



MEETING NOTICE & AGENDA

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

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

AGENDA

- I. **CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE**
- II. **BUSINESS ITEMS**
 - A. **Review the Draft 2013 Application for Project Prioritization: XU Traffic Operations/ITS/Safety Projects and Associated Ranking Criteria** *(contact Bob Keeth) (enclosures)*
 - B. **Discuss the Selection and Prioritization of Projects for funding with Transportation Alternatives Funds** [formerly Transportation Enhancement Funds] *(contact Bob Keeth) (enclosures)*
- III. **PUBLIC COMMENT/PARTICIPATION** *(length of time at the discretion of the chairman)*
- IV. **VTPO STAFF COMMENTS**
- V. **TIP SUBCOMMITTEE MEMBER COMMENTS**
- VI. **ADJOURNMENT**

TIP Subcommittee Members:

Bill McCord, Chairman	Clay Ervin, Vice Chairman	Bobby Ball
A.J. Devies	Melissa Winsett	Heather Blanck
Mike Chuyen	Judy Craig	Rick Belhumeur
Gillis Blais		Tom Harowski

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

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

**MEETING SUMMARY
(TIP SUBCOMMITTEE)
OCTOBER 8, 2012**

II. BUSINESS ITEMS

A. REVIEW THE DRAFT 2013 APPLICATION FOR PROJECT PRIORITIZATION: XU TRAFFIC OPERATIONS/ITS/SAFETY PROJECTS

Background Information:

Each year as the VTPO completes another cycle of the project prioritization process, staff asks the TIP Subcommittee to evaluate the process and scoring criteria and, if appropriate, to recommend improvements for the next cycle. The TIP Subcommittee began this discussion at their September 17, 2012 meeting. That discussion will continue at this meeting.

Included is a draft application for XU Traffic Operations/ITS/Safety Projects which staff believes reflects the general consensus reached by Subcommittee members during the previous meeting. Proposed additions are indicated by underlined text; proposed deletions are indicated by ~~strike-through text~~.

Recommendations of the TIP Subcommittee will be forwarded through the TCC and CAC to the VTPO Board for final action.

Attachments:

Draft 2013 Application for Project Prioritization: XU Traffic Operations/ITS/Safety Projects

ACTION REQUESTED:

RECOMMEND APPROVAL OF THE DRAFT 2013 APPLICATION FOR PROJECT PRIORITIZATION: XU TRAFFIC OPERATIONS/ITS/SAFETY PROJECTS AS PRESENTED OR WITH MODIFICATIONS.



2012-2013 Application for Project Prioritization

XU Traffic Operations/ITS/Safety Projects

January ~~2012~~2013

General Instructions:

For the ~~2012-2013~~ Call for Projects, the VTPO is accepting applications for Feasibility Studies and Project Implementation.

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

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

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

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

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

Incomplete applications will not be accepted.

Project Qualification:

Except for certain improvements identified in 23 U.S.C. §133¹, only projects located on Federal-Aid Roads (roads on the National Highway System (NHS) or functionally classified as Urban Collector / Rural Major Collector, or higher) may be funded with Federal XU.

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

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

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

General Instructions

XU Traffic Operations/ITS/Safety Project Application

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

Local Match Requirement:

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

Electronic and "Hard Copy" Submittal Requirement:

1. Applications and supporting documentation shall be submitted as digital media in Portable Document Format (PDF), compatible with MS Windows and Adobe Acrobat Version 9.39.5 or earlier.
2. Electronic documents may be submitted through our FTP site, as an attachment to email, on a CD, DVD or USB flash drive.
3. The application and all supporting documentation shall be included in one electronic PDF file.
4. All document pages shall be oriented so that the top of the page is always at the top of the computer monitor.
5. Page size shall be either 8-1/2" by 11" (letter) or 11" by 17" (tabloid).
6. PDF documents produced by scanning paper documents are inherently inferior to those produced directly from an electronic source. Documents which are only available in paper format should be scanned at a resolution which ensures the pages are legible on both a computer screen and a printed page. We recommend scanning at 300 dpi to balance legibility and file size.
7. If you are unable to produce an electronic document as prescribed here, please call us to discuss other options.
8. In addition to the digital submittal, we require one (1) complete paper copy of the application and all supporting documents. This must be identical to the digital submittal.

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



2012-2013 Application for Project Prioritization

XU Traffic Operations/ITS/Safety Projects

Project Title: _____

Applicant (project sponsor): _____

Contact Person: _____ **Job Title:** _____

Address: _____

Phone: _____ **FAX:** _____

E-mail: _____

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

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

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

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

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

Project Description: _____

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

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

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

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

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

Commentary: _____

Project Purpose and Need Statement:

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

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

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

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

Commentary: _____

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

Criteria #1 – Location (5 points max.)

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

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

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

Commentary: _____

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

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

Check the appropriate boxes to indicate which phases of work have already been completed or will not be required. For each phase that will not be required, explain why in the space provided for commentary. Include with

this application a copy of any relevant studies, warrants, designs, and/or permits. If this is an application for Project Implementation, you must attach a copy of the project scope and cost estimate.

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

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

Commentary: _____

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

This criterion looks at the extent of traffic operational benefits that will be derived from a proposed project. The number of points allocated will reflect the degree of benefit that is expected.

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

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

² Attach Traffic Signal Timing Study.
³ Attach Warrant Study to application; otherwise VTPO staff will assume that a Warrant Study justifying the improvement has not been completed.
⁴ Access management and ITS improvements include, but are not limited to, addition of non-traversable median greater than 50% project length, addition of curb/gutter at intersection or greater than 50% project length, closure of minor intersections or crossovers, reduction

of the number of access points (driveways or driveway widths), elimination of existing at-grade RR crossing, elimination of existing on-street parking, provision of traffic signal preemption for emergency vehicles, connection of three or more traffic signals, and new connection of traffic signal system to computerized signal control.

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

Commentary: _____

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

This criterion looks at the extent-degree of safety benefits that will be derived from a proposed project. The distinction between the categories of benefits will be coordinated with the Community Traffic Safety Teams (CTST). The number of points allocated will reflect the degree of benefit that is expected.

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

Safety Benefits ⁶		Points
On Florida DOT's High Crash List?	Select all that apply	0-4
Intersection Crash Rate ≥ 2 per million entering vehicles ⁷		0-4
Corridor Crash Rate ≥ 2 per vehicle million miles ⁷		0-4
Street lights needed (Nighttime to Daytime Crash Rate ≥ 2 ⁷)		0-4
Provides pedestrian safety features (e.g., RR crossing or intersection crossing)		0-4
Subtotal		0-20

⁶ If an application scores very high in this criterion, the VTPO may submit application to either the East or West Volusia Community Traffic Safety Team (CTST) for Safety Fund consideration.

⁷ Applicant must use crash rate calculation methodology provided by VTPO.

Safety Benefits ⁶		Points
<u>The specific project location is on FDOT's High Crash List or has otherwise been identified as having an overrepresentation of severe crashes? (Provide supporting documentation (e.g., intersection crashes per million entering vehicles⁷, corridor crashes per million vehicle miles⁷, Community Traffic Safety Team report, etc.)</u>	Select all that apply	0-5
<u>The "problem" described on page 1 of this application is a safety issue that falls within one or more of the eight Emphasis Areas identified in the [forthcoming] 2012 Florida Strategic Highway Safety Plan (i.e., distracted driving, vulnerable road users, intersection crashes, lane departure crashes, aging road users and teen drivers, impaired driving, and traffic records) or does contribute to the ability of fire and rescue, emergency medical technicians and paramedics, or law enforcement to effectively respond to a traffic incident.</u>		0-5
<u>The proposed project represents a strategy that is professionally recognized as being effective in reducing the frequency and/or severity of traffic accidents.</u>		0-10
Subtotal		0-20

Commentary: _____

Criteria #5 – Support of Comprehensive Planning Goals and Economic Development Vitality (10 points max.)

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

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

Commentary: _____

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

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

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

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

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

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

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

Commentary: _____

**MEETING SUMMARY
(TIP SUBCOMMITTEE)
OCTOBER 8, 2012**

II. BUSINESS ITEMS

B. DISCUSS THE SELECTION AND PRIORITIZATION OF PROJECTS FOR FUNDING WITH TRANSPORTATION ALTERNATIVES FUNDS [formerly Transportation Enhancement Funds]

Background Information:

This will be a continuation of the discussion that began at the September 17, 2012 meeting. Key to the discussion is the fact that MAP-21 has replaced the Transportation Enhancements (TE) Program with the Transportation Alternatives (TA) program. This new program encompasses most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU. It also generally expands eligibility from strictly *enhancing* the transportation system to include planning, construction and design related to *compliance* with existing federal regulations. Project elements or mitigation that normally would be required in a regular highway project, including compliance with ADA requirements, could not be funded with TE funds, but are not eligible for TA funding.

Another new provision is the allocation of a share of the TA funds directly to Transportation Management Areas (MPOs with at least 200,000 population) for projects to be carried out through a competitive selection process.

At this meeting, discussion will include:

- the application process
- eligibility requirements
- State allocation of funds

Attachments:

Volusia TPO List of Prioritized Transportation Enhancement/Alternatives Projects

National Transportation Enhancements Clearinghouse Memorandum Regarding MAP-21 and Its Effects on Transportation Enhancements – July 13, 2012

ACTION REQUESTED:

AS DIRECTED BY THE SUBCOMMITTEE.

Volusia TPO List of Prioritized Transportation Enhancement/Alternatives Projects

ADOPTED - August 28, 2012

Priority Ranking	FDOT FM#	Project Name	Project Limits	Project Type	Project Sponsor	Completed Phases	Programmed Phases	Estimated Total Project Cost	Year Submitted	Total Project Score	Comments
1		East Central Florida Regional Rail Trail (ECFRRT)		Multi-Use Trail	Volusia County	-	-		2006		CST is not fully funded.
	4154343	ECFRRT - Sec 3	SR 415 to Brevard Cnty			PD&E/ENV	CST (FY 2014/15)				
	4154344	ECFRRT - Sec 4	Maytown Rd to Park Av			-	-				
	4154345	ECFRRT - SR 415 overpass				-	CST (FY 2011/12)	\$2,160,000			
	4154346	ECFRRT - SR 442 overpass				-	CST (FY 2011/12)	\$2,350,000			To be undertaken as a design/build project including overpass and as much of trail extending north and south as budget will allow
2		Spring to Spring Trail – Ph 3a	Highbanks Rd to Gemini Springs	Multi-Use Trail	Volusia County	-	-		2002		
3		CR 3/Ponce de Leon Blvd	SR 40 (at Pioneer Settlement) to US 17	Bike/Ped. Facility	Volusia County	-	-	\$2,300,000 ¹	2002		
4		Freemont Av Sidewalks	Niles St to US 1	Ped. Facility	Daytona Beach	-	-		2005		
5		North St Sidewalks	Clyde Morris Blvd to Nova Rd	Ped. Facility	Daytona Beach	-	-		2005		
6		Harley Strickland Blvd Sidewalks	Enterprise Rd to Veterans Mem. Pkwy.	Ped. Facility	Orange City	-	-		2005		
7	4302351	Deltona Lakes Elem. School Sidewalks	Deltona Lakes Elem. School Area	Ped. Facility	Deltona	-	PE (FY 2011/12)		2009	70	Acadian Dr Sidewalk - \$16,500 - XU for PE.
8		Spring to Spring Trail Segments 5 & 6	Lake Beresford Park to Minnesota Av	Multi-Use Trail	Volusia County	-	-		2010	85	
9		Dunlawton Av Environmental Mitigation & Drainage Improvement	Spruce Creek Rd to W. of FEC RR	Drainage improvements	Port Orange	-	-		2010	81	Drainage improvements to mitigate stormwater pollution & road hazards
10		Spring to Spring Trail – Ph 7b	Lemon St to King St	Multi-Use Trail	Volusia County	-	-		2006	56	
11		Palmetto Av Sidewalks	Fremont Av to Beville Rd	Ped. Facility	Daytona Beach	-	-		2006	45	
12		Boardwalk at Riverwalk	N. City Limit to Dunlawton Av	Ped. Facility	Port Orange	-	-		2006	40	
13		Taragona Way Sidewalks	Australia St to Museum St	Ped. Facility	Daytona Beach	-	-		2006	35	
14		Daytona Beach Boardwalk	Ora St to Main St	Ped. facility	Daytona Beach	-	-		2006	30	
15		Historic Rio Vista Arch (Holly Hill)	Calle Grande St (1 block W. of US 1)	Historic rehabilitation	Volusia County	-	-	\$688,845	2008		
16		Rich Av Bicycle Trail Signage	Spring Garden Rd to Hill Av	Bike Signs	DeLand	-	-		2009		

Priority Ranking	FDOT FM#	Project Name	Project Limits	Project Type	Project Sponsor	Completed Phases	Programmed Phases	Estimated Total Project Cost	Year Submitted	Total Project Score	Comments
17		New Smyrna Beach Gateways	SR 44 @ 10 th St	Hardscaping/landscaping	New Smyrna Beach	-	-		2009		Project application also included gateway improvements on SR 44 at I-95 and at Canal St which have been completed
18		Flagler Beach Multi-Modal Hub	S. Flagler Av; transit circulator to serve downtown business district between SR A1A, Flagler Av, 9th St South and 9th St North	Parking/transit stop/transit circulator system/bicycle rentals	Flagler Beach	-	-	\$481,000	2012	81 ²	
19		SR A1A National Scenic & Historic Coastal Byway Beautification - Phase I	North 10th St to South 10th St	Hardscaping/landscaping	Flagler Beach	-	-		2011	75 ²	
20		US Highway 92 (W International Speedway Blvd) Streetscape Phase II	SR 5A (Nova Rd) to Lincoln St and FEC RR to SR 5 (US 1)	Hardscaping/landscaping	Daytona Beach	-	-		2011	59 ²	
21		SR 400 (Beville Rd) Beautification	I-95 to SR 5 (US 1)	Hardscaping/landscaping	Daytona Beach	-	-		2011	48 ²	

Projects ranked 1 through 8 that are not funded through the construction phase will be ranked in their current spot or moved to the next available higher spot until they are completed and move out of the Work Program.

¹ Project estimate from 2002.

² Project scored using different criteria than project applications submitted prior to 2011.



Memorandum

National Transportation Enhancements Clearinghouse

Date: July 13, 2012

Subject: MAP-21 and Its Effects on Transportation Enhancements

The recently enacted Moving Ahead for Progress in the 21st Century (MAP-21) includes a number of substantial changes to the transportation enhancement (TE) activities defined in Title 23. The activities are now termed "transportation alternatives," (TAs) and will henceforth be referred to in this memo as such.

Transportation Alternative Definitions in MAP-21

Under SAFETEA-LU, there were twelve eligible enhancement activities. Under MAP-21 there are nine eligible TAs. The overall theme of the revisions is to expand the eligibilities from strictly *enhancing* the transportation system to include planning, construction, and design related to *compliance* with existing federal regulations. Previously, the Federal Highway Administration (FHWA) Guidance on Transportation Enhancement Activities prohibited the use of TE funds for "project elements or mitigation that normally would be required in a regular highway project."¹ This included project elements and costs associated with meeting the requirements of laws such as the Americans with Disabilities Act (ADA) of 1990, the National Environmental Protection Act (NEPA) of 1969, the National Historic Preservation Act of 1966, and the Department of Transportation Act of 1966. New regulatory guidance from FHWA will be required to clarify exactly how changes in the legal definitions will impact eligibility.

Four previously eligible activities are not included in MAP-21: pedestrian and bicycle safety and educational programs; acquisition of scenic or historic easements and sites; scenic or historic highway programs including tourist and welcome centers; and establishment of transportation museums.

MAP-21 Transportation Alternatives	Notes
1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.	In the past 20 years, a majority of TE funds have been used for just one of the historic twelve TE activities: construction of facilities for bicyclists and pedestrians. This activity remains eligible under MAP-21. However, the definition is expanded to include transportation projects to achieve ADA compliance.

¹ http://www.fhwa.dot.gov/environment/transportation_enhancements/guidance/principles_pt1.cfm#general



Memorandum

National Transportation Enhancements Clearinghouse

<p>2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.</p>	<p>A new activity, providing "safe routes for non-drivers," is established by MAP-21.</p>
<p>3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.</p>	<p>Under SAFETEA-LU, rail-trails were described as "preservation of abandoned rail corridors, including the conversion and use thereof for pedestrian and bicycle trails." In MAP-21, the wording is only "conversion and use."</p>
<p>4. Construction of turnouts, overlooks, and viewing areas.</p>	<p>Under SAFETEA-LU, all scenic and historic highway programs were eligible. Under MAP-21 this is restricted to the construction of turnouts and overlooks.</p>
<p>5. Inventory, control, or removal of outdoor advertising.</p>	<p>The definition of the outdoor advertising management activity is unchanged from SAFETEA-LU.</p>
<p>6. Historic preservation and rehabilitation of historic transportation facilities.</p>	<p>Historic preservation is combined with rehabilitation of historic transportation facilities. The <u>operation</u> of historic transportation facilities such as lighthouses and the Erie Canal is no longer included.</p>
<p>7. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.</p>	<p>"Landscaping or other scenic beautification" is recast under MAP-21 as "vegetation management practices in transportation rights-of-way." This narrows the geographic scope of landscaping as compared to SAFETEA-LU. In addition, <u>beautification</u> is no longer part of the definition – the goals are roadway safety, invasive species management, and erosion control.</p>
<p>8. Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.</p>	<p>The definition is restricted to only those archaeological activities relating to impacts from implementation of a transportation project. Previously only archaeological activities related to surface transportation but <u>not</u> required as part of a Federal-aid highway project were eligible. This is an example of the shift from enhancement to compliance.</p>
<p>9. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.</p>	<p>The environmental mitigation activity is changed from pollution due to stormwater runoff and reducing vehicle-caused wildlife mortality to cover <u>any</u> environmental mitigation activity. Guidance will be needed to determine the implications of this word choice.</p>



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Reservation of Funds

Prior to MAP-21, states were required to set-aside 10% of their STP funds for TE activities. However, under the new designation of TA, a reservation of funds for TA will be determined by a formula based off a changing variable known as the “National Amount”:²

$$StateTA = NationalAmt \times \left(\frac{StateFY09}{TotalFY09} \right)$$

- StateTA = On October 1st of fiscal years 2013 and 2014, the amount proportionally reserved for State TA projects from the funds apportioned to the state for STP on October 1st of fiscal years 2013 and 2014
-
- NationalAmt = amount for each fiscal year that is equal to 2.0% of the amounts authorized to be appropriated for such fiscal year from the Highway Trust Fund (other than the Mass Transit account) to carry out chapters 1, 2, 5, and 6 of Title 23.
-
- StateFY09 = the amount apportioned to the State for the transportation enhancements program for fiscal year 2009
-
- TotalFY09 = the total amount of funds apportioned to all States for that fiscal year for the transportation enhancements program for fiscal year 2009

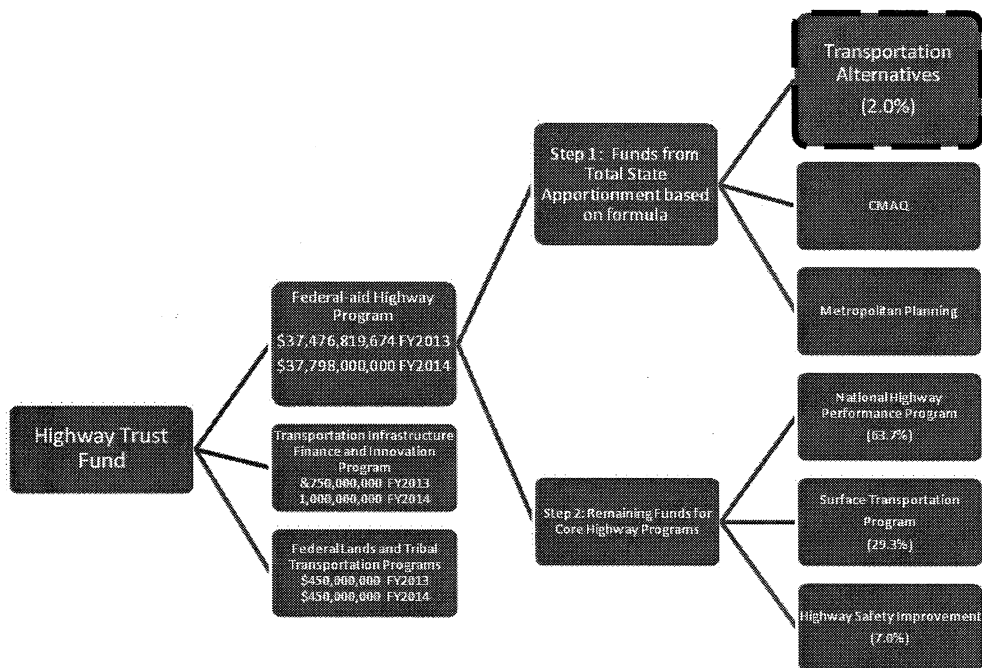


Figure 1: Flowchart of Apportionment from Highway Trust Fund to TA program

² MAP-21 § 1122; 23 U.S.C. 213(a)



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Federal Share

Section 1508 of MAP-21 addresses the Federal share payable, amending 23 U.S.C. 120. In general, 23 U.S.C. 120 applies to the entire Federal-aid highway program, "except where there is specific statutory language for a specific program."³ The TA program falls under the general provisions for federal share payable for non-interstate system projects at 80%, with the remaining 20% being local match funding.⁴ Although there is no longer specific language particularly for the TA program, the ratio of 80:20 of federal to non-federal share remains unchanged from the former program under SAFETEA-LU.

Suballocation

Of the funds apportioned to a state's Transportation Alternatives program --- which includes the TA projects defined above, the recreation trails program, and the safe routes to school program --- 50% is suballocated to areas based on population, while the other 50% may be obligated to any area of the state. The divisions for the population based suballocation are:⁵

1. in urbanized areas of the State with an urbanized area population of over 200,000;
2. in areas of the State other than urban areas with a population greater than 5,000; and
3. in other areas of the State

A Metropolitan Planning Organization (MPO) with an urban population over 200,000 has authority to select and award funding from its suballocation to projects carried out within its urbanized bounds through a competitive selection process.

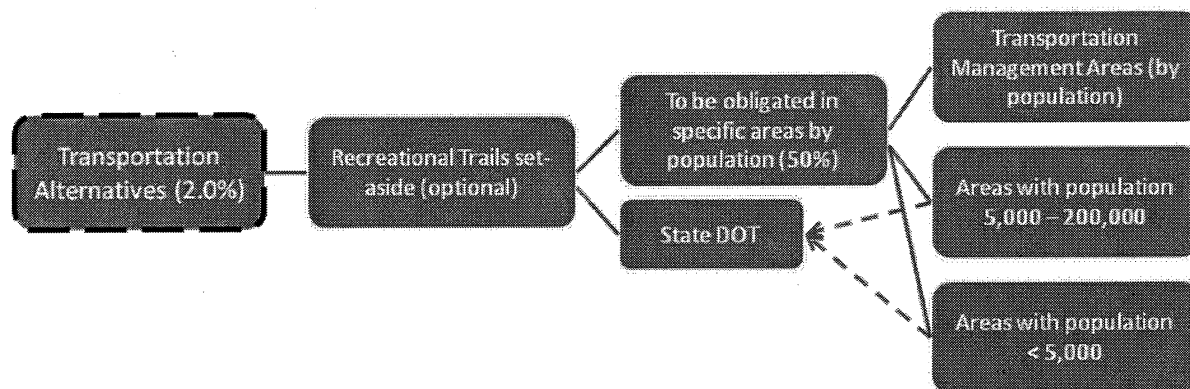


Figure 2: Suballocation from TA funding reservation (TA definitions, Safe Routes to School, and Rec Trails all eligible)

³ http://www.fhwa.dot.gov/environment/recreational_trails/guidance/financial_management/fedshare.cfm

⁴ MAP-21 § 1508(b); 23 U.S.C. 120

⁵ MAP-21 §1122; 23 U.S.C 213(c)(1)(A)



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Project Selection/Access to Funds

Both State DOTs and TMAs are required to develop a competitive process to allow eligible entities to submit projects for funding. The eligible entities are:

- local governments
- regional transportation authorities
- transit agencies
- natural resource or public land agencies
- school districts, local education agencies, or schools
- tribal governments
- any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible

Guidance will be required to determine if this competitive process must apply to all or some portion of the reserved funds, and to clarify what qualifies as a competitive process. State DOTs are not eligible entities.

Transferability

Section 1509 no longer exempts TE from the general 50% transferability clause. Therefore, State DOTs may transfer the 50% of the TA reserved funding that is available for obligation anywhere in the state. These funds may be transferred to other Federal-aid highway programs, including the national highway performance program, the surface transportation program, the highway safety improvement program, and the congestion mitigation and air quality improvement program.

If relevant TMAs and the State jointly apply for permission, the population-based suballocation to TMA funds may be obligated to "other factors".⁶ Of the 50% of funding retained by the State, if greater than 100% of the annual reserved funds for that year remain unobligated on August 1st of the second fiscal year, these funds may be used by the State for the CMAQ program. A State may also opt out of the recreational trails component of the overall TA program prior to receiving funding for each fiscal year before state apportionments are made.

NEPA and MAP-21 Categorical Exclusion of Transportation Alternatives

In Title 23, categorical exclusions (CEs) are actions which meet the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions, do not involve significant environmental impacts. They are actions which: do not induce significant impacts to planned growth or land use for the

⁶ MAP-21 §1122; 23 U.S.C. 213(c)(3)(B)



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area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.⁷ If categorically excluded, the project then does not have to be processed using an environment impact statement, and project delivery is expedited.

The FHWA Guidance on Transportation Enhancement Activities, stated that, "Except in unusual circumstances, a TE project may be processed as a categorical exclusion (CE) under the National Environmental Policy Act," and several state Departments of Transportation entered into programmatic agreements with the FHWA to officially add TE projects as categorical exclusions. MAP-21 addresses categorical exclusion for projects of "limited federal assistance" in Section 1317 paragraph (1), defining them as any project:

- “(A) that receives less than \$5,000,000 of Federal funds;
- or
- (B) with a total estimated cost of not more than \$30,000,000 and Federal funds comprising less than 15 percent of the total estimated project cost”

From the May 2012 TE Spending Report, the average federal project award for TE projects was only \$384,277 nationwide. This varied from as low as \$115,020 in Montana to \$1,417,480 in Hawaii. With no change to the federal reimbursement and local-match practices used prior to the enactment of MAP-21 (and a general decrease in the available funds for TA projects specifically), the newly defined Transportation Alternative projects will mostly fall under the categorical exclusion provided in MAP-21 §1317, as the federal funding for these projects' TE counterparts rarely approached the \$5,000,000 ceiling set by the MAP-21 definition.

⁷ 23 C.F.R. § 117.771(a)