



MEETING AGENDA

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

DATE: Tuesday, October 15, 2013
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 32114

Mr. Gilles Blais, CAC Chairman

Mr. Clay Ervin, TCC Chairman

AGENDA

- I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM
- II. PUBLIC COMMENT/PARTICIPATION *(Public comments may be limited to three (3) minutes at the discretion of the Chairperson)*
- III. CONSENT AGENDA
 - A. APPROVAL OF SEPTEMBER 17, 2013 CAC AND TCC MEETING MINUTES *(Contact: Debbie Stewart) (Enclosure, CAC pages 3-10; TCC pages 11-17)*
- IV. ACTION ITEMS
 - A. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2013-## AMENDING THE FY 2013/14 TO 2017/18 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) *(Contact: Stephan Harris) (Enclosure, pages 18-25)*
 - B. APPOINTMENT OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP) SUBCOMMITTEE MEMBERS *(Contact: Robert Keeth) (Enclosure, page 26)*
- V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS
 - A. PRESENTATION ON THE VOLUSIA TPO PRIORITY PROCESS REQUIREMENTS *(Contact: Robert Keeth) (Enclosure, pages 27-49)*

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

- V. **PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS** *(continued)*
- B. **PRESENTATION ON ALTERNATIVES ANALYSIS FUNDING OPTIONS** *(Contact: Lois Bollenback)*
(Enclosure, page 50)
 - C. **PRESENTATION ON THE INTERMODAL TRANSIT STATION STUDY (ITSS)** *(Contact: Lois Bollenback)* *(Enclosure, page 51)*
 - D. **PRESENTATION ON THE FDOT LANDSCAPING GRANTS** *(Contact: Claudia Calzaretta, FDOT District 5)* *(Enclosure, pages 52-55)*
 - E. **PRESENTATION ON FDOT'S REVIEW OF THE FEDERAL FUNCTIONAL CLASSIFICATION OF ROADS IN VOLUSIA COUNTY (TCC ONLY)** *(Contact: Jean Parlow)* *(Enclosure, page 56)*
 - F. **PRESENTATION ON VOTRAN FARE INCREASE (CAC ONLY)** *(Contact: Lois Bollenback)*
(Enclosure, page 57)
 - G. **FDOT REPORT** *(Contact: Claudia Calzaretta, FDOT District 5)* *(Enclosure, page 58)*
 - H. **VOLUSIA COUNTY CONSTRUCTION REPORT** *(Contact: Volusia County Traffic Engineering)*
(Enclosure, page 59)
- VI. **STAFF COMMENTS** *(Enclosure, page 60)*
- ® Reapportionment Update
 - ® Work Program Development
- VII. **CAC/TCC MEMBER COMMENTS** *(Enclosure, page 60)*
- VIII. **INFORMATION ITEMS** *(Enclosure, page 60)*
- IX. **ADJOURNMENT** *(Enclosure, page 60)*

*****The next meetings of the CAC and TCC will be on Tuesday, November 19, 2013*****

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 20416, at least five (5) working days prior to the meeting date.

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

NOTE: The Volusia TPO does not discriminate in any of its programs or services. To learn more about our commitment to nondiscrimination and diversity, visit our Title VI page at www.VolusiaTPO.org or contact our Title VI/Nondiscrimination Coordinator, Pamela Blankenship, at 386-226-0422, extension 20416, or pblankenship@volusiatpo.org.

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MEETING SUMMARY
(CAC & TCC)
OCTOBER 15, 2013

III. CONSENT AGENDA

A. APPROVAL OF SEPTEMBER 17, 2013 CAC AND 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
September 17, 2013**

CAC Members Present:

Donald Smart, Vice Chairman
Richard Gailey
Janet Deyette
Gilles Blais, Chairman
Bob Storke
Susan Elliott
Bobby Ball
Elizabeth Lendian
Judy Craig
Dan D'Antonio
Claudia Calzaretta (non-voting advisor)
Melissa Winsett (non-voting)
Lois Bollenback (non-voting)
Rickey Mack

CAC Members Absent:

Nadine Collard (excused)
Jake Sachs (excused)
Bliss Jamison
Richard Belhumeur

Others Present:

Debbie Stewart
Robert Keeth
Carole Hinkley
Stephan Harris
Richard McFadden
Catalina Chacon
Rebecca Hammock
Luis Diaz
Sandra Gutierrez

Representing:

Daytona Beach
DeBary
Deltona
Holly Hill
Orange City
Pierson
Port Orange
Volusia County
Volusia County
Volusia County
FDOT District 5
Volusia County Traffic Engineering
TPO Staff
Votran

Representing:

Volusia County
New Smyrna Beach
Edgewater
Flagler Beach

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
Flagler Beach
FDOT
DeBary
HNTB/FDOT
SunRail

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

Chairman Gilles Blais called the meeting of the Volusia Transportation Planning Organization (TPO) Citizens' Advisory Committee (CAC) to order at 1:30 p.m. The roll was called and it was determined that a quorum was present.

II. Press/Citizen Comments

There were no press or citizen comments.

Chairman Blais stated that the Votran representative, Mr. Rickey Mack, will speak at the end of the meeting about the Votran public meetings.

III. Consent Agenda

A. Approval of August 20, 2013 CAC Meeting Minutes

MOTION: *Mr. Storke moved to approve the August 20, 2013 CAC meeting minutes. The motion was seconded by Mr. Smart and was carried unanimously.*

IV. Action Items

A. Review and Recommend Approval of Resolution 2013-XX Amending the FY 2013/14 to 2017/18 Transportation Improvement Program (TIP) by Adding FM# 4154348 – East Central Regional Rail Trail Segment (ECRRT) 4A

Mr. Keeth provided a handout on Segment 4A and 7 of the ECRRT. He reported nearly \$440,000 in additional funds have been identified for programming on the rail trail. He stated the rail trail is the number one project on the priority list for Transportation Alternative Projects (TAP). Volusia County is responsible for this project and was contacted to see where additional funds could be used. Volusia County identified segment 4A to place the funding on. This is a section between Guise Road and Gobblers Lodge Road, south of SR 415. The phase will complete the acquisition of right-of-way and ready the project for construction. Mr. Keeth stated the item in the agenda shows \$4,000 in XU funds; this is a project on the Transportation Alternative Projects list and not supposed to be funded with XU funds. FDOT has agreed to replace the XU funds with Advanced Construction Transportation Funds (ACTF).

Ms. Bollenback stated that it is the ten mile gap in our area that will go towards completing the Coast-to-Coast connector trail, which is a priority for the state and Central Florida. This project goes from the Atlantic Coast to the Gulf Coast in Tampa. She reported that piecing together all of the remaining segments that exist is 75% complete and that there will be only a six-mile and a four-mile stretch left to be completed after finding construction money.

Chairman Blais asked if the trail was on the old Florida East Coast railroad bed or a private railroad.

Mr. Keeth replied that it was not part of the Florida East Coast railroad but is an old rail line that has not been in operations for many years.

Chairman Blais stated that the section from Casselberry to New Smyrna was part of the old Flagler line which transported timber to Central Florida.

Ms. Bollenback stated it was a rails-to-trails project.

Chairman Blais recommended pursuing a historical marker.

Mr. Keeth reminded the committee of the package of TIP amendments presented last month which included the ECRRT Segment 7 from Cow Creek to Dale Street near Edgewater. He stated that at that time the committee was advised the proposed amendment was funded in large part with XU funds. The rails-to-trails is on a list of projects to be funded with transportation alternative funds, not XU funds. He advised that this concern has been addressed with FDOT and they have been able to use Advanced Construction Congestion Mitigation (ACCM) funds to replace the XU funds.

MOTION: *Mr. D'Antonio moved to approve the Resolution 2013-XX amending the FY 2013/14 to 2017/18 Transportation Improvement Program (TIP) by adding FM# 4154348 – East Central Regional Rail Trail Segment 4A. The motion was seconded by Mr. Ball and carried unanimously.*

V. Presentations, Status Reports, and Discussion Items

A. Review of Draft 2035 Long Range Transportation Plan (TIP) Amendment Incorporating the Expanded Metropolitan Planning Area (MPA)

Ms. Bollenback stated that the TPO has been working with Flagler County, Palm Coast, Bunnell, and FDOT to try to identify projects and activities which will be added into our 2035 Long Range Transportation Plan. They go through a process each year similar to the TPO process to identify projects considered priorities in the Flagler County area which are then submitted to FDOT. She stated that the TPO has identified the revenues that will be forecast over the time frame and tried to fit in projects that are cost-feasible, and then reviewed them with the local partners. The amendment will then go out for public review. Ms. Bollenback stated the TPO was trying to combine a series of activities including signing the agreements required to become a new TPO, the 2035 Long Range Transportation Plan amendment, and the introduction of new projects into the Transportation Improvement Program (TIP) with the board on the same day so that none of these projects will be interrupted. She referred to the handout for review.

Mr. D'Antonio inquired what was meant for additional funds to reapportionment (referring to handout) – are they identified in this exercise, or will they not be shown until 2040.

Ms. Bollenback replied the revenue forecast for 2035 is shown for road construction and transit. The \$43 million shown is for Flagler County. She explained that is funding in addition to what is already programmed for Volusia County and once the 2040 LRTP begins all funds will be one sum.

Mr. Ball asked if becoming larger would help with leverage or any other kind of conditioning.

Ms. Bollenback answered that it is unknown if it gives any advantage but it does open up additional funding for those joining the TPO.

B. Presentation on SunRail Station Development and Marketing Activities

Ms. Bollenback introduced Ms. Sandra Gutierrez, FDOT SunRail Management Team, to talk about the activities underway and give an update on the SunRail project. She mentioned that the sneak peek ride on Friday from Deland to Kissimmee was a very interesting and enjoyable experience.

Ms. Gutierrez gave a PowerPoint presentation and stated the whole SunRail system is a 61 mile project broken into three parts; Phase One, the initial operating segment is the first 31 miles currently under construction and scheduled to begin operation by May 2014 to run from DeBary to Sand Lake Road; Phase Two North will run from DeBary north to Deland and Phase Two South will run south from Sand Lake Road to Poinciana to complete the full 61 miles. Both of those phases are slated to begin by 2016. She explained the service will initially run every 30 minutes during peak travel time between 5:30 am and 8:30 am and afternoon peak travel time from 4:00 pm to 7:00 pm with two hour off peak service. Ms. Gutierrez gave a project history.

Chairman Blais inquired if the coach has bulletproof glass.

Ms. Gutierrez replied that she did not know for certain, she did know they are double-paned, anti-reflective and environmentally friendly; she will find out about bulletproof glass.

Mr. Gailey asked if mom-and-pop businesses would be offered the same employee ticketing packages as the Orlando Magic, Disney, etc.

Ms. Gutierrez stated that they were reaching out to other employers as part of the marketing strategy.

Ms. Bollenback stated that there is a lot of partnering and relationship activities occurring and the TPO has inquired with the FDOT what kind of events can be held in Volusia County to encourage people to ride the train. She introduced Ms. Rebecca Hammock, who spoke about the DeBary transit-oriented development (TOD).

Ms. Hammock, Planning Administrator for DeBary, stated the station is FDOT, but the funding partner is Volusia County. DeBary is involved with development around the station. She said they have adopted in their comprehensive plan a transit development overlay district which is approximately one-half to one mile around the station. The regulations are in place to allow the TOD development around the station, and they have two studies funded by the federal Housing and Urban Development grant for a master storm water pond to provide a denser development around the station, and a bike and pedestrian connectivity study looking at the existing sidewalk system and what can be done to bring a mixed use trail along 17-92. The studies should be completed by the beginning of next year. FDOT is also doing a study of bicycle/pedestrian connectivity. She stated they have received a \$25,000 grant to do an economic strategic plan of their TOD area from the Department of Economic Opportunity and the East Florida Central Regional Planning Commission will be conducting that. Ms. Hammock stated currently they do not have any development projects around the station; however, these studies should show what can be done in order to offer incentives for bringing employment in.

Ms. Hammock played a transit-oriented development marketing video prepared by Team Volusia for DeBary.

Ms. Bollenback stated she took the sneak peek ride on September 13, 2013 that was put together by the Orlando Realtors Association. Half of the people participating were from the private sector and the idea was to gather interest around the stations, and see what development opportunities exist in the surrounding communities. Within the station area of Longwood, it will create 50% of their tax base.

Ms. Craig stated she noticed in the brochure there is free parking and inquired if DeBary was ready for the traffic.

Ms. Bollenback stated Mr. Mack may have details on bus access and noted there are plans underway for connectivity, and activity being explored for bike fares.

Ms. Hammock replied that Votran is working on it and she will be prepared at the next meeting to give some definite answers, most of the trips will be going south to the Orlando area. They are still working on the details. She stated there are 200 parking spaces available at the stations.

Mr. Mack stated that there are three proposed routes from DeBary to the surrounding areas and they will eventually reach from Daytona to New Smyrna Beach.

Chairman Blais asked if there will be a weekend schedule either in Daytona or Orlando.

Ms. Bollenback responded that the SunRail system was intended as a commuter train, 35,000 people commute to Orlando every day. It was intended to relieve the commuter traffic on I-4 and provide the community options. There will be opportunities for the system to include night time, special events, etc. There is interest in expanding to connect to the Orlando and Sanford airports.

Ms. Gutierrez stated they are trying to establish a regional spine and there are provisions in the existing local agreements for running special event trains. They will have a better idea after the system is up and running.

C. Presentation on the I-4 Master Plan/Managed Use Lanes Preliminary Design and Environment (PD&E) Study Update

Ms. Bollenback introduced Mr. Luis Diaz, a consultant with HNTB for FDOT on the PD&E.

Mr. Diaz stated HNTB is doing product development studies for FDOT and are in the process of reevaluating and updating with new information three environmental studies completed from US 27 to SR 472 which were approved by the Federal Highway Administration approximately 15 years ago. They will be making updates throughout the project and public meetings will be held.

Ms. Bollenback inquired if the schedule was available on the I-4 website.

Mr. Diaz replied that it will have its own website which will be live within the next couple of weeks and contain contact information.

Mr. Gailey stated it looked as if the study was going from the south to the north and the SunRail study was done from the north to the south. He asked if there was a reason for this.

Mr. Diaz replied that the study was actually being done from the middle out.

Chairman Blais asked if they had access to the accident reports in the study area, by the hour, day, etc., and if that was going to be taken into consideration.

Mr. Diaz stated it was going to be considered.

Mr. Gailey asked if they factored in the models, trends in building, age of population, etc.

Mr. Diaz answered that the population was considered in the analysis.

Ms. Craig asked how the "zipper" lanes were done.

Mr. Diaz said the machine moving the barriers was driven by a person.

D. FDOT Report

Ms. Calzaretta stated there were no new projects to report.

E. Volusia County Construction Report

Ms. Winsett stated there was nothing new to report.

VI. Staff Comments

The new Votran Customer Service Manager, Mr. Rickey Mack, was introduced. He informed the committee of the public meeting schedule for Votran's proposed fare increase.

- **Reapportionment Update**

Ms. Bollenback stated the TPO was waiting on legal review of the reapportionment legal documents.

- **Transportation Improvement Program (TIP) Amendment Update**

Mr. Keeth covered this item earlier in the meeting.

- **SunRail Update**

This item was covered by Ms. Gutierrez's presentation earlier in the meeting.

Ms. Bollenback stated that shoulders are being added to I-4 where construction is taking place to allow emergency vehicles able to respond better to accidents and to re-direct traffic because there have been a number of accidents in the construction area.

VII. CAC Member Comments

Mr. Mack introduced himself as Votran's new Customer Service Manager and stated they are proposing a fare increase and are seeking public input and announced the public meeting schedule.

Ms. Craig stated that the fare increase will affect the disabled and low income passengers but that it was understood fare increase was needed to continue service.

VIII. Information Items

IX. Adjournment

There being no further business, the CAC meeting adjourned at 2:45 pm.

DRAFT

GILLES BLAIS, 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 September 17, 2013 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 15th day of October 2013.

DEBBIE STEWART, RECORDING SECRETARY
VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

DRAFT

Technical Coordinating Committee (TCC)

Meeting Minutes

September 17, 2013

TCC Members Present:

Chris Walsh
Rebecca Hammock
Mike Holmes
Ron Paradise
Darren Lear
Chad Lingenfelter
Tom Harowski
Kent Cichon
Kyle Fegley
Alison Stettner
Ric Goss
Jim Smith
Clay Ervin, Chairman
Bill McCord
Stewart Cruz
John Dillard
Larry LaHue
Melissa Winsett
Heather Blanck
Claudia Calzaretta (non-voting advisor)
Lois Bollenback (non-voting)

TCC Members Absent:

Pedro Leon (excused)

Others Present:

Pamela Blankenship,
Debbie Stewart, Recording Secretary
Robert Keeth
Carole Hinkley
Stephan Harris
Amy Blaida
Elizabeth Alicia Lendian
Baeta Stys-Palasz
Luis Diaz

Representing:

Daytona Beach
DeBary
DeLand
Deltona
Edgewater
Flagler Beach
Holly Hill
Lake Helen
New Smyrna Beach
Orange City
Ormond Beach
Pierson
Ponce Inlet
Port Orange
Port Orange
South Daytona
V.C. Emergency Management
V.C. Traffic Engineering
Votran
FDOT District 5
Volusia TPO Staff

Representing:

Daytona Beach Int'l Airport

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
RS&H
CAC
FDOT
HNTB/FDOT

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

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

II. Press/Citizen Comments

There were no press or citizen comments.

III. Consent Agenda

A. Approval of August 20, 2013 TCC Meeting Minutes

MOTION: *Mr. Lear moved to approve the August 20, 2012 TCC meeting minutes. The motion was seconded by Mr. Lingenfelter and carried unanimously.*

IV. Action Items

A. Review and Recommend Approval of Resolution 2013-XX Amending the FY 2013/14 to 2017/18 Transportation Improvement Program (TIP) by Adding FM# 4154348 – East Central Regional Trail Segment 4A

Mr. Keeth stated they have found additional funding that was TAP funding. The number one project on the TAP priority list is all segments of the rail trail project. He said that Volusia County, sponsor of the project, was contacted for where to apply the money and they identified Segment 4A from Guise Road to Gobbler's Lodge Road, to purchase the right-of-way. He stated the maps in the handout were reversed.

Mr. Harowski inquired how much of the right-of-way FDOT originally purchased.

Mr. Keeth replied he did not know exactly but there were several stray parcels that were not picked up initially.

Ms. Bollenback stated there were nine small parcels that were left over from the original purchase.

Mr. Keeth stated the item in the agenda showed \$4,000 in XU funds; this is a project on the Transportation Alternative Projects list that was not supposed to be funded with XU funds. FDOT was able to replace the XU with Advanced Construction Congestion Management (ACCM).

MOTION: *Mr. Lear moved to approve Resolution 2013-## amending the FY 2013/14 to 2017/18 Transportation Improvement Program (TIP) by adding FM# 4154348 – East Central Regional Rail Trail Segment 4A with the corrected map. The motion was seconded by Mr. Harowski and carried unanimously.*

V. Presentations, Status Reports, and Discussion Items

A. Review of Draft 2035 Long Range Transportation Plan (LRTP) Amendment Incorporating the Expanded Metropolitan Planning Area (MPA)

Ms. Bollenback stated the handout will be an insert to the 2035 LRTP summary report. There will be a more detailed write-up that will be an addendum to the full report. The factors used to develop the amendment are consistent with those used for the existing plan; revenue forecasts, project cost estimates and the inflation factors are all the same. The TPO has identified projects that will utilize all the estimated funding that will be available. Ms. Bollenback stated the TPO was trying to combine a series of activities including signing the agreements required to become a new TPO, the 2035 Long Range Transportation Plan amendment, and the introduction of new projects into the Transportation Improvement Program (TIP) with the board on the same day so that none of these projects will be interrupted.

Mr. Holmes asked if this was money in Flagler's programming with FDOT now.

Ms. Bollenback replied that these are all projects on the Flagler County priority list.

Chairman Ervin stated this is an interim step until the 2040 LRTP.

Mr. Harowski inquired if merging the lists would adversely affect the cost feasible projects in the current TPO balance.

Ms. Bollenback responded that it does not change or impact the existing plan; next year during the priority process the lists will be merged into one.

B. Presentation on SunRail Station Development and Marketing Activities

Ms. Bollenback introduced Ms. Sandra Gutierrez, FDOT SunRail Management Team, to talk about the activities underway and give an update on the SunRail project.

Ms. Gutierrez gave a PowerPoint presentation and stated the whole SunRail system is a 61 mile project broken into three parts; Phase One, the initial operating segment is the first 31 miles currently under construction and scheduled to begin operation by May 2014, to run from DeBary to Sandlake Road; Phase Two North will run from DeBary north to Deland and Phase Two South will run south from Sandlake Road to Poinciana to complete the full 61 miles. Both Phase Two North and South are slated to begin by 2016. She explained the service will initially run every 30 minutes during peak travel time between 5:30 am and 8:30 am and afternoon peak travel time from 4:00 pm to 7:00 pm with two hour off peak service. She stated Bombardier has been awarded the operation and maintenance contract and will be handling dispatching, fleet, track and station maintenance, and customer service. Ms. Gutierrez gave a project history and described the cab cars, stating they are double decker trains and the first floor has flip-up seats to accommodate bicycles. She also gave an update on construction progress and discussed marketing and advertising projects.

Mr. McCord inquired if there was going to be additional track maintenance other than what is out there now.

Ms. Gutierrez responded that there has been ongoing maintenance since the corridor was acquired and that will continue.

Mr. Holmes asked about the deadline to negotiate with the county and the property owner of the station in Deland.

Ms. Gutierrez answered that they met with the county during the latter part of summer and are now working with them to come up with a joint use pond plan.

Ms. Bollenback mentioned that the sneak peek ride was a very interesting and enjoyable experience, and that 240 people attended. She stated they are working on ideas to have events and identify marketing activities to encourage ridership.

Ms. Hammock, Planning Administrator for DeBary, stated the station is owned by FDOT, but the funding partner is Volusia County. DeBary is involved with development around the station. She said they have adopted in their comprehensive plan a transit development overlay district which is approximately one-half to one-mile around the station. The regulations are in place to allow the TOD development around the station, and they have two studies funded by the federal Housing and Urban Development grant for a master storm water pond to provide a denser development around the station, and a bike and pedestrian connectivity study looking at the existing sidewalk system and what can be done to bring a mixed use trail along 17-92. The studies should be completed by the beginning of next year. FDOT is also doing a study of bicycle/pedestrian connectivity. She stated they have received a \$25,000 grant to do an economic strategic plan of their TOD area from the Department of Economic Opportunity and the East Florida Central Regional Planning Commission will be conducting that. Ms. Hammock stated currently they do not have any development projects around the station; however, these studies should show what can be done in order to offer incentives for bringing employment in.

Mr. Smith asked about the passenger capacity of the train cars.

Ms. Gutierrez replied each car holds 185 passengers, they have a three car process, the locomotive, the cab car and the coach, roughly 400 passengers total.

Ms. Stettner inquired when the stations were to be turned over to the funding partners. She stated she has noticed a lot of violations including landscaping.

Ms. Gutierrez responded not until the start of operations; currently they were still the contractor's responsibility and FDOT will handle things during the gap.

Ms. Stettner asked if there was a phone number for local governments to call for maintenance violations complaints.

Ms. Gutierrez answered yes, and she would provide the number.

C. Presentation on the I-4 Master Plan/Managed Use Lanes Preliminary Design and Environment (PD&E) Study Update

Ms. Stys-Palasz, FDOT Project Manager, introduced Mr. Luis Diaz, a consultant with HNTB for FDOT on the I-4 PD&E.

Mr. Diaz stated HNTB is doing product development studies for FDOT and in the process of reevaluating and updating with new information three environmental studies completed from US 27 to SR 472 which were approved by the Federal Highway Administration approximately 15 years ago. They will be making updates throughout the project and public meetings will be held. He also explained the "zipper" or reversible lanes and how they would adjust traffic flow.

Mr. Smith asked if the express lanes would have limited access.

Mr. Diaz replied yes.

Mr. Harowski stated that SunRail is a directly competing project and inquired if one of the impacts they are going to assess is what the additional lanes might do to SunRail ridership.

Mr. Diaz responded that they did not feel they were competing but that they complemented each other by giving commuters another choice.

Mr. McCord stated on Page 7 of the report in the agenda the project is consistent with the comprehensive plans for the 13 communities along the corridor. He asked if the comprehensive plans for all 13 communities and 4 counties along the corridor include that I-4 will become a ten-lane facility. He stated that it is included in the long range transportation plan.

Mr. Diaz replied that the comprehensive plans need to match the long range transportation plans.

Mr. McCord inquired if diverging diamond interchanges were being considered.

Mr. Diaz responded that a diverging diamond interchange is being looked at for Segment 2 from Kirkman Road to SR 528, but it is on a case by case basis.

Mr. Paradise stated Deltona has not been requested by FDOT to render a determination of consistency of this proposal and it may not be consistent with the number of lanes on the city's comprehensive plan.

Ms. Stys-Palasz stated she would have to check and get back to him.

Ms. Bollenback stated they would address that during the 2040 LRTP update, and the amendment was done quickly so the documents may not have caught up. She said they would have to go back and review for consistency and will work through Regional Planning Council to resolve any inconsistencies.

Mr. Diaz stated they will be coordinating with the local jurisdictions.

Ms. Stettner stated that Orange City recognizes the I-4 master plan and it is consistent. She stated there are piers on some of the bridges and adding the zipper lanes would require reconstruction of interchanges and bridges and they would like to see the improvements analysis. She asked Mr. Diaz when they would get to the noise analysis.

Mr. Diaz replied they are doing the study by segments, with Segment 2 first, followed by Segments 3, 4, and 1, probably six months down the road. All the interchanges will be reviewed for four-lanes and the impact on the interchanges.

Ms. Stettner asked if Segment 5 was going to extend to the District 1 project.

Mr. Diaz stated the Central Polk Parkway (CPP) project is one of the reasons they added that segment and they are going beyond SR/27; it already includes that portion.

Mr. Ervin inquired if the schedule Mr. Diaz showed was available on the website.

Mr. Diaz replied it will be available when the website goes live in a couple of weeks.

Mr. Smith inquired as to when this might be under construction.

Ms. Stys-Palasz stated the next stage of the project is the design phase which is scheduled for 2016 and is fully funded. The right-of-way is not funded yet and they are looking for a public/private partnership.

D. FDOT Report

Ms. Calzaretta stated there are no new projects to report. She stated there is momentum on Mr. McCord's request regarding the bridge on I-95 north over Spruce Creek to use as a trail. They have a preliminary approval from Mr. Frank O'Dea.

Ms. Calzaretta said second, she has received many applications and the majority is missing vital information. She is working with Mr. Keeth and Mr. Harris to get the information needed to complete the applications. She stated that if the needed information is not received she cannot move forward with the applications.

E. Volusia County Construction Report

Mr. McCord asked Ms. Winsett when construction was scheduled to begin on the extension of Williamson Boulevard to Pioneer Trail.

Ms. Winsett replied that the project has just recently started moving again and it was too early to start projecting a schedule. She also stated she would ask why it was not on the schedule.

VI. Staff Comments

VII.

- Reapportionment Update

Ms. Bollenback stated the TPO was waiting on legal review of the reapportionment legal documents.

- Transportation Improvement Program (TIP) Amendment Update

Mr. Keeth covered this item earlier in the meeting.

- Sunrail Update

This item was covered by Ms. Gutierrez's presentation earlier in the meeting.

Ms. Bollenback stated that shoulders are being added to I-4 where construction is taking place to allow emergency vehicles able to respond better to accidents and to re-direct traffic because there have been a number of accidents in the construction area.

VIII. TCC Member Comments

Mr. McCord stated he attended the Florida APA conference on transportation and recommended the members check out the Florida APA website for available presentations.

IX. Information Items

X. Adjournment

There being no further business, the TCC meeting adjourned at 4:06 p.m.

CLAY ERVIN, 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 September 17, 2013 regular meeting of the Technical Coordinating Committee (TCC), approved and duly signed this 15th day of October 2013.

DEBBIE STEWART, RECORDING SECRETARY
VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

DRAFT

**MEETING SUMMARY
(CAC & TCC)
OCTOBER 15, 2013**

IV. ACTION ITEMS

A. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2013-## AMENDING THE FY 2013/14 TO 2017/18 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Background Information:

Staff from the FDOT have identified funding for the construction phase of the Ultimate Systems Interchange at I-95 and I-4/US 92 (FM# 2427152) and has requested that The Volusia TPO add that phase to the TIP. This project is the top ranked project on the List of Prioritized Strategic Intermodal System (SIS) Projects. The total project cost is estimated at \$247 million, including \$12.6 million incurred in prior years for planning, environmental studies, design and right-of-way, and \$34.3 million programmed for right-of-way in FY 2015/16.

In addition, Volusia TPO staff utilized the List of Prioritized XU Bicycle/Pedestrian Set-Aside Projects to program funding that is available in the reserve box for fiscal year 2013/14. These include:

- Lakeshore Shared-Use Path from Providence Blvd to Green Springs Park (Deltona);
- Lantern Park Bridge Replacement (South Daytona);
- Herbert Street Sidewalk from SR 5A (Nova Rd) to Jackson St (Port Orange);
- Calle Grande Railroad Crossing over the FEC railroad (Holly Hill);
- East Ohio Avenue Sidewalk from Thor Av to South Leavitt Av (Orange City); and
- Flagler Avenue Sidewalk from 12th St to Park Av (Edgewater).

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2013-## AMENDING THE FY 2013/14 TO 2017/18 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2013-##

RESOLUTION OF THE VOLUSIA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FY 2013/14 TO FY 2017/18 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 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 TPO shall annually endorse and amend as appropriate, the plans and programs required by 23 C.F.R. 450.300 through 450.324, among which is the Transportation Improvement Program (TIP); and

WHEREAS, the Volusia TPO's adopted TIP is required to be consistent with the Florida Department of Transportation's adopted Five-Year Work Program; and

WHEREAS, the Florida Department of Transportation has programmed additional projects and/or project phases in the Five-Year Work Program which must now be added to the TIP for consistency;

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

1. Volusia TPO's FY 2013/14 to FY 2017/18 TIP is hereby amended by adding the projects shown in Attachment A, attached hereto and made a part of this resolution; and the
2. Chairman of the Volusia TPO (or his designee) is hereby authorized and directed to submit the FY 2013/14 to FY 2017/18 TIP as amended to the:
 - a. Florida Department of Transportation;
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regular meeting of the Volusia TPO held on the 23rd day of October 2013.

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

**CITY OF SOUTH DAYTONA, VICE MAYOR NANCY LONG
CHAIRPERSON, 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 October 23, 2013.

ATTEST:

**PAMELA C. BLANKENSHIP, RECORDING SECRETARY
VOLUSIA TRANSPORTATION PLANNING ORGANIZATION**

Resolution 2013-## - Attachment "A"

Proposed Amendments
to
FY 2013/14 - FY 2017/18
Transportation Improvement Program (TIP)

Adopted October 23, 2013



2427152 - I-95/I-4 Ultimate System Interchange

----- Current Adopted FY 2013/14 to FY 2017/18 TIP -----

From: 1.5 miles south of I-4	<u>PHASE</u>	<u>FUND</u>	<u>FY 2013/14</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>
To: 1.6 miles north of US 92	ROW	ACNP	0	0	34,265,762	0	0
Lead Agency: FDOT			0	0	34,265,762	0	0



----- Proposed Amended FY 2013/14 to FY 2017/18 TIP -----

<u>PHASE</u>	<u>FUND</u>	<u>FY 2013/14</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>
ROW	ACNP	0	0	34,265,762	0	0
CST		0	0	0	0	0
		0	0	34,265,762	0	0

Description: Construct the ultimate systems interchange along I-95 from 1.5 miles south of SR 600 (US 92). Total project cost is estimated to be \$247 million (year of expenditure) including \$12.6 million incurred in prior years for planning, environmental study, design, and right-of-way. Project length: 3.5 miles. (Reference Long Range Transportation Plan, Table 8.2, pg 122.)

Candidate 2014-1 - Lakeshore Shared-Use Path

----- Current Adopted FY 2013/14 to FY 2017/18 TIP -----

From: Providence Blvd	<u>PHASE</u>	<u>FUND</u>	<u>FY 2013/14</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>
To: Green Springs Park			0	0	0	0	0
Lead Agency: Deltona			0	0	0	0	0

----- Proposed Amended FY 2013/14 to FY 2017/18 TIP -----

<u>PHASE</u>	<u>FUND</u>	<u>FY 2013/14</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>
CST	LF	0	0	38,557	0	0
CST	XU (SU)	0	0	347,015	0	0
PE	LF	4,284	0	0	0	0
PE	XU (SU)	38,557	0	0	0	0
		42,841	0	385,572	0	0

Description: The project represents a twelve foot wide, 2,935 foot long bike/pedestrian trail spur that extends from the St. John River to Sea Trail Loop to the lakeside entrance of Green Springs Park. The proposed trail links several public resources including Thornby Park, the Deltona Boat Ramp, the Deltona Community Center and Green Springs Park with the St. Johns River to Sea Trail Loop. Project length: 0.556 mile. (Reference 2035 Long Range Transportation Plan, pgs 63-73.)

Candidate 2014-2 - Lantern Park Bridge Replacement

----- Current Adopted FY 2013/14 to FY 2017/18 TIP -----

	<u>PHASE</u>	<u>FUND</u>	<u>FY 2013/14</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>
From:	Lantern Park over Reed Canal		0	0	0	0	0
To:							
Lead Agency:	South Daytona		0	0	0	0	0

----- Proposed Amended FY 2013/14 to FY 2017/18 TIP -----

	<u>PHASE</u>	<u>FUND</u>	<u>FY 2013/14</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>
	CST	LF	250,000	0	0	0	0
	CST	XU (SU)	600,000	0	0	0	0
			850,000	0	0	0	0

Description: Replace the existing narrow bridge over Reed Canal at the entrance to the Lantern Park subdivision. The new bridge will include a 10-ft wide shared use path and a 5-ft wide sidewalk in addition to two vehicular travel lanes. Because the project is not for the sole benefit of bicyclists and pedestrians, the VTPO Board has limited the XU (SU) share to \$600,000. (Reference 2035 Long Range Transportation Plan, pgs 63-73.)

Candidate 2014-3 - Herbert Street Sidewalk

----- Current Adopted FY 2013/14 to FY 2017/18 TIP -----

	<u>PHASE</u>	<u>FUND</u>	<u>FY 2013/14</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>
From:	SR 5A (Nova Rd)		0	0	0	0	0
To:	Jackson St						
Lead Agency:	Port Orange		0	0	0	0	0

----- Proposed Amended FY 2013/14 to FY 2017/18 TIP -----

	<u>PHASE</u>	<u>FUND</u>	<u>FY 2013/14</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>
	CST	LF	0	18,071	0	0	0
	CST	XU (SU)	0	162,635	0	0	0
	PE	LF	1,980	0	0	0	0
	PE	XU (SU)	17,820	0	0	0	0
			19,800	180,706	0	0	0

Description: Construct sidewalks along both sides of Herbert St between Nova Rd and Jackson St. Project length: 0.125 mile. (Reference 2035 Long Range Transportation Plan, pgs 63-73.)

Candidate 2014-4 - Calle Grande Railroad Crossing

		----- Current Adopted FY 2013/14 to FY 2017/18 TIP -----					
	<u>PHASE</u>	<u>FUND</u>	<u>FY 2013/14</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>
From:	Calle Grande at FEC Railroad		0	0	0	0	0
To:							
Lead Agency:	Holly Hill		0	0	0	0	0

		----- Proposed Amended FY 2013/14 to FY 2017/18 TIP -----					
	<u>PHASE</u>	<u>FUND</u>	<u>FY 2013/14</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>
	CST	LF	47,500	0	0	0	0
	CST	XU (SU)	427,500	0	0	0	0
			475,000	0	0	0	0

Description: FEC will construct a railroad crossing along Calle Grande bridging a gap in a sidewalk that is to be constructed by Volusia County as a separate project. (Reference 2035 Long Range Transportation Plan, pgs 63-73.)

Candidate 2014-5 - East Ohio Avenue Sidewalk

		----- Current Adopted FY 2013/14 to FY 2017/18 TIP -----					
	<u>PHASE</u>	<u>FUND</u>	<u>FY 2013/14</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>
From:	Thorpe Av		0	0	0	0	0
To:	South Leavitt Av						
Lead Agency:	Orange City		0	0	0	0	0

		----- Proposed Amended FY 2013/14 to FY 2017/18 TIP -----					
	<u>PHASE</u>	<u>FUND</u>	<u>FY 2013/14</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>
	CST	LF	0	0	4,025	0	0
	CST	XU (SU)	0	0	36,229	0	0
	PE	LF	1,155	0	0	0	0
	PE	XU (SU)	10,396	0	0	0	0
			11,551	0	40,254	0	0

Description: Construct a 5-ft wide sidewalk on the north side of East Ohio Avenue from South Thorpe Avenue to South Leavitt Avenue. Project length: 0.178 mile. (Reference 2035 Long Range Transportation Plan, pgs 63-73.)

Candidate 2014-6 - Flagler Avenue Sidewalk

----- **Current Adopted FY 2013/14 to FY 2017/18 TIP** -----

	<u>PHASE</u>	<u>FUND</u>	<u>FY 2013/14</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>
From:	Park Av		0	0	0	0	0
To:	12th St						
Lead Agency:	Edgewater		0	0	0	0	0

----- **Proposed Amended FY 2013/14 to FY 2017/18 TIP** -----

	<u>PHASE</u>	<u>FUND</u>	<u>FY 2013/14</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>
	PE	LF	7,587	0	0	0	0
	PE	XU (SU)	68,283	0	0	0	0
			75,870	0	0	0	0

Description: Construct a 6-ft wide sidewalk on the east side of Flagler Avenue from Park Avenue to 12th Street. Project length: 0.909 mile. (Reference 2035 Long Range Transportation Plan, pgs 63-73.)

**MEETING SUMMARY
(CAC & TCC)
OCTOBER 15, 2013**

IV. ACTION ITEMS

B. APPOINTMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) SUBCOMMITTEE

Background Information:

Each year, the Transportation Improvement Program (TIP) Subcommittee is convened to review the call for projects process and selection criteria used to develop the TPO's Project Priority Lists. Staff is seeking three volunteers from each advisory committee –CAC, TCC, and BPAC – to participate in this activity.

Current subcommittee members are:

<u>Member Name</u>	<u>Representing</u>	<u>Appointment Date</u>	<u>Status</u>
Bill McCord, Chair	TCC	9-18-12	resigned
Clay Ervin, Vice Chair	TCC	9-18-12	
Tom Harowski	TCC	9-18-12	
Bobby Ball	CAC	9-18-12	
Melissa Booker	CAC	9-18-12	
Richard Belhumeur	CAC	9-18-12	
Judy Craig	CAC	9-18-12	
Gilles Blais	CAC	9-18-12	
Nic Mostert	BPAC	10-10-12	
Sandra Mason	BPAC	10-10-12	resigned
A.J. Devies	BPAC	11-9-11	resigned
Heather Blanck	Votran	-	

ACTION REQUESTED:

APPOINTMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) SUBCOMMITTEE

**MEETING SUMMARY
(CAC & TCC)
OCTOBER 15, 2013**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

A. PRESENTATION ON THE VOLUSIA TPO PRIORITY PROCESS REQUIREMENTS

Background Information:

Each year the Volusia TPO invites its member governments and other eligible entities to submit applications for projects to be funded with XU and Transportation Alternative Program (TAP) funds. The applications submitted are reviewed and prioritized according to a criteria ranking established by the TPO. The resulting prioritized lists of projects are adopted by the Volusia TPO forwarded to the FDOT to be included in the development of the Department's Work Program. This process is required pursuant to 339.175 (8) (a) and (b), F.S.

Staff will review the process, and discuss the issues and opportunities that should be considered as we prepare for the next "call for projects". The discussion will include local match requirements, ranking criteria, project lists and applications.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE



2013 Application for Project Prioritization

XU Bicycle/Pedestrian Projects

January 2013

General Instructions:

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

Applicants must use the attached VTPO XU Bicycle/Pedestrian Project application form whether applying for a Feasibility Study or for Project Implementation.

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 a Feasibility Study, you must complete the application through the Purpose and Need Statement. When applying for Project Implementation, you must complete the entire application. Information that was provided previously in an application for a 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.

Initial Project Screening:

Any project submitted by a local government for consideration needs to meet the following screening criteria:

For any proposed facility to be considered eligible through the TPO process, the project must be included on the ***Volusia TPO's Bicycle/Pedestrian Plan***.

Is this ***Shared Use Path*** project at least 12 feet wide?

- If **Yes** – the project is eligible.
- If **No** – justification is required to determine eligibility.

Is this ***Sidewalk*** project at least 5 feet wide?

- If **Yes** – the project is eligible.
- If **No** – the project application is not acceptable.

Funding Requirements:

VTPO Resolution 2011-03 requires a local match of ten percent (10%) of the total amount of XU funds programmed for each project. For this purpose, local match is defined as non-federal cash match and/or in-kind services that advance the project. The local match for feasibility studies can only be satisfied with a non-federal cash match. This resolution also reaffirms the VTPO's policy that the applicant (project originator) shall

XU Bicycle/Pedestrian Project Application adopted by the Volusia TPO on November 27, 2012

1

be responsible for any cost overruns encountered on a project funded with XU funds unless the project is on the state highway system. Projects whose sponsors are willing and able to provide a local match **greater than 10%** will be awarded additional points.

Project applications submitted for bicycle/pedestrian funds that contain more than a strictly bicycle/pedestrian component (i.e. roadway improvements, bridge replacements, etc.) may be funded in part with XU funds. The limitations are as follows: a maximum of 10% of the total project cost may be funded with bicycle/pedestrian XU funds, but that amount MAY NOT exceed 10% of the total annual allotment of bicycle/pedestrian XU funds. These projects will be ranked separately and only the top two (2) projects will be recommended for funding in a given year. All project applications are subject to approval by the Volusia TPO Board.

Project Application Submittal Requirements:

Any project submitted by a local government for consideration MUST include the following information/materials:

1. Applications and supporting documentation shall be submitted as digital media in Portable Document Format (PDF), compatible with MS Windows and Adobe Acrobat® Version 9.5 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. If you are unable to produce an electronic document as prescribed here, please call us to discuss other options.
7. 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.
8. Submit any available right-of-way information.
9. **Each application MUST include a Project Map** that clearly identifies the termini of the project, Proximity to Community Assets and Network Connectivity through the use of a one (1) mile radius buffer for Shared Use Path projects and a one-half (½) mile radius buffer for Sidewalk projects. Maximum map size is 11" x 17".
10. In addition, all maps MUST include a **Scale** (in subdivisions of a mile), **North Arrow**, **Title** and **Legend**. Photographs are optional.

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



2013 Application for Project Prioritization
XU Bicycle/Pedestrian 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 letter of support for proposed project from the responsible entity.]

Is the Applicant Local Agency Program (LAP) certified to administer the proposed project?

Yes No

If Applicant is not LAP certified, explain how you intend to comply with the 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): _____

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 the Purpose and Need Statement is clear and complete. It will be the principle consideration in ranking the project application for a feasibility study. It must convince the public and decision-makers that the expenditure of funds is necessary and worthwhile and that the priority the project is being given relative to other needed transportation projects is warranted. The Purpose and Need Statement will also help to define

the scope for the feasibility study, the consideration of alternatives (if appropriate), and 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 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 provide a connection between a park and a school.” It should avoid stating a solution as a purpose, such as: “The purpose of the project is to add a sidewalk.” 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 Summary:

Priority Criteria	Points
(1) Proximity to Community Assets	30
(2) Connectivity	30
(3) Safety	25
(4) Public Support/Special Considerations	5
(5) Local Matching Funds > 10%	10
(6) Value-Added Tie Breaker (if necessary)	variable
Total (excluding Value-Added Tie Breaker)	100

Criterion #1 – Proximity to Community Assets (30 points max.)

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

List and describe how the facilities link directly to community assets and who is being served by the facility. Show each of the Community Assets on a Project Area Map through the use of a buffer: a one (1) mile radius for Shared Use Path projects or a one-half (½) mile radius for Sidewalk projects.

Proximity to Community Assets	Check All that Apply	Max. Points
Residential developments, apartments, community housing	<input type="checkbox"/>	5
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5
School bus stop	<input type="checkbox"/>	5
Schools	<input type="checkbox"/>	5

Maximum Point Assessment		30
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Criterion #1 Description (if needed): _____

Criterion #2 – Connectivity (30 points max.)

This measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

List and describe how this project fits into the local and regional bicycle/pedestrian networks and/or a transit facility. Depict this on the map and describe in the document.

Network Connectivity	Check All that Apply	Max. Points
Project provides access to a transit facility	<input type="checkbox"/>	5
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10
Project has been identified as “needed” in an adopted document (e.g., comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10
Maximum Point Assessment		30

Criterion #2 Description (if needed): _____

Criterion #3 – Safety (25 points max.)

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns.

List and describe whether the proposed facility is located within a “hazardous walk/bike zone” in the Volusia TPO planning area and provide documentation that illustrates how bicycle or pedestrian safety could be enhanced by the construction of this facility.

Safety	Check All that Apply	Max. Points
The project is located in an area identified as a hazardous walk/bike zone by Volusia or Flagler County School District Student Transportation Services and within the Volusia TPO planning area. If applicable, provide documentation.	<input type="checkbox"/>	15
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. If applicable, provide documentation such as photos or video of current situation/site or any supportive statistics or studies.	<input type="checkbox"/>	10
Maximum Point Assessment		25

Criterion #3 Description (if needed): _____

For more information, contact Volusia or Flagler County School District Student Transportation Services and refer to Florida Statute 1006.23.

Criterion #4 – Public Support/Special Considerations (5 points max.)

Describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria.

Special Considerations	Check All that Apply	Max. Points
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5
Maximum Point Assessment	<input type="checkbox"/>	5

Criterion #4 Description (if needed): _____

Criterion #5 – Local Matching Funds > 10% (10 points max.)

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

Local Matching Funds > 10%	Check One	Max. Points
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?		
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10
Maximum Point Assessment		10

Criterion #5 Description (if needed): _____

Criterion #6 – Value-Added Tie Breaker (if necessary) (variable points)

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

Volusia TPO
2013 Priority Process for
XU Bicycle/Pedestrian Projects

1. Local government submits project(s)
2. BPAC reviews and ranks projects for feasibility studies or project implementation
3. TPO requests a Fee Proposal from consultant to perform a feasibility study
4. TPO schedules a scoping meeting with the consultant and local government
5. Consultant provides Fee Proposal to TPO
6. Local government pays the 10% local match for the feasibility study based on the Fee Proposal. TPO pays the majority of the cost for a consultant to perform feasibility studies on the highest ranking projects. (Local governments can bypass the TPO Study if they pay for the feasibility study themselves.)
7. TPO gives the consultant a Notice to Proceed on the feasibility study
8. Draft feasibility study is reviewed and approved by the TPO and local government
9. Final feasibility study is completed
10. Local government gives the TPO an “unofficial” go-ahead for their project, based on the cost from the feasibility study and submits a project letter of commitment to the TPO
11. FDOT (i.e., Special Projects Coordinator) conducts a field review of the project
12. FDOT schedules an intake meeting with the local government, TPO and FDOT staff to review the project
13. TPO coordinates with FDOT to program the project in the next available fiscal year of the FDOT Work Program
14. Construction of top ranked project: 2-4 years



2013 Application for Project Prioritization

XU Traffic Operations/ITS/Safety Projects

January 2013

General Instructions:

For the 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;

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

Pg. 2 of 2

9. intelligent transportation systems (ITS) such as dynamic message signs and adaptive signal control systems;
10. traffic calming roadway designs or devices; and
11. street lighting to improve traffic safety.

Award Limits:

No more than \$1.5 million in XU funds will be awarded to any single project in any single application cycle, and no more than \$3 million in XU funds will be awarded toward the completion of any single project. Waivers/exceptions may be granted by the VTPO Board.

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. A non-federal cash match is required for a feasibility study. For all other phases, the 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 9.5 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.



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.

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

Project located on a ...		Points
Non-Federal Functionally Classified Road	Select only one	<input type="checkbox"/> 0
Local Road (Federal Functional Classification)		<input type="checkbox"/> 0
Rural Minor Collector (Federal Functional Classification)		<input type="checkbox"/> 0
Urban Minor Collector Road (Federal Functional Classification)		<input type="checkbox"/> 2
Major Collector Road (Federal Functional Classification)		<input type="checkbox"/> 3
Minor Arterial Road (Federal Functional Classification)		<input type="checkbox"/> 4
Principal Arterial Road (Federal Functional Classification)		<input type="checkbox"/> 5
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"/>	3
PE (Design)		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
Environmental		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
Right-of-Way Acquisition		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
Permitting		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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"/>	3
		1.00 to 1.25	<input type="checkbox"/>	4
		>1.25	<input type="checkbox"/>	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, ADA 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 route upgrade including, but not limited to, converting 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 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 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
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 vehicles ⁷ , corridor crashes per million vehicle miles ⁷ , Community Traffic Safety Team report, etc.)	Select all that apply	<input type="checkbox"/>	0 – 5
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 emergency response vehicles to effectively respond to an incident.		<input type="checkbox"/>	0 – 5
The proposed project represents a strategy that is professionally recognized as being effective in reducing the frequency and/or severity of traffic accidents.		<input type="checkbox"/>	0 – 10
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 the following crash rate calculation formulas: Corridor Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 days/year x Number Years x Segment Length); Intersection Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 x Number of Years).

Commentary: _____

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

This criterion looks at the degree to which the proposed project will actually contribute to the achievement of one or more of the local government’s adopted comprehensive plan goals or objectives, and the degree to which it supports economic vitality. The applicant must identify specific goals and/or objectives from the relevant comprehensive plan and provide a rational explanation of how the proposed project will advance those goals and or objectives. Points will not be awarded for being merely consistent with the comprehensive plan. Points should be awarded in proportion to how well the project will show direct, significant and continuing positive influence. Temporary effects related to project construction, such as the employment of construction workers, will not be considered.

Support of Comprehensive Planning Goals and Economic Vitality			Points
Directly contributes to the achievement of one or more goals/objectives in the adopted comprehensive plan	Select all that apply	<input type="checkbox"/>	0 - 5
Directly supports economic vitality (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 ⁸	Select only one	<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 ⁹	Select all that apply	<input type="checkbox"/>	0 - 4
Relocation of public/private water or sewer utility is not required ⁹		<input type="checkbox"/>	0 - 4
Relocation of telephone, power, cable TV utilities is not required ¹⁰		<input type="checkbox"/>	0 - 4
No specimen or historic trees ≥ 18” diameter will be removed or destroyed		<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: _____

Volusia TPO
2013 Application for Project Prioritization
Transportation Alternatives Projects

OVERVIEW:

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

Eligible Project Sponsors

Transportation Alternatives funds can only be obligated for projects submitted by “eligible entities” defined in 23 U.S.C. 213(c)(4)(B) as follows:

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

The following are the only activities related to surface transportation that can be funded with **Transportation Alternatives funds**¹:

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 1103):
 - a) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized 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 (42 U.S.C. 12101 et seq.).
 - b) 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.
 - c) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
2. The recreational trails program under section 206 of title 23.
3. The safe routes to school program under section 1404 of the SAFETEA-LU.

¹ It is the Volusia TPO’s intent to extend eligibility to all of the activities included within the meaning of the term “Transportation Alternatives” pursuant to 23 U.S.C. 101(a)(29) except the following:

1. Construction of turnouts, overlooks, and viewing areas;
2. Community improvement activities, including –
 - a. inventory, control, or removal of outdoor advertising;
 - b. historic preservation and rehabilitation of historic transportation facilities;
 - c. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - d. archaeological activities related to impacts from implementation of a transportation project eligible under title 23;
3. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to –
 - a. 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 of title 23; or
 - b. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
4. Safe Routes to School coordinator
5. Planning, designing, or construction boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

- a) Infrastructure-related projects. Planning, design and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
- b) Non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.

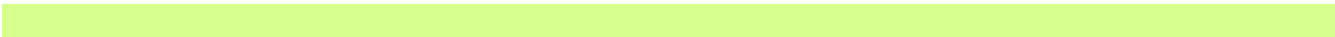
All construction and pre-construction work phases will be administered by the Florida Department of Transportation (FDOT) or other Local Agency Program (LAP) certified local government. Reimbursements are distributed only to a LAP certified agency responsible for completing the tasks. FDOT assigns a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

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

No more than \$500,000 in Transportation Alternatives (TAP) funds will be awarded to any single project in any single application cycle. *Waivers/exceptions may be granted by the VTPO Board.*

A twenty percent (20%) local match is required for funding of TAP projects. Projects whose sponsors are willing and able to provide a local match greater than 20% will be awarded additional points.

All projects must be consistent with local comprehensive plans, including future land use and transportation elements, required under Chapter 163, Florida Statutes. Transportation Alternatives dollars are to be allocated with the caveat that all projects meet Americans with Disabilities Act (ADA) standards.



GENERAL REQUIREMENTS

1. Each application shall include the following information:

- a) A project map that clearly identifies the location & termini of the project and proximity of the project to Community Assets (as described in the criteria). Each map should be no larger than 11"x17". In addition, all maps must include a scale (in subdivisions of a mile), north arrow, title and legend.
- b) Right-of-way (ROW) information as available. (*i.e., deeds, easements, donations, recordable documents*).
- c) Project cost estimates. (*i.e., FDOT's Long Range Estimates (LRE)*).
- d) Documentation of commitment to provide required matching funds.
- e) Each applicant must provide a statement ensuring that the project is consistent with local comprehensive plans, including future land use and transportation elements, required under Chapter 163, Florida Statutes.

2. Applications shall be submitted electronically as prescribed below:

- a) The application and all supporting documentation shall be included in one Portable Document Format (PDF) file, compatible with MS Windows and Adobe Acrobat Version 9.5 or earlier.
- b) The file may be submitted through our FTP site, as an attachment to email, on a CD, DVD or USB flash drive.
- c) All document pages shall be oriented so that the top of the page is always at the top of the computer monitor.
- d) Page size shall be either 8-1/2" by 11" (letter) or 11" by 17" (tabloid).
- e) PDF documents produced by scanning paper documents are inherently inferior to those produced directly from an electronic source. Documents which are only available in paper format should be scanned at a resolution which ensures the pages are legible on both a computer screen and a printed page. We recommend scanning at a minimum 300 dpi to balance legibility and file size.
- f) If you are unable to produce an electronic document as prescribed here, please call us to discuss other options.

3. Incomplete applications will not be accepted. Applications will be ranked based on the information supplied in the application.

4. All applications must be received by the VTPO by the application deadline [to be determined]. Applicant's are strongly advised to request verification that your applications have been received.

Initial Project Screening

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

- d) All work must be done by pre-certified vendors and contractors of FDOT or the LAP sponsor. Projects or project phases completed by these firms are also required to meet federal guidelines. Provide documentation on how sponsor will address this criterion.
- e) Transportation Alternatives projects are allowed on any classification of roadway or on locations not on the roadway system provided that such land is publicly owned, or over which public access has been granted through an easement or other conveyance extending over the foreseeable useful life of the completed project.
- f) Is this Shared-Use Path project at least 12 feet wide?
If yes, the project is eligible.
If no, justification is required to determine eligibility.
- g) Is this Sidewalk project at least 5 feet wide?
If yes, the project is eligible.
If no, the project application is not acceptable.

Volusia TPO
2013 Application for Project Prioritization
Transportation Alternatives Projects

Scoring Criteria Summary

Priority Criteria	Maximum Points
(1) Safety/Security	25
(2) Contribution to "Livability" and Sustainability in the Community	20
(3) Enhancements to the Transportation System	20
(4) Demand/Accessibility	15
(5) Project Readiness	10
(6) Local Matching Funds > 20% Provided	10
Total	100

Project Title: _____

Applicant (project sponsor): _____

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

Address: _____

Phone: _____ **FAX:** _____

E-mail: _____

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

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

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

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

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

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

Project Description: _____

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

Project Purpose and Need: _____

(1) Safety/Security (Maximum 25 Points)

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

Safety/Security (Maximum 25 Points)

- How does the project address a hazardous, unsafe or security condition/issue?
- How does the project remove or reduce potential conflicts (bicyclist/automobile and pedestrian/automobile)?
- Does the project eliminate or abate a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study?

Criterion (4) Describe how this project promotes Safety and/or Security: _____

(2) Contribution to “Livability” and Sustainability in the Community (maximum 20 points)

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

Contribution to “Livability” and Sustainability in the Community (Maximum 20 Points)

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

- Is driver behavior conducive to safe walking or biking? (yielding to pedestrians in crosswalks, maintaining at least 3' passing distance from bicyclists)

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

(3) Enhancements to the Transportation System (maximum 20 points)

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

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

Enhancements to the Transportation System (Maximum 20 Points)

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

Criterion (2) Describe how this project enhances the Transportation System: _____

(4) Demand/Accessibility (Maximum 15 points)

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

Demand/Accessibility (Maximum 15 Points)

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

Criterion (3) Describe how this project satisfies Demand and improves Accessibility: _____

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

Describe.

Project Readiness (Maximum 10 Points)

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

Criterion (5) Description (if needed): _____

(6) Matching Funds (Maximum 10 Points)

Local matching funds equal to twenty percent (20%) of the total project cost are required. A greater match will be viewed as an expression of the Applicant's dedication and commitment to the project. Therefore, points may be awarded in proportion to the amount of match over the required 20%. Applicants and/or project sponsors should demonstrate the availability of the match for project. In lieu of a cash match, Applicant/project sponsor match may include other valuable services such as planning, engineering, design, construction or environmental activities approved by the U.S. Department of Transportation and right-of-way donations by private parties. Applicants must demonstrate the feasibility of such in-kind arrangements in their applications. Applicants must specify the amount, origin and availability of matching funds.

Check the appropriate box and describe.

Local Matching Funds > 20% Provided (Maximum 10 Points)

Check all that apply:

Is the Applicant committing to a local match greater than 20% of the estimated project cost?	Check One	Max. Points
20.0% < local match < 22.5%	<input type="checkbox"/>	1
22.5% ≤ local match < 25.0%	<input type="checkbox"/>	2
25.0% ≤ local match < 27.5%	<input type="checkbox"/>	3
27.5% ≤ local match < 30.0%	<input type="checkbox"/>	4
30.0% ≤ local match < 32.5%	<input type="checkbox"/>	5
32.5% ≤ local match < 35.0%	<input type="checkbox"/>	6
35.0% ≤ local match < 37.5%	<input type="checkbox"/>	7
37.5% ≤ local match < 40.0%	<input type="checkbox"/>	8
40.0% ≤ local match < 42.5%	<input type="checkbox"/>	9
42.5% ≤ local match	<input type="checkbox"/>	10

Criterion (6) Description (if needed): _____

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V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

B. PRESENTATION ON ALTERNATIVES ANALYSIS FUNDING OPTIONS

Background Information:

Over the past several months, the Volusia TPO has been considering strategies for providing a local funding match for the Alternatives Analysis between the SunRail line and the Daytona Beach International Airport. FDOT developed a scope of services for the study and included funding in FY 2015. The project requires a local funding match of \$513,000.

At the June meeting of the TPO, potential funding options were considered, including a suggestion by FDOT staff to swap funds programmed on an existing transportation project. A workshop was also held for TPO board members in September to discuss various projects underway and to explore the development of enhanced mass transit in the TPO planning area.

Funding for the study will have to be approved through an amendment to the Transportation Improvement Program (TIP) of the TPO. If a fund swap is used, the local government entity involved with the swap will be required to approve to action prior to approval of a TIP amendment by the Volusia TPO. Local fund reserves were also proposed as a means to provide a portion of the local matching funds.

This presentation will update members on the funding considerations and activities surrounding the development of an alternatives analysis study.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

**MEETING SUMMARY
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V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

C. PRESENTATION ON THE INTERMODAL TRANSIT STATION STUDY (ITSS)

Background Information:

The Florida Department of Transportation (FDOT) has contracted with a consultant to complete an Intermodal Transit Station Study (ITSS) that includes the geographical area between Interstate 95 and US Highway 1 including International Speedway Boulevard (ISB), which serves as a major east-west corridor within the City of Daytona Beach.

The major purpose of the ITSS is to identify possibilities for developing an intermodal hub that will support the development of an integrated multimodal transportation system. The study is expected to meet the following objectives:

• **Identify Areas of Need**

Assess and identify potential land use areas within the geographical study area that have the potential to be developed into an Intermodal Transit Station, and accommodate the multimodal demands, land use context, and hub facility requirements.

• **Assess Intermodal Transit Station Issues and Opportunities**

Identify and evaluate the potential modes of travel, anticipated demands, corridor constraints, land uses, environmental impacts, the promotion of economic development and corresponding mobility issues within the study area all while giving consideration to an Intermodal Transit Station and potentially affected stakeholders.

• **Define Feasible Intermodal Transit Station Concepts**

Provide feasible Intermodal Transit Station concepts that are financially viable, with an environmentally sensitive approach, that provide safe/reasonable access, that are cost-effective, and that considers sufficient potential right-of-way (ROW). The Consultant will develop an evaluation matrix to assess each of the candidate transit station opportunities.

• **Determine Degree of Local Financial Commitment**

Martha Moore of Ghyabi and Associates is the project manager for this activity. She will provide a presentation outlining study activities.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

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V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

D. PRESENTATION ON THE FDOT LANDSCAPING GRANTS

Background Information:

FDOT staff will be on hand to discuss the state funded landscape grant program.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE



Landscape Grant – State Funded Program Information Sheet

(JPA Landscape Funds)

Revised 09/10/13

Special landscaping funds, **for plants and plant materials**, are available to Local Agencies for landscaping along **State Roads** (roads on the state highway system).

Can be used for:

1. Plants and plant materials.
2. Installation of the plants.
3. Mulch.

Cannot be used for:

1. Landscaping that is not on the state highway system. Must be on FDOT owned property (within right-of-way).
2. Design and maintenance of the landscaping.
3. Hardscape items like lights, benches, signs, pavers, etc.
4. Concrete removal.
5. Irrigation sleeves or irrigation systems.
6. Payment of work started before the agreement with FDOT is executed.
7. Bonds.
8. Sod.

Also,

1. Design must implement concepts consistent with our **“Bold Landscape” Initiative**. See definition below.
2. Plants must be purchased from Florida based nursery stocks.
3. Except where prohibited by federal law or federal regulation and to the extent practical, a minimum of 50% of the funds must be for large plant materials (five gallons or larger).
4. Purchase must be by competitive bid.
5. Local agency must design the landscaping and obtain FDOT approval of the design.
5. Local agency must maintain the landscaping.

Bold Landscapes: All FDOT landscape grants must now meet the **“BOLD”** criteria as described on page two of this document. This requirement will be included in the agreement and will be part of the design review by the Department.

These funds are disbursed using a Joint Participation Agreement (JPA) with the Florida Department of Transportation and the Local Agency. The agreement cannot be with a home owners association or other non governmental entity, it must be a government agency (County, City, etc.). Payment will be a one time lump-sum payment after the work is complete or, if included in the JPA, progress payments based on a percentage of completion (or as otherwise agreed to in the agreement).

The decision to provide funds and how much is made by the District Directors or District Secretary. These decisions are based on, but not limited to, the availability of the funds at the time needed, the type and area proposed for landscaping, the amount requested, and other factors.

To apply for these funds:

Complete the one page application and email (or regular mail) to Steve Smith at the address below. There is no time limit to apply; however in general, funding decisions on grants are usually awarded in the order applications are received.

Bold Landscaping Requirement:

FDOT landscape grants now must meet the following criteria as set forth by FDOT Secretary Prasad in December 2011.

Definition of “BOLD” -

“BOLD” is a Department initiative, lead by Secretary Prasad to adapt to current landscape market conditions, and to instantly create roadside landscapes that can **help attract and grow business in Florida**. The Secretary has directed the Districts and Central Office to work with the District Landscape Architects and State Transportation Landscape Architect to implement the **“BOLD”** vision described below.

“BOLD” is more emphasis on trees and less on shrubs. Typically, more large trees and fewer shrubs can instantly increase “curb appeal” as described by the Secretary, and can cost much less to maintain than extensive masses of ornamental shrubs.

“BOLD” may cost less to construct.

“BOLD” does not prohibit shrubs. Shrubs can be used when and where they are part of the best design solution.

“BOLD” landscapes with **many large trees and few, if any, shrubs can be maintained more affordably, either by the local government or by the Department.**

If you need an application or have further questions about any of the above, please call or email:

Steve Smith
Production Management Office
Florida Department of Transportation – District 5
719 South Woodland Boulevard
Deland, Florida 32720
Phone: (386) 943-5451
steve.smith@dot.state.fl.us

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V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

E. PRESENTATION ON FDOT'S REVIEW OF THE FEDERAL FUNCTIONAL CLASSIFICATION OF
ROADS IN VOLUSIA COUNTY (*TCC ONLY*)

Background

The designation of federal functional classification is made at least once every ten years following the decennial census, or whenever required by federal regulation. FDOT's consultant will present information pertaining to the process involved in reviewing these roadways based on the changes in classifications and the boundary maps.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

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V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

F. PRESENTATION ON VOTRAN FARE INCREASE (*CAC ONLY*)

Background Information:

In the upcoming budget year, Votran faces a projected increase to the general fund subsidy of an additional \$2 million forecasted in FY 2015. Revenue generated by a fare increase would help to deal with this funding challenge. Currently, the fixed-route cash fare is \$1.25 and the day pass is \$3.00. These amounts are lower than the statewide average of other Florida transit systems. Votran's current fare structure has been in place since January 2007.

Information was provided in the August CAC agenda. Votran staff will present information regarding the proposed fare increase.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

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V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

G. FDOT REPORT

Background Information:

Ms. Claudia Calzaretta, Florida Department of Transportation (FDOT), will be present to answer questions regarding projects on the FDOT Construction Status Report and the Push-Button Report.

The Construction Status Report and the Push-Button Report will be provided under separate cover.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

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V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

H. VOLUSIA COUNTY CONSTRUCTION REPORT

Background Information:

Staff from 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

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- VI. STAFF COMMENTS
 - ® Reapportionment Update
 - ® Work Program Development
- VII. CAC/TCC MEMBER COMMENTS
- VIII. INFORMATION ITEMS
- IX. ADJOURNMENT

****The next meetings of the CAC & TCC will be on November 19, 2013****
