic Operations, Intelligent Transportation Systems (ITS) and Safety Projects will be considered. These projects are relatively low-cost enhancements to improve the operational safety and efficiency of the existing traffic circulation system. They are quick responses to implement low-cost improvements. They are typically narrow in scope and focus on improvements to traffic operations and modifications to traffic control devices. The following list of projects is representative of qualifying projects; however, it is not exhaustive:

1. Adding or extending left and/or right turn lanes;
2. improved signage or signalization;
3. targeted traffic enforcement;
4. limitation or prohibition of driveways, turning movements, truck traffic, and on-street parking;
5. modification of median openings;
6. replacement of standard intersections with traffic circles or roundabouts;
7. traffic incident response plans;
8. realignment of a road;
9. intelligent transportation systems (ITS) such as dynamic message signs and adaptive signal control systems;

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<sup>1</sup> These exceptions include: carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways, modification of public sidewalks to comply with the Americans with Disabilities Act, highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.

*General Instructions*

*XU Traffic Operations/ITS/Safety Project Application*

*Pg. 2 of 2*

10. traffic calming roadway designs or devices; and
11. street lighting to improve traffic safety.

**Local Match Requirement:**

VTPO Resolution 2011-03 requires a local match of ten (10) percent of the total amount of XU funds programmed for each project. For this purpose, local match is defined as non-federal cash match and/or in-kind services that advance the project. This resolution also reaffirms the VTPO's policy that the applicant (project originator) shall be responsible for any cost overruns encountered on a project funded with XU funds unless the project is on the state highway system, in which case, the State DOT shall be responsible for any cost overruns.

**Electronic and "Hard Copy" Submittal Requirement:**

1. Applications and supporting documentation shall be submitted as digital media in Portable Document Format (PDF), compatible with MS Windows and Adobe Acrobat Version 9.3 or earlier.
2. Electronic documents may be submitted through our FTP site, as an attachment to email, on a CD, DVD or USB flash drive.
3. The application and all supporting documentation shall be included in one electronic PDF file.
4. All document pages shall be oriented so that the top of the page is always at the top of the computer monitor.
5. Page size shall be either 8-1/2" by 11" (letter) or 11" by 17" (tabloid).
6. PDF documents produced by scanning paper documents are inherently inferior to those produced directly from an electronic source. Documents which are only available in paper format should be scanned at a resolution which ensures the pages are legible on both a computer screen and a printed page. We recommend scanning at 300 dpi to balance legibility and file size.
7. If you are unable to produce an electronic document as prescribed here, please call us to discuss other options.
8. In addition to the digital submittal, we require one (1) complete paper copy of the application and all supporting documents. This must be identical to the digital submittal.

VTPO staff will provide assistance in completing an application to any member local government that requests it.



## 2012 Application for Project Prioritization

# XU Traffic Operations/ITS/Safety Projects

Project Title: \_\_\_\_\_

Applicant (project sponsor): \_\_\_\_\_

Contact Person: \_\_\_\_\_ Job Title: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ FAX: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Governmental entity with maintenance responsibility for roadway facility on which proposed project is located:**

*[If not the same as Applicant, attach a letter of support for proposed project from the responsible entity. This letter of support must include a statement describing the responsible entity's expectations for maintenance of the proposed improvements, i.e., what the applicant's responsibility will be.]*

Is the Applicant LAP certified to administer the proposed project?     Yes     No

If the Applicant is not LAP certified, explain how you intend to comply with the Local Agency Program (LAP) requirements: \_\_\_\_\_

Priority of this proposed project relative to other applications submitted by the Applicant: \_\_\_\_\_

Project Description: \_\_\_\_\_

Project Location (include project length and termini, if appropriate, and attach location map): \_\_\_\_\_

**Project Eligibility for XU Funds** (check the appropriate box):

- the proposed improvement is located on the Federal-aid system;
- the proposed improvement is **not** located on the Federal-aid system, but qualifies as a type of improvement identified in 23 U.S.C. §133 that is not restricted to the Federal-aid system.

**The Applicant is requesting** (check only one):     **Feasibility Study**     **Project Implementation**

*[If requesting a Feasibility Study, the Applicant will be required to submit a new application for Project Implementation after the Feasibility Study has been completed. If requesting Project Implementation, attach a copy of the completed Feasibility Study, or explain in the space provided below for commentary why a Feasibility Study is not necessary.]*

Commentary: \_\_\_\_\_

**Project Purpose and Need Statement:**

In the space provided below, describe the Purpose and Need for this proposed project. It is very important that your Purpose and Need statement is clear and complete. It will be the principal consideration in ranking your application for a Feasibility Study. It must convince the public and decision-makers that the expenditure of funds is necessary and

worthwhile and that the priority the project is being given relative to other needed transportation projects is warranted. The project Purpose and Need will also help to define the scope for the Feasibility Study, the consideration of alternatives (if appropriate), and ultimate project design.

The Purpose is analogous to the problem. It should focus on particular issues regarding the transportation system (e.g., mobility and/or safety). Other important issues to be addressed by the project such as livability and the environment should be identified as ancillary benefits. The Purpose should be stated in one or two sentences as the positive outcome that is expected. For example, the purpose is to reduce intersection delays or to reduce rear end collisions. It should avoid stating a solution as a purpose such as: “the purpose of the project is to add an exclusive left turn lane”. It should be stated broadly enough so that no valid solutions will be dismissed prematurely.

The Need should establish the evidence that the problem exists, or will exist if anticipated conditions are realized. It should support the assertion made in the Purpose statement. For example, if the Purpose statement is based on safety improvements, the Need statement should support the assertion that there is or will be a safety problem to be corrected. When applying for a Feasibility Study, you should support your Need statement with the best available evidence. However, you will not be expected to undertake new studies.

Commentary: \_\_\_\_\_

**\*\*\* STOP HERE IF YOU ARE APPLYING FOR A FEASIBILITY STUDY. COMPLETE THE FOLLOWING SECTIONS ONLY IF YOU ARE APPLYING FOR PROJECT IMPLEMENTATION. \*\*\***

**Criteria #1 – Location (5 points max.)**

This criterion looks at the classification of the roads that will benefit from a proposed project. This criterion gives more points to projects that provide a benefit on roads that are classified at a higher level. If a project benefits more than one road, the road that has the highest classification will be used to allocate points.

VTPO staff will review the application to determine the classification of the roads benefitting from the proposed project.

Project located on a ...		Points	
Non-Federal Functionally Classified Road	Select only one	<input type="checkbox"/>	0
Local Road (Federal Functional Classification)		<input type="checkbox"/>	0
Rural Minor Collector (Federal Functional Classification)		<input type="checkbox"/>	0
Urban Minor Collector Road (Federal Functional Classification)		<input type="checkbox"/>	2
Major Collector Road (Federal Functional Classification)		<input type="checkbox"/>	3
Minor Arterial Road (Federal Functional Classification)		<input type="checkbox"/>	4
Principal Arterial Road (Federal Functional Classification)		<input type="checkbox"/>	5
<b>Subtotal</b>			<b>0 - 5</b>

Commentary: \_\_\_\_\_

**Criteria #2 – Project Readiness (15 points max.)**

This criterion looks at the amount of work required to develop the project and get it ready for construction. The closer a project is to the construction phase, the more points it is eligible for.

Check the appropriate boxes to indicate which phases of work have already been completed or will not be required. For each phase that will not be required, explain why in the space provided for commentary. Include with this application a copy of any relevant studies, warrants, designs, and/or permits. If this is an application for Project Implementation, you must attach a copy of the project scope and cost estimate.

Phasing Already Completed or Not Required <sup>1</sup>		Completed	Not Required	Required But Not Completed (no points)	Unknown or TBD (no points)	Points
Feasibility Study/Conceptual Design/Cost Estimate	Check only one in each row	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0 - 3
PE (Design)		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0 - 3
Environmental		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0 - 3
Right-of-Way Acquisition		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0 - 3
Permitting		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0 - 3
<b>Subtotal</b>						<b>0 - 15</b>

<sup>1</sup> Since XU funding is Federal funding, all activities or work, including that which is done in advance of applying for Federal funds, must comply with all applicable Federal statutes, rules and regulations.

**Commentary:** \_\_\_\_\_

**Criteria #3 – Mobility and Operational Benefits (30 points max.)**

This criterion looks at the extent of traffic operational benefits that will be derived from a proposed project.

In the space provided below for commentary, describe the operational benefits of the proposed project. When putting your application together please include a copy of any approved signal warrant or street lighting studies.

Mobility and Operational Benefits			Points
Existing volume to capacity ratio (i.e., existing congestion severity) [Must be documented.]	Select only one	< 0.75	<input type="checkbox"/> 0
		0.75 to 0.99	<input type="checkbox"/> 0 - 3
		1.00 to 1.25	<input type="checkbox"/> 0 - 4
		>1.25	<input type="checkbox"/> 0 - 5
Mobility Enhancements (i.e., level of increased mobility that a project will provide)	Select all that apply	None	<input type="checkbox"/> 0
		Bike, Pedestrian or Transit	<input type="checkbox"/> 0 - 5
		Access Management, ITS, Critical Bridge, Intersection Improvement, or Traffic Signal Retiming <sup>2</sup>	<input type="checkbox"/> 0 - 10
Approved signal warrant (new signals only), left turn phase warrant, left turn lane warrant, street light warrant or widening justification <sup>3</sup> , access management or ITS improvements <sup>4</sup>	Select only one	No	<input type="checkbox"/> 0
		Yes	<input type="checkbox"/> 0 - 5
Hurricane evacuation or secondary evacuation route upgrade including, but not limited to, converting critical traffic signal to mast arm or other operational improvements. <sup>5</sup>	Select only one	No	<input type="checkbox"/> 0
		Yes	<input type="checkbox"/> 0 - 5
<b>Subtotal</b>			<b>0 - 30</b>

<sup>2</sup> Attach Traffic Signal Timing Study.

<sup>3</sup> Attach Warrant Study to application; otherwise VTPO staff will assume that a Warrant Study justifying the improvement has not been completed.

<sup>4</sup> Access management and ITS improvements include, but are not limited to, addition of non-traversable median greater than 50% project length, addition of curb/gutter at intersection or greater than 50% project length, closure of minor intersections or crossovers, reduction of the number of access points (driveways or driveway widths), elimination of existing at-grade RR crossing, elimination of existing on-street parking, provision of traffic signal preemption for emergency vehicles, connection of three or more traffic signals, and new connection of traffic signal system to computerized signal control.

<sup>5</sup> The term “other operational improvements” includes any improvement that will likely result in a significant: a) increase in vehicular capacity or b) reduction in the probable occurrence or severity of traffic delay and/or disruption from signal failure, lane blockage, etc.

**Commentary:** \_\_\_\_\_

**Criteria #4 – Safety Benefits (20 points max.)**

This criterion looks at the extent of safety benefits that will be derived from a proposed project. The distinction between the categories of benefits will be coordinated with the Community Traffic Safety Teams (CTST).

In the space provided below for commentary, describe the safety benefits expected from the proposed project, and explain how the proposed project will help to achieve those benefits. VTPO staff will work with the appropriate agencies to determine the intersection and corridor crash rates.

Safety Benefits <sup>6</sup>			Points
On Florida DOT’s High Crash List?	Select all that apply	<input type="checkbox"/>	0 - 4
Intersection Crash Rate $\geq$ 2 per million entering vehicles <sup>7</sup>		<input type="checkbox"/>	0 - 4
Corridor Crash Rate $\geq$ 2 per vehicle million miles <sup>7</sup>		<input type="checkbox"/>	0 - 4
Street lights needed (Nighttime to Daytime Crash Rate $\geq$ 2 <sup>7</sup> )		<input type="checkbox"/>	0 - 4
Provides pedestrian safety features (e.g., RR crossing or intersection crossing)		<input type="checkbox"/>	0 - 4
<b>Subtotal</b>			<b>0 - 20</b>

<sup>6</sup> If an application scores very high in this criterion, the VTPO may submit application to either the East or West Volusia CTST for Safety Fund consideration.

<sup>7</sup> Applicant must use crash rate calculation methodology provided by VTPO.

**Commentary:** \_\_\_\_\_

**Criteria #5 – Comprehensive Plan and Economic Development (10 points max.)**

This criterion looks at the degree to which the proposed project will contribute to the satisfaction of one or more of the local government’s adopted comprehensive plan goals or objectives, and the degree to which it supports economic development. Points should be awarded in proportion to how well the project will show direct, significant and continuing positive influence. Temporary effects related to project construction, such as the employment of construction workers, will not be considered.

Comprehensive Plan Compliance and Economic Development			Points
Directly contributes to the satisfaction of one or more goals/objectives in the adopted comprehensive plan	Select all that apply	<input type="checkbox"/>	0 - 5
Directly supports economic development (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities)		<input type="checkbox"/>	0 - 5
<b>Subtotal</b>			<b>0 - 10</b>

**Commentary:** \_\_\_\_\_

**Criteria #6 – Infrastructure Impacts (20 points max.)**

This criterion looks at impacts to adjoining public or private infrastructure, which may be in the way of the project. The less existing infrastructure is impacted the more points a project will score.

In the space provided below for commentary, describe the infrastructure impacts that will occur as a result of constructing the proposed project. When completing your application, please consider the drainage issues that may be involved (see notes below for a more detailed explanation).

Infrastructure Impacts			Points
Major Drainage Impact – relocating or installing new curb inlets or other extensive drainage work is required, or drainage impact has not yet been determined	Select only <sup>8</sup>	<input type="checkbox"/>	0
Minor Drainage Impact – extending pipes, reconfiguring swales or other minor work is required		<input type="checkbox"/>	0 - 2
No Drainage Impact – no drainage work required		<input type="checkbox"/>	0 - 4
Relocation of private gas utility or fiber optic communication cable is not required <sup>8</sup>	Select all that apply	<input type="checkbox"/>	0 - 3
Relocation of public/private water or sewer utility is not required <sup>9</sup>		<input type="checkbox"/>	0 - 3
Relocation of telephone, power, cable TV utilities is not required <sup>10</sup>		<input type="checkbox"/>	0 - 3
No specimen or historic trees ≥ 18” diameter will be removed or destroyed		<input type="checkbox"/>	0 - 3
No new railroad crossing or alteration of existing crossing is required		<input type="checkbox"/>	0 - 4
<b>Subtotal</b>			<b>0 - 20</b>

<sup>8</sup> ADA pedestrian crossings at intersections may impact drainage significantly. Attached Traffic Study should address drainage impacts.

<sup>9</sup> Typically, these are underground utilities that can only be determined by a complete set of plans. Attach plans showing no impacts; otherwise, assumption is in urban area utilities will be affected.

<sup>10</sup> Typically, above ground utilities are not affected except for widening and turn lane projects.

**Commentary:** \_\_\_\_\_

Volusia TPO  
2012 Application for Project Prioritization  
**Transportation Enhancement Projects**

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**OVERVIEW:**

This is not a grant program. Applicants should expect to pay for the work and be reimbursed from their award. Items eligible for reimbursement include, project planning and feasibility studies, environmental analysis or preliminary design, preliminary engineering, land acquisition, and construction costs.

**The following are the only activities related to surface transportation that can be funded with enhancement funds<sup>1</sup>:**

- a) Provision of facilities for pedestrians and bicycles;
- b) The provision of safety and educational activities for pedestrians and bicyclists;
- c) Acquisition of scenic easements and scenic or historic sites;
- d) Scenic or historic highway programs, (including the provision of tourist and welcome center facilities);
- e) Landscaping and other scenic beautification;
- f) Historic preservation;
- g) Rehabilitation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);
- h) Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails);
- i) Control and removal of outdoor advertising;
- j) Archaeological planning and research;
- k) Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; and
- l) Establishment of Transportation museums.

All construction and pre-construction work phases will be administered by the Florida Department of Transportation (FDOT) or other Local Agency Program (LAP) certified local government. Reimbursements are distributed only to a LAP certified agency responsible for completing the tasks. FDOT assigns a LAP Design and LAP Construction Liaison for each project. Federal law requires that each project be administered under the rules and procedures governing federally funded transportation projects. Certified Local Agencies comply with all applicable Federal statutes, rules and regulations.

FDOT WEB site reference: <http://www.dot.state.fl.us/projectmanagementoffice/lap>

**No more than \$1 million in Transportation Enhancement (TE) funds will be awarded to any single project in any single application cycle, and no more than \$3 million dollars in enhancement funds is to be awarded toward the completion of any single project. *Waivers/exceptions may be granted by the VTPO Board.***

All projects must be consistent with local comprehensive plans, including future land use and transportation elements, required under Section 9J-5 of the Florida Administrative Code. Enhancement dollars are to be allocated with the caveat that all projects meet ADA standards.

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<sup>1</sup> Only these activities are included within the meaning of the term “transportation enhancement activity” pursuant to 23 U.S.C. 101(a)(35).



## GENERAL REQUIREMENTS

1. **Each application shall include the following information:**
  - a) A project map that clearly identifies the location & termini of the project and proximity of the project to Community Assets (as described in the criteria). Each map should be no larger than 11"x17". In addition, all maps must include a scale (in subdivisions of a mile), north arrow, title and legend.
  - b) Right-of-way (ROW) information as available. (*i.e. deeds, easements, donations, recordable documents*).
  - c) Project cost estimates. (*i.e. FDOT's Long Range Estimates (LRE)*).
  - d) Documentation of commitment to provide matching funds (if applicable).
  - e) Each applicant must provide a statement ensuring that the project is consistent with local comprehensive plans, including future land use and transportation elements, required under Section 9J-5 of the Florida Administrative Code.
  - f) **A completed FDOT Transportation Enhancement Project Funding Application.**
2. **Applications shall be submitted electronically as prescribed below:**
  - a) The application and all supporting documentation shall be included in one Portable Document Format (PDF) file, compatible with MS Windows and Adobe Acrobat Version 9.3 or earlier.
  - b) The file may be submitted through our FTP site, as an attachment to email, on a CD, DVD or USB flash drive.
  - c) All document pages shall be oriented so that the top of the page is always at the top of the computer monitor.
  - d) Page size shall be either 8-1/2" by 11" (letter) or 11" by 17" (tabloid).
  - e) PDF documents produced by scanning paper documents are inherently inferior to those produced directly from an electronic source. Documents which are only available in paper format should be scanned at a resolution which ensures the pages are legible on both a computer screen and a printed page. We recommend scanning at a minimum 300 dpi to balance legibility and file size.
  - f) If you are unable to produce an electronic document as prescribed here, please call us to discuss other options.
3. **Incomplete applications will not be accepted. Applications will be ranked based on the information supplied in the application.**
4. **All applications must be received by the VTPO by 5:00 PM on Friday, April 13, 2012. Applicant's are strongly advised to request verification that your applications have been received.**

### Initial Project Screening

1. Any project submitted by a local government for consideration needs to meet the following screening criteria:
  - a) Project must demonstrate a clear and definitive link to transportation.
  - b) Projects submitted with individual components or phase must be physically or functionally related. For example multiple sidewalk segments, non-contiguous segments must reasonably serve a common purpose.
  - c) The applicant must have authorization from responsible jurisdiction to submit for project funding. (For example, a city that submits a project for landscaping on a State road must have authorization from the State). For multi-jurisdictional portions each respective agency must co-sponsor the project or provide a formal letter of agree

- d) All work must be done by pre-certified vendors and contractors of FDOT or the LAP sponsor. Projects or project phases completed by these firms are also required to meet federal guidelines. Provide documentation on how sponsor will address this criterion.
- e) Except for bicycle transportation projects and pedestrian walkways, TE projects may not be undertaken on roads functionally classified as local or rural minor collectors, unless such roads are on the adopted Federal-Aid highway system or permission is secured from the United States Secretary of Transportation. However, TE projects are allowed on any other classification of roadway or on locations not on the roadway system provided that such land is publicly owned, or over which public access has been granted through an easement or other conveyance extending over the foreseeable useful life of the completed project.
- f) Is this Shared-Use Path project at least 12 feet wide?  
If yes, the project is eligible.  
If no, justification is required to determine eligibility.
- g) Is this Sidewalk project at least 5 feet wide?  
If yes, the project is eligible.  
If no, the project application is not acceptable.

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**Scoring Criteria Summary**

Priority Criteria	Maximum Points
(1) Contribution to "Livability" and Sustainability in the Community	25
(2) Enhancements to the Transportation System	25
(3) Demand/Accessibility	15
(4) Safety/Security	15
(5) Project Readiness	10
(6) Matching Funds Provided	10
<b>Total</b>	<b>100</b>

**Project Title:** \_\_\_\_\_

**Applicant (project sponsor):** \_\_\_\_\_

**Contact Person:** \_\_\_\_\_ **Job Title:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Phone:** \_\_\_\_\_ **FAX:** \_\_\_\_\_

**E-mail:** \_\_\_\_\_

**Governmental entity with maintenance responsibility for roadway facility on which proposed project is located (if different from Applicant):** \_\_\_\_\_

*[Attach letter from responsible entity expressing support for proposed project. This letter of support must include a statement describing the responsible entity's expectations for maintenance of the proposed improvements, i.e., what the applicant's responsibility will be.]*

**Is the Applicant certified to administer the proposed project through LAP?**       Yes       No

**If Applicant is not LAP certified to administer the proposed project, name a qualified Project Administrator who will manage the proposed project:** \_\_\_\_\_

*[Attach letter from Project Administrator agreeing to serve in that capacity.]*

**Priority of this proposed project relative to other applications submitted by the Applicant:** \_\_\_\_\_

**Project Description:** \_\_\_\_\_

**Project Location** (include project length and termini, if appropriate, and attach location map): \_\_\_\_\_

**Project Purpose and Need:** \_\_\_\_\_

## **(1) Contribution to “Livability” and Sustainability in the Community (maximum 25 points)**

Describe how the project positively impacts the “Livability” and Sustainability in the community that is being served by that facility. Depict assets on a project area map in relation to a one-half mile buffer around the project.

### **Contribution to “Livability” and Sustainability in the Community (Maximum 25 Points)**

- Project includes traffic calming measures.
- Project is located in a “gateway” or entrance corridor as identified in a local government applicant’s master plan, or other approved planning document.
- Project removes barriers and/or bottlenecks for bicycle and/or pedestrian movements.
- Project includes features which improve the comfort, safety, security, enjoyment or well-being for bicyclists, pedestrians, and/or transit users.
- Project improves transfer between transportation modes.
- Project achieves a significant reduction of non-renewable energy usage.
- Project supports infill and redevelopment consistent with transit-oriented design principals and strategies are in place making it reasonably certain that such infill and redevelopment will occur.
- Project supports a comprehensive travel demand management strategy that will likely significantly advance one or more of the following objectives: 1) reduce average trip length, 2) reduce single occupancy vehicle trips, 3) increase transit and non-motorized trips, 4) reduce motorized vehicle parking, reduce personal injury and property damage resulting from vehicle crashes
- Project significantly enhances “walkability” and “bikeability”. The following are key indicators of walkability and bikeability:
  - Are there safe walking spaces? (smooth, unobstructed, separated from traffic, crossings with appropriate signs and signals)
  - Are there places to bicycle safely? (on the road, sharing the road with motor vehicles or an off road path or trail)
  - Can pedestrians and bicyclists see and detect traffic (oncoming vehicles) day and night?
  - Are the surfaces adequate for walking or bike riding? (free of cracked or broken concrete/pavement, slippery when wet, debris)
  - Is there enough time to cross streets and intersections?
  - Is there access to well designed sidewalks and crossings?
  - Are there signs and markings designating routes? (including crosswalk markings, way finding and detour signs)
  - Are there continuous facilities? (sidewalks and trails free from gaps, obstructions and abrupt changes in direction or width)
  - Is driver behavior conducive to safe walking or biking? (yielding to pedestrians in crosswalks, maintaining at least 3’ passing distance from bicyclists)

**Criterion (1) Describe how this project contributes to the “Liveability” and Sustainability of the Community:**

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## **(2) Enhancements to the Transportation System (maximum 25 points)**

This criterion considers the demonstrated and defensible relationship to surface transportation.

Describe how this project fits into the local and regional transportation system. Depict this on the map where applicable.

### **Enhancements to the Transportation System (Maximum 25 Points)**

- Is the project included in an adopted plan?
- Does local government have Land Development Code requirements to construct sidewalks?

- Does the project relate to surface transportation? Some factors that can help establish this relationship include:
  - Is the project near a highway or a pedestrian/bicycle corridor?
  - Does the project enhance the aesthetic, cultural, or historic aspects of the travel experience?
  - Does it serve a current or past transportation purpose?
- Does the project improve mobility between two or more different land use types located within 1/2 mile of each other, including residential and employment, retail or recreational areas?
- Does the project benefit transit riders by improving connectivity to existing or programmed pathways or transit facilities? Does it conform to TOD principals?
- Is the project an extension or phased part of a larger beautification/redevelopment effort in corridor/area?

**Criterion (2) Describe how this project enhances the Transportation System:** \_\_\_\_\_

### **(3) Demand/Accessibility (Maximum 15 points)**

Describe indications of existing demand (e.g., photographs of worn pathways that demonstrate ground wear from use) and the degree to which the project will satisfy that demand. Describe expressions of community support and include supporting documentation (e.g., letters of support or petitions from community groups, homeowners associations, school administrators, etc.) Describe how the project improves accessibility to activity centers, town centers, office parks, post office, city hall/government buildings, shopping centers, employment centers, trail facilities, recreational and cultural facilities, schools and other points of concentrated activity.

#### **Demand/Accessibility (Maximum 15 Points)**

- Is there a documented obvious indication of demand?
- Is documentation of public support for the project provided?
- Does the project enhance mobility or community development for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled? Documentation that will help determine a score include school access routes, proximity to public housing or public facilities that can currently only be accessed by roadways.

**Criterion (3) Describe how this project satisfies Demand and improves Accessibility:** \_\_\_\_\_

### **(4) Safety/Security (Maximum 15 Points)**

In the space provided below, describe how and to what extent the proposed facility would enhance safety conditions for motorized travelers, non-motorized travelers, or the community. Provide documentation that illustrates how it does.

#### **Safety/Security (Maximum 15 Points)**

- How does the project address a hazardous, unsafe or security condition/issue?
- How does the project remove or reduce potential conflicts (bicyclist/automobile and pedestrian/automobile)?

**Criterion (4) Describe how this project promotes Safety and/or Security:** \_\_\_\_\_

**(5) Project "Readiness" (Maximum 10 Points)**

Describe.

**Project Readiness (Maximum 10 Points)**

- Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?
- Project has been completed through design. Only construction dollars are being sought.
- Is right-of-way readily available and documented for the project?

**Criterion (5) Description (if needed):** \_\_\_\_\_

**(6) Matching Funds (Maximum 10 Points)**

Matching funds are not required, but will be viewed as an expression of the Applicant's dedication and commitment to the project. Therefore, points may be awarded in proportion to the size of the match. Applicants and/or project sponsors should demonstrate the availability of the match for project. In lieu of a cash match, Applicant/project sponsor match may include other valuable services such as planning, engineering, design, construction or environmental activities approved by the U.S. Department of Transportation and right-of-way donations by private parties. Applicants must demonstrate the feasibility of such in-kind arrangements in their applications. Applicants must specify the amount, origin and availability of matching funds.

Check the appropriate box and describe.

**Matching Funds Provided (Maximum 10 Points)**

Check all that apply:

Will the applicant be providing matching funds for the project?	<input type="checkbox"/>
Is there an agreement and strategy for such funds by the responsible party for which dollars are being sought?	<input type="checkbox"/>

**Criterion (6) Description (if needed):** \_\_\_\_\_

**Applicants should consult the FDOT Document "Eligibility Criteria and Implementation. Guidelines for Transportation Enhancement Projects".**

This document is revised annually and is available from FDOT or the VTPO Enhancements Coordinator. It can also be accessed on line at:

<http://www.dot.state.fl.us/emo/enhance/enhance.shtm>