



MEETING NOTICE

Please be advised that the Volusia Transportation Planning Organization (VTPO) CITIZENS' ADVISORY COMMITTEE (CAC) & TECHNICAL COORDINATING COMMITTEE (TCC) will be meeting on:

DATE: Tuesday, September 20, 2011
TIME: 1:30 p.m. (CAC) & 3:00 p.m. (TCC)
PLACE: Volusia TPO Conference Room
2570 W. International Speedway Blvd., Suite 100
Daytona Beach, Florida 32141

NOTE: PLEASE SILENCE ALL BEEPERS AND CELL PHONES DURING THE MEETING!!

Mr. Dan D'Antonio, CAC Chairman

Mr. Ron Paradise, TCC Chairman

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. CONSENT AGENDA

- A. **APPROVAL OF AUGUST 16, 2011 CAC/TCC MEETING MINUTES** (Contact: Pamela Blankenship) (Enclosures, pages 3-8 CAC; pages 3, 9-15 TCC)

III. ACTION ITEMS

- A. **REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2011-22 AMENDING THE FY 2010/11 - 2014/15 AND FY 2011/12 – 2015/16 TRANSPORTATION IMPROVEMENT PROGRAMS (TIP)** (Contact: Robert Keeth) (Enclosures, pages 16-33)
- B. **REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2011-23 AMENDING THE FY 2011/12 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ACCOMMODATE ADDITIONAL FUNDS** (Contact: Karl D. Welzenbach) (Enclosures, pages 34-47)
- C. **REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2011-24 SUPPORTING VOLUSIA COUNTY'S APPLICATION FOR A TIGER III GRANT FOR THE EAST CENTRAL FLORIDA RAIL TRAIL** (Contact: Karl D. Welzenbach) (Enclosures, pages 48-50)

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

- III. **ACTION ITEMS** *(continued)*
- D. **DISCUSSION AND RECOMMENDATION REGARDING THE REMOVAL OF HAND AVENUE AND HOWLAND BOULEVARD PROJECTS FROM THE PRIORITY LIST (TCC ONLY)** *(Contact: Karl D. Welzenbach) (Enclosure, page 51)*
- IV. **PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS**
- A. **DISCUSSION REGARDING THE USE OF ITS/TRAFFIC OPERATIONS/SAFETY XU FUNDS FOR MAINTENANCE PROJECTS** *(Contact: Robert Keeth) (Enclosure, pages 52-59)*
- B. **PRESENTATION ON SR 483 (CLYDE MORRIS BOULEVARD) POND SITES** *(Contact: David Cook, FDOT District 5) (Enclosure, page 60)*
- C. **PRESENTATION ON TRANSMAP: AN INTERACTIVE TRANSIT PLANNING TOOL** *(Contact: FDOT District 5) (Enclosures, pages 61-67)*
- D. **FDOT REPORTS** *(Contact: Steve Friedel, FDOT District 5) (Enclosures, pages 68-77)*
- E. **VOLUSIA COUNTY CONSTRUCTION REPORT** *(Contact: Jon Cheney, V.C. Traffic Engineering) (Enclosure, page 78)*
- V. **STAFF COMMENTS** *(Enclosure, page 79)*
- VI. **CAC/TCC MEMBER COMMENTS** *(Enclosure, page 79)*
- VII. **INFORMATION ITEMS** *(Enclosure, page 79)*
- Update on the Use of XU Funds for Non-Specific Bicycle & Pedestrian Projects
 - Update on the SR 40 Multi-Use Path Issue
 - SunRail Update
 - Executive Summary of the 2035 Long Range Transportation Plan (LRTP) and Website
- VIII. **PRESS/CITIZEN COMMENTS** *(Enclosure, page 79)*
- IX. **ADJOURNMENT** *(Enclosure, page 79)*

*****The next meetings of the CAC and TCC are Tuesday, October 18, 2011*****

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., Suite 100, Daytona Beach, Florida 32114-8145; (386) 226-0422, extension 21, at least five (5) working days prior to the meeting date.

MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 20, 2011

II. CONSENT AGENDA

A. APPROVAL OF AUGUST 16, 2011 CAC & TCC MEETING MINUTES

Background Information:

Minutes are prepared for each CAC and TCC meeting and said minutes must be approved by their respective committees.

ACTION REQUESTED:

MOTION TO APPROVE THE CONSENT AGENDA

Citizens' Advisory Committee (CAC)
Meeting Minutes
August 16, 2011

Members Present:

Donald Smart
Frank Kinsley, Vice Chairman
Janet Deyette
Bliss Jamison
Gilles Blais
Bob Storke
Jake Sachs
Bobby Ball
Susan Elliott
Dan D'Antonio, Chairman
Judy Craig
Lary Galphin
Nadine Collard
Heather Blanck
Steve Friedel (non-voting)

Members Absent:

John Schmitz (excused)
Peter Hauser
Richard Gailey
Gary Wandelt (excused)
Tomm Friend
Karl Welzenbach (non-voting) (excused)

Others Present:

Pamela Blankenship, Recording Secretary
Jean Parlow
Carole Hinkley
Stephan Harris
Robert Keeth
Lois Bollenback
Melissa Booker
Joel Rey
Don Findell

Representing:

Daytona Beach
DeLand
Deltona
Edgewater
Holly Hill
Orange City
New Smyrna Beach
Port Orange
Pierson
Volusia County
Volusia County
Volusia County
Volusia County
Votran
FDOT District V

Representing:

Daytona Beach Shores
Ormond Beach
DeBary
South Daytona
Volusia County
TPO Staff

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
VC Traffic Engineering
Tindale-Oliver & Associates
Lake Helen

I. Call to Order / Roll Call / Determination of Quorum

The meeting of the Volusia Transportation Planning Organization (VTPO) Citizens' Advisory Committee (CAC) was called to order at 1:31 p.m. by Chairman Dan D'Antonio. The roll was called and it was determined that a quorum was present.

II. Consent Agenda

A. Approval of June 21, 2011 CAC Meeting Minutes

Chairman D'Antonio noted that there was a minor change to the minutes: Mr. Heeb had not been present at the June meeting; the representative from Edgewater was Ms. Jamison.

***MOTION:** Mr. Kinsley moved to approve the Consent Agenda (with the noted change). The motion was seconded by Mr. Blais and carried unanimously.*

III. Action Items

A. Review and Recommend Approval of Resolution 2011-20 Amending the FY 2010/11 – 2014/15 and FY 2011/12 – 2015/16 Transportation Improvement Programs (TIP)

[Additional amendments were provided as a handout]

Mr. Keeth summarized the proposed TIP amendments and explained that the intent is to align the Volusia TPO's TIP with FDOT's Work Program. He added that when FDOT makes changes to their Work Program, the TPO must adjust its TIP to match the Work Program.

Mr. Sachs stated he was concerned that the SR A1A resurfacing project was not in writing.

Mr. Keeth replied that SR A1A was county maintained, and as such, it would not be included in Volusia TPO's TIP.

Ms. Booker stated that the project is scheduled to be to be done in 2012.

Chairman D'Antonio asked what the CAC members should be focusing on in regards to the TIP amendments.

Ms. Bollenback replied that it helps TPO staff if the CAC members pay particular attention to the projects that are in their respective areas and bring any inconsistencies to our attention.

MOTION: Mr. Storke moved to recommend approval of Resolution 2011-20 amending the FY 2010/11 – 2014/15 and FY 2011/12 - FY 2015/16 Transportation Improvement Programs (TIPs) including attachments A and B and the additions to A and B. The motion was seconded by Mr. Kinsley and carried unanimously.

IV. Presentation, Status Reports, and Discussion Items

A. Discussion Regarding the Use of ITS/Traffic Ops/Safety XU Funds for Maintenance Projects

Ms. Bollenback that stated at the June meeting of the TCC there had been a discussion regarding the what types of projects the ITS/Traffic Ops/Safety money will fund. A motion at the TCC meeting was made to allow maintenance projects to be funded with ITS/Traffic Ops/Safety funds on a one-time basis if they were to comply with a federal mandate. The TCC recommendation was a policy decision and was forwarded to the Executive Committee for review and direction. They discussed the issue at-length and decided that before a recommendation could be made, they needed more information, including the implications, cost and breadth of the projects. Once that information is obtained, the TPO Board will make a policy determination.

Chairman D'Antonio stated he was concerned about blurring the lines on money allocation; there is a set budget for ITS/Traffic Ops/Safety XU funds and we are considering putting it towards something the local governments should be funding.

Ms. Bollenback replied that the lines have never been clearly defined. She stated that the TCC was recommending a definition.

B. Presentation Identifying Key Components of the Ten-Year Major Update to Votran's FY 2012- 2021 Transit Development Plan (TDP)

Ms. Blanck introduced Mr. Joel Rey with Tindale-Oliver & Associates. Mr. Rey gave a PowerPoint presentation on the TDP. It included an overview of the draft ten-year plan which is reviewed yearly and updated every five years. The plan includes a review of existing service. There are two main sections, the cost-feasible portion and the (unfunded) needs plan. This document is used to develop an action plan which will set the vision for the agency over the ten-year period.

Discussion ensued on the cost differential between paratransit and fixed route busses.

In response to committee questions Ms. Blanck discussed the balance that must occur between the size of a transit vehicle and the number of riders.

C. FDOT Reports

Mr. Friedel gave the FDOT report.

D. Volusia County Construction Report

[Handout provided]

Ms. Booker gave the Volusia County construction report. She delivered an update on Turnbull Bay Bridge closing and proposed construction.

V. Staff Comments

There were no staff comments.

VI. CAC Member Comments

Ms. Jamison asked when there would be a call for capacity projects.

Ms. Bollenback replied that this year the SIS project listing and all of the Non-SIS projects in the 2035 LRTP were placed on the Priority Lists so there was no need for a second Call for Projects.

Mr. Galphin asked why updates on SunRail were not included in the agenda. He asked if SunRail was in the 2035 LRTP.

Ms. Bollenback replied that SunRail was in the LRTP and that most of the work on SunRail had been on hold due to the uncertainty about moving forward until the Full Funding Grant Agreement was signed with the Federal Transit Administration.

Ms. Hinkley stated that there had been SunRail Technical Committee meeting on August 10, at which Ms. Tawny Olore announced that the official takeover celebration would be on September 30, 2011.

Mr. Galphin requested that an update be provided at the next meeting.

Ms. Bollenback stated that an update on SunRail would be included in the future agendas.

VII. Information Items

- Ø School Safety Studies
- Ø TIP Amendments approved in July
- Ø Updated Priority Lists
- Ø Tiger III update
- Ø Letter from Ormond Beach withdrawing the John Anderson Sidewalk

VIII. Press/Citizen Comments

There were no press or citizen comments.

IX. Adjournment

The meeting adjourned at 2:46 p.m.

Volusia Transportation Planning Organization

Mr. Dan D'Antonio, Chairman
Citizens' Advisory Committee (CAC)

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO certified that the foregoing is a true and correct copy of the minutes of the August 16, 2011 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 20th day of September 2011.

Pamela C. Blankenship, Recording Secretary
Volusia Transportation Planning Organization

Technical Coordinating Committee (TCC)
Meeting Minutes
August 16, 2011

Members Present:

Fred Ferrell
Pedro Leon
Rebecca Hammock
Mike Holmes
Ron Paradise, Chairman
Chad Lingenfelter
Tom Harowski
Don Findell
Gail Henrickson
Jim Kerr
Jim Smith
Bill McCord
John Dillard
Larry LaHue
Jon Cheney
Steve Friedel
Heather Blanck
Clay Ervin
Darren Lear, Vice Chairman

Members Absent:

Marian Ridgeway (excused)
Stewart Cruz
Ric Goss
Karl Welzenbach (non-voting) (excused)

Others Present:

Pamela Blankenship, Recording Secretary
Robert Keeth
Jean Parlow
Lois Bollenback
Carole Hinkley
Stephan Harris
Karen Roch
Mike Marcum
Melissa Booker
Rich Walton
Joel Rey

Representing:

Daytona Beach
Daytona Bch Int'l Airport
DeBary
DeLand
Deltona
Flagler Beach
Holly Hill
Lake Helen
New Smyrna Beach
Orange City
Pierson
Port Orange
South Daytona
VC Emergency Management
VC Traffic Engineering
FDOT District V
Votran
Ponce Inlet
Edgewater

Representing:

VC School Board
Daytona Beach Shores
Ormond Beach
TPO Staff

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Daytona Beach
VC Traffic Engineering
Daytona Beach
Tindale-Oliver & Associates

I. Call to Order / Roll Call / Determination of Quorum

The meeting of the Volusia Transportation Planning Organization (VTPO) Technical Coordinating Committee (TCC) was called to order at 3:00 p.m. by Chairman Ron Paradise. The roll was called and it was determined that a quorum was present.

Chairman Paradise welcomed the new Daytona Beach International Airport representative, Mr. Pedro Leon.

II. Consent Agenda

A. Approval of June 21, 2011 TCC Meeting Minutes

MOTION: Mr. Lear moved to approve the June 21, 2011 TCC meeting minutes. The motion was seconded by Mr. Ferrell.

Chairman Paradise pointed out that a dash ("-") was needed in the word "non SIS" on page 7 of the TCC minutes (7th paragraph, third sentence).

The motion carried unanimously (with the noted correction).

III. Action Items

A. Review and Approval of Resolution 2011-20 Amending the FY 2010/11 – 2014/15 and FY 2011/12 – 2015/16 Transportation Improvement Programs (TIP)

[Additional amendments were provided as a handout]

Mr. Keeth explained the TIP amendments being recommended. He pointed out that FDOT is splitting the Corridor Improvement Program (CIP) into two FM numbers, and money will be moved from the ITS/Traffic Ops/Safety and Bicycle/Pedestrian boxes to fund the program.

Mr. Paradise suggested placeholder projects no longer be included in the TIP.

Mr. Keeth explained that the airport projects included in the TIP were used for information purposes; aviation projects may be moved out of the TIP next year.

Ms. Blanck noted that the way Votran's federal dollars were shown in the TIP is not clear. She added that she would speak with Mr. Keeth after the meeting.

Mr. Cheney stated that the description for project # 4180211 was incorrect and needed to be updated. In addition, he asked that project #431781-1 and 2 be cross-referenced.

Mr. Ferrell asked about the funding source for project #4081781 (Clyde Morris Boulevard widening); when it's changed from XU (SU) to DDR, do the XU (SU) funds come back to the TPO.

Mr. Friedel stated that the money went back to the TPO and paid outstanding projects.

Discussion ensued.

Mr. J. Smith asked what happened to the Washington Avenue Sidewalk project intersection improvements.

Mr. Keeth stated that it had gone to traffic operations at FDOT and they had requested that Volusia County re-time the signals.

Mr. Cheney replied that the timing changes had been completed last week. In regards to the turning lane, the county thought that the solution would be a leading left turn but FDOT disagreed so the county is moving forward with FDOT's suggestions.

MOTION: Mr. Cheney moved to recommend approval of Resolution 2011-20 amending the FY 2010/11 – 2014/15 and FY 2011/12 – 2015/16 Transportation Improvement Programs (TIPs) including the two attachments (A and B) and two additional handouts. Mr. Ferrell seconded the motion which carried unanimously.

B. Appointment of Selection Committee for Corridor Improvement Program (CIP) Phase 1: Assessment of US 1/SR 5 (TCC only)

Ms. Parlow explained that a request for proposal (RFP) had been issued on August 8, 2011 for Phase 1 of the CIP. TPO staff is requesting at least two members of the TCC sit on the Selection Committee. The Selection Committee will be charged with ranking and selecting a firm to forward to the Executive Committee.

Mr. Ferrell asked if the volunteers had to be TCC members or if they could be city planning staff.

Ms. Parlow replied that they had to be TCC members and have no conflict of interest. The meetings will be held on August 30 and September 9.

Mr. McCord noted that the FAPA Conference was scheduled for the August date.

Ms. Parlow stated that the meeting could be rescheduled but it would give the consultants less time to prepare.

Mr. Dillard and Mr. Lear volunteered.

MOTION: *Mr. Cheney moved to recommend John Dillard and Darren Lear for the US 1/SR 5 Selection Committee. Ms. Henrickson seconded the motion which carried unanimously.*

C. Appointment of LOS Subcommittee Members (TCC Only)

Ms. Parlow stated that four TCC members were needed for the LOS Subcommittee, which would be reconvening in September to kick off the review of the federal functional classification of roads. It will be tied to the 2010 Census and the new designations of urban boundaries. A schedule will be made at the first meeting.

The following members volunteered:

Jon Cheney
Mike Holmes
Jim Kerr
Gail Henrickson
Bill McCord

Mr. Cheney cautioned that most of the members were planners and from a planning perspective certain things may seem to be common sense in regards to federal functional classification because it makes roads eligible for federal funding; however, there is a reverse side to the federal functional classification because those roads would then be tied to hurricane response; there are both FEMA and FHWA implications, as well as pros and cons to consider.

MOTION: *Mr. Cheney moved to recommend Jon Cheney, Mike Holmes, Jim Kerr, Gail Henrickson and Bill McCord as members of the LOS Subcommittee. The motion was seconded by Mr. Findell and carried unanimously.*

IV. Presentation, Status Reports, and Discussion Items

A. Discussion Regarding the Use of ITS/Traffic Operations/Safety XU Funds For Maintenance Projects

Ms. Bollenback explained that at the June TCC meeting, the members made a recommendation to allow maintenance projects to be funded with ITS/Traffic Ops/Safety funds on a one-time basis to comply with a federal mandate. The TCC recommendation was a policy decision and was forwarded to the Executive Committee for review and direction. They discussed the issue at-length and decided that before a recommendation could be made they needed more information, including the implications, cost and breadth of the projects. Once that information is obtained, the TPO Board will make a policy determination. It will be on their agenda for discussion at the September meeting. She requested that the members communicate their thoughts with their Board members.

Mr. Cheney asked if the Bicycle/Pedestrian issue was on the TPO agenda given that the BPAC did not have a quorum at their last meeting.

Ms. Bollenback responded that the BPAC had requested the item be held for one month until they could meet and make a recommendation.

Chairman Paradise requested that the TCC be updated on the discussions that occur regarding these issues.

Ms. Bollenback agreed and noted the information would be sent to the members.

Mr. McCord asked if the discussion by the Executive Committee was centered on projects being funded one time only for one year.

Ms. Bollenback replied that it was being discussed based on the TCCs recommendation with no time limit.

Mr. Ervin clarified that it was an “unfunded” federal mandate.

B. Presentation Identifying Key Components of the Ten-Year Major Update to Votran’s FY 2012 – 2021 Transit Development Plan (TDP)

Ms. Blanck introduced Mr. Joel Rey, Director of Transit Services at Tindale-Oliver & Associates.

Mr. Rey gave a PowerPoint presentation on the TDP. It included an overview of the ten-year plan which is reviewed yearly and updated every five years. The plan includes a review of existing service. There are two main sections, the cost-feasible portion and the (unfunded) needs plan. This document is used to develop an action plan which will set the vision for the agency over the ten-year period.

Mr. Rey announced that the draft TDP would be available online shortly.

Mr. J. Smith noted that the residents of Pierson had been disappointed when the public input meetings had been scheduled during working hours. The bus route from Pierson to DeLand was not accommodating. He asked if another meeting could be scheduled for a more convenient time.

Mr. Rey replied that the meeting had been scheduled until 5:30 p.m. and had been timed for the availability of transit. He added that he had heard complaints prior to the meeting and let some of the residents know that the time would be extended until 6:30 p.m. The route in Pierson used to be much more frequent but it wasn’t successful. The frequencies slowed down and the feedback from the citizens was that the route was linear and did not circulate the area. Unfortunately, the funding ran out when they were looking at implementing a circulator. He suggested that a circulator route be put in the needs plan.

Discussion continued on the methods that were available to the residents of Pierson to submit comments.

Mr. J. Smith noted that many of the Pierson residents had not been reached. He challenged the TCC to use mass transit to get to the September TCC meeting.

Discussion continued on the modeling data and census information that was used.

Ms. Blanck clarified that the TDP identifies what the community has expressed in terms of needs. Votran is only limited by a lack of operational funding.

C. FDOT Reports

Mr. Friedel provided an updated FDOT report.

Mr. Cheney stated that projects 22 and 28 on the future construction report had been completed and should be removed. He asked for the status on project 41; he added that he thought the project had been completed four years ago.

Mr. Friedel stated he would check on the project.

D. Volusia County Construction Report

Mr. Cheney gave the construction report. He noted that the County Council would be discussing suspending the residential impact fees at their meeting on Thursday.

Chairman Paradise asked when Howland Boulevard would be going out for bid.

Mr. Cheney replied that they were still waiting for the city to redesign a particular parcel.

V. Staff Comments

There were no staff comments.

VI. TCC Member Comments

Ms. Henrickson stated that the new Wal-Mart in New Smyrna Beach would be opening in October or November and the flex routes would need to be extended in the coming years.

VII. Information Items

- Final Four School Safety Study Reports
- TIP Amendments Approved in July 2011 Under Delegated Authority of the TPO Board
- Updated Priority Lists
- Tiger III Grant Update

- Letter from Ormond Beach Requesting the withdrawal of John Anderson Sidewalk project from the Priority List

Ms. Bollenback reviewed the information items. She noted that there had been activity regionally for the submission of Tiger Grants and there are four projects in the area being explored. Those projects may be coming to the TPO for resolutions of support next month.

She added that the link to FDOTs unfunded SIS Needs Plan had been emailed out recently and she encouraged the members to look at it and provide comment.

VIII. Press/Citizen Comments

There were no press or citizen comments.

IX. Adjournment

The meeting adjourned at 4:24 p.m.

Volusia Transportation Planning Organization

Mr. Ron Paradise, Chairman
Technical Coordinating Committee (TCC)

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO certified that the foregoing is a true and correct copy of the minutes of the August 16, 2011 regular meeting of the Technical Coordinating Committee (TCC), approved and duly signed this 20th day of September 2011.

Pamela C. Blankenship, Recording Secretary
Volusia Transportation Planning Organization

**MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 20, 2011**

III. ACTION ITEMS

A. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2011-22 AMENDING THE FY 2010/11 - 2014/15 AND FY 2011/12 – 2015/16 TRANSPORTATION IMPROVEMENT PROGRAMS (TIP)

Background Information:

The Volusia TPO's adopted TIP is required to be consistent with the Florida Department of Transportation's (FDOTs) adopted Work Program. In order to reconcile the differences, the following described TIP amendments will be necessary:

- 1) Volusia TPO's FY 2010/11 to FY 2014/15 Transportation Improvement Program (TIP) is must be amended as described below:
 - a) 4084642 – I-4 (SR 400) PE for Capacity – add new project;
 - b) 4260291 – Flagler Gateway Promenade Improvements – delete project;
 - c) 4295731 – SR A1A Stabilization – increase funding for PE phase, defer CST phase;
 - d) 4300401 – Turnbull Bay Road Bridge –advance funding for CST;
 - e) 4302151 – SR 40 Multi-Use Trail - Phase III – increase funding for CST to cover drainage issues; and
 - f) 4314321 – FEC RR Crossing Safety Project (LPGA Blvd) – add new project.
- 2) Volusia TPO's FY 2011/12 to FY 2015/16 Transportation Improvement Program (TIP) must be amended as described below:
 - a) 4084642 – I-4 (SR 400) PE for Capacity – add new project;
 - b) 4180211 – SR 600 (US 92) – add PE phase, increase funding for CST phase;
 - c) 4260291 – Flagler Gateway Promenade Improvements – delete project;
 - d) 4295731 – SR A1A Stabilization – increase funding for PE phase, defer CST phase;
 - e) 4300401 – Turnbull Bay Road Bridge –advance funding for CST;
 - f) 4302151 – SR 40 Multi-Use Trail - Phase III – increase funding for CST to cover drainage issues; and
 - g) 4314321 – FEC RR Crossing Safety Project (LPGA Blvd) – add new project.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2011-22 AMENDING THE FY 2010/11 - 2014/15 AND FY 2011/12 – 2015/16 TRANSPORTATION IMPROVEMENT PROGRAMS (TIP)

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2011-22

RESOLUTION OF THE VOLUSIA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FY 2010/11 - 2014/15 AND FY 2011/12 – 2015/16 TRANSPORTATION IMPROVEMENT PROGRAMS (TIPS)

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 40 U.S.C. 1602(a)(2), 1603(a) and 1604(g)(1) and (2) require that the Urbanized Area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the Urbanized Area; and

WHEREAS, the Volusia Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the transportation planning process for the Urbanized Area including Volusia County, and Flagler Beach and Beverly Beach in Flagler County; and

WHEREAS, 23 C.F.R. 450.114 provides that the TPO shall annually endorse the plans and programs required by 23 C.F.R. 450.114 through 450.118, among which is the Transportation Improvement Program (TIP); and

WHEREAS, the Volusia TPO's adopted TIPs are required to be consistent with the Florida Department of Transportation's (FDOT's) adopted Work Program; and

WHEREAS, the Volusia TPO finds it necessary and appropriate to amend its TIPs to reconcile differences with the Florida Department of Transportation's (FDOT) Work Program;

NOW, THEREFORE, BE IT RESOLVED, by the Volusia Transportation Planning Organization that the:

1. Volusia TPO's FY 2010/11 to FY 2014/15 Transportation Improvement Program (TIP) is hereby amended as indicated in the attached "Attachment A" and described below:
 - a) 4084642 – I-4 (SR 400) PE for Capacity – add new project; and
 - b) 4260291 – Flagler Gateway Promenade Improvements – delete project; and
 - c) 4295731 – SR A1A Stabilization – increase funding for PE phase, defer CST phase; and
 - d) 4300401 – Turnbull Bay Road Bridge – advance funding for CST; and
 - e) 4302151 – SR 40 Multi-Use Trail - Phase III – increase funding for CST to cover drainage issues; and
 - f) 4314321 – FEC RR Crossing Safety Project (LPGA Blvd) – add new project.
2. Volusia TPO's FY 2011/12 to FY 2015/16 Transportation Improvement Program (TIP) is hereby amended as indicated in the attached "Attachment B" and described below:
 - a) 4084642 – I-4 (SR 400) PE for Capacity – add new project; and
 - b) 4180211 – SR 600 (US 92) – add PE phase, increase funding for CST phase; and
 - c) 4260291 – Flagler Gateway Promenade Improvements – delete project; and
 - d) 4295731 – SR A1A Stabilization – increase funding for PE phase, defer CST phase; and
 - e) 4300401 – Turnbull Bay Road Bridge – advance funding for CST; and
 - f) 4302151 – SR 40 Multi-Use Trail - Phase III – increase funding for CST to cover drainage issues; and
 - g) 4314321 – FEC RR Crossing Safety Project (LPGA Blvd) – add new project; and

3. the Chairperson of the Volusia TPO (or her designee) is hereby authorized and directed to submit the FY 2010/11 to FY 2014/15 and FY 2011/12 to FY 2015/16 TIPs as amended to the:
 - a) State and Regional Clearinghouse Offices;
 - b) Florida Department of Transportation;
 - c) Federal Transit Administration (through the Florida Department of Transportation);
 - d) Federal Highway Administration (through the Florida Department of Transportation);
 - e) East Central Florida Regional Planning Council;
 - f) Federal Aviation Administration;
 - g) Environmental Protection Agency; and
 - h) Division of Resource Planning & Management, Department of Community Affairs.

DONE AND RESOLVED at the regularly convened meeting of the Volusia TPO held on the 27th day of September 2011.

Volusia Transportation Planning Organization

**City of DeLand, Mayor Pro-Tem Leigh Matusick
Chairperson, Volusia TPO**

CERTIFICATE

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia TPO held on September 27, 2011.

ATTEST:

Pamela C. Blankenship, Recording Secretary

ATTACHMENT “A”

Resolution 2011-22

Amending the

FY 2010/11 – FY 2014/15

Transportation Improvement Program (TIP)

September 27, 2011



4084642

I-4 (SR 400) PE for Capacity

			Proposed Amended FY 2010/11 to FY 2014/15 TIP (9/27/11)					
		Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15
Work Summary:	PRELIM ENG FOR FUTURE CAPACITY	PE	ACNH	0	0	\$2,220,000	\$4,180,000	0
	From:	Volusia/Seminole County	PE	DIH	0	\$20,000	0	0
			PE	DIOH	0	\$2,536	0	0
	To:	1/2 mile east of SR 472	PE	EBOH	0	0	\$148,296	\$279,224
				0	\$22,536	\$2,368,296	\$4,459,224	0
Responsible Agency:	Florida Department of Transportation							

Project Description:

Preliminary engineering for future capacity.
Project length: 10.0 miles.

		Current Adopted FY 2010/11 to FY 2014/15 TIP (8/23/11)				
Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15

4260291

Flagler Gateway Promenade Improvements

		Proposed Amended FY 2010/11 to FY 2014/15 TIP (9/27/11)				
Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15

Work Summary: CONSTRUCT SPECIAL
STRUCTURE

From: in Flagler Beach

To:

Responsible Agency: Flagler County

Project Description:

Construct A1A Scenic and Historic Flagler
Gateway Promenade Improvements in
Flagler Beach.

		Current Adopted FY 2010/11 to FY 2014/15 TIP (8/23/11)				
Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15
CST	LF	0	0	\$74,704	0	0
CST	SB	0	0	\$298,816	0	0
		<hr/>				
		0	0	\$373,520	0	0

4295731**SR A1A Stabilization**

			Proposed Amended FY 2010/11 to FY 2014/15 TIP (9/27/11)						
			Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15
Work Summary:									
From:	at Flagler Beach	PE	DIH	\$4,262	\$5,842	\$5,000	0	0	
		PE	DIOH	\$315	\$749	\$634	0	0	
		PE	EBOH	0	0	0	\$20,040	0	
To:		PE	SA	0	0	0	\$300,000	0	
		CST	DIH	0	0	0	0	\$196,925	
		CST	EBOH	0	0	0	0	\$180,097	
Responsible Agency:	FDOT	CST	SA	0	0	0	0	\$3,580,464	
					\$4,577	\$6,591	\$5,634	\$320,040	\$3,957,486

Project Description:

Install 500 ft. of sheet pile walls/slope stabilization in areas of Flagler Beach where SR A1A is threatened. This improvement will lessen erosion in that area. The estimated total project cost is approximately \$4.33 million. Project length: 4.009 miles.

		Current Adopted FY 2010/11 to FY 2014/15 TIP (8/23/11)				
Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15
PE	DIH	\$5,000	\$5,842	\$5,000	0	0
CST	DIH	0	0	\$330,343	0	0
CST	EBOH	0	0	\$161,010	0	0
CST	SA	0	0	\$3,201,000	0	0
		\$5,000	\$5,842	\$3,697,353	0	0

4300401**Turnbull Bay Road Bridge**

		Proposed Amended FY 2010/11 to FY 2014/15 TIP (9/27/11)						
		Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15
Work Summary: BRIDGE REPLACEMENT								
From:	over Turnbull Creek	PE	ACBR	0	\$585,951	0	0	0
		PE	EBOH	0	\$39,742	0	0	0
		ROW	ACBR	0	\$467,000	0	0	0
To:		ROW	EBOH	0	\$72,478	0	0	0
		CST	ACBR	0	0	\$3,016,073	\$3,000	0
		CST	EBOH	0	0	\$151,708	\$455	0
Responsible Agency:	Volusia County			0	\$1,165,171	\$3,167,781	\$3,455	0

Project Description:

Replace existing two-lane bridge on Turnbull Bay Road over Turnbull Creek. Total project cost is estimated to be \$4.49 million (year of expenditure).

		Current Adopted FY 2010/11 to FY 2014/15 TIP (8/23/11)				
Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15

4302151**SR 40 Multi-Use Trail - Phase III**

			Proposed Amended FY 2010/11 to FY 2014/15 TIP (9/27/11)						
			Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15
Work Summary: SIDEWALK									
From:	Old Tomoka Rd	CST	ACSU	0	\$628,691	0	0	0	
		CST	DIH	0	\$1,000	0	0	0	
		CST	DIOH	0	\$152	0	0	0	
To:	Airport Rd extension	CST	EB	0	\$73,490	0	0	0	
		CST	EBOH	0	\$35,320	0	0	0	
Responsible Agency:	City of Ormond Beach				0	\$738,653	0	0	0

Project Description:

Construct an 8 ft. wide concrete multiuse sidewalk along SR 40 between Shadow Crossings Blvd and Airport Rd extension. It will include a pedestrian bridge east of Shadow Crossing. This will connect the SR 40 Multiuse Trail Phases 1 and 2 to the Airport Rd extension sidewalk.

		Current Adopted FY 2010/11 to FY 2014/15 TIP (8/23/11)				
Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15
CST	DIH	0	\$1,000	0	0	0
CST	SU	0	\$628,691	0	0	0
		0	\$629,691	0	0	0

4314321

FEC RR Crossing Safety Project

			Proposed Amended FY 2010/11 to FY 2014/15 TIP (9/27/11)						
			Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15
Work Summary: RAIL SAFETY PROJECT									
From:	at LPGA Blvd	CST	EBOH	0	\$9,357	0	0	0	
		CST	RHP	0	\$329,470	0	0	0	
				0	\$338,827	0	0	0	
To:									

Responsible Agency: City of Holly Hill

Project Description:

Rail signal upgrade for installation of FL&G;
S, cabinet and generator case for FEC
Railroad Crossing #271927-W at LPGA Blvd
in Holly Hill.

		Current Adopted FY 2010/11 to FY 2014/15 TIP (8/23/11)				
Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15

ATTACHMENT “B”

Resolution 2011-22

Amending the

FY 2011/12 to FY 2015/16

Transportation Improvement Program (TIP)

September 27, 2011



4084642

I-4 (SR 400) PE for Capacity

		Phase	Fund Source	Proposed Amended FY 2011/12 to FY 2015/16 TIP (9/27/11)					
				2011/12	2012/13	2013/14	2014/15	2015/16	
Work Summary:		PRELIM ENG FOR FUTURE CAPACITY	PE	ACNH	0	\$2,220,000	\$4,180,000	0	0
From:	Volusia/Seminole County		PE	DIH	\$20,000	0	0	0	0
			PE	DIOH	\$2,536	0	0	0	0
To:	1/2 mile east of SR 472		PE	EBOH	0	\$148,296	\$279,224	0	0
					\$22,536	\$2,368,296	\$4,459,224	0	0
Responsible Agency:	Florida Department of Transportation								

Project Description:

Preliminary engineering for future capacity.
Project length: 10.0 miles.

		Current Adopted FY 2011/12 to FY 2015/16 TIP (8/23/11)				
Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16

4180211**SR 600 (US 92)**

		Proposed Amended FY 2011/12 to FY 2015/16 TIP (9/27/11)						
		Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16
Work Summary: TRAFFIC SIGNALS								
From:	Williamson Boulevard	PE	DIH	0	\$10,000	0	0	0
		PE	DS	0	\$161,288	0	0	0
		CST	DDR	0	0	0	\$512,820	0
To:	SR 5 (US 1)	CST	DIH	0	0	0	\$267,149	0
		CST	DIOH	0	0	0	\$66,473	0
		CST	EBOH	0	0	0	\$67,010	0
Responsible Agency:	Florida Department of Transportation	CST	SA	0	0	0	\$1,321,697	0
					0	\$171,288	0	\$2,235,149

Project Description:

Rebuild signals along SR 600 (US 92) corridor with mast arm structures. This project will address intersections not included under FM # 4301782, including Midway Av and Williamson Blvd. Total project cost is estimated to be \$2.4 million (year of expenditure). Project length: 4.009 miles.

		Current Adopted FY 2011/12 to FY 2015/16 TIP (8/23/11)				
Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16
CST	DDR	0	0	0	\$512,820	0
CST	DIH	0	0	0	\$267,149	0
CST	SA	0	0	0	\$1,321,697	0
		0	0	0	\$2,101,666	0

4260291

Flagler Gateway Promenade Improvements

Phase	Fund Source	Proposed Amended FY 2011/12 to FY 2015/16 TIP (9/27/11)				
		2011/12	2012/13	2013/14	2014/15	2015/16

Work Summary: CONSTRUCT SPECIAL STRUCTURE

From: in Flagler Beach

To:

Responsible Agency: Flagler County

Project Description:

Construct A1A Scenic and Historic Flagler Gateway Promenade Improvements in Flagler Beach.

Phase	Fund Source	Current Adopted FY 2011/12 to FY 2015/16 TIP (8/23/11)				
		2011/12	2012/13	2013/14	2014/15	2015/16
CST	LF	0	\$74,704	0	0	0
CST	SB	0	\$298,816	0	0	0
		0	\$373,520	0	0	0

4295731**SR A1A Stabilization**

		Proposed Amended FY 2011/12 to FY 2015/16 TIP (9/27/11)						
		Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16
Work Summary:								
From:	at Flagler Beach	PE	DIH	\$5,842	\$5,000	0	0	0
		PE	DIOH	\$749	\$634	0	0	0
		PE	EBOH	0	0	\$20,040	0	0
To:		PE	SA	0	0	\$300,000	0	0
		CST	DIH	0	0	0	\$196,925	0
		CST	EBOH	0	0	0	\$180,097	0
Responsible Agency:	FDOT	CST	SA	0	0	0	\$3,580,464	0
					\$6,591	\$5,634	\$320,040	\$3,957,486

Project Description:

Project is on SR A1A from south of S 23rd to north 21st Street and consists of road/slope protection work to stabilize areas of SR A1A in Flagler Beach. This improvement will lessen erosion in that area. The estimated total project cost is approximately \$4.33 million. Project length: 4.009 miles.

		Current Adopted FY 2011/12 to FY 2015/16 TIP (8/23/11)				
Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16
PE	DIH	\$5,842	\$5,000	0	0	0
CST	DIH	0	\$330,343	0	0	0
CST	EBOH	0	\$161,010	0	0	0
CST	SA	0	\$3,201,000	0	0	0
		\$5,842	\$3,697,353	0	0	0

4300401**Turnbull Bay Road Bridge**

		Proposed Amended FY 2011/12 to FY 2015/16 TIP (9/27/11)						
		Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16
Work Summary: BRIDGE REPLACEMENT								
From:	over Turnbull Creek	PE	ACBR	\$585,951	0	0	0	0
		PE	EBOH	\$39,742	0	0	0	0
		ROW	ACBR	\$467,000	0	0	0	0
To:		ROW	EBOH	\$72,478	0	0	0	0
		CST	ACBR	0	\$3,016,073	\$3,000	0	0
		CST	EBOH	0	\$151,708	\$455	0	0
Responsible Agency:	Volusia County			\$1,165,171	\$3,167,781	\$3,455	0	0

Project Description:

Replace existing two-lane bridge on Turnbull Bay Road over Turnbull Creek. Total project cost is estimated to be \$4.3 million (year of expenditure).

		Current Adopted FY 2011/12 to FY 2015/16 TIP (8/23/11)				
Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16
PE	ACBR	\$110,000	0	0	0	0
ROW	ACBR	0	\$511,000	0	0	0
CST	ACBR	0	0	\$3,868,020	0	0
		\$110,000	\$511,000	\$3,868,020	0	0

4302151**SR 40 Multi-Use Trail - Phase III**

		Phase	Fund Source	Proposed Amended FY 2011/12 to FY 2015/16 TIP (9/27/11)				
				2011/12	2012/13	2013/14	2014/15	2015/16
Work Summary: BIKE PATH/TRAIL								
From:	Old Tomoka Rd	CST	ACSU	\$628,691	0	0	0	0
		CST	DIH	\$1,000	0	0	0	0
		CST	DIOH	\$152	0	0	0	0
To:	Airport Rd extension	CST	EB	\$73,490	0	0	0	0
		CST	EBOH	\$35,320	0	0	0	0
Responsible Agency:	City of Ormond Beach			\$738,653	0	0	0	0

Project Description:

Construct an 8 ft. wide concrete multiuse sidewalk along SR 40 between Old Tomoka Rd and Airport Rd extension. It will include a pedestrian bridge east of Shadow Crossing. This will connect the SR 40 Multiuse Trail Phases 1 and 2 to the Airport Rd extension sidewalk. The estimated project cost is approximately \$700,000. Project length: 0.974 mile.

		Current Adopted FY 2011/12 to FY 2015/16 TIP (8/23/11)				
Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16
CST	DIH	\$1,000	0	0	0	0
CST	SU	\$628,691	0	0	0	0
		\$629,691	0	0	0	0

4314321

FEC RR Crossing Safety Project - LPGA Blvd

			Proposed Amended FY 2011/12 to FY 2015/16 TIP (9/27/11)						
			Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16
Work Summary: RAIL SAFETY PROJECT									
From:	at LPGA Blvd	CST	EBOH	\$9,357	0	0	0	0	
		CST	RHP	\$329,470	0	0	0	0	
				\$338,827	0	0	0	0	
To:									

Responsible Agency: City of Holly Hill

Project Description:

Rail signal upgrade for installation of FL&G;
S, cabinet and generator case for FEC
Railroad Crossing #271927-W at LPGA Blvd
in Holly Hill.

		Current Adopted FY 2011/12 to FY 2015/16 TIP (8/23/11)				
Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16

**MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 20, 2011**

III. ACTION ITEMS

B. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2011-23 AMENDING THE FY 2011/12 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ACCOMMODATE ADDITIONAL FUNDS

Background Information:

The Volusia TPO's adopted UPWP identifies the source of funds and expenditure of funds for projects, initiatives, and planning efforts over a two year period (FY 2010/11 and FY 2011/12). The TPO has been notified of the availability of additional funds (\$13,152 in Sec. 5303 FTA funds and \$16,000 in Safety Funds).

TPO staff has reviewed the current UPWP with an eye towards trending expenditures and has proposed the modifications as outlined in the attached tables.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2011-23 AMENDING THE FY 2011/12 UNIFIED PLANNING WORK PROGRAM (UPWP)

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2011-23

RESOLUTION AMENDING THE 2011/12 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ACCOMMODATE ADDITIONAL FTA FUNDS

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 40 U.S.C. 1602(a)(2), 1603(a), and 1604(g)(1) and (2) require that the Urbanized Area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the Urbanized Area; and

WHEREAS, the Volusia Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the transportation planning process for the Urbanized Area including Volusia County and Flagler Beach and Beverly Beach in Flagler County; and

WHEREAS, 23 C.F.R. 450.114 provides that the MPO shall annually endorse the plans and programs by 23 C.F.R. 450.114 through 450.118, among which is the Unified Planning Work Program (UPWP); and

WHEREAS, the Volusia TPO's adopted UPWP details the planning initiatives to be undertaken by the TPO; and

WHEREAS, the Volusia TPO has received an additional \$13,153 in FTA Section 5303 funds and has recently been awarded a \$16,000 Safety Grant to pursue a pedestrian safety enforcement program;

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

1. Volusia TPO's FY 2011/12 Unified Planning Work Program is hereby amended to accommodate the additional FTA Section 5303 funds, reallocate FY 2010/11 FTA funds, and incorporate the recently awarded Safety Grant funds as delineated in Attachment "A"; and
2. The Chairperson of the Volusia TPO (or her designee) is hereby authorized and directed to submit the FY 2010/11-2011/12 UPWP as amended to the:
 - a. State and Regional Clearinghouse Offices;
 - b. Florida Department of Transportation;
 - c. Federal Transit Administration, via the Florida Department of Transportation;
 - d. Federal Highway Administration, via the Florida Department of Transportation;
 - e. East Central Florida Regional Planning Council;
 - f. Federal Aviation Administration;
 - g. Environmental Protection Agency; and
 - h. Division of Resource Planning & Management, Department of Community Affairs

DONE AND RESOLVED at the regularly convened meeting of the Volusia TPO held on the 27th day of September, 2011.

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

**DeLand City Mayor Pro-Tem Leigh Matusick
Chairperson Presiding, Volusia TPO**

CERTIFICATE

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia TPO held on September 27, 2011.

ATTEST:

Pamela C. Blankenship, Recording Secretary

“ATTACHMENT A”

Resolution 2011-23

amending

the

FY 2010/11 and FY 2011/12

Unified Planning Work Program (UPWP)

September 27, 2011



TABLE 3a: PROPOSED FUNDING SOURCES AND ANTICIPATED ELEMENT COSTS FOR FY 2010/11 (1st year)

Task Number	Description	FHWA (PL) Funds		FTA Funds			State Funds	
		Federal	State Match*	Section 5303	State Match	Local/In Kind	D Funds	CTD
1.01	General Administration	229,400	0	28,409 25,209	3,551 3,151	3,551 3,151	0	0
1.02	Administration of Funds	114,000	0	0	0	0	0	0
1.03	Management Information Systems	25,000	0	0	0	0	0	0
1.04	VTPO Board Strategic Planning & Staff Development	18,500	0	2,880	360	360	0	0
2.01	Traffic Counting/Transportation Data Maintenance	18,626	0	0	0	0	0	0
2.02	Census Activities	10,000	0	0	0	0	0	0
2.03	Transportation Data Library (TDL) - Development/Management	15,000	0	10,523	1,315	1,315	0	0
3.01	FDOT Planning Support Services	0	165,059	0	0	0	0	0
4.01	Program Development (TIP)	37,000	0	16,000	2,000	2,000	0	0
4.02	Program Development (UPWP)	5,000	0	12,000	1,500	1,500	0	0
4.03	VTPO Update to 2035 LRTP	48,520	0	0	0	0	0	0
5.01	Community Safety Related Programs	19,673	0	0	0	0	0	0
5.02	Mobility Plan Coordination	0	0	8,205 13,805	1,026 1,726	1,026 1,726	0	0
5.03	Livability	4,077	0	0	0	0	0	0
5.04	Bicycle/Pedestrian Planning & Implementation	58,119	0	0	0	0	0	0
5.05	BPAC Master Planning Assistance for Small Communities	3,161	0	0	0	0	0	0
5.06	Pedestrian Safety Enforcement Program	0	0	0	0	0	0	0
5.07	Technical Assistance to Smaller Local Governments (Lake Helen, Pierson, Oak Hill, Flagler Beach, Beverly Beach)	32,998	0	0	0	0	0	0
6.01	Public Information & Involvement	25,000	0	0	0	0	0	0
6.02	Reports, Publications & Printing	20,000	0	0	0	0	0	0
6.03	WEB Site Development/Management	32,496	0	16,000	2,000	2,000	0	0

* For FY 2010/11, FDOT will match the PL Funds using toll revenue expenditures as a credit toward the non-Federal matching share .

TABLE 3a (continued)

Task Number	Description	FHWA (PL) Funds		FTA Funds			State Funds	
		Federal	State Match*	Section 5303	State Match	Local/In Kind	D Funds	CTD
7.01	Intelligent Transportation System/Congestion Management System	1,915	0	0	0	0	0	0
8.01	Transit Alternate Funding Options Study	0	0	160	20	20	0	0
8.02	Transit Related Activities & TD	0	0	24,887 19,287	3,111 2,411	3,111 2,411	0	27,353
8.03	Bus Stop Inventory & GIS Database	0	0	186	24	24	0	0
8.04	Environmental "Green" Improvements for Votran	0	0	0	0	0	0	0
8.05	Transit Planning and Implementation	0	0	38,977	4,872	4,872	0	0
8.06	Increasing Transit Ridership; Transitioning to a "Choice Rider" System	0	0	0	0	0	0	0
9.01	State & Regional Planning & Coordination	25,000	0	0	0	0	0	0
9.02	Corridor Studies	0	0	3,937	492	492	0	0
9.03	Adaptation to Global Warming & Climate Change	3,700	0	800 4,000	100 500	100 500	0	0
9.04	PLANSafe	1,200	0	0	0	0	0	0
		\$748,385	\$165,059	\$162,964	\$20,371	\$20,371	\$0	\$27,353

* For FY 2010/11, FDOT will match the PL Funds using toll revenue expenditures as a credit toward the non-Federal matching share .

Proposed amended September 2011

TABLE 3a (Continued)

Task Number	Description	Federal			Total Federal	Total State	Total Local	Total Element
		XU Funds	Enhancement	Safety				
1.01	General Administration	0	0	0	257,809 254,609	3,551 3,151	3,551 3,151	264,911 260,911
1.02	Administration of Funds	0	0	0	114,000	0	0	114,000
1.03	Management Information Systems	0	0	0	25,000	0	0	25,000
1.04	VTPO Board Strategic Planning & Staff Development	0	0	0	21,380	360	360	22,100
2.01	Traffic Counting/Transportation Data Maintenance	0	0	0	18,626	0	0	18,626
2.02	Census Activities	0	0	0	10,000	0	0	10,000
2.03	Transportation Data Library (TDL) - Development/Management	0	0	0	25,523	1,315	1,315	28,153
3.01	FDOT Planning Support Services	0	0	0	0	165,059	0	165,059
4.01	Program Development (TIP)	0	0	0	53,000	2,000	2,000	57,000
4.02	Program Development (UPWP)	0	0	0	17,000	1,500	1,500	20,000
4.03	VTPO Update to 2035 LRTP	0	0	0	48,520	0	0	48,520
5.01	Community Safety Related Programs	0	105,000	0	124,673	0	0	124,673
5.02	Mobility Plan Coordination	0	0	0	8,205 13,805	1,026 1,726	1,026 1,726	10,257 17,257
5.03	Livability	0	0	0	4,077	0	0	4,077
5.04	Bicycle/Pedestrian Planning & Implementation	104,000	0	0	162,119	0	0	162,119
5.05	BPAC Master Planning Assistance for Small Communities	0	0	0	3,161	0	0	3,161
5.06	Pedestrian Safety Enforcement Program	0	0	0	0	0	0	0
5.07	Technical Assistance to Smaller Local Governments (Lake Helen, Pierson, Oak Hill, Flagler Beach, Beverly Beach)	0	0	0	32,998	0	0	32,998

Proposed amendment September 2011

TABLE 3a (Continued)

Task Number	Description	Federal			Total Federal	Total State	Total Local	Total Element
		XU Funds	Enhancement	Safety				
5.08	Corridor Implementation Programs/Feasibility Studies	0	0	0	0	0	0	0
6.01	Public Information & Involvement	0	0	0	25,000	0	0	25,000
6.02	Reports, Publications & Printing	0	0	0	20,000	0	0	20,000
6.03	WEB Site Development/Management	0	0	0	48,496	2,000	2,000	52,496
7.01	Intelligent Transportation System/Congestion Management System	110,000	0	0	111,915	0	0	111,915
8.01	Transit Alternate Funding Options Study	0	0	0	160	20	20	200
8.02	Transit Related Activities & TD	0	0	0	24,887 19,287	30,464 29,764	3,111 2,411	58,462 51,462
8.03	Bus Stop Inventory & GIS Database	0	0	0	186	24	24	234
8.04	Environmental "Green" Improvements for Votran	0	0	0	0	0	0	0
8.05	Transit Planning and Implementation	0	0	0	38,977	4,872	4,872	48,721
8.06	Increasing Transit Ridership; Transitioning to a "Choice Rider" System	0	0	0	0	0	0	0
9.01	State & Regional Planning & Coordination	0	0	0	25,000	0	0	25,000
9.02	Corridor Studies	0	0	0	3,937	492	492	4,921
9.03	Adaptation to Global Warming & Climate Change	0	0	0	4,500 7,700	100 500	100 500	4,700 8,700
9.04	PLANSafe	0	0	0	1,200	0	0	1,200
		\$214,000	\$105,000	\$0	\$1,230,349	\$212,783	\$20,371	\$1,463,503

TABLE 3b: PROPOSED FUNDING SOURCES AND ANTICIPATED COSTS FOR FY 2011/12 (2nd year)

Task Number	Description	FHWA PL Funds		FTA Funds			State Funds	
		Federal	State Match*	Section 5303	State Match	Local/In Kind	D Funds	CTD
1.01	General Administration	158,288	0	8,052	1,006	1,006	0	0
1.02	Administration of Funds	98,418	0	0	0	0	0	0
1.03	Management Information Systems	36,585	0	0	0	0	0	0
1.04	VTPO Board Strategic Planning & Staff Development	9,379	0	0	0	0	0	0
2.01	Traffic Counting/Transportation Data Maintenance	23,186	0	0	0	0	0	0
2.02	Census Activities	5,736	0	0	0	0	0	0
2.03	Transportation Data Library (TDL) - Development/Management	21,850	0	0	0	0	0	0
3.01	FDOT Planning Support Services	0	176,401	0	0	0	0	0
4.01	Program Development (TIP)	46,788	0	7,986	998	998	0	0
4.02	Program Development (UPWP)	31,830	0	3,200	400	400	0	0
4.03	VTPO Update to 2035 LRTP	11,473	0	0	0	0	0	0
5.01	Community Safety Related Programs	19,173	0	0	0	0	0	0
5.02	Mobility Plan Coordination	1,598	0	38,458	4,808	4,808	0	0
5.03	Livability	7,009	0	0	0	0	0	0
5.04	Bicycle/Pedestrian Planning & Implementation	62,368	0	0	0	0	0	0
5.05	BPAC Master Planning Assistance for Small Communities	10,093	0	0	0	0	0	0
5.06	Pedestrian Safety Enforcement Program	8,870	0	0	0	0	0	0
5.07	Technical Assistance to Smaller Local Governments (Lake Helen, Pierson, Oak Hill, Flagler Beach, Beverly Beach)	31,865	0	0	0	0	0	0
5.08	Corridor Implementation Programs/Feasibility Studies	6,915	0	0	0	0	0	0

Proposed amendment September 2011

TABLE 3b (continued)

Task Number	Description	FHWA PL Funds		FTA Funds			State Funds	
		Federal	State Match*	Section 5303	State Match	Local/In Kind	D Funds	CTD
6.01	Public Information & Involvement	85,959	0	0	0	0	0	0
6.02	Reports, Publications & Printing	44,795	0	0	0	0	0	0
6.03	WEB Site Development/Management	32,104	0	0	0	0	0	0
7.01	Intelligent Transportation System/Congestion Management System	0	0	0	0	0	0	0
8.01	Transit Alternate Funding Options Study	0	0	0	0	0	0	0
8.02	Transit Related Activities & TD	0	0	4,789	598	598	0	27,382
8.03	Bus Stop Inventory & GIS Database	0	0	49,920	6,240	6,240	0	0
8.04	Environmental "Green" Improvements for Votran	0	0	38,661	4,833	4,833	0	0
8.05	Transit Planning and Implementation	0	0	4,188	523	523	0	0
8.06	Increasing Transit Ridership; Transitioning to a "Choice Rider" System	0	0	0	0	0	0	0
9.01	State & Regional Planning & Coordination	0	0	4,786	598	598	0	0
9.02	Corridor Studies	0	0	8,569	1,071	1,071	0	0
9.03	Adaptation to Global Warming & Climate Change	0	0	34,595	4,324	4,324	0	0
9.04	PLANSafe	12,384	0	0	0	0	0	0
		4,921	0	8,000	1,000	1,000	0	0
		17,713	0	0	0	0	0	0
		10,506	0	12,000	1,500	1,500	0	0
				0	0	0	0	0
		<u>\$799,806</u>	<u>\$176,401</u>	<u>\$162,968</u>	<u>\$20,370</u>	<u>\$20,370</u>	<u>\$0</u>	<u>\$27,382</u>
				152,446	19,055	19,055		

Proposed amendment September 2011

TABLE 3b (Continued)

Task Number	Description	Other Federal			Total Federal	Total State	Total Local	Total Element
		XU Funds	Enhancement	Safety				
1.01	General Administration	0	0	0	166,340	1,006	1,006	168,352
1.02	Administration of Funds	0	0	0	158,288	0	0	158,288
1.03	Management Information Systems	0	0	0	98,418	0	0	98,418
1.04	VTPO Board Strategic Planning & Staff Development	0	0	0	36,585	0	0	36,585
2.01	Traffic Counting/Transportation Data Maintenance	0	0	0	9,379	0	0	9,379
2.02	Census Activities	0	0	0	23,186	0	0	23,186
2.03	Transportation Data Library (TDL) - Development/Management	0	0	0	5,736	0	0	5,736
3.01	FDOT Planning Support Services	0	0	0	21,850	0	0	21,850
4.01	Program Development (TIP)	0	0	0	0	176,401	0	176,401
4.02	Program Development (UPWP)	0	0	0	54,774	998	998	56,770
4.03	VTPO Update to 2035 LRTP	0	0	0	49,988	400	400	50,788
5.01	Community Safety Related Programs	0	0	0	35,030	400	400	35,830
5.02	Mobility Plan Coordination	0	0	0	11,473	0	0	11,473
5.03	Livability	0	105,000	0	124,173	0	0	124,173
5.04	Bicycle/Pedestrian Planning & Implementation	0	0	0	40,056	4,808	4,808	49,672
5.05	BPAC Master Planning Assistance for Small Communities	0	0	0	7,009	0	0	7,009
5.06	Pedestrian Safety Enforcement Program	54,000	0	0	116,368	0	0	116,368
5.07	Technical Assistance to Smaller Local Governments (Lake Helen, Pierson, Oak Hill, Flagler Beach, Beverly Beach)	0	0	0	10,093	0	0	10,093
		0	0	16,000	24,870	0	0	24,870
		0	0	0	8,870	0	0	8,870
		0	0	0	31,865	0	0	31,865

Proposed amendment September 2011

TABLE 3b (Continued)

Task Number	Description	Other Federal			Total Federal	Total State	Total Local	Total Element
		XU Funds	Enhancement	Safety				
5.08	Corridor Implementation Programs/Feasibility Studies	250,000	0	0	256,915	0	0	256,915
6.01	Public Information & Involvement	0	0	0	85,959	0	0	85,959
6.02	Reports, Publications & Printing	0	0	0	44,795	0	0	44,795
6.03	WEB Site Development/Management	0	0	0	32,104	0	0	32,104
7.01	Intelligent Transportation System/Congestion Management System	10,000	0	0	10,000	0	0	10,000
8.01	Transit Alternate Funding Options Study	0	0	0	0	0	0	0
8.02	Transit Related Activities & TD	0	0	0	4,789	598	598	5,985
8.03	Bus Stop Inventory & GIS Database	0	0	0	49,920	33,622	6,240	89,782
8.04	Environmental "Green" Improvements for Votran	0	0	0	38,661	32,215	4,833	75,709
8.05	Transit Planning and Implementation	0	0	0	4,188	523	523	5,234
8.06	Increasing Transit Ridership; Transitioning to a "Choice Rider" System	0	0	0	0	0	0	0
9.01	State & Regional Planning & Coordination	0	0	0	4,786	598	598	5,982
9.02	Corridor Studies	0	0	0	8,569	1,071	1,071	10,711
9.03	Adaptation to Global Warming & Climate Change	0	0	0	34,595	4,324	4,324	43,243
9.04	PLANSafe	0	0	0	12,384	0	0	12,384
		0	0	0	12,921	1,000	1,000	14,921
		0	0	0	17,713	0	0	17,713
		0	0	0	10,506	0	0	10,506
		\$314,000	\$105,000	\$16,000	\$1,397,774	\$224,153	\$20,370	\$1,642,297
					1,371,252	222,838	19,055	1,613,145

Proposed amendment September 2011

VOLUSIA TPO
FY 10/11 UPWP AMENDMENT (Table 3a)
FTA 10/11
AMENDED SEPTEMBER 28, 2011

	Approved FY 10/11	Change	Amended FY 10/11
<u>FTA FY 11/12</u>			
General Administration	\$31,511.00	\$4,000.00	\$35,511.00
VTPO Board Strategic Planning & Staff Development	3,600.00	0.00	3,600.00
Transportation Data Library Development/Mgt.	13,153.00	0.00	13,153.00
Program Development (TIP)	20,000.00	0.00	20,000.00
Program Development (UPWP)	15,000.00	0.00	15,000.00
Mobility Plan Coordination	17,257.00	(7,000.00)	10,257.00
WEB Site Development/Management	20,000.00	0.00	20,000.00
Transit Alternate Funding	200.00	0.00	200.00
Transit Related Activities & TD	24,109.00	7,000.00	31,109.00
Bus Stop Inventory & GIS	234.00	0.00	234.00
Environmental "Green" Improvements	0.00	0.00	0.00
Transit Planning and Implementation	48,721.00	0.00	48,721.00
Corridor Studies	4,921.00	0.00	4,921.00
Adapatation to Global Warming & Climate Change	5,000.00	(4,000.00)	1,000.00
	<u>\$203,706.00</u>	<u>0.00</u>	<u>\$203,706.00</u>

VOLUSIA TPO
FY 11/12 UPWP AMENDMENT (Table 3b)
FTA 11/12
AMENDED SEPTEMBER 28, 2011

	Approved FY 11/12	Change	Amended FY 11/12
<u>FTA FY 11/12</u>			
General Administration	\$0.00	\$10,064.00	\$10,064.00
Program Development (TIP)	4,000.00	5,982.00	9,982.00
Program Development (UPWP)	4,000.00	0.00	4,000.00
Mobility Plan Coordination	48,074.00	0.00	48,074.00
Transit Alternate Funding	5,985.00	(5,985.00)	0.00
Transit Related Activities & TD	48,327.00	14,073.00	62,400.00
Bus Stop Inventory & GIS	5,234.00	0.00	5,234.00
Environmental "Green" Improvements	5,982.00	(5,982.00)	0.00
Transit Planning and Implementation	10,711.00	0.00	10,711.00
Increasing Transit Ridership	43,243.00	0.00	43,243.00
Corridor Studies	0.00	10,000.00	10,000.00
Adapatation to Global Warming & Climate Change	15,000.00	(15,000.00)	0.00
	<u>\$190,556.00</u>	<u>13,152.00</u>	<u>\$203,708.00</u>

MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 20, 2011

III. ACTION ITEMS

C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2011-24 SUPPORTING VOLUSIA COUNTY'S APPLICATION FOR A TIGER III GRANT FOR THE EAST CENTRAL FLORIDA RAIL TRAIL

Background Information:

Volusia County, the Volusia TPO, Brevard County, the Space Coast TPO, the City of Titusville, and the East Central Florida Regional Planning Commission have partnered to develop an application for funding for the third round of Federal TIGER Grants. The funding being applied for would provide for the construction of the East Central Florida Rail Trail through Brevard and Volusia Counties (the single longest segment of the St. Johns to the Sea Loop Trail).

Volusia County is taking the lead as the grant applicant. TPO staff recommends, as an official show of support for this project, that the TPO adopt Resolution 2011-24.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2011-24 SUPPORTING VOLUSIA COUNTY'S APPLICATION FOR A TIGER III GRANT FOR THE EAST CENTRAL FLORIDA RAIL TRAIL

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2011-24

RESOLUTION OF THE VOLUSIA TRANSPORTATION PLANNING ORGANIZATION SUPPORTING VOLUSIA COUNTY'S TIGER III GRANT APPLICATION FOR THE EAST CENTRAL REGIONAL RAIL TRAIL

WHEREAS, the Volusia Transportation Planning Organization, Volusia County, Brevard County, the Space Coast Transportation Planning Organization, the City of Titusville, and the East Central Florida Regional Planning Council have partnered to develop a TIGER III grant application to construct the East Central Florida Regional Rail Trail; and

WHEREAS, the East Central Florida Rail Trail is the longest single section of the St. Johns River to the Sea Loop Trail which loops through five counties located in Central Florida; and

WHEREAS, Volusia County has an active and growing "eco-tourism" sector and this trail would provide a significant connection that would connect to the popular "Spring-to-Spring" trail, the Lake Monroe Loop Trail, as well as open up the conservation corridor to visitors to not only Volusia County, but to Brevard County, Titusville and Merritt Island; and

WHEREAS, this trail would also provide a boost to the local economies both during the construction of the trail but also subsequently as usage and demand grows thereby providing a much needed benefit to Brevard County which has suffered significant job loss due to the termination of the space shuttle program; and

WHEREAS, this grant would be the continuation of a significant investment by adding to the contributions already provided by the State of Florida - \$7.5 million to purchase right-of-way and Volusia County which has already committed over \$2 million to construct the connection to the Spring-to-Spring Trail and is currently entering into design-build contracts for the pedestrian overpasses on the east and west side of the trail to provide for a safe connection; and

WHEREAS, The Volusia Transportation Planning Organization (VTPO) has been actively involved in bicycle and pedestrian planning and funding bicycle and pedestrian facilities;

NOW, THEREFORE, BE IT RESOLVED by the Volusia Transportation Planning Organization that the:

1. Volusia TPO supports Volusia County in the submission of a grant application for TIGER III funds in order to construct the East Central Florida Rail Trail;
2. Chairperson of the Volusia TPO (or her designee) is hereby authorized and directed to transmit this resolution to the following to the:
 - a. East Central Florida Regional Planning Council;
 - b. Governor, State of Florida;
 - c. Secretary of Transportation, State of Florida;

- d. State and Regional Clearinghouse Offices;
- e. Federal Transit Administration, via the Florida Department of Transportation;
- f. Federal Highway Administration, via the Florida Department of Transportation
- g. Secretary of the Department of Environmental Protection;
- h. Florida Department of Transportation;
- i. Environmental Protection Agency; and
- j. Division of Resource & Management, Department of Community Affairs;

DONE AND RESOLVED at the regular meeting of the Volusia Transportation Planning Organization on the 27th day of September, 2011.

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

City of DeLand, Mayor Pro-Tem Leigh Matusick
Chairperson Presiding, Volusia TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia Transportation Planning Organization certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia TPO held on September 27, 2011.

ATTEST:

Pamela Blankenship, Recording Secretary

MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 20, 2011

III. ACTION ITEMS

D. DISCUSSION AND RECOMMENDATION REGARDING THE REMOVAL OF HAND AVENUE AND HOWLAND BOULEVARD PROJECTS FROM THE PRIORITY LIST (*TCC ONLY*)

Background Information:

As you are aware, a year ago this month the Volusia TPO adopted its 2035 LRTP cost feasible plan. Included in the plan is a listing of county road projects to be funded through local funds. These were included in the plan to provide the opportunity for the county (and/or the impacted city) to apply for federal funds (earmarks) in order to move the project forward. It needs to be stated that none of these projects were identified as utilizing projected federal revenues in the LRTP, thus requiring the local governments to seek additional funds (above and beyond projected revenues).

This issue is being raised because two of the county projects were submitted for inclusion in the TPO's Project Priority Listing for Non-SIS roadways, thereby placing them in the position to move forward with federal funds. This situation directly conflicts with the adopted plan and therefore needs to be rectified.

ACTION REQUESTED:

MOTION REGARDING THE REMOVAL OF HAND AVENUE AND HOWLAND BOULEVARD PROJECTS FROM THE PRIORITY LIST (TCC ONLY)

**MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 20, 2011**

IV. PRESENTATIONS, STATUS REPORTS, AND DISCUSSION ITEMS

A. DISCUSSION REGARDING THE USE OF ITS/TRAFFIC OPERATIONS/SAFETY XU FUNDS FOR MAINTENANCE PROJECTS

Background Information:

At the June 21 meeting, TCC members approved a motion supporting the use of XU Set-Aside Funds for ITS/Traffic Operations/Safety Projects for maintenance activities, one time only, when the project is required to comply with a new federal mandate.

The TPO's Executive Committee discussed this TCC recommendation at their August meeting. They agreed to postpone consideration of the policy change by the TPO Board until September when they should have more information and a better understanding of the potential impact of this policy.

The purpose of this discussion is to review any additional information that has been obtained regarding the potential impacts of this policy, and to consider what recommendation, if any, should be forwarded to the TPO Board.

Of particular relevance is a recent proposal by the U.S. Department of Transportation (DOT) to eliminate dozens of regulations on traffic signs, including a requirement that brought this issue to bear on the VTPO – that certain signs be replaced by specific dates to meet minimum retro-reflectivity requirements.

Many local officials had expressed concerns about the compliance dates because of current economic conditions and the view that this was an unfunded mandate.

The proposed rule-change will eliminate the compliance dates. In their place, DOT proposes that local and state governments replace the signs when they wear out. Overall 46 deadlines, including timetables for minimum reflectivity, would be scrapped.

Comments on this proposed rule are due on or before Oct. 31.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

entities under the criteria of the Regulatory Flexibility Act.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This proposed rulemaking is promulgated under the authority described in Subtitle VII, Part, A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This proposed regulation is within the scope of that authority as it would establish Class E airspace at Danville Airport, Danville, PA.

Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference. Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, effective September 15, 2010, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AEA PA E5 Danville, PA [New]

Danville Airport, PA
(Lat. 40°56'90" N., long. 76°38'64" W.)

That airspace extending upward from 700 feet above the surface within a 10.7-mile radius of Danville Airport.

Issued in College Park, Georgia, on August 19, 2011.

Mark D. Ward,

Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2011–22317 Filed 8–30–11; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 655

[FHWA Docket No. FHWA–2010–0159]

RIN 2125–AF43

National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways; Revision

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of proposed amendments; request for comments.

SUMMARY: The MUTCD is incorporated in our regulations, approved by the Federal Highway Administration, and recognized as the national standard for traffic control devices used on all streets, highways, bikeways, and private roads open to public travel. The FHWA proposes to revise certain information relating to target compliance dates for traffic control devices. Consistent with Executive Order 13563, and in particular its emphasis on burden-reduction and on retrospective analysis of existing rules, the proposed changes are intended to reduce the costs and impacts of compliance dates on State and local highway agencies and to streamline and simplify the information.

DATES: Comments must be received on or before October 31, 2011. Late comments will be considered to the extent practicable.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, 1200 New Jersey Avenue, SE., Washington, DC 20590, or submit electronically at <http://www.regulations.gov> or fax comments to (202) 493–2251. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., E.T., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or may print the acknowledgment page that appears after submitting comments electronically. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act

Statement in the Federal Register published on April 11, 2000 (Volume 65, Number 70, Page 19477–78) or you may visit <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Mr. Hari Kalla, Office of Transportation Operations, (202) 366–5915; or Mr. William Winne, Office of the Chief Counsel, (202) 366–1397, Federal Highway Administration, 1200 New Jersey Ave., SE., Washington, DC 20590. Office hours are from 8 a.m. to 4:30 p.m., E.T., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

This document, the notice of and request for comments, and all comments received may be viewed online through the Federal eRulemaking portal at <http://www.regulations.gov>. Electronic submission and retrieval help and guidelines are available under the help section of the Web site. It is available 24 hours each day, 365 days each year. Please follow the instructions. An electronic copy of this document may also be downloaded from the Office of the Federal Register's home page at: <http://www.archives.gov> and the Government Printing Office's Web page at: <http://www.access.gpo.gov/nara>.

To help make the FHWA's docket comment review process more efficient, the FHWA requests that commenters cite the Section number identified in Table I–2 for any comment to the docket about a specific proposed revision to the text of the table.

Background

When new provisions are adopted in a new edition or revision of the MUTCD, any new or reconstructed traffic control devices installed after adoption are required to be in compliance with the new provisions. For existing devices in the field that do not comply with the new MUTCD provisions, 23 CFR 655.603(d)(1), authorizes the FHWA to establish target compliance dates for compliance of particular existing devices. Table I–2 in the Introduction of the 2009 edition of the MUTCD lists 58 specific provisions for which the FHWA has established target compliance dates for upgrading existing devices in the field via the Federal rulemaking process in Final Rules issued in 2000,¹ 2003,² 2007,³ and 2009.⁴

In the absence of a specific target compliance date, existing devices in the

¹ 65 FR 78923, December 18, 2000.

² 68 FR 65496, November 20, 2003.

³ 72 FR 72574, December 21, 2007.

⁴ 74 FR 66732, December 16, 2009.

field that do not meet the new MUTCD provisions are expected to be upgraded by highway agencies over time to meet the new provisions via a systematic upgrading process as required by 23 CFR 655.603(d)(1), but there are no specific dates for required completion of the upgrades. Systematic upgrading programs enable highway agencies to prioritize traffic control upgrades based on a variety of factors such as relative safety needs, costs, and available resources. Agencies can decide, where appropriate, to defer upgrading certain non-compliant devices until the device wears out, is damaged or destroyed, or is replaced.

In response to concerns about the potential costs and impact of previously adopted MUTCD compliance dates on State and local governments in the current economic climate, on November 30, 2010, the FHWA published in the **Federal Register** a Request for Comments⁵ on traffic control device compliance dates. The FHWA asked for responses to a series of seven questions about compliance dates, their benefits and potential economic impacts, especially economic hardships to State and local governments that might result from specific target compliance dates for upgrading certain non-compliant existing devices.

By the end of the comment period, the FHWA received 592 letters to the docket. The comments were submitted by 360 private citizens, 168 local government highway agencies, 28 State DOTs, 16 industry representatives, 6 national associations representing practitioners, 5 national associations representing safety advocates, 5 elected officials, and 4 traffic engineering consultants.

The overwhelming majority of comments from all responders addressed the target compliance dates associated with maintaining minimum levels of sign retroreflectivity and with minimum letter heights for street name signs. There were also many comments from private citizens expressing concerns about requiring the use of mixed-case lettering for street name signs and other guide signs.

Comments from private citizens were evenly balanced between support for and opposition to compliance dates for upgrading existing signs that do not meet minimum levels of retroreflectivity. Often emphasizing the current economic climate, local highway agencies predominantly expressed concerns about the target compliance dates for sign retroreflectivity because of economic

concerns. Similarly, State DOTs and national associations representing practitioners generally suggested that all dates should be eliminated or extended because of current economic conditions. Representatives of the traffic control materials industry and national safety associations supported retaining all existing compliance dates for safety reasons, often specifically citing concerns about the needs of older road users. Also, a variety of comments indicated confusion about target compliance dates in general and that the number and complexity of compliance dates listed in Table I-2 makes it difficult for agencies to understand what is required in order to take appropriate actions.

In general, the FHWA has intended that target compliance dates coincide with the useful service life of the devices that would need to be replaced to meet any new requirements, thus minimizing economic and logistical impacts on highway agencies. This approach is consistent with Executive Order 13563 and in particular its emphasis on the avoidance of unjustified costs. Some comments indicated that variations in climate and other environmental conditions around the country may result in considerably longer useful service lives of certain devices than the estimates used by the FHWA in establishing the compliance dates. In such cases, compliance dates can create an undue burden for the agency, requiring device replacement before the end of actual useful service life.

The FHWA has carefully reviewed and considered all of the comments received in response to the request for comments. It has decided to propose revisions to Table I-2 to simplify it and reduce the impacts of target compliance dates on agencies by eliminating, extending, or otherwise revising most of the dates. This approach is consistent with the requirements of Executive Order 13563, including its emphasis on consideration of benefits and costs (sections 1(a) and 1(b)), its requirement of an open exchange of information with stakeholders (section 2(a)), and, in particular, its call for retrospective analysis of existing rules, including streamlining and modification to make such rules less burdensome (section 6). This approach is also consistent with Presidential Memorandum, Administrative Flexibility, which calls for reducing burdens and promoting flexibility for State and local governments.

Proposed Amendment

Of the 58 items for which target compliance dates are currently listed in Table I-2, the FHWA proposes to eliminate altogether the compliance dates for 46 items (8 that have already expired and 38 that have future compliance dates) and to extend and/or revise the dates for 4 items. We are not proposing a change for the dates for the other eight items, which actually represent only six specific requirements in the MUTCD, since three of the eight items are all related to the required use of high-visibility apparel by workers in the right-of-way. For these six requirements, the compliance dates would remain in effect.

A summary of the specific proposed changes in Table I-2 of the MUTCD is included in the following section:

The text of this proposed revision to the 2009 edition of the MUTCD is available for inspection and copying, as prescribed in 49 CFR part 7, at the FHWA Office of Transportation Operations (HOTO-1), 1200 New Jersey Avenue, SE., Washington, DC 20590. Furthermore, the text of the proposed revision is available on the MUTCD Internet Web site <http://mutcd.fhwa.dot.gov> and on the docket for this rulemaking at <http://www.regulations.gov>. The proposed text is available in two formats. The first format shows the current MUTCD text of Table I-2 with proposed additions in blue, underlined text and proposed deletions as red strikeout text. The second format shows a "clean" version of Table I-2, with all the proposed changes incorporated. The complete 2009 edition of the MUTCD is also available on the same Internet Web site.

This NPA is being issued to provide an opportunity for public comment on the desirability of these proposed amendments to the MUTCD. The FHWA is interested in receiving comments regarding the safety benefits provided by traffic device uniformity, the costs and other burdens associated with achieving compliance for existing non-compliant devices, and the proposed revisions, extensions, eliminations, and retention of compliance dates outlined in this notice. In all cases, and consistent with Executive Order 13563, section 2, the FHWA seeks comments not only on its proposals but also on possible alternative approaches. Based on the comments received and its own experience, the FHWA may issue a Final Rule concerning the proposed changes included in this notice.

⁵ 75 FR 74128, November 30, 2010.

Discussion of Proposed Amendments to Table I-2

1. The FHWA proposes to eliminate target compliance dates, which were based on estimated useful service lives, for 33 items in Table I-2 that were established in the Final Rules for the 2000 and 2003 editions of the MUTCD, that have not yet expired. These 33 target compliance dates proposed for elimination are for provisions in Sections 2B.03, 2B.10, 2B.11, 2B.13, 2B.26, 2B.55, 2C.04, 2C.13, 2C.20, 2C.38, 2C.40, 2C.41, 2C.42, 2C.46, 2C.49, 2C.61, 2C.63, 2D.43 (two provisions), 2D.44, 2G.01 through 2G.07, 2G.11 through 2G.15, 2H.05 and 2H.06, 2I.09, 2I.10, 2N.03, 3B.18, 4D.01, 4D.31, 4E.07, 5C.05, 7B.16, and 8C.09. These items mostly involve new or revised sign designs, including larger letter heights and/or larger sizes for some signs, and certain other changes in traffic control device design, location, or operation that have made some existing devices in the field obsolete. Based on comments received and other communications with State and local highway agencies, the FHWA believes that these 33 dates in Table I-2 may create fiscal and logistical burdens on highway agencies. Based on comments received, the FHWA believes that agencies can better organize and track the replacement or upgrade of these devices in the ordinary course of implementation of their systematic upgrading programs. Additionally, highway agencies are in the best position to make decisions on device replacements based on actual useful service lives in their particular climates and environments, rather than having a universal compliance date based on estimated useful service life. The FHWA requests comments on the safety benefits, the costs, and other burdens associated with achieving compliance for existing non-compliant devices, and the proposed elimination of these compliance dates. The FHWA also requests comments on alternative approaches, such as extending rather than eliminating these compliance dates.

2. The FHWA proposes to eliminate the target compliance dates for three items in Table I-2 that were established with the Final Rule for the 2009 edition of the MUTCD. Although these dates were recently established, the FHWA believes their elimination is warranted based on consideration of specific concerns raised in responses to the November 30, 2010, Request for Comments, as explained below. For each of these three items, the FHWA requests comments on the safety

benefits, the costs, and other burdens associated with achieving compliance for these existing non-compliant devices, and the proposed elimination of these compliance dates.

The December 31, 2019, target compliance date would be eliminated for a provision in Section 2D.45 that requires multilane conventional road approaches to interchanges to have guide signs to identify which direction of turn is necessary for access to each direction of the freeway or expressway. Agencies expressed confusion about this date because they interpreted it as requiring the replacement of existing overhead sign structures (which typically have a very long useful service life, well beyond 10 years) in order to install the required new signs. The MUTCD allows post-mounted signs to be used to provide the needed information to road users about turn directions at the interchange, even if overhead sign structures are present for other signs. The FHWA believes that eliminating this target compliance date will reduce the confusion. Highway agencies will still need to install the required signs under their systematic upgrading programs, but will not have a specific date by which this must be accomplished.

The target compliance date of December 31, 2016, or at resurfacing, whichever comes first, would be eliminated for provisions in Sections 3B.04 and 3B.05 that require dotted, rather than broken, lane lines for dropped lanes and for acceleration, deceleration, and auxiliary lanes. Some agencies indicated that they have durable markings for lane lines that have a useful service life that will extend beyond the 2016 date. Some agencies also use recessed or inlaid markings, for which it is not practical to change the marking pattern from broken to dotted until the next resurfacing occurs, but resource constraints will cause the resurfacing cycle to exceed 7 years. Some agencies also indicated it would be very difficult to meet the 2016 compliance date because of the large number of individual pavement marking layout drawings for individual existing intersections and interchanges that need to be revised to show the locations and lengths of dotted lane lines before crews can be instructed to revise the markings in the field. Eliminating this target compliance date would allow agencies to implement the new marking requirement when existing lines become significantly worn to the point they can be marked over without causing road user confusion, or when resurfacing occurs.

The December 31, 2014, target compliance date for the provision in Section 8C.12 that requires a traffic queuing study of grade crossings within 200 feet of roundabouts or other circular intersections would be eliminated. Based on knowledge gained from frequent interactions with State and local agencies, the FHWA believes that there are extremely few existing roundabouts or other circular intersections within 200 feet of a grade crossing and that those that do exist have likely already been studied for queuing issues as a part of or subsequent to their original design. As roundabouts are increasingly being given consideration as an alternative to installing a traffic signal, any such considerations at locations near grade crossings will be required by the language in Section 8C.12 to be studied as a part of the process of evaluating whether to construct a roundabout.

The FHWA requests comments on the safety benefits, the costs, and other burdens associated with the proposed elimination of these compliance dates. The FHWA also requests comments on alternative approaches, such as extending rather than eliminating these compliance dates.

3. The FHWA proposes to eliminate from Table I-2 eight items for which the previously established target compliance dates have expired. These dates (pertaining to certain provisions in Sections 2B.09, 2C.30, 2C.50, 2J.05, 7B.11, 7B.12, 8B.19 and 8C.02 through 8C.05, and 9B.18) were established in the Final Rules for the 2000 and 2003 editions of the MUTCD. Elimination of these items from the table is consistent with the FHWA's previous practice of eliminating target compliance dates from subsequent MUTCD editions after they have expired. Based on frequent communications and interactions with numerous State and local highway agencies, the FHWA believes that most agencies have already upgraded these devices as their useful service lives have been reached. Although some of these non-compliant devices might still exist in the field, they are expected to be replaced with compliant devices under agencies' systematic upgrading programs. The FHWA requests comments on this proposal.

4. The FHWA proposes to revise the January 22, 2012, target compliance date that was established in December 2007, with the Final Rule for Revision 2 of the 2003 edition of the MUTCD, for the Section 2A.08 provision that requires agencies to implement an assessment or management method designed to maintain sign retroreflectivity at or above the established minimum levels.

This compliance date does not require any signs to be replaced by a given date. It requires highway agencies to implement an assessment or management method for maintaining sign retroreflectivity by the compliance date in accordance with section 406 of the Department of Transportation and Related Agencies Appropriations Act, 1993 (Pub. L. 102-388; October 6, 1992). The compliance date for this requirement would be extended to a date 2 years after the effective date of the Final Rule for this proposed revision of the MUTCD. This would provide agencies with an estimated additional 1 to 2 years to implement their chosen assessment or management method. Additionally, the FHWA proposes to make the new compliance date apply only to implementing an assessment or management method for regulatory and warning signs. The requirement in the MUTCD language to implement a method for all types of signs would remain, but there would not be a specific target compliance date for required implementation of the method for signs other than regulatory and warning signs. Based on our subject matter expertise and experience with the benefits and impacts of traffic control devices, the FHWA believes that, because of the critical safety nature of the messages they convey, especially for older road users, regulatory and warning signs constitute the highest priority for assessing retroreflectivity of existing signs. The proposed revisions to the compliance date and its applicability will provide relief and enable agencies to determine when their resources will allow them to add signs other than regulatory and warning signs to their retroreflectivity assessment or management method.

Additionally, the FHWA proposes to eliminate the two existing target compliance dates for replacement of signs that are identified using the assessment or management method as failing to meet the established minimum retroreflectivity levels. The January 22, 2015, date for regulatory, warning, and post-mounted guide (except street name) signs and the January 22, 2018, date for street name signs and overhead guide signs would both be eliminated. Without specific compliance dates for these items, agencies will still need to replace any sign they identify as not meeting the established minimum retroreflectivity levels.

The FHWA requests comments on the safety benefits, the costs, and other burdens associated with achieving compliance with this requirement, and the proposed revisions of these compliance dates. The FHWA also

requests comments on alternative approaches, including retention of the current compliance dates and extending rather than eliminating some of them.

5. The FHWA proposes to revise the target compliance date of December 31, 2014, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first, that applies to provisions on timing requirements for vehicular yellow and red clearance intervals in Section 4D.26 and pedestrian clearance intervals in Section 4E.06. These compliance dates were established with the Final Rule for the 2009 edition of the MUTCD. As noted in that Final Rule, the compliance dates were established to achieve a more rapid implementation of these new requirements at existing locations, because safety studies found that significant crash reductions were achieved where the required timing methods were used to determine the yellow and red clearance intervals, and because the FHWA believes that the new requirements for pedestrian clearance intervals are needed to provide a buffer between pedestrian movements and vehicular movements. The compliance dates were based on what FHWA believed to be the typical signal retiming frequency of about 5 years. Some agencies commented that current budgetary constraints have made it difficult to retime all of their traffic signals on a 5-year cycle. The FHWA proposes to extend the existing compliance date to a date of 5 years after the effective date of the Final Rule for this proposed revision of the MUTCD, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first. This would provide agencies with an estimated additional 2 years to implement the new requirements of Sections 4D.26 and 4E.06 at any locations that have not already been made compliant under a previous intersection or corridor retiming.

The FHWA requests comments on the safety benefits, the costs, and other burdens associated with achieving compliance for these existing non-compliant devices, and the proposed revision of this compliance date. The FHWA also requests comments on alternative approaches, including retention of the current compliance dates and extending them for a longer period.

6. The FHWA proposes to revise and extend the compliance date for the provisions in Sections 8B.03 and 8B.04 that require a retroreflective strip on the back of Crossbuck signs and on the front and back of supports for Crossbuck signs at passive grade crossings. The

existing compliance date of January 17, 2011, was established with the Final Rule for the 2000 edition of the MUTCD. The 2003 edition of the MUTCD eliminated the requirement to install the retroreflective strips on the fronts of Crossbuck sign supports, if a *Yield* or *Stop* sign is present along with the Crossbuck sign. During the last decade, the FHWA was considering establishing requirements to add a *Yield* or *Stop* sign at all passive railroad crossings. The addition of a *Yield* or *Stop* sign could necessitate replacing the Crossbuck support post in order to achieve minimum mounting heights. As a result, many railroad companies and highway agencies have deferred installing the retroreflective strips until a final decision was made on this issue in order to avoid unnecessary expense and to achieve the economies of sending sign crews to crossings only once rather than twice. The December 2009 Final Rule for the 2009 MUTCD did incorporate the requirement for *YIELD* or *STOP* signs at passive crossings in Section 8B.04, and a target compliance date for adding these signs at existing crossings was established as December 31, 2019. The January 12, 2011, compliance date for the retroreflective strips provided railroads and public agencies with only 1 year after the final decision on the rule for *Yield* or *Stop* signs to install the retroreflective strips at the thousands of crossings where such work was deferred.

The FHWA proposes to extend the target compliance date for the retroreflective strips to December 31, 2019, to coincide with the date for adding *Yield* or *Stop* signs with Crossbuck signs at passive grade crossings. As noted in the Final Rule that established the target compliance date for the retroreflective strips, the addition of such strips provides safety benefits that justify having a target compliance date, but having a single compliance date for both the retroreflective strips and the *Yield* or *Stop* signs at grade crossings is more practical. The FHWA also proposes to adjust the item for Section 8B.03 in Table I-2 to more accurately reflect that the requirements for retroreflective strips are in Section 8B.04 as well as in Section 8B.03 and to accurately reflect that the compliance date was also intended to apply to the retroreflective strips on the backs of the Crossbuck signs.

The FHWA requests comments on the safety benefits, the costs, and other burdens associated with achieving compliance for these existing non-compliant devices, and the proposed revision of this compliance date. The

FHWA also requests comments on alternative approaches, including retention of the current compliance dates and extending them for a longer period.

7. The FHWA proposes to retain the existing target compliance dates in Table I-2 for eight items that we deem to be of critical safety importance, based on existing evidence and our subject matter expertise and experience in traffic control device matters. For each of these eight items, the Final Rules establishing the compliance dates clearly identified the safety justification for such compliance dates. These justifications remain valid, as summarized below. For each of these eight items, the FHWA requests comments on the safety benefits, the costs, and other burdens associated with achieving compliance for these existing non-compliant devices, and the proposed retention of this compliance date. The FHWA also requests comments on alternative approaches, including extension of the current compliance dates.

The January 17, 2013, compliance date for Section 2A.19 provisions requiring crashworthiness of existing sign supports on roads with posted speed limits of 50 mph or higher was established in the Final Rule for the 2003 edition of the MUTCD to be consistent with information previously communicated to jurisdictions in a variety of training and presentations by the FHWA Office of Safety regarding roadside safety and countermeasures for run-off-the-road crashes. Eliminating fixed-object hazards such as non-crashworthy sign supports on high-speed roads remains a critical safety need due to the deaths and severe injuries that high-speed run-off-the-road crashes can result in when a non-crashworthy sign support is struck. Therefore, the 10-year period for compliance from the 2003 Final Rule is proposed to be retained.

The Final Rule for the 2009 edition of the MUTCD established new requirements in Section 2B.40 to install additional *One Way* signs at certain types of intersections and established a December 31, 2019, compliance date for adding the required signs at existing intersections where the signs are not in place in the required number and location. This 10-year period was established because of the demonstrated safety issues associated with wrong-way travel on divided highways, research on the needs of older drivers, and because the additional signs would provide significant safety benefits to road users. These safety benefits justify retaining the existing compliance date for

installing the critically-needed *One Way* signs at existing intersections.

In Sections 2C.06 through 2C.14, revised requirements on the use of various horizontal alignment warning signs and determinations of advisory speed values were adopted in the Final Rule for the 2009 edition of the MUTCD and a compliance date of December 31, 2019, was established for any required revisions in posted advisory speeds and for installing any newly-required horizontal alignment warning signs that are not currently in place at existing curves. This 10-year compliance date was established because of the demonstrated safety issues associated with run-off-the-road crashes at horizontal curves. Fatalities at horizontal curves account for approximately 25 percent of all highway fatalities, yet horizontal curves are only a small portion of the Nation's highway mileage. The more rational and uniform posting of advisory speeds and the installation of the required additional horizontal alignment warning signs at existing locations will provide significant safety benefits to road users and a 10-year period for achieving compliance is remains appropriate.

The Final Rule for the 2009 edition of the MUTCD established new requirements in Sections 2E.31, 2E.33, and 2E.36 for the use of black-on-yellow "Left" or "Left Exit" plaques on guide signs for all left-hand freeway and expressway exits and established a compliance date of December 31, 2014, for adding such plaques to existing guide signs. This 5-year target compliance date was established to address a recommendation of the National Transportation Safety Board as a result of a significant safety concern exhibited with left-hand exits. The installation of these plaques at all existing left-hand exits within 5 years is necessary to achieve critical safety improvements for road users at left-side exits. The installation of these plaques generally does not require replacement of the existing sign or sign supports and this change affects relatively few existing locations throughout the country.

The Final Rule for the 2009 edition of the MUTCD also established new requirements in Sections 6D.03, 6E.02, and 7D.04 that all workers, including flaggers and school crossing guards, within the right-of-way of all highways, not just Federal-aid highways, must wear high-visibility apparel, and established a 2-year target compliance date of December 31, 2011. Required compliance of apparel for workers, including law enforcement officers, on Federal-aid highways has been in effect

since November 24, 2008. The 2-year target compliance date for these three provisions applicable to non-Federal-aid highways was established to be consistent with the 2-year compliance period that was previously established for workers on Federal-aid highways. The December 31, 2011, compliance date remains appropriate for this low-cost, but highly critical, safety requirement and no changes are proposed to the compliance dates for Sections 6D.03, 6E.02, and 7D.04.

In Section 8B.04, as discussed above, a new requirement was adopted in the Final Rule for the 2009 edition of the MUTCD to require the use of either a *Yield* or *Stop* sign with the Crossbuck sign at all passive grade crossings, and a target compliance date of December 31, 2019, was established for adding these signs at existing crossings. This 10-year compliance date was established to promote increased safety at passive grade crossings, especially during nighttime hours. Although the new requirements involve conducting engineering studies for some locations and installing signs that do not currently exist at existing grade crossings, the existing 10-year target compliance date for installation of the required additional signs at existing locations remains appropriate.

Conclusion

The proposed revisions to Table I-2 are intended to reduce the regulatory burden and provide increased flexibility to State and local highway agencies and to enable those agencies to make decisions on when to replace or upgrade existing noncompliant devices in accordance with their own local environmental conditions and the competing priorities in their communities for a wide variety of safety-related measures that might be needed in the context of limited budgets. The proposed revisions also simplify procedures for traffic control device replacements and reinforce the principle that most noncompliant traffic control devices can be replaced in the ordinary course of routine maintenance and/or when the useful life of such devices has expired. The few items for which target compliance dates are proposed to be retained or extended are, based on FHWA's experience and subject matter expertise on traffic control device issues, considered to be essential for statutory or safety reasons and/or of relatively low-cost to implement.

It is important to understand that elimination of a compliance date for a given Standard contained in the MUTCD does not eliminate the

regulatory requirement to comply with that Standard. The Standard itself remains in the MUTCD and applies to any new installations, but the firm fixed date for replacing noncompliant devices that exist in the field is eliminated.

On April 22, 2010, a separate NPA was published in the *Federal Register*⁶ proposing to revise the 2009 edition of the MUTCD regarding maintaining minimum retroreflectivity of longitudinal pavement markings. The deadline for comments to that docket has passed and the FHWA is currently reviewing the docket comments received. In that NPA, FHWA suggested that the proposed revisions regarding maintaining minimum retroreflectivity of longitudinal pavement markings would be designated as Revision 1 to the 2009 edition of the MUTCD. Actual designation of revision numbers will depend on the relative timing of any Final Rules that may be issued by the FHWA as a result of the April 22, 2010, NPA, this NPA, and any other NPAs regarding the MUTCD.

Rulemaking Analysis and Notices

Executive Order 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

The FHWA has determined that this action would be a significant regulatory action within the meaning of Executive Order 12866 and within the meaning of DOT regulatory policies and procedures due to the significant public interest in issues surrounding the MUTCD. This action complies with Executive Orders 12866 and 13563 to improve regulation. In particular, this action is consistent with, and can be seen as directly responsive to, the requirements of Executive Order 13563, and in particular its requirement for retrospective analysis of existing rules (section 6), with an emphasis on streamlining its regulations. This approach is also consistent with Presidential Memorandum, Administrative Flexibility, which calls for reducing burdens and promoting flexibility for State and local governments.

The proposed changes in the MUTCD would reduce burdens on State and local government in the application of traffic control devices. They would provide additional clarification, guidance, and flexibility to such governments. The uniform application of traffic control devices will greatly improve roadway safety and traffic

operations efficiency. The standards, guidance, options, and support are also used to create uniformity and to enhance safety and mobility. The proposed changes in this rulemaking will not require the expenditure of funds, but rather will provide State and local governments with the flexibility to allocate scarce financial resources based on local conditions and the useful service life of its traffic control devices. It is anticipated that the economic impact of this rulemaking would be minimal and indeed costs and burdens will be reduced, not increased; therefore, a full regulatory evaluation is not required.

As noted, this action streamlines existing significant regulation to reduce burden and promote the flexibilities of State and local governments under Executive Order 13563. In response to concerns about the potential impact of previously adopted MUTCD compliance dates on State and local governments in the current economic climate, the FHWA published a Request for Comments on traffic control device compliance dates. The FHWA asked for responses to a series of seven questions about compliance dates, their benefits and potential economic impacts, especially economic hardships to State and local governments that might result from specific target compliance dates for upgrading certain non-compliant existing devices. The responses received from that notice were considered in the development of this proposal. The FHWA anticipates that this proposed rulemaking will reduce the impacts of compliance dates on State and local highway agencies and will streamline and simplify information contained in the MUTCD.

Regulatory Flexibility Act

In compliance with the Regulatory Flexibility Act (Pub. L. 96-354, 5 U.S.C. 601-612), the FHWA has evaluated the effects of these changes on small entities and anticipates that this action would not have a significant economic impact on a substantial number of small entities. This proposed rule would reduce burdens and provide clarification and additional flexibility, and would not require an expenditure of funds.

Unfunded Mandates Reform Act of 1995

This proposed rule would not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4, 109 Stat. 48, March 22, 1995). On the contrary, the proposed changes provide additional guidance, flexibility, and clarification and would not require an expenditure of funds.

This action would not result in the expenditure by State, local, and tribal governments, in the aggregate, or by the private sector, of \$140.8 million or more in any 1 year (2 U.S.C. 1532). Further, in compliance with the Unfunded Mandates Reform Act of 1995, FHWA will evaluate any regulatory action that might be proposed in subsequent stages of the proceeding to assess the effects on State, local, and tribal governments and the private sector.

Executive Order 13132 (Federalism)

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 13132 dated August 4, 1999. This action would increase flexibility for State and local governments. The FHWA has determined that this action would not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this rulemaking will not preempt any State law or State regulation or affect the States' ability to discharge traditional State governmental functions. The MUTCD is incorporated by reference in 23 CFR part 655, subpart F. These proposed amendments are in keeping with the Secretary of Transportation's authority under 23 U.S.C. 109(d), 315, and 402(a) to promulgate uniform guidelines to promote the safe and efficient use of the highway. The overriding safety benefits of the uniformity prescribed by the MUTCD are shared by all of the State and local governments, and changes made to this rule are directed at enhancing safety. In general, the proposed amendments increase flexibility for States and local governments. To the extent that these proposed amendments override any existing State requirements regarding traffic control devices, they do so in the interest of national uniformity.

Executive Order 13175 (Tribal Consultation)

The FHWA has analyzed this action under Executive Order 13175, dated November 6, 2000, and believes that it would not have substantial direct effects on one or more Indian tribes; would not impose substantial direct compliance costs on Indian tribal governments; and would not preempt tribal law. Therefore, a tribal summary impact statement is not required.

Executive Order 13211 (Energy Effects)

The FHWA has analyzed this action under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have

⁶ 75 FR 20935, April 22, 2010.

determined that it is not a significant energy action under that order because it is not likely to have a significant adverse effect on the supply, distribution, or use of energy. Therefore, a Statement of Energy Effects under Executive Order 13211 is not required.

*Executive Order 12372
(Intergovernmental Review)*

Catalog of Federal Domestic Assistance program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.

Paperwork Reduction Act

Under the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3501, *et seq.*), Federal agencies must obtain approval from the Office of Management and Budget for each collection of information they conduct, sponsor, or require through regulations. The FHWA has determined that this action does not contain collection information requirements for purposes of the PRA.

Executive Order 12988 (Civil Justice Reform)

This action meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Executive Order 13045 (Protection of Children)

The FHWA has analyzed this action under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. The FHWA certifies that this action would not concern an environmental risk to health or safety that might disproportionately affect children.

Executive Order 12630 (Taking of Private Property)

The FHWA does not anticipate that this action would affect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

National Environmental Policy Act

The agency has analyzed this action for the purpose of the National Environmental Policy Act of 1969 (42 U.S.C. 4321–4347) and has determined that it would not have any effect on the quality of the environment.

Regulation Identification Number

A regulation identification number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

List of Subjects in 23 CFR Part 655

Design standards, Grant programs—transportation, Highways and roads, Incorporation by reference, Signs, Traffic regulations.

Issued on: August 23, 2011.

Victor M. Mendez,
Administrator.

In consideration of the foregoing, the FHWA proposes to amend title 23, Code of Federal Regulations part 655 as follows:

PART 655—TRAFFIC OPERATIONS

1. The authority citation for part 655 continues to read as follows:

Authority: 23 U.S.C. 101(a), 104, 109(d), 114(a), 217, 315, and 402(a); 23 CFR 1.32; and, 49 CFR 1.48(b).

Subpart F—Traffic Control Devices on Federal-Aid and Other Streets and Highways—[Amended]

2. Revise § 655.601(a), to read as follows:

§ 655.601 Purpose.

* * * * *

(a) Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2009 Edition, with Revision(s) number _____ [revision number to be inserted] incorporated, FHWA, dated _____ [date to be inserted]. This publication is incorporated by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 and is on file at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA call (202) 741–6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. It is available for inspection and copying at the Federal Highway Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590, telephone 202–366–1993, as provided in 49 CFR part 7. The text is also available from the FHWA Office of

Operations Web site at: <http://mutcd.fhwa.dot.gov>.

* * * * *

[FR Doc. 2011–22006 Filed 8–30–11; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

25 CFR Chapter I

No Child Left Behind School Facilities and Construction Negotiated Rulemaking Committee—Notice of Meeting

AGENCY: Bureau of Indian Affairs, Interior.

ACTION: Notice of meeting.

SUMMARY: In accordance with the Federal Advisory Committee Act, the Bureau of Indian Affairs is announcing that the No Child Left Behind School Facilities and Construction Negotiated Rulemaking Committee will hold its seventh and final meeting in Washington, DC. The purpose of the meeting is to finalize the language and appearance of a final report to Congress and the Secretary as required under the No Child Left Behind Act of 2001.

DATES: The Committee's seventh meeting will begin at 8 a.m. on September 19, 2011, and end at 12:30 p.m. on September 22, 2011.

ADDRESSES: The meeting will be held at the Residence Inn Capitol Marriott, 333 E Street, SW., Washington, DC 20024.

FOR FURTHER INFORMATION CONTACT: The Designated Federal Official, Michele F. Singer, Director, Office of Regulatory Affairs and Collaborative Action, Office of the Assistant Secretary—Indian Affairs, 1001 Indian School Road, NW., Suite 312, Albuquerque, NM 87104; telephone (505) 563–3805; fax (505) 563–3811.

SUPPLEMENTARY INFORMATION: The No Child Left Behind School Facilities and Construction Negotiated Rulemaking Committee was established to prepare and submit to the Secretary a catalog of the conditions at Bureau-funded schools, and to prepare reports covering: The school replacement and new construction needs at Bureau-funded school facilities; a formula for the equitable distribution of funds to address those needs; a list of major and minor renovation needs at those facilities; and a formula for equitable distribution of funds to address those needs. The reports are to be submitted to Congress and to the Secretary. The Committee also expects to draft

MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 20, 2011

IV. PRESENTATIONS, STATUS REPORTS, AND DISCUSSION ITEMS

B. PRESENTATION ON SR 483 (CLYDE MORRIS BOULEVARD) POND SITES

Background Information:

Mr. David Cooke, FDOT, will provide an update on the current status of Clyde Morris Boulevard with respect to site locations of drainage ponds.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

**MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 20, 2011**

IV. PRESENTATIONS, STATUS REPORTS, AND DISCUSSION ITEMS

C. PRESENTATION ON TRANSMAP: AN INTERACTIVE TRANSIT PLANNING TOOL

Background Information:

Central Florida is undergoing a transit revolution. While studies have been completed for various transit projects that are exploring implementation strategies, others are being envisioned through several planning initiatives. The SunRail dream is about to become a reality; light rail transit (LRT), bus rapid transit (BRT), and other high capacity premium transit modes are being planned for and are being integrated with local bus modes as part of the regional transit package.

Central Floridians are getting prepared to reap the benefits of a robust multimodal transportation network, the region is experiencing tremendous transit synergy, and the need for inter and intra-agency coordination has never been greater. In this context, the Florida Department of Transportation District Five developed TransMap, an interactive GIS mapping and analysis tool that serves as a one-stop-shop for transit.

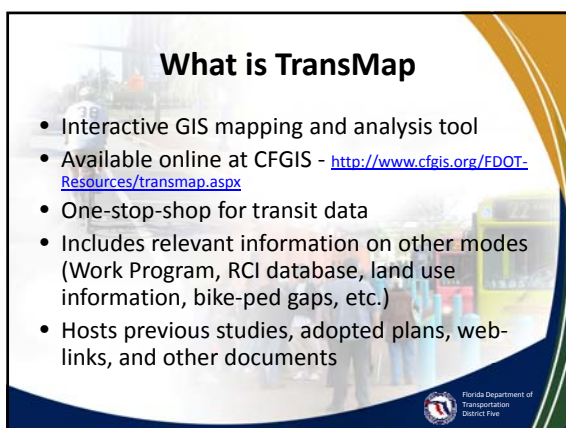
The purpose of the tool is to host and disseminate transit related information and allow mapping and spatial analysis of transit systems to inform decision-making. The ultimate objective is to support development of coordinated planning and implementation strategies with the regional transportation partners to ensure consistency of future plans of various transit agencies within the District.

Mr. John Zielinski from FDOT District 5 will be making the presentation.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE







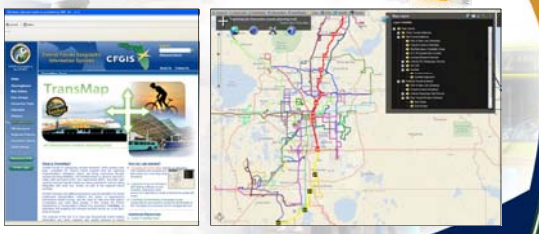

Motivation

- Ability for users to create maps at no cost and access information (previous studies, existing and planned transit routes and stations, etc.)
- Coordinate project development activities
- Multimodal approach to planning and project implementation

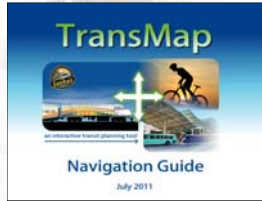



Implementation


- TransMap on CFGIS

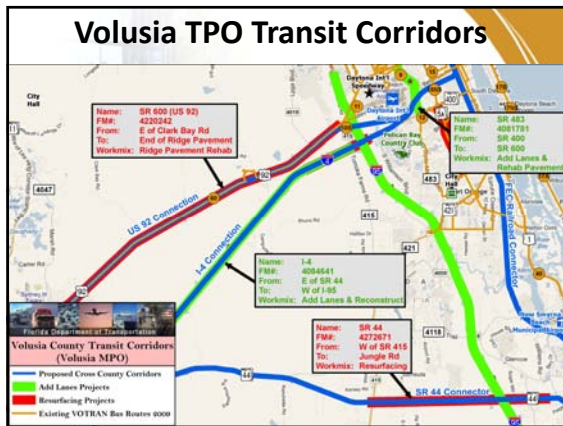
Navigation Guide

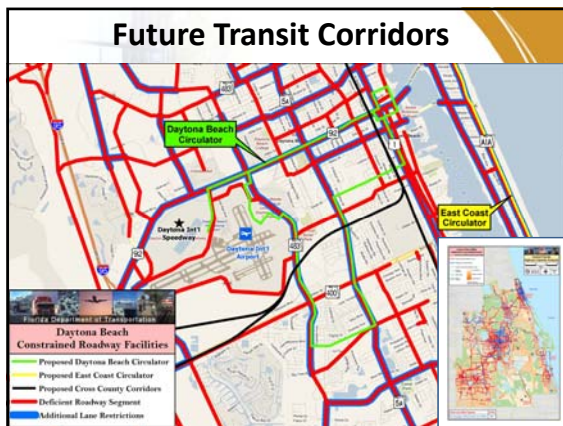
- Available online at - <http://www.cfgis.org/getattachment/1f80e2ef-599c-45d3-b866-8e1fcd1e72ee/TransMap-Functionalities---Navigation-Guide.aspx?disposition=attachment>



Volusia TPO Transit Corridors

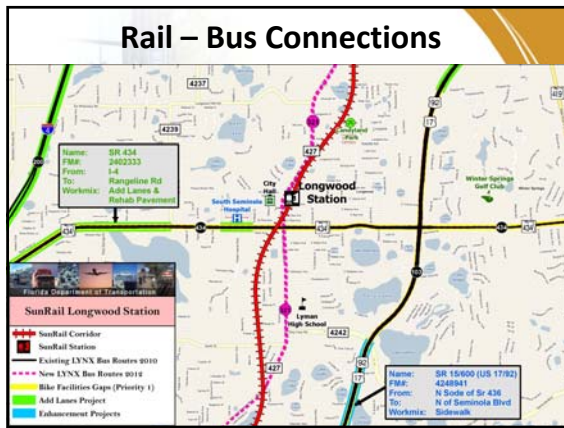


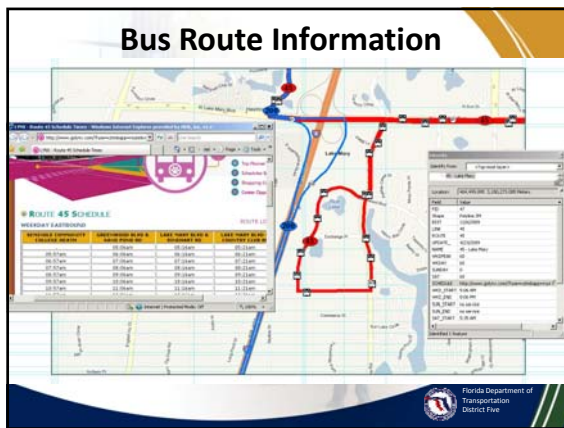
Future Transit Corridors

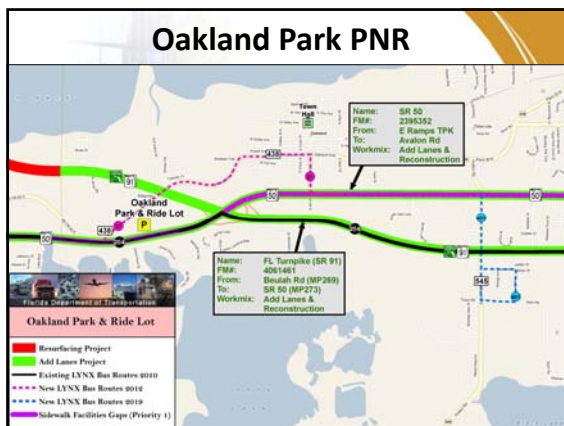


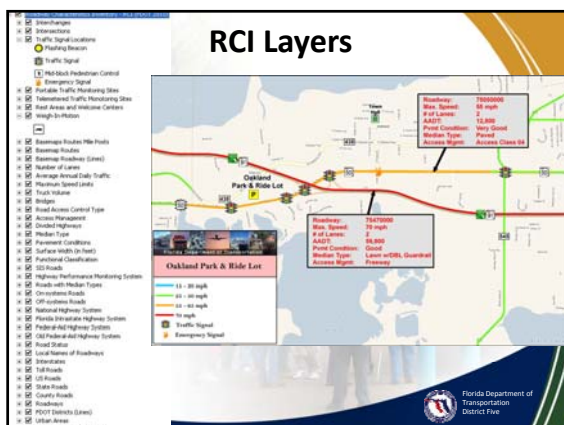
SR 424 Resurfacing

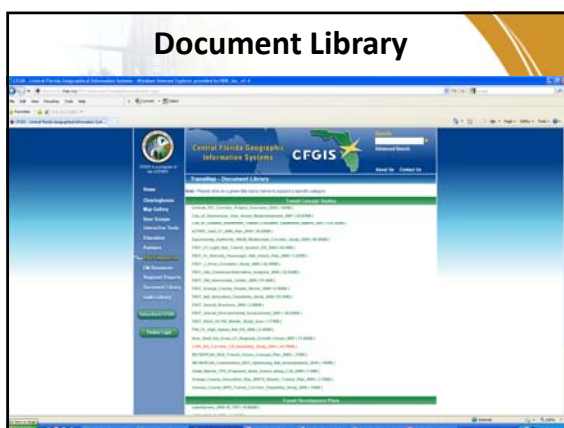


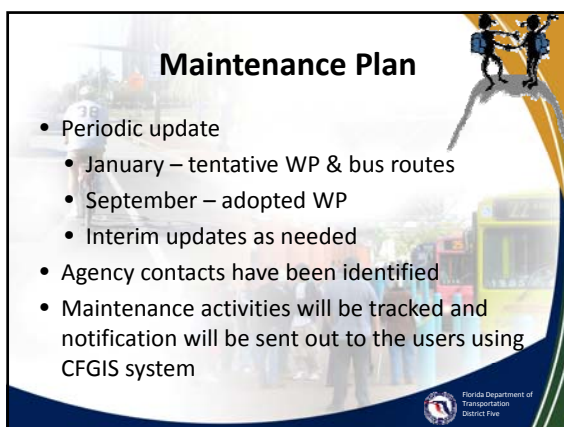












Next Steps

- Integration with –
 - Operations planning (COA)
 - APC, AVL data
 - Google Transit
 - NTD reporting/ FTIS
 - Travel demand model
 - TRANSCIP (grants administration)
 - Transit safety (14-90, 49 CFR Part 659)
 - TDP (14-73)
- The possibilities are endless
- Being evaluated by the Central Office for statewide implementation




Questions/ Suggestions?

<http://www.cfgis.org/FDOT-Resources/transmap.aspx>

John.Zielinski@dot.state.fl.us; 407-482-7868
Santanu.Roy@hdrinc.com; 407-222-9971



MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 20, 2011

IV. PRESENTATIONS, STATUS REPORTS, AND DISCUSSION ITEMS

D. FDOT REPORTS

Background Information:

Mr. Steve Friedel, Florida Department of Transportation (FDOT), will be present to answer questions regarding projects on the FDOT Project Status Report, Construction Report, and the Push-Button Report.

The FDOT Project Status Report, Construction Report and Push-Button Report are included in the agenda packet for your review.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

Volusia County

Recently Completed Projects

1. **Interstate 95** - Install median barrier from Port St. John in Brevard County 3.7 miles into Volusia County (to the bifurcated section)(FM No. 4242941/2). A \$10,676,220 design/build contract was awarded to P & S Paving, Inc. July 23, 2010. Construction was completed in June 2011.

Construction in Progress

1. **SR 40/US 1** - Resurface 1.4 miles of SR 40 from the Granada Bridge to SR A-1-A (FM No. 422030) and US 1 intersection improvements at Mason Avenue and Granada Blvd. (FM No. 2409923/4). P & S Paving, Inc. was awarded the \$2,352,928 contract July 27. Work began February 10.
2. **Nova Road (SR 5A)** - Resurface 2.8 miles from Herbert Street to Beville Road (FM No. 422032). P & S Paving, Inc. was awarded the \$2,483,612 contract December 21. Work began March 16.
3. **US 92** - Resurface 12.6 miles from Kepler Road to the end of concrete pavement (FM No. 4220241/2) and convert flashing beacon to full signal at West Parkway intersection (FM No. 423864). Superior Construction Company Southeast was awarded the \$13,651,579 contract January 19. Work began March 21.

Near Future Construction

1. **SR 5A (Nova Road)** - Convert intersection with US 1 to a standard "T" intersection and construct dual left turn lanes from Nova Road to northbound US 1 in Ormond Beach (FM No. 425665). Bids are to be received in October. The estimated cost is \$300,000.

Other Projects Pending

1. **Interstate 4** - Six-laning the 12.2 miles from SR 44 to I-95 (FM No. 408464). Design/build bids are to be received in October. The estimated cost is \$181 million.
2. **Interstate 95** – Design for widening to six lanes of 27.4 miles from the Brevard Co. line to I-4 is in progress, with right of way to be purchased through FY 10/11 (FM No. 4068694/6). Resurfacing from the Brevard County line 6.7 miles to the north is funded in FY 13/14 at an estimated cost of \$6.5 million (FM No. 428945).
3. **Interstate 95** - Landscaping and irrigation at SR 40 interchange (FM No. 2426952 & 421282). \$350,000 in grants to Ormond Beach are to pay for this city landscaping project.

4. **Interstate 95** - Operational improvements and interchange modifications from south of I-4 to north of US 92 (FM No. 2427152). Design is in progress, with right of way acquisition funded through FY 12/13). This section is to be resurfaced in FY 13/14 at an estimated cost of \$4.7 million (FM No. 428855).
5. **SR 415** – Four-laning 3.3 miles from SR 46 in Seminole County to just Reed Ellis Road (FM No. 4073553). Bids are to be received in FY 11/12. The estimated cost is \$46 million.
6. **SR 415** – Four-laning five miles from Reed Ellis Road to just north of Acorn Lake Road (FM No. 4073554). Bids are to be received in April. The estimated cost is \$23.5 million.
7. **US 92** - Construct a second eastbound left turn lane and extend the westbound left turn lane at Nova Road (FM No. 422683). Bids are to be received in FY 12/13. The estimated cost is \$790,000.
8. **US 17** - Design is in progress for the widening the 6.4 miles from Deleon Springs Boulevard to SR 40 in Barberville (FM No. 410251). Right of way is to be purchased in FY 14/15.
9. **US 17/92** - A \$190 grant to the City of Debary in FY 11/12 will pay for installation of an emergency traffic signal at the Columba Road intersection (FM No. 430216).
10. **US 1** - Median modifications along the 2.1 miles from north of Falcon Avenue to north of Lamont Street (FM No. 426889). Bids are to be received in FY 12/13. The estimated cost is \$730,000.
11. **US 1** - Resurface 1.2 miles from north of Hernandez Avenue to north of Nova Road (FM No. 428689). Bids are to be received in FY 13/14. The estimated cost is \$900,000.
12. **SR 40** - Design for widening to four lanes along the 13.6 miles from US 17 to Cone Road is funded in FY 11/12 & 12/13 (FM No. 240836 & 240837).
13. **SR 40** - Resurface 1/3 miles from Washington Avenue to east of Beach Street (FM No. 4220302). Bids are to be received in FY 12/13. The estimated cost is \$610,000.
14. **SR 40** - Resurface 4.7 miles from Tymber Creek Road to east of Perrott Street (FM No. 424904). Bids are to be received in FY 13/14. The estimated cost is \$5 million.
15. **SR 44** - Resurface 6.9 miles from SR 415 to Jungle Road/Hidden Pines (FM No. 427267). Bids are to be received in FY 12/13. The estimated cost is \$7 million.
16. **US 92** - A \$3 million grant to the City of Daytona Beach is to pay part of the cost of widening to six lanes from the I-4 eastbound ramp to Tomoka Farms Road (FM No. 422627).
17. **ECF Regional Trail** - \$10 million in grants to Volusia County through FY 14/15 will pay for design and construction of this trail project (FM No. 4154341/2).
18. **SR 421** - Resurface 2.1 miles from east of I-95 to Nova Road (FM No. 427279). Bids are to be received in FY 13/14. The estimated cost is \$3.5 million.

19. **SR 421** - Construct eastbound and northbound right turn lanes at Spruce Creek Road intersections (FM No. 430177). A \$1.1 million grant to Port Orange is to pay for this project.
20. **SR 421** - \$132,000 in grants to the city of Port Orange through FY 11/12 will pay part of the cost of design and construction of an eastbound right turn lane at Village Trail (FM No. 427632).
21. **Dirksen Drive Trail** - \$62,000 in grants to the county through FY 10/11 are to pay half the cost of design and construction of this trail from US 17/92 to Gemini Springs Park (FM No. 424058).
22. **Big Tree Road/Magnolia Avenue School Crossing** - A \$375,000 grant to the city of South Daytona in FY 11/12 will pay for construction of a school crossing and intersection improvements (FM No. 427633).
23. **Alabama Avenue Trail** - \$587,000 in grants to the City of DeLand through FY 09/10 will pay for design and construction of a trail from Earl Brown Park to Wisconsin Avenue (FM No. 415554).
24. **CR A-1-A Sidewalk** - An \$862,000 grant to the city of Daytona Beach Shores in FY 10/11 will pay for construction of a sidewalk from Dunlawton Avenue to Marcelle Avenue (FM No. 427635).
25. **Riverside Drive Sidewalk** - \$240,000 in grants to Volusia County through FY 11/12 will pay for design and construction of this sidewalk along the east side of Riverside Drive in Holly Hill (FM No. 425192).
26. **Greynolds Street Sidewalk** - \$82,000 in grants to the City of Deltona through FY 11/12 will pay for design and construction of a sidewalk from Kimberly Dr. to Florida Dr. (FM No. 425820).
27. **Orange Avenue Sidewalk/Trail** - \$61,000 in grants to Daytona Beach through FY 10/11 are to pay half the cost of design and construction of a sidewalk/trail from Tarragona Way to Nova Road (FM No. 424054).
28. **30th Street (Edgewater)** - \$460,000 in grants to the city of Edgewater through FY 11/12 will pay part of the cost of design and construction of a sidewalk from Silver Palm Drive to India Palm Drive (FM No. 427627).
29. **Orange Avenue (CR 4050) Bridge Replacement** - A \$48 million grant in FY 14/15 will pay for a Volusia County project to replace this drawbridge with a high bridge (FM No. 242172).
30. **Turnbull Bay Road Bridge** - \$4.3 million in grants to Volusia County through FY 13/14 are to pay for replacement of the bridge over Turnbull Creek (FM No. 430040).
31. **Mango Tree Drive** - \$487,000 in grants to Volusia County through FY 09/10 will pay for design and construction of a sidewalk along this Edgewater Street (FM No. 422571).

32. **Willow Run Blvd.** - \$100,000 in grants to the city of Port Orange through FY 11/12 is to pay part of the cost of right turn lanes at Clyde Morris Blvd. (FM No. 427621).
33. **Taylor Road** - \$200,000 in grants to the city of Port Orange through FY 10/11 is to pay part of the cost of design and construction of operational improvements at Devon Street (FM No. 424053).
34. **Old Mission Road** - A \$300,000 grant to Volusia County in FY 10/11 will pay for installation of guardrail from West Park Avenue to Josephine/10th Street (FM No. 427636).
35. **Naranja Road Sidewalk** - A \$190,000 grant to the City of Debary in FY 12/13 will pay for construction of a sidewalk from Valencia Road to Highbanks Road (FM No. 428976).
36. **New Smyrna Beach Trail** - \$876,000 in grants to the City of New Smyrna Beach through FY 12/13 will pay part of the cost of design and construction of a trail from Sugar Mill Drive to Turnbull Creek (FM No. 430078).
37. **Ridge Blvd. Bike Path** - A \$575,000 grant to the City of South Daytona in FY 12/13 will pay for construction of a bike path from Pope Avenue to South Palmetto Avenue (FM No. 430028).
38. **South Spruce Creek Road Sidewalk** - \$275,000 in grants to the City of Port Orange through FY 14/15 will pay part of the cost of design and construction of a sidewalk from Central Park Blvd. to Taylor Road (FM No. 430079).

CONSTRUCTION STATUS REPORT

VOLUSIA

Contract #	E5P57	Work Begin	08-26-2010
County	VOLUSIA	Present Amount	\$ 77,805.79
Contractor	P & S PAVING, INC.	Days Used as of Last Approved Estimate	77
Project Manager	CN513PT Phillips, Terry (386)943-5770	Cost Perf. Measure	100.00%
Project Admin.	CN513PT Phillips, Terry (386)943-5770	Time Perf. Measure	125.00%
SM Contract Type	MC Maint Contract	Adj. Est. Completion	10-12-2010

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
425684-1-72-17	Yes	-	-	6060 ROUTINE MAINTENANCE	MISC PROJECTS D/W	-

Contract #	T5382	Work Begin	03-16-2011
County	VOLUSIA	Present Amount	\$ 2,481,841.75
Contractor	P & S PAVING, INC.	Days Used as of Last Approved Estimate	89
Project Manager	CN513GD Grube, Dwight (386)943-5768	Cost Perf. Measure	55.53%
Project Admin.	CN513GD Grube, Dwight (386)943-5768	Time Perf. Measure	44.21%
SM Contract Type	CC Const Contract	Adj. Est. Completion	09-27-2011

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
422032-1-52-01	Yes	SR5A;SR5-SR5	-	0012 RESURFACING	SR 5A FROM HERBERT STREET TO SR400 (BEVILLE RD)	-

Contract #	E5P07	Work Begin	01-03-2011
County	VOLUSIA	Present Amount	\$ 1,179,043.00
Contractor	W.W. ENGINEERING, INC.	Days Used as of Last Approved Estimate	145
Project Manager	CN513AF Fisher, Alan (386)943-5767	Cost Perf. Measure	47.23%
Project Admin.	CN513AF Fisher, Alan (386)943-5767	Time Perf. Measure	106.11%
SM Contract Type	MC Maint Contract	Adj. Est. Completion	06-06-2011

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
427809-1-72-01	Yes	-	-	6060 ROUTINE MAINTENANCE	PIPE DESILT & VIDEO	-

Contract #	E5P36	Work Begin	05-31-2011
County	VOLUSIA	Present Amount	\$ 1,168,811.00
Contractor	INSITUFORM TECHNOLOGIES INC.	Days Used as of Last Approved Estimate	-
Project Manager	CN513AF Fisher, Alan (386)943-5767	Cost Perf. Measure	-
Project Admin.	CN513AF Fisher, Alan (386)943-5767	Time Perf. Measure	18.33%
SM Contract Type	MC Maint Contract	Adj. Est. Completion	-

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
427986-1-72-01	Yes	-	-	6060 ROUTINE MAINTENANCE	DRAINAGE MAINTENANCE AND REPAIR	-

CONSTRUCTION STATUS REPORT

VOLUSIA

Contract #	E5P38	Work Begin	06-06-2011
County	VOLUSIA	Present Amount	\$ 48,793.00
Contractor	GREGORI CONSTRUCTION AND ENGINEERING, INC.	Days Used as of Last Approved Estimate	-
Project Manager	CN513PT Phillips, Terry (386)943-5770	Cost Perf. Measure	-
Project Admin.	CN513PT Phillips, Terry (386)943-5770	Time Perf. Measure	22.22%
SM Contract Type	MC Maint Contract	Adj. Est. Completion	06-26-2011

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
428332-1-72-01	Yes	-	-	6060 ROUTINE MAINTENANCE	CMP AND CONCRETE FLUMES ON I-4	-

Contract #	E5P42-R0	Work Begin	08-26-2010
County	VOLUSIA	Present Amount	\$ 1,115,500.00
Contractor	P & S PAVING, INC.	Days Used as of Last Approved Estimate	292
Project Manager	MT591JR Read, James	Cost Perf. Measure	27.78%
Project Admin.	MT591JR Read, James	Time Perf. Measure	27.12%
SM Contract Type	MC Maint Contract	Adj. Est. Completion	08-25-2013

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
425455-2-72-01	Yes	-	-	6060 ROUTINE MAINTENANCE	SIDEWALK/CONCRETE RE PAIRS, PERFORMANCE VARIOUS LOCATIONS	-

Contract #	E5P32	Work Begin	09-13-2010
County	VOLUSIA	Present Amount	\$ 299,999.00
Contractor	ARAZOZA BROTHERS CORPORATION	Days Used as of Last Approved Estimate	139
Project Manager	MT591JR Read, James	Cost Perf. Measure	100.00%
Project Admin.	MT591JR Read, James	Time Perf. Measure	141.00%
SM Contract Type	MC Maint Contract	Adj. Est. Completion	12-30-2010

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
425636-2-72-01	Yes	-	-	6060 ROUTINE MAINTENANCE	GROUND COVER REHAB I4 VOLUSIA COUNTY	-

Contract #	T5377	Work Begin	05-02-2011
County	VOLUSIA	Present Amount	\$ 1,864,567.57
Contractor	M & J CONSTRUCTION COMPANY OF PINELLAS COUNTY, INC.	Days Used as of Last Approved Estimate	42
Project Manager	CN513GT Grimm, Tim (386)943-5769	Cost Perf. Measure	39.58%
Project Admin.	CN513GT Grimm, Tim (386)943-5769	Time Perf. Measure	24.44%
SM Contract Type	CC Const Contract	Adj. Est. Completion	11-02-2011

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
423855-1-52-01	Yes	SR430;N.BEACH TO A1A	-	0024 BRIDGE-REPAIR/REHABILITATION	SR 430/SR 600 BRIDGE REPAIR ON 790187, 790188, 790174, 790175	-

CONSTRUCTION STATUS REPORT

VOLUSIA

Contract #	T5362	Work Begin	02-10-2011
County	VOLUSIA	Present Amount	\$ 2,349,927.99
Contractor	P & S PAVING, INC.	Days Used as of Last Approved Estimate	123
Project Manager	CN513NC Nolen, Chris 386(943-7565)	Cost Perf. Measure	50.98%
Project Admin.	CN513NC Nolen, Chris 386(943-7565)	Time Perf. Measure	56.00%
SM Contract Type	CC Const Contract	Adj. Est. Completion	09-18-2011

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
240992-3-52-01	No	SR5,SR600-FLAG CL	4857041P	0233 INTERSECTION IMPROVEMENT	SR 5 (US 1) AT SR 430 (MASON AVE)	STATE ADMINISTERED
240992-4-52-01	Yes	-	4857041P	0233 INTERSECTION IMPROVEMENT	SR 5 (US 1) AT SR 40 (GRANADA BLVD)	STATE ADMINISTERED
422030-1-52-01	No	SR40;SR5-SRA-1-A	-	0012 RESURFACING	SR 40 FROM WEST END OF GRANADA BRIDGE TO SR A1A	-

Contract #	E5P65	Work Begin	02-28-2011
County	VOLUSIA	Present Amount	\$ 37,619.52
Contractor	ATLANTIC CIVIL CONSTRUCTORS CORPORATION	Days Used as of Last Approved Estimate	44
Project Manager	MT591JR Read, James	Cost Perf. Measure	100.00%
Project Admin.	MT591JR Read, James	Time Perf. Measure	24.44%
SM Contract Type	MC Maint Contract	Adj. Est. Completion	08-27-2011

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
427816-1-72-01	Yes	-	-	6060 ROUTINE MAINTENANCE	DREDGE RETENTION PON DS	-

Contract #	E5N68	Work Begin	06-03-2011
County	VOLUSIA	Present Amount	\$ 154,058.84
Contractor	TRANSCORE ITS, LLC.	Days Used as of Last Approved Estimate	0
Project Manager	CN513GD Grube, Dwight (386)943-5768	Cost Perf. Measure	-
Project Admin.	CN513GD Grube, Dwight (386)943-5768	Time Perf. Measure	0.00%
SM Contract Type	CC Const Contract	Adj. Est. Completion	06-22-2011

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
421629-1-52-01	Yes	SR 44	-	0716 TRAFFIC SIGNALS	SR 44 AT GLENCOE ROAD INTERSECTION	-

Contract #	T5351	Work Begin	03-21-2011
County	VOLUSIA	Present Amount	\$ 13,509,498.65
Contractor	SUPERIOR CONSTRUCTION COMPANY SOUTHEAST, LLC	Days Used as of Last Approved Estimate	84
Project Manager	CN513PT Phillips, Terry (386)943-5770	Cost Perf. Measure	9.63%
Project Admin.	CN513PT Phillips, Terry (386)943-5770	Time Perf. Measure	12.35%
SM Contract Type	CC Const Contract	Adj. Est. Completion	02-05-2013

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
422024-1-52-01	No	SR 600 FROM SR15 TO SR 5	4224061C	0227 RIGID PAVEMENT REHABILITATION	SR 600 US 92 FROM KEPLER RD TO 0.514 MI EAST OF CLARK BAY RD	FULL OVERSIGHT (NON-NHS)
422024-2-52-01	Yes	SR 600 FROM SR15 TO SR 5	4224060C	0227 RIGID PAVEMENT REHABILITATION	SR 600 US 92 FROM E OF CLARK BAY RD TO END RIGID PAVEMENT	FULL OVERSIGHT (NON-NHS)
423864-1-52-01	No	SR 600 FROM SR15 TO SR 5	4011060P	0716 TRAFFIC SIGNALS	SR 600 (US 92) AT WEST PARKWAY	STATE ADMINISTERED

CONSTRUCTION STATUS REPORT

VOLUSIA

Contract #	E5N98	Work Begin	04-04-2011
County	VOLUSIA	Present Amount	\$ 817,450.00
Contractor	TRAFFIC CONTROL DEVICES, INC.	Days Used as of Last Approved Estimate	1
Project Manager	CN513NC Nolen, Chris 386(943-7565)	Cost Perf. Measure	4.78%
Project Admin.	CN513NC Nolen, Chris 386(943-7565)	Time Perf. Measure	0.25%
SM Contract Type	CDBL Const Design Build - Low Bid	Adj. Est. Completion	05-08-2012

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
428926-1-52-01	Yes	SR430;A1A TO N BEACH	-	0714 TRAFFIC SIGNAL UPDATE	SR 430 & SR 40 MAST ARM REPLACEMENTS MULTIPLE LOCATIONS	-

**PUSHBUTTON PROJECT LIST
VOLUSIA COUNTY
September 2011**

SECTION	MP	PROJECT DESCRIPTION	PROJECT TYPE	STATUS	WORK ORDER DATE	EST. CONST. COMPLETE
79030	10.758	US 1, Benton St. To Broadway Avenue	Median Nose Modification	Design Complete	NA	NA
79060	1.405	US 92, Jacobs Rd	Modify Pedestrian Features	In Design	NA	NA
79080	9.589	A1A, Tom Renick Park/Oceanshore Dr	Pedestrian Improvements	Design Complete	NA	NA
79100	26.206	SR 40, Interchange Blvd	Modify full median opening to a WB directional opening	In Design	NA	NA
79060	9.117	US 92, FDOA Division of Forestry driveway	Close full median 985' w of driveway. Construct full median opening and EB left turn lane at the driveway entrance	In Design	NA	NA
79070	30.504	SR 44, Peninsula Ave	Extend Left Turn Lane	In Design	NA	NA
79080	5.922	A1A, Silver Beach	Mast Arm Replacement	Design Complete	NA	NA

MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 20, 2011

IV. PRESENTATIONS, STATUS REPORTS, AND DISCUSSION ITEMS

E. VOLUSIA COUNTY CONSTRUCTION REPORT

Background Information:

Mr. Jon Cheney, Volusia County Traffic Engineering, will present an update on the county projects that are either under construction or close to being ready for construction.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 20, 2011

V. STAFF COMMENTS

VI. CAC/TCC MEMBER COMMENTS

VII. INFORMATION ITEMS

- Update on the Use of XU Funds for Non-Specific Bicycle & Pedestrian Projects
- Update on the SR 40 Multi-Use Path Issue
- SunRail Update
- Executive Summary of the 2035 Long Range Transportation Plan (LRTP) and Website

VIII. PRESS/CITIZEN COMMENTS

IX. ADJOURNMENT

****The next meetings of the CAC & TCC will be on October 18, 2011****
