



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, November 19, 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 OCTOBER 15, 2013 CAC AND TCC MEETING MINUTES *(Contact: Debbie Stewart) (Enclosure, CAC pages 3-10; TCC pages 11-19)*
 - B. CANCELLATION OF DECEMBER 17, 2013 CAC AND TCC MEETINGS *(Contact: Pamela Blankenship) (Enclosure, page 3)*
- IV. ACTION ITEMS
 - A. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2013-## AMENDING THE FY 2013/14 TO 2017/18 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) *(Contact: Robert Keeth) (Enclosure, pages 20-25)*
 - B. APPOINTMENT OF MEMBERS TO THE UNIFIED PLANNING WORK PROGRAM (UPWP) SUBCOMMITTEE *(Contact: Robert Keeth) (Enclosure, page 26)*
 - C. REVIEW AND RECOMMEND APPROVAL OF REVISIONS TO VOLUSIA TPO PRIORITY PROCESS APPLICATIONS AND SCORING CRITERIA *(Contact Robert Keeth) (Enclosure, pages 27-60)*

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

- A. PRESENTATION BY FDOT'S CONSULTANT ON FEDERAL FUNCTIONAL CLASSIFICATION OF ROADWAYS** (Contact: Jean Parlow) (Enclosure, page 61)
- B. PRESENTATION ON THE VOLUSIA COUNTY ROAD PROGRAM** (Contact: Robert Keeth) (Enclosure, page 62)
- C. PRESENTATION ON THE RESULTS OF THE PEDESTRIAN CROSSWALK SAFETY PROGRAM** (Contact: Stephan Harris) (Enclosure, pages 63-74)
- D. FDOT REPORT** (Contact: Claudia Calzaretta, FDOT District 5) (Enclosure, pages 75-83)
- E. VOLUSIA COUNTY CONSTRUCTION REPORT** (Contact: Volusia County Traffic Engineering) (Enclosure, page 84)

VI. STAFF COMMENTS (Enclosure, page 85)

- Ⓡ Reapportionment Update

VII. CAC/TCC MEMBER COMMENTS (Enclosure, page 85)

VIII. INFORMATION ITEMS (Enclosure, pages 86-87)

- Ⓡ TIP Subcommittee Meeting Summary
- Ⓡ Titusville to Edgewater Loop Alternatives Public Meeting Notice

IX. ADJOURNMENT (Enclosure, page 85)

*****The next meetings of the CAC and TCC will be on Tuesday, January 21, 2014*****

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.

**MEETING SUMMARY
(CAC & TCC)
NOVEMBER 19, 2013**

III. CONSENT AGENDA

A. APPROVAL OF OCTOBER 15, 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.

B. CANCELLATION OF DECEMBER 17, 2013 CAC AND TCC MEETINGS

Background Information:

Traditionally, if there is no outstanding business which needs to be conducted before the end of the calendar year, none of the TPO Committees will meet during the month of December. This tends to be a busy month for committee members who are preparing for the holidays.

ACTION REQUESTED:

MOTION TO APPROVE THE CONSENT AGENDA

**Citizens Advisory Committee (CAC)
Meeting Minutes
October 15, 2013**

CAC Members Present:

Donald Smart, Vice Chairman
Richard Gailey
Bliss Jamison
Richard Belhumeur
Gilles Blais, Chairman
Jake Sachs
Bob Storke
Bobby Ball
Elizabeth Lendian
Dan D'Antonio
Claudia Calzaretta (non-voting advisor)
Robert Keeth (non-voting)
Melissa Winsett (non-voting)
Rickey Mack

CAC Members Absent:

Janet Deyette (excused)
Susan Elliott (excused)
Judy Craig

Others Present:

Debbie Stewart
Pam Blankenship
Lois Bollenback
Carole Hinkley
Stephan Harris
Jean Parlow
Heather Blanck
Judy Pizzo

Representing:

Daytona Beach
DeBary
Edgewater
Flagler Beach
Holly Hill
New Smyrna Beach
Orange City
Port Orange
Volusia County
Volusia County
FDOT District 5
TPO Staff
Volusia County Traffic Engineering
Votran

Representing:

Deltona
Pierson
Volusia County

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Votran
FDOT

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.

III. Consent Agenda

A. Approval of September 17, 2013 CAC Meeting Minutes

MOTION: *Mr. D'Antonio moved to approve the September 17, 2013 CAC meeting minutes. The motion was seconded by Mr. Storke 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)

[hand-out]

Mr. Keeth stated the handout is a revised attachment. This agenda item was put together before the TPO received the figures for the ultimate systems interchange from FDOT. FDOT has requested that a construction phase for the Ultimate Systems Interchange project at I-4 and I-95 be added. FDOT has identified some construction money for this project. It is a very expensive project, about \$300 million. It is a top ranked project on the priority list, specifically the Strategic Intermodal System (SIS) list. TPO staff recommends approval of the revision that adds the construction phase beginning in FY 2014/15. There are six other bicycle/pedestrian projects that were able to be programmed because of money reclaimed from the East Central Regional Rail Trail (ECRRT), Segment 7. Mr. Harris identified six top ranked bicycle/pedestrian projects that can be funded with that money.

Mr. D'Antonio asked if funds were made available by money that was allocated for the rail trail.

Mr. Keeth replied that yes, FDOT had programmed about \$1.2 million on Segment 7. The project was on the Transportation Alternatives Program (TAP) list, so by TPO policy it was not eligible for XU funds. The TPO asked FDOT to remove the XU funds and they replaced them with federal congestion management funds.

Chairman Blais stated he thought the federal government paid for these projects.

Mr. Harris replied that particular project is a railroad crossing improvement and FEC right-of-way. There is a project the county is undertaking which are sidewalks on either side from Nova Road to US 1, the county is building up to the railroad crossing and this project consists of improvements at that crossing. FEC will be doing all the design construction using these federal funds.

Chairman Blais stated he noticed in his city that a sidewalk ends at a railroad crossing and bicyclists and pedestrians have to get in the roadway to cross the tracks; he asked if that would cover all the crossings or just the one.

Mr. Harris stated on some roadways bicyclists and pedestrians have to get on the roadway to cross the railroad tracks. Hopefully this will not happen; he has not seen a scope of work from FEC so he cannot say what will happen yet.

Ms. Winsett stated that on county facilities they tried to build sidewalks all the way and sometimes to get the project done county has to skip that part. It is not what they want but what they end up having to do.

MOTION: Mr. Storke moved to approve the Resolution 2013-XX amending the FY 2013/14 to 2017/18 Transportation Improvement Program (TIP). The motion was seconded by Mr. Smart and carried unanimously.

B. Appointment of Transportation Improvement Program (TIP) Subcommittee Members

Mr. Keeth stated every year the TPO reviews the priority process and the majority of the work is done by the Transportation Improvement Program Subcommittee. That committee was originally set up to foster the Transportation Improvement Program but now they generally spend most of their time and effort reviewing the priority process. Generally there are three members from each of the advisory committees. There are currently members from the CAC; the TPO would like to get a reappointment to confirm their involvement and would appreciate a recommitment from these members.

MOTION: Mr. Smart moved to approve the reappointment of Mr. Blais, Mr. Ball, Mr. Belhumeur, Ms. Craig and Ms. Winsett to the Transportation Improvement Program Subcommittee. The motion was seconded by Mr. Sachs.

MOTION: Mr. Smart moved to approve the reappointment of Ms. Judy Craig to the Transportation Improvement Program Subcommittee contingent upon her acceptance. The motion was seconded by Mr. Storke and carried unanimously.

The original motion carried unanimously.

V. Presentations, Status Reports, and Discussion Items

A. Presentation on the Volusia TPO Priority Process Requirements

Mr. Keeth gave a PowerPoint presentation and stated each year the TPO reviews the priority process in an effort to improve it. The TPO Board will discuss the process next week. Over the previous year there have been specific concerns about the process relating to funding caps and local match. The TPO staff wants to bring this information to the TIP subcommittee for consideration as they develop specific recommendations that would then be forwarded to the TCC, CAC and BPAC for review and input before being brought before the board for approval. He explained that the priority process identifies and prioritizes transportation system improvements to be funded with state and federal funds. As a result of this process, the TPO adopts projects for seven general categories identified by types of funding that are used to fund the projects. Most funding has limitations on how it can be used.

Mr. Keeth stated that three of the seven project types come directly from the Long Range Transportation Plan (LRTP). He continued with a description of the categories. He also gave an explanation of XU funds and where they come from. The XU set-aside fund annual federal allocation is about \$4.7 million. He stated it is the TPO's policy to divide 40% to Traffic Operation/ITSS/Safety projects, 30% to Bicycle/Pedestrian and 30% to Transit projects. The transit projects are primarily identified and prioritized by Votran. He stated the three categories the TPO is involved with are the Traffic Operation ITS Safety projects, Bicycle/Pedestrian XU projects, and the Transportation Alternatives Program. It is an annual cycle and a call for projects is given in the spring of each year. This is a competitive process; the projects are scored and ranked. There is a required application for every project. It is a two-step process – a feasibility study is required for every project as well as a 10% match; the city may provide their own study as long it meets the TPO's criteria.

Mr. Keeth reviewed some of the considerations for the priority process. First is the evaluation criteria, which is what the scores are based on and ideally the best projects would score the highest. Second, local match requirements need to be looked at. The match was originally 50%, then dropped to 25%, 15%, and a few years ago to 10% as local governments had a hard time raising the money. There has been some discussion about raising the requirement. The TPO has limited funds and it is necessary to do as much as possible to leverage those funds. Another issue is project funding limits; XU projects are capped at \$1.5 million per year per project; there is no cap for bicycle/pedestrian projects and TAP projects have a \$500,000 cap.

Mr. Keeth added that cost overruns are an issue; overruns may be the fault of the applicant, but some are not. In some cases, FDOT has offered to make up the difference. It is important to recognize there is a policy in place that places the responsibility for overruns on the applicant.

Mr. Keeth asked if the TPO should consider giving an applicant extra points if they offer a more than the minimum match. Finally, project eligibility may need to be discussed. All of the funding sources have limitations on project eligibility. The TPO wants to review those to make sure they are consistent with our goals. In some cases it may be necessary to narrow the range of eligibility to get more of a particular type of project that better serves our goals and objectives. Another specific question that needs to be asked is whether the TPO should use the XU set-aside to fund Bicycle/Pedestrian master plans. He asked the members to provide comments and suggestions.

Mr. D'Antonio stated it might be more efficient to have the members provide responses by email.

Mr. Keeth responded that the TPO does not expect to have a consensus from this committee at this time.

Mr. D'Antonio stated the preferential points for local governments with deeper pockets is not harmonious with the TPO's purpose; the bicycle/pedestrian application could benefit from a cap similar to the others; regarding cost overruns, if FDOT is offering to provide the difference, they should, especially if the TPO provides a feasibility study that includes the cost estimate.

Mr. Keeth replied the TPO does feasibility studies through its consultants, or the applicant has the option do it themselves, the TPO encourages the applicant to be part of the process to make sure they are a partner in the feasibility study.

Mr. D'Antonio stated if the cost or the obligated funds are a function of the cost estimate and a local government did not have the expertise to understand, and then the overrun happens, he sees that as a difficult position for a local government to be in.

Ms. Calzaretta stated cities could reach out to FDOT for a cost estimate or assistance.

Mr. Keeth stated it was important to see what the reason for the increase was, if it is a result of change in the scope.

Mr. Smart suggested allowing extra points for safety factors or projects that improve public safety.

Mr. Keeth stated as the 2040 Long Range Transportation Plan is developed, the TPO will put greater emphasis on safety and focus in on the most dangerous intersections.

Mr. Storke stated match requirements need to be looked at.

Mr. Belhumeur inquired if there will be major changes to priority scoring.

Mr. Keeth responded these would not be major changes. The TPO will tightly relate our project selection and ranking toward meeting objectives in long range plan. The TPO will have a discussion with the board about project cost limits and will carry general concerns to the TIP subcommittee first. The TIP subcommittee will make specific recommendations to forward to the board.

Mr. D'Antonio asked how this would fit with reapportionment, and if the partners would be involved in the discussion.

Mr. Keeth replied that they would be involved in the discussion once reapportionment is complete. The TPO has programmed their monies out through the next three years so changes probably will not affect those projects.

Ms. Lendian asked when the subcommittee would meet.

Mr. Keeth stated a date has not been set yet.

B. Presentation on Alternatives Analysis Funding Options

Ms. Bollenback stated she wanted to bring the committee up to date on the progress of the discussion on funding an Alternatives Analysis for a connection between SunRail in West Volusia and the Daytona Beach area. A presentation was given to the board regarding funding options in June. The Alternatives Analysis study is estimated at just over \$2 million, 25% has provided by local governments. FDOT did fund that in the Work Program but it requires a 25% match. TPO staff is trying to identify where that match will come from. One of

the options offered by the FDOT is a fund swap. This would mean taking local funds off an existing project and replacing those funds with state funds, then moving those local funds over to the Alternatives Analysis study. Any local government that will be affected by that had agreed to those funds for a particular project and they would have to go back and agree to re-allocate those funds. Those projects that were identified in the Work Program are being looked at to see what money is actually available. There was a workshop held after the last board meeting to bring the board members up to speed on activities that are going on in this area outside of the alternatives analysis consideration. There was a lot uncertainty about what this study would do for the area. It is not just a feasibility study, it is the first step in the project development process. There will be another discussion at the board meeting next week. There is no action or proposal at this time.

C. Presentation on the Intermodal Transit Station Study (ITSS)

Ms. Judy Pizzo gave a PowerPoint presentation and stated the ITSS study started in mid-June of this year in partnership with the alternatives analysis. The purpose of this study is to determine where an intermodal station will go. The participating parties are the city of Daytona Beach, the Volusia TPO, Volusia County, Votran and FDOT and other stakeholders. The study involved a public workshop. They interviewed the FDOT, the stakeholders and elected officials to determine what was wanted and needed in this corridor as far as an intermodal station and what the purpose of the station might be. What makes the study important to the area is economic viability, connectivity, accessibility from a car, a pedestrian's viewpoint, is it going to be bus, car, train, the true sense of multi-modal. The study area is from west I-95 over to US 1 and from the south SR 400 to north of the International Speedway Boulevard corridor. She stated currently there are about a dozen parcels and FDOT has developed criteria to determine what parcel is the most viable for a station. There will be a public meeting on November 14, 2013 at Daytona Beach State College. She will give a report on final ranking to the TPO Board on October 23, 2013. Additional information can be found at www.cflroads.com.

Chairman Blais if inquired any study was made on the sales tax revenue in that corridor.

Ms. Pizzo replied not on this study. It was a variable they have not considered.

D. Presentation on the FDOT Landscaping Grants

Ms. Calzaretta stated this is a grant program that has been in existence for a while. The contact person is Steve Smith and in the agenda packet is a handout that gives the criteria required and applications. This is a Joint Participation Agreement (JPA), which is a reimbursement program. These are state funds and are awarded through the JPA. Concept plans are required when application is submitted. She stated this is a stand-alone plan, on state roads only and is first come, first serve. It is for installation and plant materials only, not for design or maintenance.

E. Presentation on Votran Fare Increase

Ms. Blanck gave a PowerPoint presentation on the Votran fare increase.

Mr. Belhuemer asked for clarification of the increase.

Ms. Blanck confirmed the rate of increase.

Chairman Blais inquired if Votran had thought about a sliding scale for people with different incomes.

Ms. Blanck replied there were a lot of things to take into consideration, and that would have to be another study.

F. FDOT Report

Ms. Calzaretta gave the FDOT report.

Mr. Sachs suggested lowering the speed limit on SR-44 from Wal-Mart, eastbound to the intersection where the speed limit drops below 55 mph.

Ms. Calzaretta replied she would take it to FDOT's Traffic Operations Department and get feedback.

G. Volusia County Construction Report

Ms. Winsett gave the Volusia County Construction report.

VI. Staff Comments

• **Reapportionment Update**

Mr. Keeth reported that Palm Coast still had not scheduled a review and approval of the resolution supporting the reapportionment plan. The city of Palm Coast is looking for assurance that their priority projects will be funded through completion. The town of Pierson has scheduled a review of the resolution for later this month.

• **Work Program Development**

Mr. Keeth stated FDOT is in the process of developing their new five-year Work Program for FY 2018/19.

Ms. Calzaretta stated FDOT is still waiting for additional information on projects from cities.

VII. CAC Member Comments

Ms. Lendian reminded the committee about the Autumn in the Oaks festival in DeLeon Springs on Saturday, October 26, 2013.

VIII. Information Items

IX. Adjournment

There being no further business, the CAC meeting adjourned at 2:55 pm.

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 October 15, 2013 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 19th day of November 2013.

DEBBIE STEWART, RECORDING SECRETARY
VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

DRAFT

Technical Coordinating Committee (TCC)

Meeting Minutes

September 17, 2013

TCC Members Present:

Fred Ferrell
Pedro Leon
Stewart Cruz
Rebecca Hammock
Mike Holmes
Ron Paradise
Darren Lear
Chad Lingenfelter
Tom Harowski
Kent (K.C.) Cichon
Gail Henrikson
Alison Stettner
Ric Goss
Jim Smith
Clay Ervin, Chairman
Tim Burman
John Dillard
Larry LaHue
Marian Ridgeway
Jon Cheney
Heather Blanck
Claudia Calzaretta (non-voting advisor)
Robert Keeth (non-voting)

Others Present:

Pamela Blankenship,
Debbie Stewart, Recording Secretary
Lois Bollenback
Carole Hinkley
Jean Parlow
Stephan Harris
Curtis Leonard
Lara Bouck
Fabrico Ponce
Bob Wallace
Judy Pizzo
Elizabeth Alicia Lendian
Heather Blanck
Melissa Winsett
Mike Marcum
Jose Papa
Cliff Tate
Heather Roberts

Representing:

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

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Titan America
RS&H
Tindale Oliver & Associates
Tindale Oliver & Associates
FDOT
CAC Member
Votran
V.C. Traffic Engineering
CODB
Palm Coast
Kimley-Horn
Kimley-Horn

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 September 17, 2013 TCC Meeting Minutes

MOTION: *Mr. Cheney moved to approve the September 17, 2013 TCC meeting minutes. The motion was seconded by Mr. Lear 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)

[handout provided]

Mr. Keeth stated this TIP amendment includes the Ultimate Systems Interchange project at I-95 and I-4. It also includes six bicycle/pedestrian projects. The handout provides updated funding information for the Ultimate Systems Interchange.

Mr. Cheney stated that he thought that when FDOT moved forward with the \$270 million systems interchange there would be a public announcement. He inquired about the money for the project.

Ms. Calzaretta stated she would look into it.

MOTION: *Mr. Cheney moved to approve Resolution 2013-## amending the FY 2013/14 to 2017/18 Transportation Improvement Program (TIP). The motion was seconded by Mr. Ferrell and carried unanimously.*

B. Appointment of Transportation Improvement Program (TIP) Subcommittee Members

Mr. Keeth requested volunteers to sit on the TIP subcommittee.

Mr. Cheney volunteered, along with Mr. Paradise and Mr. Harowski.

Mr. Keeth requested a motion to include the reappointment of the two already on the subcommittee.

Mr. Ervin stated he would relinquish his position.

MOTION: *A motion was made to approve the appointment of Mr. Cheney and Mr. Paradise and reappointment of Mr. Harowski to the Transportation Improvement Program (TIP) Subcommittee. The motion was seconded by Mr. Lingenfelter and carried unanimously.*

V. Presentations, Status Reports, and Discussion Items

A. Presentation on the Volusia TPO Priority Process Requirements

Mr. Keeth gave a PowerPoint presentation and stated each year the TPO reviews the priority process in an effort to improve it. The TPO Board will discuss the process next week. Over the previous year there have been specific concerns about the process relating to funding caps and local match. We want to bring this information to the TIP subcommittee for consideration as they develop specific recommendations that would then be forwarded to the TCC, CAC and BPAC for review and input before being brought before the board for approval. He explained that the priority process identifies and prioritizes transportation system improvements

to be funded with state and federal funds. As a result of this process, the TPO adopts projects for seven general categories identified by types of funding that are used to fund the projects. Most funding has limitations on how it can be used.

Mr. Keeth stated that three of the seven project types come directly from the Long Range Transportation Plan (LRTP). He continued with a description of the categories. He also gave an explanation of XU funds and where they come from. Our XU set-aside fund annual federal allocation is about \$4.7 million. He stated it is the TPO's policy to divide 40% to Traffic Operation ITSS Safety projects, 30% to Bicycle/Pedestrian and 30% to Transit projects. The transit projects are primarily identified and prioritized by Votran. He stated the three categories the TPO is involved with are the Traffic Operation ITSS Safety projects, Bicycle/Pedestrian XU projects, and the Transportation Alternatives Program. It is an annual cycle and a call for projects is given in the spring of each year. This is a competitive process; the projects are scored and ranked. There is a required application for every project. It is a two-step process – a feasibility study is required for every project as well as a 10% match; the city may provide their own study as long it meets the TPO's criteria.

Mr. Keeth reviewed some of the considerations for the priority process. First is the evaluation criteria, which is what the scores are based on and ideally the best projects would score the highest. Second, local match requirements need to be looked at. The match was once 50%, was dropped to 25%, 15%, and a few years ago to 10% as local governments had a hard time raising the money. There has been some discussion about raising the requirement. The TPO has limited funds and it is necessary to do as much as possible to leverage those funds. Another issue is project funding limits; XU projects are capped at \$1.5 million per year per project; there is no cap for bicycle/pedestrian projects and TAP projects have a \$500,000 cap.

Mr. Keeth added that cost overruns are an issue; overruns may be the fault of the applicant, but some are not. In some cases, FDOT has offered to make up the difference. It is important to recognize there is a policy in place that places the responsibility for overruns on the applicant.

Mr. Keeth asked if the TPO should consider giving an applicant extra points if they offer a more than the minimum match. Finally, project eligibility may need to be discussed. All of the funding sources have limitations on project eligibility. The TPO wants to review those to make sure they are consistent with what our goals. In some cases it may be necessary to narrow the range of eligibility to get more of a particular type of project that better serves our goals and objectives. Another specific question that needs to be asked is whether the TPO should use the XU set-aside to fund Bicycle/Pedestrian master plans. He asked the members to provide comments and suggestions.

Mr. Cheney asked how the TPO will successfully integrate the incoming cities projects.

Ms. Bollenback stated last month TPO staff showed the long range summary report, which has no SIS projects. The cities/county members do have projects that would be funded with state and federal funds, but they are not necessarily state roads because of the nature of the community there. Merging their projects into our current priority lists is something that will occur over the next call for projects.

Mr. Cheney stated he wanted to make sure everyone is being treated fairly.

Ms. Bollenback replied this is beyond the scope of what is being discussed. When it comes to the non-SIS project the staff will be looking at that priority list; the discussion has occurred but the lists have not been merged yet. There was some debate during the development of the reapportionment plan as to whether those would stay separate until we go through the development of the next long range plan. FDOT's point is it does not matter how many lists they are given, they would have to treat it as one list. In this particular case, the discussion is about the application process for the set aside. This discussion is as a result of last year's process; the board had a lot of questions about matches, caps, consistency, etc. These are the issues that have come up over the last couple of years. TPO's staff has had requests for projects that are a little different than projects that have been done historically.

Mr. Cheney asked if we can merge the application process with the FDOT form so that the local jurisdictions staff are not doing it twice.

Ms. Bollenback answered that the TPO is working with FDOT on that.

Discussion ensued regarding the extra burden placed on local government when undertaking projects as LAP projects.

Ms. Stettner stated increasing the 10% local match would make it too expensive to achieve these projects.

Chairman Ervin stated in the past cities were able to use Volusia County for some LAP administration, but when cities take it on themselves, there is a generalized increase of 30% in the cost.

Mr. Cheney stated that the county is under new management and they are being asked to run it like a business. If they are getting less than \$.60 on the dollar to administer a project, it does not make good business sense, which is why more and more they are asking local jurisdictions to run their own projects.

Ms. Calzaretta stated the LAP process is mandated by the federal government and not the state. She will take the message back to the department. Some of these projects can be done through other avenues, such as the traffic operations department.

Mr. Ferrell stated it is still a LAP project, and still have the same overhead. If the project is not significant enough to make a business decision to pay the extra cost, he recommends building the project yourself. It is tough on both sides; FDOT is under certain mandates to review the projects.

Ms. Stettner stated that Orange City needs the sidewalks to get kids to school, and the infrastructure. It is worth it politically to go through this process to get it done but if the match goes up they will not be able to afford it.

Mr. Harowski stated the real problem is the unnecessary and burdensome regulations that the federal government is insisting the FDOT adhere to.

Mr. Smith agreed and suggested local match be based on a graduated scale by population; using TPO funds to fund a master plan should also be based on population.

Chairman Ervin stated that if there is a common theme for projects from five or six cities, it would be beneficial to group them together as one project so as not to have to use consultants.

Mr. Ferrell stated that this is something the FDOT does already. It does not defer the 10% match but it does get rid of the administrative costs. One of the groups will still have to burden it but it could be a good option.

Mr. Lingenfelter stated the reason for the funding caps is that we do not want one project to take all the money. He suggested using state funds for smaller projects and the federal funds for systems interchange.

Mr. Keeth stated there are more restrictions on the use of state funds.

Mr. Keeth stated this agenda item would be discussed with the board and he would bring back direction provided by the board.

B. Presentation on Alternatives Analysis Funding Options

Ms. Bollenback stated she wanted to bring the committee up to date on the progress of discussion on funding an Alternatives Analysis for a connection between SunRail in West Volusia and the Daytona Beach area. A presentation was given to the board regarding funding options in June. The Alternatives Analysis study is

estimated at just over \$2 million. FDOT did fund that in the work program but it requires a 25% match. TPO staff is trying to identify where that match may come from. One of the options offered by the FDOT is a fund swap. This would mean taking local funds off an existing project and replacing those funds with state funds, and moving those local funds over to the Alternatives Analysis study. Any local government that will be affected by that had agreed to those funds for a particular project and they would have to go back and agree to re-allocate those funds. Those projects that were identified in the Work Program are being looked at to see what money is actually available. There was a workshop held after the last board meeting to bring the board members up to speed on activities that are going on in this area outside of the alternatives analysis consideration. There was a lot uncertainty about what this study would do for the area. It is not just a feasibility study, it is the first step in the project development process. There will be another discussion at the board meeting next week. There is no action or proposal at this time.

Mr. Ferrell inquired if it had to be local funds or can it be something else. It is limiting to use local funds, because most local funds in the work program may not be real money. It is money that has already been expended, a soft match, or a place holder to balance the budget. He stated you could replace state dollars with federal dollars.

Ms. Bollenback answered it is FDOT policy to have a 25% match to do this study. The TPO has some reserves. The TPO collects a small contribution each year from its member governments. How much buy-in and ownership there is in this study depends on how much this TPO has a stake in it. Sometimes by coming in with that local match it becomes everyone's study. There is not a clear path to generate funding. The decision the TPO board has to make depends on decisions of other jurisdictions.

Mr. Cheney asked if there was a plan B. If there is not a project champion, and there is divisiveness within the TPO amongst the elected officials about coming forward with a local match do we really need to do the full alternatives analysis. He asked if there could be an in between study. By coming to the county for a local match the perception is that it is a county project rather than a community project. He wondered if there is another route to take.

Ms. Bollenback stated it was discussed at the workshop if there was an interim step or something that would not cost \$2 million. The answer is yes, the TPO could do an interim study. Under MAP-21, the project development process has been condensed and collapsed the alternatives analysis and NEPA phase. The FDOT is here trying to be responsive to what we want, but there seems to be a lack of clarity over specifically what we want or want to do next.

Mr. Ferrell questioned the alternatives analysis study being a mode of transportation, not necessarily a train.

Mr. Bollenback stated it will cover modes of transportation as well as alignment, which is why it is so expensive. We have multiple alignments and modes; ultimately the goal is to come up with preferred alignment and mode.

C. Presentation on the Intermodal Transit Study (ITSS)

Ms. Judy Pizzo gave a PowerPoint presentation and stated the ITSS study started in mid-June of this year in partnership with the alternatives analysis. The participating parties are the city of Daytona Beach, the Volusia TPO, Volusia County, Votran and FDOT and other stakeholders. The study involved a public workshop. They interviewed the FDOT, stakeholders and elected officials determining what was wanted and needed in this corridor in the way of an intermodal station and what the purpose of the station might be. What makes the study important to the area is economic viability, connectivity, accessibility from a car, a pedestrian's viewpoint, is it going to be bus, car, train, the true sense of multi-modal. The study area is from the west I-95 over to US 1 and from the south SR 400 to north of International Speedway Boulevard corridor. She stated currently there are about a dozen parcels and FDOT has developed criteria to determine what parcel is most viable for a station, such as environmental constraints and connectivity issues. There will be a public meeting on November 14, 2013 at Daytona Beach State College. She will give a report on final ranking to the TPO Board on October 23, 2013. Additional information can be found at www.cflroads.com.

Mr. Smith inquired if there was any relationship between population density and building a station.

Ms. Pizzo replied yes, they want an area that is well developed.

Ms. Bollenback stated if something comes out of this study that impacts or is relevant to the US 1 corridor, then yes. It may connect in some other way but if it connects to the ITSS, depends on what becomes the identified location and if they are close to the US 1 corridor or away from the US 1 corridor.

D. Presentation on the FDOT Landscaping Grants

Ms. Calzaretta stated FDOT recently updated the Landscaping Grant Program. There is a guideline of the criteria to apply in the agenda packet. Send applications to Steve Smith at the Program Management Office and carbon copy her. It is a first come, first serve basis. It is landscaping opportunity on state highway facilities only and is for plant materials and installation of plant materials only. The money is not for design or maintenance.

Ms. Henrickson inquired if there was a cap on how much you can apply for.

Ms. Calzaretta replied that there was not a cap but it is first come, first serve.

E. Presentation on FDOT's Review of the Federal Functional Classification of Roads in Volusia County

Ms. Parlow stated every ten years as a result of the census, FHWA in cooperation with FDOT, the TPO and local jurisdictions, review the urban boundaries as well as the function and classification of roadways. She introduced Mr. Cliff Tate, Kimley-Horn and Associates, FDOT's consultant, to give a presentation and overview of the process and status.

Mr. Tate introduced Ms. Heather Roberts, who will be assisting with the work. He stated he would be primarily be talking about the functional classification, but there are a couple things that are related to that that he would like to put in proper context, the urban area boundaries and the transitioning areas. The reason these are important is because the urban area boundaries and functional classification are required by FHWA. One of the key things about the urban area boundaries is there are different amounts of money between the urban areas and the rural areas, and sometimes within an MPO areas there is not as much competition for some of the rural dollars. It also has implications from FDOT perspective of level of service standards and interchange spacing. He stated the functional classification identifies what roads are on the federal aid system. If they are in an urban area and have a functional classification of anything over what is considered a local road, they are eligible for federal funds. If they are in a rural area and, they have a functional classification, they are eligible except for minor collectors. Outside of that, from a FDOT perspective, it is mainly used for reporting. A lot of local governments use the functional classification to tie into to management systems, zoning or for certain types of things done on certain types of roads. He explained that transition area boundaries are set up by FDOT. It recognizes that it is not a solid line between an urban area and a rural area; it is more of a blending. FDOT identifies those areas as transitional areas. This happens after every census and primarily based on population density. One of the objectives is to identify what are the areas over 50,000 people, then it becomes an urbanized area required to have an MPO. They are trying to identify urban clusters, those areas which have 5,000 people to just less than 50,000 people. When it comes to the urban boundaries, FHWA allow us two options; they allow us to use the straight, raw data that comes out of the census or allow adjustments. This TPO went through that earlier this year and came up with some recommendations that are under federal review right now. FHWA this time compared to the last census have been much stricter as to where the boundaries are. The functional classification can happen at any time. FDOT has an application online that can be downloaded. The adjustments are to smooth irregularities, maintain administrative consistencies, and incorporate any fringe areas. The boundary does delineate an urban arterial from a rural arterial. Functional classification is a process where roads are grouped into a hierarchy. This is required by FHWA and is used to identify the relative importance of roadways, and for planning and budgeting, and sometimes for prioritizing. He stated there have been some changes to specific categories to make urban and rural arterials consistent.

Ms. Roberts responded that it could extend past the boundary if it makes more sense but most will be cut at the boundary unless there is a clear reason why it should be extended.

Mr. Jose Papa, Palm Coast, asked if this would be a county by county task or if it would be done with the incoming cities in preparation for the expanded TPO planning area. He asked if there would be opportunities to adjust the boundaries.

Mr. Tate replied that typically with more than one county, they make sure the local governments are in agreement with the boundaries before they are approved by the TPO. He added that FDOT would work with Flagler County to address the boundaries. In reference to the urban boundaries, there are no changes anticipated; however, there may be situations where it would make sense due to land use changes.

Chairman Ervin confirmed that Flagler County would need to review their functional classifications and contact Mr. Tate with any changes or questions.

Mr. Paradise stated he is representing a city that is a newer institution as far as municipalities go, there is a large population and they never seem to secure funding for maintenance and improvement of roads. He asked if there was a way to establish some sort of parody with these federally functional roads with state roads.

Mr. Cheney recommended specifically speaking to fire services, emergency management and public works directors because the federal functional classification does have ramifications in emergencies and what the federal government will pay for.

Mr. Tate stated the transition areas are those that are anticipated to meet the urbanized criteria of the population densities in the current census. Because it is math driven, FDOT will be presenting some maps to be further defined. Regarding the schedule, we hope to hear from FHWA this month as far as what they are willing to approve on the smooth urban boundaries; we are working with the different MPOs and TPOs and counties this month and next month to come up with a firm classification. We were hoping to have the local MPOs and TPOs sign the local maps in November.

Ms. Parlow stated Kimley-Horn is working with FDOT and FHWA on this effort; the TPO is having a workshop on October 28, 2013 at 9:00 am. We will keep this an open workshop.

Mr. Ervin asked if what comes out of the workshop will go to the board for approval.

Ms. Parlow stated if all goes well the draft will be approved in November.

F. FDOT Report

Ms. Calzaretta gave the FDOT report.

G. Volusia County Construction Report

Mr. Cheney gave the Volusia County Construction Report.

VI. Staff Comments

· Reapportionment Update

Mr. Keeth stated the TPO is still waiting for Palm Coast to provide the resolution of support for reapportionment to forward to the Governor for approval. Palm Coast has not yet scheduled the resolution of support to be approved. The TPO is also waiting on a resolution of support from the town of

Pierson. It is scheduled for review and approval later this month. At this point, the TPO will not be able to move forward with the completion of reapportionment until January 2014 or later.

- **Work Program Development**

Mr. Keeth stated FDOT is in the process of developing the Work Program for the coming year and reviewing the TPO's priority project lists. Additional information is needed on a few projects and staff has contacted those in question.

VII. TCC Member Comments

Mr. Paradise stated Deltona's city hall appreciated everyone in Volusia County Traffic Engineering.

Mr. Cheney stated Volusia County had recently asked everyone questions regarding concurrency and everyone responded. They will be compiling the information and sending it out.

VIII. Information Items

Chairman Ervin recognized Mr. Tim Burman as the replacement for Mr. Bill McCord.

IX. Adjournment

There being no further business, the TCC meeting adjourned at 4:50 p.m.

DRAFT

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 October 15, 2013 regular meeting of the Technical Coordinating Committee (TCC), approved and duly signed this 19th day of November 2013.

DEBBIE STEWART, RECORDING SECRETARY
VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

DRAFT

**MEETING SUMMARY
(CAC & TCC)
NOVEMBER 19, 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:

FDOT has requested the Volusia TPO to delete the following two projects from its FY 2013/14 to FY 2017/18 Transportation Improvement Program (TIP):

- **FM# 433668-1 SR 472 Capacity Study** – this project falls within the limits of another PD&E (FM# 408464-2 – I-4 Widening to 10 lanes to accommodate managed lanes;
- **FM# 433669-1 SR 15 (US 17) PD&E/EMO Study** – the traffic analysis showed that there is no need for capacity improvements within the limits of this project.

In addition, it is proposed that \$513,000 in local funds will be moved from FM# **431928-1 LPGA Boulevard Widening – Jimmy Ann to Derbyshire** to FM# **433718-1 Alternatives Analysis – SunRail to Daytona Beach Int'l Airport** to satisfy the 25% match requirement. The local funds moved from the LPGA Boulevard project are to be replaced with State funds.

These proposed amendments are more fully described in the enclosed Resolutions 2013-## and Attachment "A".

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 (FDOT) adopted Five-Year Work Program; and

WHEREAS, the Florida Department of Transportation has provided additional information to the Volusia TPO regarding the FDOT adopted Five-Year Work Program.

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 as shown in Attachment "A" attached hereto and made a part of this resolution; and the
2. Chairperson of the Volusia TPO (or her 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 (FDOT);
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation);
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation); and the
 - d. Federal Aviation Administration (FAA) (through the Orlando Airport District Office).

DONE AND RESOLVED at the regular meeting of the Volusia TPO held on the 27th day of November 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, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Volusia TPO held on November 27, 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)

PROPOSED Adopted November 27, 2013



4319281 LPGA Boulevard Widening - Jimmy Ann to Derbyshire

From: Jimmy Ann Drive

To: Derbyshire Av

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

Work Mix: WIDEN/RESURFACE EXIST LANES	Phase	Fund Source	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
	CST	CIGP	0	212,788	0	0	0
	CST	LF	0	1,589,000	0	0	0
	CST	TRIP	0	238,949	0	0	0
			0	2,040,737	0	0	0

Description: Widen LPGA Boulevard from 2 lanes to 4 between Jimmy Ann Drive and Derbyshire Road. Project length: 0.68 mile. (Reference Volusia County MPO 2025 Long Range Transportation Plan, Table 13.4, pg 13.12. - project was initiated while VCMPO 2025 LRTP was still in effect.)

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

Phase	Fund Source	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
CST	(tbd)	0	513,000	0	0	0
CST	LF	0	1,076,000	0	0	0
CST	TRIP	0	238,949	0	0	0
CST	CIGP	0	212,788	0	0	0
		0	2,040,737	0	0	0

4336681 SR 472 Capacity Study

From: Kentucky Av/MLK Jr Blvd

To: Graves Av

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

Work Mix: PD&E/EMO STUDY	Phase	Fund Source	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
	PD&E	DIH	0	10,000	0	0	0
	PD&E	DDR	0	800,000	0	0	0
			0	810,000	0	0	0

Description: A project development and environmental study to determine what improvements may be appropriate to increase capacity on SR 472 between Kentucky Avenue/Martin Luther King Jr Boulevard and Graves Avenue. (Reference Volusia TPO Long Range Transportation Plan, Table 8.2, pg 123.)

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

Phase	Fund Source	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
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4336691 SR 15 (US 17) PD&E/EMO Study

From: SR 40

To: Volusia/Putnam County Line

Work Mix: PD&E/EMO STUDY

Description: PD&E study to consider widening SR 15 (US 17) from 2 lanes to 4. Will need to be included in LRTP if study determines need for a project.

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

Phase	Fund Source	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
PD&E	DIH	0	10,000	0	0	0
PD&E	DDR	0	1,800,000	0	0	0
		0	1,810,000	0	0	0

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

Phase	Fund Source	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
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4337181 Alternative Analysis - SunRail to Daytona Bch Int'l Airport

From: SunRail

To: Daytona Beach Int'l Airport

Work Mix: CORRIDOR/SUBAREA PLANNING

Description: An "Alternatives Analysis" for a mass transit connection between SunRail (commuter rail service) on the west side of Volusia County with the Daytona Beach International Airport on the east side of the county. (Reference Volusia TPO Long Range Transportation Plan, Table 8.2, pg. 124.)

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

Phase	Fund Source	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
PLN	LF	0	750,000	0	0	0
PLN	DDR	0	2,250,000	0	0	0
		0	3,000,000	0	0	0

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

Phase	Fund Source	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
PLN	LF	0	513,000	0	0	0
PLN	DDR	0	1,539,000	0	0	0
		0	2,052,000	0	0	0

**MEETING SUMMARY
(CAC & TCC)
NOVEMBER 19, 2013**

IV. ACTION ITEMS

B. APPOINTMENT OF MEMBERS TO THE UNIFIED PLANNING WORK PROGRAM (UPWP) SUBCOMMITTEE

Background Information:

Every other year, the Volusia TPO committees take part in the development of the Unified Planning Work Program (UPWP). The UPWP outlines the annual activities and funding for the Volusia TPO over a two-year period. Staff is looking for volunteers from the CAC and TCC (2-3 from each committee) to help develop the next UPWP. Volunteers will also represent the Bicycle and Pedestrian Advisory Committee (BPAC).

ACTION REQUESTED:

APPOINTMENT OF UPWP SUBCOMMITTEE MEMBERS

**MEETING SUMMARY
(CAC & TCC)
NOVEMBER 19, 2013**

V. ACTION ITEMS

C. REVIEW AND RECOMMEND APPROVAL OF REVISIONS TO VOLUSIA TPO PRIORITY PROCESS APPLICATIONS AND SCORING CRITERIA

Background Information:

The TIP Subcommittee met on November 5, 2013 to review the Priority Process, the Project Applications and Scoring Criteria and related policies. Recommendations are as follows:

1. XU Traffic Operations/ITS/Safety Project Applications should be revised as prescribed in the drafts presented by VTPO staff with the following additional changes:
 - a. Include on the Application for Feasibility Studies a means for evaluation based on the applicant's narrative responses to four key criteria: location, mobility and operational benefits, safety benefits, and support for comprehensive planning goals and economic vitality. A "Likert-type" scale (strongly agree – agree – neither agree or disagree – disagree – strongly disagree) should be added to allow reviewers to indicate how well they believe the project will address the evaluation criteria.
 - b. Include on the Application for Project Implementation an allowance of extra points for local match greater than the required 10% similar to what now exists for XU Bicycling/Pedestrian Projects.
 - c. Include on the Application for Project Implementation a Systems Engineering Management Plan (SEMP) as a required phase for ITS projects.
2. Transportation Alternatives Program (TAP) Project Application should be revised as prescribed in the draft presented by VTPO staff.
3. Local match requirements for XU Traffic Operations/ITS/Safety Projects and Transportation Alternatives Projects should remain at 10% and 20%, respectively.
4. XU project funding cap should remain at \$1.5 million in any single application cycle and \$3 million for multiple cycles.
5. TAP project funding cap should remain at \$500,000.

The XU Traffic Operations/ITS/Safety Project Application and the Transportation Alternatives Project Application have been revised to incorporate the TIP Subcommittee recommendations and are enclosed herewith for your review and approval.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF REVISIONS TO PRIORITY PROCESS, PROJECT APPLICATIONS AND SCORING CRITERIA, AND RELATED POLICIES

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 completed copy of FDOT's Project Information Application Form.

~~a)~~b) 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)~~c) Right-of-way (ROW) information as available. (*i.e., deeds, easements, donations, recordable documents*).

~~c)~~d) Project cost estimates. (*i.e., FDOT's Long Range Estimates (LRE)*).

~~d)~~e) Documentation of commitment to provide required matching funds.

~~e)~~f) 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~~ 2014 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): _____

Attach a completed copy of FDOT's Project Information Application Form.

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): _____

THIS FORM SHALL BE SUBMITTED FOR ALL PROJECTS
NOT CURRENTLY IN THE FDOT WORK PROGRAM.



FDOT PROJECT INFORMATION APPLICATION FORM

DATE: _____

APPLICANT: _____

FDOT LIAISON: _____

MPO/TPO Project Priority Number: _____

1. Contact Person:

Name: _____

Title: _____

Address: _____

Phone Number: _____

E-Mail Address: _____

2. Project Information:

Roadway ID: (SR, CR, Etc.): _____

From: _____

To: _____

County: _____

Project Length (Miles): _____

3. Phase(s) Being Requested Study PD & E Design
 Right-of-Way Construction etc. _____

The below documents must be attached to the application to move forward in the process:

- A map showing location of the area of interest. Label important features, roadways, or additional description to help FDOT identify the location and understand the nature of the project.
- Cost Estimate (with backup documentation, see "Exhibit A" to fill out correct Phase)
- Scope of work. (Please see "Exhibit A" to fill out correct Phase)
- Proposed preliminary project schedule. (Please see "Exhibit A" to fill out correct Phase)
- If construction phase is being requested, provide Right of Way Certification documents.

4. Project Description: (Use additional sheets if necessary)

- (a) What type of project is being proposed? e.g., Road Capacity, ITS, Traffic Operations, Safety, Pedestrian, Bicycle, Streetscape, Aviation, Transit, Port, Bridge, Resurfacing (Describe in detail).
- (b) Please state the purpose and need for this project.
- (c) What data from the statement above was obtained and/or used to support this analysis?
Note: If a study was done, then please provide a copy of the study. If no study was done, please provide documentation to support the need of the project and that the proposed improvements will address the issue.
- (d) Is this project within 5 miles of a Public Airport? If yes, which one(s)?
- (e) Is this project on a SIS connector or adjacent to a SIS hub? If yes, which one(s)?
- (f) Is this project on a transit route? If yes, which one(s)?
- (g) Is this project within the Federal Aid system? **Yes** **No**

(If yes, FDOT staff needs to verify and check here:)

5. Consistency with Local and MPO Plans

- (a) Is this project consistent with the Local Government Comprehensive Plan? If so, please attach a copy of the page in the Comprehensive Plan. If not, please state when an amendment will be processed to include the project in the Plan.
- (b) Is the project in an MPO/TPO Cost Feasible component of the Long Range Transportation Plan (LRTP)? If so, please attach a copy of the page in the LRTP. If not, please state when an amendment will be done to include the project in the LRTP.

6. Indicate below if the following work has been completed on the project and who performed (or will perform) the work. Please do not leave any areas blank on the table below.

Work Type	Has The Following Phase Been Completed? (Yes / No / N/A)	Who Performed or Will Perform The Work? (Responsible Agency or N/A) (Note: If a LAP please fill out the appropriate exhibit for the requested phase)
Planning Development (Corridor or Feasibility Study)		
Project Development and Environmental Study (PD&E)		
Design		
Right of Way		
Construction		
Other		

7. Other Information: (Use additional sheets, if necessary)

(a) 1. If it is proposed that the project be administered by a governmental entity other than FDOT, does this entity have the fiscal, managerial, environmental and engineering capabilities to manage the project consistent with federal and state requirements and has been certified by FDOT to perform the work under the Local Agency Program (LAP) process?

2. If this is a non-State Road project, please specify whose Design Criteria (FDOT or Local Government) the project will conform to.

(b) Can public or private support of the project be demonstrated? (Examples include: written endorsement, resolution, financial donations or other appropriate means). Please provide documentation.

- (c) If this is a non-state road, bridge, bicycle or pedestrian path to be located outside of State Right-of-Way, indicate whether sufficient right-of-way for the project is currently owned by the local government entity. Please specify the limits of available Right of Way. Provide right-of-way maps or maintenance maps if right-of-way maps are not available.

8. Provide an estimate of the total cost of the project phase(s) requested and indicate the source of the estimate. Identify the proposed funding source. Attach supporting documents that supports these estimates (how was estimate arrived).

WORK TYPE	FUNDING (\$)				
	FEDERAL	STATE	LOCAL	OTHER	TOTAL
Planning Development (Corridor or Feasibility Study)					
Project Development and Environment Study (PD&E)					
Design					
Right-of-way Acquisition					
Construction					
Other					

EXHIBIT "A"

Preliminary Scope & Study Schedule - Phase 18 (Planning)

FPN (If Known): FAN:

Name of Project:

Local Agency Contact (Project Manager):

Phone: Email Address:

Project Scope/Description, Termini, Project Length:

Procurement Method:

Advertisement

Fee Estimate: \$ (include backup documentation)

Tentative Schedule (MMDDYY):

FDOT issues NTP for Study: _____

Advertise/Award/NTP for Study Services: _____

Begin Study: _____

Final Submittal: _____

Final Invoice: _____

Date Agreement needed: _____

Board Date: _____

EXHIBIT "A"

Preliminary Scope & Study Schedule - Phase 28 (PD&E)

FPN (If Known):

FAN:

TBD

Name of Project:

Local Agency Contact (Project Manager):

Phone:

Email Address:

Project Scope/Description, Termini, Project Length:

Procurement Method:

Advertisement

Fee Estimate:

\$

(Include backup documentation)

Tentative Schedule (MMDDYY):

FDOT issues NTP for Study: _____

Advertise/Award/NTP for Study Services: _____

Begin Study: _____

Final Submittal: _____

Final Invoice: _____

Date Agreement needed: _____

Board Date: _____

EXHIBIT "A"

Preliminary Scope & Design Schedule - Phase 38 (Design)

FPN (If Known): [Redacted] FAN: TBD

Name of Project: [Redacted]

Local Agency Contact (Project Manager): [Redacted]

Phone: [Redacted] Email Address: [Redacted]

Project Scope/Description, Termini, Project Length:
[Redacted]

Design Procurement Method:
 In-House Design Advertisement

Design Fee Estimate: \$ [Redacted] (Include backup documentation)

Tentative Design Schedule (MMDDYY):

FDOT issues NTP for Design: _____

Advertise/Award/NTP for Design Services: _____

Begin Design: _____

60% Plans Submittal (including Reviews): _____

90% Plans Submittal (including Reviews): _____

Final Plans Submittal: _____

Final Invoice: _____

Date Agreement needed: _____

Board Date: _____

Construction Funded: Yes No Fiscal Year: _____

EXHIBIT "A"

Scope & Construction Schedule - Phase 58 (Construction)

FPN (If Known): [Redacted] **FAN:** TBD [Redacted]

Name of Project: [Redacted]

Project Manager: [Redacted] **Phone:** [Redacted]

Email Address: [Redacted]

Project Scope/Description, Termini, Project Length:

[Redacted]

CEI Procurement Method:

- In-House (Attach staff qualifications and experience)
- Advertisement

CEI Estimate (LAP Projects Only) \$ [Redacted] (Attach supporting man-hours and rates)

Const Estimate (LAP Projects Only) \$ [Redacted] (Attach engineer's estimate)

Tentative Construction Schedule (MMDDYY):

Ad Date: _____

Bid Opening Date: _____

Award Date: _____

Executed Contract Date: _____

Pre Construction Date: _____

NTP to Contractor Date: _____

Construction Duration: _____

Completion Date: _____

Final Acceptance Date: _____

Date Agreement needed: _____

Board Date: _____



2013-2014 Application for Project Prioritization

XU Traffic Operations/ITS/Safety Projects

January 2013-2014

General Instructions:

For the 2013-2014 Call for Projects, the VTPO is accepting applications for Feasibility Studies and Project Implementation.

The VTPO has two different application forms for XU Traffic Operations/ITS/Safety Projects. One is to be used when applying for a Feasibility Study; the other is to be used when applying for Project Implementation. When applying for Project Implementation, the applicant will also be required to submit a completed copy of FDOT's Project Information Application Form. 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;

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.

6. replacement of standard intersections with traffic circles or roundabouts;
7. traffic incident response plans;
8. realignment of a road;
9. intelligent transportation systems (ITS) such as dynamic message signs and adaptive signal control systems;
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~~2013-09 requires a local match of ten percent (10%) 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.



2013-2014 Application for Project Prioritization – FEASIBILITY STUDY
XU Traffic Operations/ITS/Safety Projects

Project Title: _____

Applicant (project sponsor): _____ Date: _____

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: _____

Criteria #1 through #4, below, will be used to evaluate and rank each application for Feasibility Study. For Criteria #1, the applicant must indicate the functional classification of the roadway on which the proposed improvement will be located. For Criteria # 2 through #4, the applicant must provide commentary explaining how and to what degree the proposed improvement will address the criteria.

Criteria #1 - Location – Indicate the functional classification of the roadway on which the proposed improvement is located.

<i>Principal Arterial</i>	<i>Minor Arterial</i>	<i>Major Collector</i>	<i>Minor Collector</i>	<i>Local Street</i>	<i>Not Applicable</i>
<input type="radio"/> 4	<input type="radio"/> 3	<input type="radio"/> 2	<input type="radio"/> 1	<input type="radio"/> 0	<input checked="" type="radio"/> 0

Criteria #2 - Mobility and Operational Benefits – The proposed project will significantly reduce traffic congestion and/or delays.

Commentary: _____

<i>Strongly Agree</i>	<i>Agree</i>	<i>Neither Agree nor Disagree</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
<input type="radio"/> 4	<input type="radio"/> 3	<input type="radio"/> 2	<input type="radio"/> 1	<input checked="" type="radio"/> 0

Criteria #3 - Safety Benefits – The project will significantly reduce the number and/or severity of crashes; it will significantly reduce the number of fatalities and/or serious injuries.

Commentary: _____

<i>Strongly Agree</i>	<i>Agree</i>	<i>Neither Agree nor Disagree</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
<input type="radio"/> 4	<input type="radio"/> 3	<input type="radio"/> 2	<input type="radio"/> 1	<input checked="" type="radio"/> 0

Criteria #4 - Support of Comprehensive Planning Goals and Economic Vitality – The proposed project will directly contribute to the achievement of one or more goals/objectives in the adopted comprehensive plan; it 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).

Commentary:

<i>Strongly Agree</i>	<i>Agree</i>	<i>Neither Agree nor Disagree</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
<input checked="" type="radio"/> <u>4</u>	<input checked="" type="radio"/> <u>3</u>	<input type="radio"/> <u>2</u>	<input type="radio"/> <u>1</u>	<input type="radio"/> <u>0</u>



2013-2014 Application for Project Prioritization – PROJECT IMPLEMENTATION

XU Traffic Operations/ITS/Safety Projects

Project Title: _____

Applicant (project sponsor): _____ **Date:** _____

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: _____

Attach a completed copy of FDOT's Project Information Application Form.

***** 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		0 - 5

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/ <u>SEMP</u> ²	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.

² A Systems Engineering Management Plan (SEMP) is generally required for ITS projects.

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 ²³	<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 ³⁴ , access management or ITS improvements ⁴⁵	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 ⁶	Select only one	No	<input type="checkbox"/> 0
		Yes	<input type="checkbox"/> 0 - 5
Subtotal			0 - 30

²³ Attach Traffic Signal Timing Study.

³⁴ Attach Warrant Study to application; otherwise VTPO staff will assume that a Warrant Study justifying the improvement has not been completed.

⁴⁵ 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.

⁵⁻⁶The 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 ^{6Z}			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 ^{7B} , corridor crashes per million vehicle miles ^{7B} , 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

^{6Z} 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.

^{7B} 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: _____

Criterion #7 – 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
<u>Is a local matching fund package greater than 10% of the estimated project cost documented for the project?</u>		
<u>10.0% < Local Matching Funds < 12.5%</u>	<input type="checkbox"/>	<u>1</u>
<u>12.5% ≤ Local Matching Funds < 15.0%</u>	<input type="checkbox"/>	<u>2</u>

<u>15.0% ≤ Local Matching Funds < 17.5%</u>	<input type="checkbox"/>	<u>3</u>
<u>17.5% ≤ Local Matching Funds < 20.0%</u>	<input type="checkbox"/>	<u>4</u>
<u>20.0% ≤ Local Matching Funds < 22.5%</u>	<input type="checkbox"/>	<u>5</u>
<u>22.5% ≤ Local Matching Funds < 25.0%</u>	<input type="checkbox"/>	<u>6</u>
<u>25.0% ≤ Local Matching Funds < 27.5%</u>	<input type="checkbox"/>	<u>7</u>
<u>27.5% ≤ Local Matching Funds < 30.0%</u>	<input type="checkbox"/>	<u>8</u>
<u>30.0% ≤ Local Matching Funds < 32.5%</u>	<input type="checkbox"/>	<u>9</u>
<u>32.5% ≤ Local Matching Funds</u>	<input type="checkbox"/>	<u>10</u>
Maximum Point Assessment		<u>10</u>

Criterion #7 Description (if needed):

THIS FORM SHALL BE SUBMITTED FOR ALL PROJECTS
NOT CURRENTLY IN THE FDOT WORK PROGRAM.



FDOT PROJECT INFORMATION APPLICATION FORM

DATE: _____

APPLICANT: _____

FDOT LIAISON: _____

MPO/TPO Project Priority Number: _____

1. Contact Person:

Name: _____

Title: _____

Address: _____

Phone Number: _____

E-Mail Address: _____

2. Project Information:

Roadway ID: (SR, CR, Etc.): _____

From: _____

To: _____

County: _____

Project Length (Miles): _____

3. Phase(s) Being Requested Study PD & E Design
 Right-of-Way Construction etc. _____

The below documents must be attached to the application to move forward in the process:

- A map showing location of the area of interest. Label important features, roadways, or additional description to help FDOT identify the location and understand the nature of the project.
- Cost Estimate (with backup documentation, see "Exhibit A" to fill out correct Phase)
- Scope of work. (Please see "Exhibit A" to fill out correct Phase)
- Proposed preliminary project schedule. (Please see "Exhibit A" to fill out correct Phase)
- If construction phase is being requested, provide Right of Way Certification documents.

4. Project Description: (Use additional sheets if necessary)

- (a) What type of project is being proposed? e.g., Road Capacity, ITS, Traffic Operations, Safety, Pedestrian, Bicycle, Streetscape, Aviation, Transit, Port, Bridge, Resurfacing (Describe in detail).
- (b) Please state the purpose and need for this project.
- (c) What data from the statement above was obtained and/or used to support this analysis?
Note: If a study was done, then please provide a copy of the study. If no study was done, please provide documentation to support the need of the project and that the proposed improvements will address the issue.
- (d) Is this project within 5 miles of a Public Airport? If yes, which one(s)?
- (e) Is this project on a SIS connector or adjacent to a SIS hub? If yes, which one(s)?
- (f) Is this project on a transit route? If yes, which one(s)?
- (g) Is this project within the Federal Aid system? **Yes** **No**

(If yes, FDOT staff needs to verify and check here:)

5. Consistency with Local and MPO Plans

- (a) Is this project consistent with the Local Government Comprehensive Plan? If so, please attach a copy of the page in the Comprehensive Plan. If not, please state when an amendment will be processed to include the project in the Plan.
- (b) Is the project in an MPO/TPO Cost Feasible component of the Long Range Transportation Plan (LRTP)? If so, please attach a copy of the page in the LRTP. If not, please state when an amendment will be done to include the project in the LRTP.

6. Indicate below if the following work has been completed on the project and who performed (or will perform) the work. Please do not leave any areas blank on the table below.

Work Type	Has The Following Phase Been Completed? (Yes / No / N/A)	Who Performed or Will Perform The Work? (Responsible Agency or N/A) (Note: If a LAP please fill out the appropriate exhibit for the requested phase)
Planning Development (Corridor or Feasibility Study)		
Project Development and Environmental Study (PD&E)		
Design		
Right of Way		
Construction		
Other		

7. **Other Information: (Use additional sheets, if necessary)**

(a) 1. If it is proposed that the project be administered by a governmental entity other than FDOT, does this entity have the fiscal, managerial, environmental and engineering capabilities to manage the project consistent with federal and state requirements and has been certified by FDOT to perform the work under the Local Agency Program (LAP) process?

2. If this is a non-State Road project, please specify whose Design Criteria (FDOT or Local Government) the project will conform to.

(b) Can public or private support of the project be demonstrated? (Examples include: written endorsement, resolution, financial donations or other appropriate means). Please provide documentation.

- (c) If this is a non-state road, bridge, bicycle or pedestrian path to be located outside of State Right-of-Way, indicate whether sufficient right-of-way for the project is currently owned by the local government entity. Please specify the limits of available Right of Way. Provide right-of-way maps or maintenance maps if right-of-way maps are not available.

8. Provide an estimate of the total cost of the project phase(s) requested and indicate the source of the estimate. Identify the proposed funding source. **Attach supporting documents that supports these estimates (how was estimate arrived).**

WORK TYPE	FUNDING (\$)				
	FEDERAL	STATE	LOCAL	OTHER	TOTAL
Planning Development (Corridor or Feasibility Study)					
Project Development and Environment Study (PD&E)					
Design					
Right-of-way Acquisition					
Construction					
Other					

EXHIBIT "A"

Preliminary Scope & Study Schedule - Phase 18 (Planning)

FPN (If Known): FAN:

Name of Project:

Local Agency Contact (Project Manager):

Phone: Email Address:

Project Scope/Description, Termini, Project Length:

Procurement Method:

Advertisement

Fee Estimate: \$ (include backup documentation)

Tentative Schedule (MMDDYY):

FDOT issues NTP for Study: _____

Advertise/Award/NTP for Study Services: _____

Begin Study: _____

Final Submittal: _____

Final Invoice: _____

Date Agreement needed: _____

Board Date: _____

EXHIBIT "A"

Preliminary Scope & Study Schedule - Phase 28 (PD&E)

FPN (If Known): FAN:

Name of Project:

Local Agency Contact (Project Manager):

Phone: Email Address:

Project Scope/Description, Termini, Project Length:

Procurement Method:

Advertisement

Fee Estimate: \$ (Include backup documentation)

Tentative Schedule (MMDDYY):

FDOT issues NTP for Study: _____

Advertise/Award/NTP for Study Services: _____

Begin Study: _____

Final Submittal: _____

Final Invoice: _____

Date Agreement needed: _____

Board Date: _____

EXHIBIT "A"

Preliminary Scope & Design Schedule - Phase 38 (Design)

FPN (If Known): [Redacted] FAN: TBD [Redacted]

Name of Project: [Redacted]

Local Agency Contact (Project Manager): [Redacted]

Phone: [Redacted] Email Address: [Redacted]

Project Scope/Description, Termini, Project Length:
[Redacted]

Design Procurement Method:
 In-House Design Advertisement

Design Fee Estimate: \$ [Redacted] (Include backup documentation)

Tentative Design Schedule (MMDDYY):

FDOT issues NTP for Design: _____

Advertise/Award/NTP for Design Services: _____

Begin Design: _____

60% Plans Submittal (including Reviews): _____

90% Plans Submittal (including Reviews): _____

Final Plans Submittal: _____

Final Invoice: _____

Date Agreement needed: _____

Board Date: _____

Construction Funded: Yes No Fiscal Year: _____

EXHIBIT "A"

Scope & Construction Schedule - Phase 58 (Construction)

FPN (If Known):

FAN: TBD

Name of Project:

Project Manager:

Phone:

Email Address:

Project Scope/Description, Termini, Project Length:

CEI Procurement Method:

- In-House (Attach staff qualifications and experience)
 Advertisement

CEI Estimate (LAP Projects Only)

\$

(Attach supporting man-hours and rates)

Const Estimate (LAP Projects Only)

\$

(Attach engineer's estimate)

Tentative Construction Schedule (MMDDYY):

Ad Date: _____

Bid Opening Date: _____

Award Date: _____

Executed Contract Date: _____

Pre Construction Date: _____

NTP to Contractor Date: _____

Construction Duration: _____

Completion Date: _____

Final Acceptance Date: _____

Date Agreement needed: _____

Board Date: _____

**MEETING SUMMARY
(CAC & TCC)
NOVEMBER 19, 2013**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

A. PRESENTATION BY FDOT'S CONSULTANT ON FEDERAL FUNCTIONAL CLASSIFICATION OF ROADWAYS

Background Information:

Federal legislation allows for State and local officials, in cooperation with each other and subject to approval by the Secretary of Transportation, to adjust the Census urban area boundaries outward in a manner which will provide increased flexibility to various federally aided highway and transit programs (23 USC 101(a)(36)-(37) and 49 USC 5302(a)(16)-(17)). The resulting product is generally known as the FHWA adjusted urbanized boundaries. On January 22, 2013 the TPO Board took action recommending the Draft Adjusted Area Urban Boundaries for the Volusia TPO planning area. This map has been under review by FDOT and FHWA.

Related to this item is the review of the Federal Functional Classification of Roadways. The designation of federal functional classification is made at least once every 10 years following the decennial census, or whenever required by federal regulation. This classification determines eligibility for funding under federal-aid highway and transit programs and potentially has an impact on level of service of the road.

Federal Functional Classification scheme uses specific classification categories to describe these functions of the roadway. Roadways are assigned to one of a set of hierarchical functional classification categories according to the character of travel service each roadway provides. Distinctions between access-controlled and full-access roadways, the urban and rural development pattern, and subtleties between "major" and "minor" sub-classifications are key considerations when determining to which Federal Functional Classification category a particular roadway belongs. FDOT's Consultant will be presenting the process of determining the functional classification of a particular roadway per approved guidelines.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

MEETING SUMMARY
(CAC & TCC)
NOVEMBER 19, 2013

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

B. PRESENTATION ON THE VOLUSIA COUNTY ROAD PROGRAM

Background Information:

Staff from Volusia County Traffic Engineering will provide a presentation on the Volusia County Road Program.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

**MEETING SUMMARY
(CAC & TCC)
NOVEMBER 19, 2013**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

C. PRESENTATION ON THE PEDESTRIAN CROSSWALK SAFETY PROGRAM

Background Information:

The Pedestrian Crosswalk Safety Program uses the "Triple E" initiative: aggressive law enforcement, education and low-cost engineering. This initiative is aimed at:

- Encouraging drivers to yield to pedestrians in crosswalks
- Encouraging pedestrians to use crosswalks
- Increasing civility
- Creating a more livable, walkable community

This year, Dr. Louis Malenfant and Dr. Ron Van Houten from the Center for Education and Research in Safety (CERS), have been working with the Volusia TPO, law enforcement and road maintenance agencies in the cities of Daytona Beach, New Smyrna Beach and Daytona Beach Shores. Workshops for law enforcement agencies were held on July 15th in Daytona Beach Shores and August 27th in New Smyrna Beach. Crosswalk Enforcement Operations were conducted at selected crosswalk locations. Dozens of motorists who failed to yield to pedestrians in crosswalks were advised and given warning flyers by police officers.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

Volusia TPO Pedestrian Crosswalk Safety Program

CAC and TCC Meetings

November 19, 2013



The Problem

According to the 2011 Transportation for America Dangerous by Design Report, the Deltona-Daytona Beach-Ormond Beach area is the 6th highest Florida Metropolitan Area for total pedestrian fatalities (171), the 7th highest for percentage of traffic fatalities that were pedestrians (16%), and the 2nd highest pedestrian fatality rate per 100,000 people (3.6).

Proposed Solution

A program focused on the following “Triple E” areas to increase pedestrian safety by reducing injuries and fatalities involving pedestrians:

- Education
- Enforcement
- Engineering

Funding Partners

- **FDOT Safety Office (Highway Safety Funds)**
 - Center for Education and Research in Safety (CERS)
 - Educational and Promotional Materials
 - Reimburse agencies for Crosswalk Enforcement Operations (overtime)
 - Signage for Crosswalk Enforcement Operations
- **Participating Law Enforcement Agencies**
 - Limited Crosswalk Enforcement Operations
- **FHWA (Planning Funds)**
 - Project Manager (S. Harris, Volusia TPO)

Areas of Operation

- Orange City (2012)
- Daytona Beach (2013)
- Daytona Beach Shores (2013)
- New Smyrna Beach (2013)
- West Volusia County (2014)

Participating Agencies (partial list)

- Daytona Beach Police Department
- Daytona Beach Shores Dept. of Public Safety
- DeLand Police Department
- Holly Hill Police Department
- New Smyrna Beach Police Department
- Orange City Police Department
- Ponce Inlet Police Department
- South Daytona Police Department
- Volusia County Sheriff's Office
- Volusia County School Board

Pedestrian Crosswalk Laws

- Drivers of vehicles at any crosswalk shall stop and remain stopped to allow a pedestrian to cross a roadway when the pedestrian is in the crosswalk or steps into the crosswalk [FS 316.130(7)]
- A pedestrian crossing a roadway at any point other than a (marked or unmarked) intersection crosswalk or a marked mid-block crosswalk shall yield to all vehicles on the roadway [316.130(10)]
- A pedestrian may not cross between adjacent signalized intersections [FS 316.130(11)]

Crosswalk Warning Flyers

– Front



You have failed to yield to a pedestrian in Daytona Beach

The Daytona Beach Police Department is enforcing pedestrian right-of-way laws to assure that drivers yield right-of-way to pedestrians in crosswalks.

- Florida has one of the highest rates of pedestrian injuries in the Nation.
- Each year more than 7,000 pedestrians are injured and more than 400 are killed.
- In Volusia County an average of 18 pedestrians were killed and 211 were injured in the last 5 reporting years.
- Half of these pedestrian fatalities and injuries occurred in the Daytona Beach – Port Orange area.

The law is clear:

According to F.S. 316.130 (7-9):

- Drivers must yield to pedestrians in crosswalks. This means stopping when necessary to let a pedestrian cross.
- Drivers may not overtake other cars stopped at a crosswalk to permit a pedestrian to cross.
- Turning vehicles must yield to pedestrians crossing on a green light or with the WALK signal.

WHAT YOU CAN DO TO HELP

- Drive within the speed limit.
- Watch carefully for pedestrians.

We are trying to make our streets safer for everyone. Please cooperate by slowing down and yielding right-of-way to pedestrians at crosswalks.



A safety message from the Daytona Beach Police Department, and the Volusia TPO



– Back

Protect pedestrians at crosswalks!

Follow these four rules:

- 1 Never stop directly at or too near a crosswalk. Always stop at the stop bar or before entering the crosswalk if no stop bar is present. 
- 2 Wait until pedestrians have crossed at least one lane beyond yours before proceeding.
- 3 Be alert for children. They may dart out into traffic without warning. Adults may also do the same.
- 4 Use special care when turning at intersections. Pedestrians are more vulnerable to turning vehicles and must look over their shoulder to see them. 

(Section 316.130 F.S.)

What's a legal crosswalk?



All sides of every intersection are legal crosswalks regardless of whether or not there is signage, painted lines or a paved sidewalk.

(Section 316.003(6) F.S.)



Funding Provided by the Florida Department of Transportation

In-Street Signs



Portable Signs for Police



Law Enforcement Workshop



Crosswalk Enforcement Operations



Crosswalk Enforcement Operations



Questions/Comments



Recommended Engineering Enhancements for Crosswalks in Daytona Beach Shores, New Smyrna Beach and Daytona Beach

Dr. J.E. Louis Malenfant and Dr. Ron van Houten
August 2013

Daytona Beach Shores

Residents of the high-rise condos on the beach side of SR A1A are required to cross SR A1A or drive for most of their living requirements. The portion of SR A1A located in Daytona Beach Shores is 4 lanes wide with a turning island. There are multiple pedestrian generators on both sides of the street. The number of crosswalks on the northerly section of SR A1A in Daytona Beach Shores is not large but they are well appointed with a refuge island in the middle turn lane. As can be expected, pedestrians cross SR A1A where there are no crosswalks. During hours of the day when traffic is heavy, pedestrians choose to cross illegally rather than walk relatively long distances (sometimes up to an additional half mile) to a crosswalk. Observational data should be collected on SR A1A of pedestrian crossings to determine the incidence of legal and safe crossing compared to illegal and risky pedestrian crossings. Operating speed seems close to the speed limit. Average daily vehicle counts appeared relatively low in the morning and pedestrians were able to cross safely and legally. In the afternoon, opportunities for pedestrians to cross SR A1A decreases as traffic to the beach increases. Appropriate crossing gaps in traffic on sunny "beach "days, especially in afternoons, are rare, especially for pedestrians requiring more time to cross.

Pedestrians have formed a committee to protest and have made numerous representations to the Director of Public Safety. The director of Public Safety has proposed that pedestrians that cross illegally should also be included in the police enforcement and suggested that pedestrians that cross illegally within less than 100 ft from a well appointed crosswalk with a refuge island could be warned and later cited for illegal, I would dissuade the police from citing pedestrians crossing if they are more than 100 ft from a crosswalk. The police would not have to advertise that this is what they are doing. Going after pedestrians should only begin when driver yielding attains a level of 70% or more. It is also the case that pedestrians can legally cross these segments if they do not disrupt traffic.

There are a large number of side streets that come to SR A1A in a T-intersection. If crosswalks are deemed to exist at such intersections, pedestrians have the right of way and perhaps the police should enforce driver violations at such unmarked crosswalks when marked crosswalks are more than 200 to 250 yards from a marked crosswalk.

1. The installation of advance stop lines and signs (R1 5c) to reduce the incidence of multiple threat crashes is recommended for all crosswalks in Daytona Beach Shores. There are also a number of crosswalks beyond

the DBS city limits, such as Ponce Inlet, that could be included. Although the MUTCD recommends placing advance stop markings between 20 and 50 feet in advance of the crosswalk, we are recommending that they be placed at 50 feet if possible.

2. In addition, we recommend that in-street signs (R1-6a) be introduced on an experimental basis at the crosswalk in front of Publix at 3044 SR A1A (refer to Figure 1). An in-street sign should be installed at the approach to the crosswalk slightly overlapping the start of the pedestrian refuge island. The island might protect this sign from vehicle strikes since vehicles that would strike the impactable sign would also strike the island. In addition, impactable in-street pedestrian warning signs should also be installed in the gutter pan adjacent to the curb on each side of the approach in line with the signs installed by the median island. We would also accept the installation of a reflective delineator at these locations. We will evaluate the survival and efficacy of these signs at this site.



Figure 1

New Smyrna Beach

The speed limit on SR A1A in Daytona Beach Shores is 35mph. This speed limit should, in our view, be the same on CR A1A in New Smyrna Beach. Crosswalks in New Smyrna Beach have 4 lanes plus a turning lane up to 3615 SR A1A, where it becomes a two-lane street. All uncontrolled crosswalks include advance stop markings and pedestrian refuge islands. The following enhancements are recommended in New Smyrna Beach:

1. At the crosswalk at CR A1A and 21st Avenue we recommend that in-street signs (R1-6a) be introduced on an experimental basis (refer to Figure 2). An in-street sign should be installed at the approach to the crosswalk slightly overlapping the start of the pedestrian refuge island. The island might protect this sign from vehicle strikes since vehicles that would strike the impactable sign would also strike the island. In addition, impactable flush mounted in-street pedestrian warning signs should also be installed in the gutter pan adjacent to the curb on each side of the approach in line with the signs installed by the median island. We would also accept the installation of a reflective delineator at these locations. We will evaluate the survival and efficacy of these signs at this site.



Figure 2

2. At the crosswalk at Canal St. and S. Myrtle Ave. install in-street signs (R1-6a) (refer to Figure 3). These signs should be installed at the Centerline, and in the gutter pan area on each side of the road. This site is located at a convenience store. Middle school students also use this crosswalk. Yielding is very low at this site.

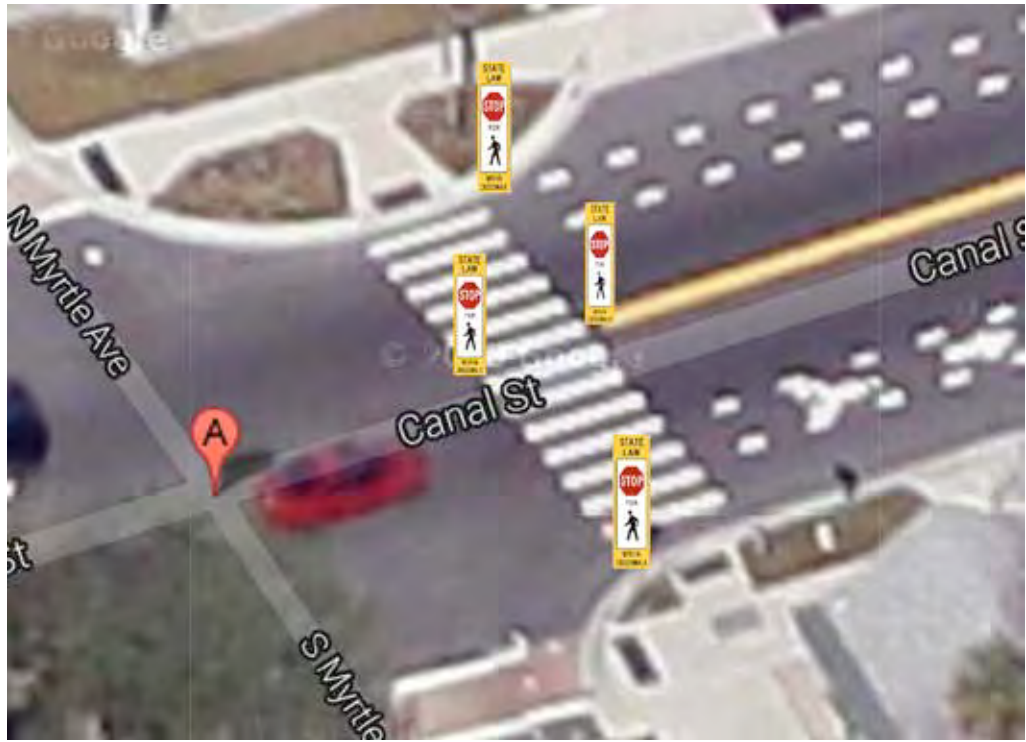


Figure 3

Daytona Beach

The crosswalks selected for intervention in the city of Daytona Beach are located near universities and have considerable pedestrian traffic. Additional enforcement sites can be selected for operations next year at other Daytona Beach crosswalk sites.

1. The first crosswalk is on N. Martin Luther King Blvd. between State Street and McLeod Ave (refer to Figure 4). This crosswalk abuts the campus of Bethune-Cookman University. Enforcement at this site was strongly supported by students and staff. This crosswalk has high levels of pedestrian activity and considerable traffic before and after scheduled class times. At this site we recommend the installation of advance stop markings and signs (R1 5c) along with in-street signs (R1-6a). Although the MUTCD recommends placing advance stop markings between 20 and 50 feet in advance of the crosswalk, we are recommending that they be placed at 50 feet if possible.

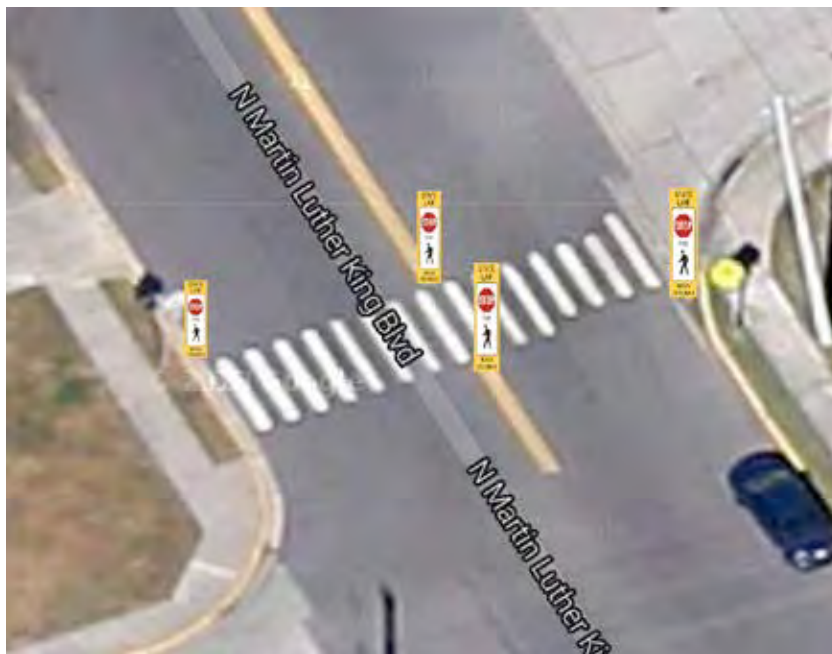


Figure 4

2. The second crosswalk is located on White St. at Milligan Ave (refer to Figure 5). This site is located adjacent to Daytona State College and connects the college with parking. Pedestrian traffic at this site is highest at times when distance students need to attend activities at the college site. We recommend advance yield markings and signs (R1 5c), along with in-street signs (R1-6a) at this location. Although the MUTCD recommends placing advance stop markings between 20 and 50 feet in

advance of the crosswalk, we are recommending that they be placed at 50 feet if possible.



Figure 5

MEETING SUMMARY
(CAC & TCC)
NOVEMBER 19, 2013

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

D. 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 are included in the agenda for your information.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

FDOT District 5 - Deland Operations Office
 1650 N. Kepler Road Deland, Fl. 32724
 Phone (386) 740-3548
 Fax (386) 736-5469
 Deland Operations Engineer Mark Garcia, P.E

PROJECT STATUS REPORT AS OF
Nov 2013

Volusia and Seminole Counties

SR 415 from Seminole Co. Line to Reed Ellis Road

FIN # 407355-3-52-01, 240216-5-52-01, & 407355-1-52-01
 Contract # T5415

Project Description:
 Add lanes & reconstruct.

CONTRACTOR:	United Infrastructure Group, Inc.	LET DATE:	5/23/2012	ORIGINAL	1100	\$32,798,973.37
CCEI:	AECOM	NTP:	7/27/2012	CURRENT	1150	\$32,798,973.37
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	10/1/2012	ELAPSED	385	\$13,551,306.86
FED. AID #:	N/A	WORK BEGAN:	10/1/2012	% ORIGINAL	35.0%	41.3%
SECTION:	79120000	EST. COMPLETION:	11/24/2015	% TO DATE	33.5%	41.3%
FUND TYPE	STA	CURRENT CPPR:	100%	LIQ. DAMAGES		

Seth Simpson (407)302-6943 Office AECOM		Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:	Steve Kullman	407-377-0550 O, 803-445-0245 C		Steve.Kullman@uig.net	
CONTRACTOR'S SUPERINTENDENT:	Joe Walters	407-377-0550 O; 843-415-2171 C		Joe.Walters@uig.net	
SENIOR PROJECT ENGINEER:	Harold Dubon, P.E.	407-302-6943 O; 407-729-7339 C		Harold.Dubon@aecom.com	
OFFICE SPECIALIST:	Seth Simpson	(407)302-6943 Office AECOM		seth.simpson@aecom.com	
CEI SENIOR PROJECT ADMINISTRATOR:	Terry Simpson	407-302-6943 O; 407-622-9476		terry.simpson@aecom.com	
SENIOR INSPECTOR:	Frank Shaw	407-302-6943 O; 407-314-7417 C		Frank.Shaw2@aecom.com	
INSPECTOR:	Jim Cerar	407-302-6943 O; 407-314-8931 C		James.Cerar@aecom.com	
INSPECTOR:	Dominic Fiandra	407-301-6943 O; 407-340-1806 C		Dominic.Fiandra@aecom.com	
MAINTENANCE CONTACT:	Jim Read	386-740-3406 O; 386-801-5584 C		james.read@dot.state.fl.us	
24 HR CONTRACTOR MOT CONTACT:	Joe Walters	407-377-0550 O; 843-415-2171 C			

WEEKLY MEETING: Tuesday 10:00 at AECOM field Office.

VOLUSIA COUNTY

SR 415 from north of Reed Ellis Rd. northerly to north of Acorn Lake Rd.

FIN # 407355-4-52-01
 Contract # T-5417

Project Description:

Adding lanes, reconstruction, milling and resurfacing, widening, drainage improvements, new traffic signals, new noise wall, and signing and pavement markings on State Road 415 from north of Reed Ellis Road northerly 5.034 miles to north of Acorn Lake Road.

				TIME	COST	
CONTRACTOR:	P & S Paving, Inc.	LET DATE:	4/25/2012	ORIGINAL	870	\$18,388,844.65
CCEI:	In House	NTP:	6/28/2012	CURRENT	912	\$18,388,844.65
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	7/16/2012	ELAPSED	462	\$10,080,272.50
FED. AID #:	N/A	WORK BEGAN:	7/16/2012	% ORIGINAL	53.1%	54.8%
SECTION:	79120000	EST. COMPLETION:	1/13/2014	% TO DATE	50.7%	54.8%
FUND TYPE	STA	CURRENT CPPR:	100%	LIQ. DAMAGES		

		Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:	Brian Davidson	386-258-7911 O; 386-566-0551 C		bdavidson@pandspavinginc.com	
CONTRACTOR'S SUPERINTENDENT:	Mike Smith	386-402-5705			
CONSTRUCTION ENGINEER	Paul Wabi, P.E.	(386)740-3594		paul.wabi@dot.state.fl.us	
PROJECT ADMINISTRATOR:	Dwight Grube	386-740-3482 O; 386-846-4587		dwight.grube@dot.state.fl.us	
Consultant LEAD INSPECTOR:	Ray Budd (RS&H)	386-931-8354 C			
INSPECTOR:	Jeremy Ahmann	321-281-7739			
INSPECTOR:					
MAINTENANCE CONTACT:	Jim Read	386-740-3406 O; 386-801-5584		james.read@dot.state.fl.us	
24 HR CONTRACTOR MOT CONTACT:	Mike Smith	386-402-5705			

BI WEEKLY MEETING: Wednesday 2:00 On Site

FDOT District 5 - Deland Operations Office
 1650 N. Kepler Road Deland, Fl. 32724
 Phone (386) 740-3548
 Fax (386) 736-5469
 Deland Operations Engineer Mark Garcia, P.E

I-4 from SR 44 to E of I-95						
FIN #	408464-1-52-01					
Contract #	E5R16					
Design Build						
Project Description:						
The improvements under this contract consist of reconstruction and widening the interstate from four lanes to six lanes. Additional scope of work includes resurfacing SR 44 eastbound ramps onto SR 400 and replacement of existing US 92 ramps and ramp bridge over US 92.						
					TIME	COST
CONTRACTOR:	Condotte/de Moya Group	LET DATE:	2/3/2012	ORIGINAL	900	\$134,462,000.00
CCEI:	Parsons Brinckerhoff, Inc.	NTP:	5/9/2012	CURRENT	1,016	\$133,998,468.89
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	5/9/2012	ELAPSED	530	\$54,305,371.16
FED. AID #:	422501	WORK BEGAN:	5/9/2012	% ORIGINAL	58.9%	40.4%
SECTION:	79110000	EST. COMPLETION:	2/18/2015	% TO DATE	52.2%	40.5%
FUND TYPE	FAO	CURRENT CPPR:	90%	LIQ. DAMAGES		
			Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:		Grant Cool	305-322-5597 C; 386-873-0770		grant.cool@demoya.com	
CONTRACTOR'S SUPERINTENDENT:		Grant Cool	305-322-5597 C; 386-873-0770			
SUPERVISOR:		Jorge Rodriguez	305-302-6277 C			
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	(386)740-3594		paul.wabi@dot.state.fl.us	
CONSTRUCTION PROJECT MANAGER:		Tim Grimm	386-943-5762 O; 386-946-4149 C		tim.grimm@dot.state.fl.us	
CEI SENIOR PROJECT ADMINISTRATOR:		Steve Wigle	407-509-8541 C		wigle@pbworld.com	
PROJECT ADMINISTRATOR:		Barry Johnson	407-947-7426 C; 386-873-0772 O		johnsonba@pbworld.com	
SENIOR INSPECTOR:		Jay Johnson	321-229-9821			
OFFICE SPECIALIST:		Mike Atkins	407-660-4720 O 407-406-1218 C		matkins@metriceng.com	
DOT PROJECT MANAGER:		Beata Stys-Palasz	386-943-5418 O			
DOT DESIGN PROJECT MANAGER:		Beata Stys-Palasz	386-943-5418 O			
MAINTENANCE CONTACT:		Jim Read	386-740-3406 O		james.read@dot.state.fl.us	
24 HR CONTRACTOR MOT CONTACT:		Grant Cool	305-322-5597 C			
WEEKLY MEETING: Tuesday, 1:30 at Kepler Complex.						
Daytona Avenue Bridge over Halifax Canal						
Fin #	431907-1-52-01					
Contract #	E5R63					
Project Description: Daytona Avenue Bridge Replacement over Halifax Canal in Holy Hill						
					TIME	COST
CONTRACTOR:	Gregori Const. & Engineering Inc.	LET DATE:	6/18/2012	ORIGINAL	300	\$783,500.00
CCEI:	In House	NTP:	1/11/2013	CURRENT	315	\$783,500.00
CONT. TYPE:	Construction	TIME BEGAN:	1/11/2013	ELAPSED	283	\$590,793.00
FED. AID #:	00B5-019-B	WORK BEGAN:	11/7/2013	% ORIGINAL	94.3%	75.4%
SECTION:	79000069	EST. COMPLETION:	11/21/2013	% TO DATE	89.8%	75.4%
FUND TYPE	EXO	CURRENT CPPR:	100%	LIQ. DAMAGES		
			Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:						
CONTRACTOR'S SUPERINTENDENT:		Dale Mudrak	(321)438-1879 O		dmudrak@gregori-inc.com	
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	(386)740-3594		paul.wabi@dot.state.fl.us	
PROJECT ADMINISTRATOR:		John Bailey	407-466-4387		john.bailey@kisingercampo.com	
LEAD INSPECTOR:		James Reininger	(386)527-3834 C		james.reininger@dot.state.fl.us	
DESIGN PROJECT MANAGER:		Bassel Kassem	(407)201-6153 O; (407)492-1744 C		bkassem@saieng.com	
MAINTENANCE CONTACT:		Jim Read	386-740-3406 O		james.read@dot.state.fl.us	
MONTHLY CONTACT:						
24 HR CONTRACTOR MOT CONTACT:		Mike Gyure	321-626-1056			
BI Weekly Meeting:						

FDOT District 5 - Deland Operations Office
 1650 N. Kepler Road Deland, Fl. 32724
 Phone (386) 740-3548
 Fax (386) 736-5469
 Deland Operations Engineer Mark Garcia, P.E

Mill and Resurface NB US1 & Turn lane & Intersection of Wilmette Ave.

Fin # 428689-1-52-01
 Contract # T5454

Project Description: Mill and Resurface NB US1 & Turn lane & Intersection of Wilmette Ave.

				TIME	COST	
CONTRACTOR:	P&S Paving	LET DATE:	7/31/2013	ORIGINAL	140	\$691,997.00
CCEI:	In House	NTP:	9/4/2013	CURRENT	149	\$691,997.00
CONT. TYPE:	CONSTRUCTION SL	TIME BEGAN:	9/21/2013	ELAPSED	30	\$315,458.05
FED. AID #:	N/A	WORK BEGAN:	9/21/2013	% ORIGINAL	21.4%	45.6%
SECTION:	79030000	EST. COMPLETION:	2/16/2014	% TO DATE	20.1%	45.6%
FUND TYPE	STA	CURRENT CPPR:	98%	LIQ. DAMAGES		

		Phone:	Email:
CONTRACTOR'S PROJECT MANAGER:	Brian Davidson	386-258-7911	bdavidson@pandspavinginc.com
CONTRACTOR'S SUPERINTENDENT:	John Dunlap	386-566-6267	jd@pandspavinginc.com
CONSTRUCTION ENGINEER	Paul Wabi, P.E.	(386)740-3594	paul.wabi@dot.state.fl.us
PROJECT ADMINISTRATOR:	Glen Raney	386-740-3524	michael.raney@dot.state.fl.us
LEAD INSPECTOR:	Ken Laurette	386-453-3917	kenneth.laurette@rsandh.com
MAINTENANCE CONTACT:	Jim Read	386-740-3406 O	james.read@dot.state.fl.us
24 HR CONTRACTOR MOT CONTACT:	Brian Eden	386-690-2762	

Bi-WEEKLY MEETING: Wednesday on site at 9:00AM

SR 44 Mast Arms Eddie Rd. to 3rd street

FIN # 418020-1-52-01
 Contract # T5447

Project Description: Rebuild 7 signalized intersections to Mast Arms along SR 44 from Eddie Rd. to 3rd. Street in Volusia County

				TIME	COST	
CONTRACTOR:	CHINCHOR ELECTRIC INC.	LET DATE:	3/27/2013	ORIGINAL	250	\$ 1,249,934.10
CCEI:	In House	NTP:	6/3/2013	CURRENT	250	\$ 1,249,934.10
CONT. TYPE:	CONSTRUCTION SL	TIME BEGAN:	10/1/2013	ELAPSED	20	\$ -
FED. AID #:	N/A	WORK BEGAN:	10/9/2013	% ORIGINAL	8.0%	0.0%
SECTION:	79070000	EST. COMPLETION:	6/7/2014	% TO DATE	8.0%	0.0%
FUND TYPE	STA	CURRENT CPPR:	98%	LIQ. DAMAGES		

		Phone:	Email:
CONTRACTOR'S PROJECT MANAGER:	Brian Silva	1-407-509-2209	bsilva@chincorelectric.com
CONTRACTOR'S SUPERINTENDENT:	Brian Silva	1-407-509-2209	bsilva@chincorelectric.com
CONSTRUCTION ENGINEER	Paul Wabi, P.E.	(386)740-3594	paul.wabi@dot.state.fl.us
PROJECT ADMINISTRATOR:	Chris Kochis	386-740-3503 O; 386-846-3931	chris.kochis@dot.state.fl.us
LEAD INSPECTOR:	Earl Hollister	321-229-6540	ehollister@rkk.com
MAINTENANCE CONTACT:	Jim Read	386-740-3406 O	james.read@dot.state.fl.us
24 HR CONTRACTOR MOT CONTACT:	Jim Zabele	386-561-0165	

Weekly Meeting: Wednesday @ 9:00 AM

FDOT District 5 - Deland Operations Office
 1650 N. Kepler Road Deland, Fl. 32724
 Phone (386) 740-3548
 Fax (386) 736-5469
 Deland Operations Engineer Mark Garcia, P.E

ISB (US 92) Mast Arm Project

FIN #	430178-2-52-01
Contract #	E5N54

Project Description: Design-Build Contract
 SR 600 (US92) from I-95 NB off ramp to Palmetto Avenue, intersection improvement.

				TIME	COST	
CONTRACTOR:	Chinchor Electric, Inc.	LET DATE:	1/30/2012	ORIGINAL	400	\$2,491,385.73
CCEI:	In House	NTP:	5/25/2012	CURRENT	548	\$2,710,369.30
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	5/25/2012	ELAPSED	514	\$2,500,824.82
FED. AID #:	3441027P	WORK BEGAN:	9/10/2012	% ORIGINAL	128.5%	100.4%
SECTION:	79060000	EST. COMPLETION:	11/23/2013	% TO DATE	93.8%	92.3%
FUND TYPE	EXO	CURRENT CPPR:	100%	LIQ. DAMAGES		

		Jeff Soltis	904-509-0015 C;	jsoltis@chinchoelectric.com	
		Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:	Brian Silva	407-509-2209 C			
CONTRACTOR'S SUPERINTENDENT:	Jim Zabele	386-561-0165 C			
CONSTRUCTION ENGINEER	Paul Wabi, P.E.	(386)740-3594	paul.wabi@dot.state.fl.us		
PROJECT ADMINISTRATOR:	Tim Grimm	386-943-5762 O	386-946-4149 C	tim.grimm@dot.state.fl.us	
LEAD INSPECTOR:	Earl Hollister	321-229-6540			
MAINTENANCE CONTACT:	Jim Read	386-740-3406 O;	386-801-5584 C	james.read@dot.state.fl.us	
24 HR CONTRACTOR MOT CONTACT:					

Weekly Meeting: Tuesday 9:00 am on site.

10TH Street To Industrial Park Avenue

Fin #	431910-1-52-01
Contract #	E5R68

Project Description: Lining all storm drain pipes and rehabilitating all drainage structures in FDOT right of way on US 1 from 10TH Street to Industrial Park Avenue in New Smyrna Beach

				TIME	COST	
CONTRACTOR:	Lanzo Const. Company FL.	LET DATE:	12/4/2012	ORIGINAL	180	\$1,693,300.75
CCEI:	In house	NTP:	2/11/2013	CURRENT	190	\$1,693,300.75
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	2/27/2013	ELAPSED	231	\$1,525,608.79
FED. AID #:	NA	WORK BEGAN:	4/2/2013	% ORIGINAL	128.3%	90.1%
SECTION:	79010000	EST. COMPLETION:	10/15/2013	% TO DATE	121.6%	90.1%
FUND TYPE	STA	CURRENT CPPR:	85%	LIQ. DAMAGES		

		Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:	Curt Maning	954-551-5608	curtm@lanzo.org		
CONTRACTOR'S SUPERINTENDENT:	Mandell Mayes	954-789-7478	mandellm@lanzo.org		
CONSTRUCTION ENGINEER	Paul Wabi, P.E.	(386)740-3594	paul.wabi@dot.state.fl.us		
PROJECT ADMINISTRATOR:	John Bailey	407-466-4387	john.bailey@kisingercampo.com		
LEAD INSPECTOR:	Josh Becker	386-931-1129	joshua.becker@rsandh.com		
MAINTENANCE CONTACT:	Jim Read	386-740-3406 O;	386-801-5584 C	james.read@dot.state.fl.us	
24 HR CONTRACTOR MOT CONTACT:	Bob Price	954-818-4622		bobpp@lanzo.org	

Meeting:

FDOT District 5 - Deland Operations Office
 1650 N. Kepler Road Deland, Fl. 32724
 Phone (386) 740-3548
 Fax (386) 736-5469

Deland Operations Engineer Mark Garcia, P.E

SR 600 from Clyde Morris to Harney Street

Fin # 422683-1-52-01						
Contract # E5R67						
Project Description: Milling and resurfacing of the intersection of SR 400 Beville road and SR 5A Nova Road including curb ramps sidewalk, signing, pavement markings and mast arm improvements.						
					TIME	COST
CONTRACTOR:	Traffic Control Devises	LET DATE:	12/4/2012	ORIGINAL	100	\$875,321.22
CCEI:	In house	NTP:	2/11/2013	CURRENT	122	\$875,321.22
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	7/12/2013	ELAPSED	101	\$652,327.21
FED. AID #:	NA	WORK BEGAN:	7/12/2013	% ORIGINAL	101.0%	74.5%
SECTION:	79060000	EST. COMPLETION:	11/10/2013	% TO DATE	82.8%	74.5%
FUND TYPE	STA	CURRENT CPPR:	98%	LIQ. DAMAGES		

		Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:	April Andrews	386-738-4666(O)-386-804-3611 C	aprilandrews@tcd-usa.com		
CONTRACTOR'S SUPERINTENDENT:	April Andrews	386-738-4666(O)-386-804-3611 C	aprilandrews@tcd-usa.com		
CONSTRUCTION ENGINEER:	Paul Wabi, P.E.	(386)740-3594	paul.wabi@dot.state.fl.us		
PROJECT ADMINISTRATOR:	Tim Grimm	386-943-5762 O 386-846-4149 C	tim.grimm@dot.state.fl.us		
LEAD INSPECTOR:	P J Langgello	386-931-8617 C	plangello@eismanrusso.com		
MAINTENANCE CONTACT:	Jim Read	386-740-3406 O; 386-801-5584 C	james.read@dot.state.fl.us		
24 HR CONTRACTOR MOT CONTACT:	April Andrews	386-738-4666(O)-386-804-3611 C	aprilandrews@tcd-usa.com		

US-1 / SR5 Flagler County Mill & Resurface w/ Reconstruction of the SB Lane

Fin # 427277-1-52-01 & 428603-1-52-01						
Contract # T5457						

Project Description: Minor widening, partial reconstruction, milling and resurfacing, minor drainage improvements, audible pavement markings						
					TIME	COST
CONTRACTOR:	P&S Paving	LET DATE:	4/24/2013	ORIGINAL	400	\$8,326,181.00
CCEI:	In House	NTP:	5/30/2013	CURRENT	402	\$8,326,181.00
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	8/25/2013	ELAPSED	57	\$448,615.64
FED. AID #:	N/A	WORK BEGAN:	8/26/2013	% ORIGINAL	14.3%	5.4%
SECTION:	73010000	EST. COMPLETION:	10/1/2014	% TO DATE	14.2%	5.4%
FUND TYPE	STA	CURRENT CFPR:	100%	LIQ. DAMAGES		

		Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:	Brian Davidson	386-258-7911	bdavidson@pandspavinginc.com		
CONTRACTOR'S SUPERINTENDENT:	John Dunlap	386-566-6267	jd@pandspavinginc.com		
CONSTRUCTION ENGINEER:	Paul Wabi, P.E.	(386)740-3594	paul.wabi@dot.state.fl.us		
PROJECT ADMINISTRATOR:	Terry Phillips	386-740-3564	terry.phillips@dot.state.fl.us		
INSPECTOR:	Sean Nazari	407-468-9763	sean.nazari@rsandh.com		
MAINTENANCE CONTACT:	Jim Read	(386)740-3406 O; (386)801-5584	james.read@dot.state.fl.us		
24 HR CONTRACTOR MOT CONTACT:	John Dunlap	386-566-6267	jd@pandspavinginc.com		

Bi Weekly Meeting:

SR 100 from I-95 East to A1A

Fin # 427232-1-52-01 427232-4-52-01 431067-1-52-01						
Contract # T5434						

Project Description: Mill and Resurface from I-95 east to bridge repair and new signal installation						
					TIME	COST
CONTRACTOR:	Halifax Paving Inc.	LET DATE:	5/14/2013	ORIGINAL	290	\$3,828,322.50
CCEI:	In House	NTP:	6/24/2013	CURRENT	290	\$3,828,322.50
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	10/21/2013	ELAPSED	0	
FED. AID #:	3681015P	WORK BEGAN:	10/21/2013	% ORIGINAL	0.0%	0.0%
SECTION:	73020000	EST. COMPLETION:	8/6/2014	% TO DATE	0.0%	0.0%
FUND TYPE	EXO	CURRENT CPPR:	98%	LIQ. DAMAGES		

		Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:	Steve Blair	386-676-0200	hpi-steve@cfl.rr.com		
CONTRACTOR'S SUPERINTENDENT:	John Dunlap	386-566-6267	jd@pandspavinginc.com		
CONSTRUCTION ENGINEER:	Paul Wabi, P.E.	(386)740-3594	paul.wabi@dot.state.fl.us		
PROJECT ADMINISTRATOR:	Terry Phillips	386-740-3564	terry.phillips@dot.state.fl.us		
LEAD INSPECTOR:					
MAINTENANCE CONTACT:	Jim Read	(386)740-3406 O; (386)801-5584	james.read@dot.state.fl.us		
24 HR CONTRACTOR MOT CONTACT:					

Weekly Meeting: On site Tuesdays

FDOT District 5 - Deland Operations Office
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 Deland Operations Engineer Mark Garcia, P.E

Nova Canal, desilt box culverts						
FIN #	427986-1-72-04					
Contract #	E5Q27					
Project Description: Desilt Nova Canal box Culverts						
					TIME	COST
CONTRACTOR:	Proshot Concrete, Inc.	LET DATE:	5/1/2012	ORIGINAL	280	\$822,438.00
CCEI:	In House	NTP:	6/26/2012	CURRENT	412	\$894,451.69
CONT. TYPE:	MAINTINANCE	TIME BEGAN:	7/27/2012	ELAPSED	451	\$562,287.21
FED. AID #:	N/A	WORK BEGAN:	7/31/2013	% ORIGINAL	161.1%	68.4%
SECTION:	79/Volusia	EST. COMPLETION:	2/13/2014	% TO DATE	109.5%	62.9%
FUND TYPE	MC	CURRENT CFPR:	73.33%	LIQ. DAMAGES		
			Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:		Bill Morris	(256)483-9092		billm@proshotconcrete.com	
CONTRACTOR'S SUPERINTENDENT:		Jeremy Simpson	(256)627-0280			
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	(386)740-3594		paul.wabi@dot.state.fl.us	
PROJECT ADMINISTRATOR:		Chris Kochis	386-740-3503 O; 386-846-3931		chris.kochis@dot.state.fl.us	
INSPECTOR:		Ralph Conner	(376)943-5777 O; (386)527-3831 C			
INSPECTOR:		NA				
MAINTENANCE CONTACT:		Jim Read	(386)740-3406 O; (386)801-5584		james.read@dot.state.fl.us	
24 HR CONTRACTOR MOT CONTACT:		Jeremy Simpson	(256)627-0280			
Bi-Weekly Meeting: Wednesday 9:00						
SR 40 Granada Blvd. from Orchard ST. to US-1						
FIN #	427896-1-72-07					
Contract #	E5Q97					
Project Description: Installing a pipe sealing system either by use of joint sealing or pipe lining in various locations						
					TIME	COST
CONTRACTOR:	Insituform Technologies Inc.	LET DATE:	6/4/2013	ORIGINAL	180	\$ 264,559.90
CCEI:	In House	NTP:	9/9/2013	CURRENT	182	\$ 264,559.90
CONT. TYPE:	MAINTINANCE	TIME BEGAN:	9/23/2013	ELAPSED	59	
FED. AID #:	N/A	WORK BEGAN:	9/23/2013	% ORIGINAL	32.8%	0.0%
SECTION:	79/Volusia	EST. COMPLETION:	2/20/2014	% TO DATE	32.4%	0.0%
FUND TYPE	MC	CURRENT CPPR:	80%	LIQ. DAMAGES		
			Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:		Brandit Curvel	904-838-0090		burvel@insituform.com	
CONTRACTOR'S SUPERINTENDENT:						
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	(386)740-3594		paul.wabi@dot.state.fl.us	
PROJECT ADMINISTRATOR:		John Bailey	407-466-4387		john.bailey@kisingercampo.com	
LEAD INSPECTOR:		Dennis Cowart	407-694-6923			
MAINTENANCE CONTACT:		Jim Read	386-740-3406 O		james.read@dot.state.fl.us	
24 HR CONTRACTOR MOT CONTACT:						
US-1 SR-44 & A1A						
Fin #	429179-1-72-02					
Contract #	E5Q53					
Project Description: Desilting , Cleaning, Video inspection of Storm drains						
					TIME	COST
CONTRACTOR:	ESTEP CONSTRUCTION, INC.	LET DATE:	12/4/2012	ORIGINAL	270	\$279,884.55
CCEI:	In House	NTP:	2/11/2013	CURRENT	298	\$279,884.55
CONT. TYPE:	MAINTENANCE	TIME BEGAN:	2/11/2013	ELAPSED	252	\$145,295.60
FED. AID #:	NA	WORK BEGAN:	2/11/2013	% ORIGINAL	93.3%	51.9%
SECTION:	Various Locations	EST. COMPLETION:	12/5/2013	% TO DATE	84.6%	51.9%
FUND TYPE	MC	CURRENT CFPR:	80%	LIQ. DAMAGES		
			Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:		Jeffrey Estep	(407)325-5998 C		jeff@estepconstruction.com	
CONTRACTOR'S SUPERINTENDENT:		Bob Hersey	(407)810-4936 C			
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	(386)740-3594		paul.wabi@dot.state.fl.us	
PROJECT ADMINISTRATOR:		Chris Kochis	386-740-3503 O; 386-846-3931		chris.kochis@dot.state.fl.us	
LEAD INSPECTOR:		Ralph Conner	(376)943-5777 O; (386)527-3831 C			
MAINTENANCE CONTACT:		Jim Read	(386)740-3406 O; (386)801-5584		james.read@dot.state.fl.us	
24 HR CONTRACTOR MOT CONTACT:		Bob Hersey	(407)810-4936 C			
Bi Weekly Meeting: Tuesday 9:00am by phone						

FDOT District 5 - Deland Operations Office
 1650 N. Kepler Road Deland, Fl. 32724
 Phone (386) 740-3548
 Fax (386) 736-5469
 Deland Operations Engineer Mark Garcia, P.E

Flagler & US1

Fin # 42383637205						
Contract # E5Q99						
Project Description: Reconstructing a driveway and side drain, constructing a cross drain at Commerce Blv.						
				TIME	COST	
CONTRACTOR:	Estep Constriction, Inc.	LET DATE:	7/8/2013	ORIGINAL	40	\$146,666.00
CCEI:	In House	NTP:	8/29/2013	CURRENT	43	\$146,666.00
CONT. TYPE:	MAINTENANCE	TIME BEGAN:	9/12/2013	ELAPSED	39	\$144,012.70
FED. AID #:	NA	WORK BEGAN:	9/12/2013	% ORIGINAL	97.5%	98.2%
SECTION:	Flagler	EST. COMPLETION:	10/24/2013	% TO DATE	90.7%	98.2%
FUND TYPE	STA	CURRENT CFPR:	80.00%	LIQ. DAMAGES		
			Phone:	Email:		
CONTRACTOR'S PROJECT MANAGER:	Jeffrey Estep		407-325-5998	jeff@estepconstruction.com		
CONTRACTOR'S SUPERINTENDENT:	Dustin Ackney		407-412-2088			
CONSTRUCTION ENGINEER	Paul Wabi, P.E.		(386)740-3594	paul.wabi@dot.state.fl.us		
PROJECT ADMINISTRATOR:	Chris Kochis		386-740-3503	chri.kochis@dot.state.fl.us		
LEAD INSPECTOR:						
MAINTENANCE CONTACT:	Jim Read		(386)740-3406 O; (386)801-5584	james.read@dot.state.fl.us		
24 HR CONTRACTOR MOT CONTACT:	Jeffrey Estep		407-325-5998	jeff@estepconstruction.com		
Bi Weekly Meeting:						

PUSHBUTTON STATUS

COUNTY	SECTION	MP	STATE RD	LIMITS	PROJECT DESCRIPTION	EOR	PROJECT PHASE	CONTRACT	WORK ORDER SENT	COMPLETE	CONTR.
Brevard	70100	5.243	520	Cox/A Lane	Install Pedestrian features	FDA	Design Complete				
Brevard	70050	11.860	US 192	Wickham Rd	Install APS Features	PENTON	In Design				
Brevard	70050	12.244	US 192	Dayton Blvd	Install APS Features	ASPIREON	In Design				
Brevard	70060	29.380	A1A	PAFB Blockhouse Signal	Create directional and covert to traditional signal	PENTON	Design Complete				
Flagler	73010	0.325	US 1	Plantation Bay	Install Signals	STROZ	Under Construction	5220 (E5R70)	5/30/13	9/1/13	TCD
Flagler	73010	5.880	US 1	Seminole Woods Blvd	Install Southbound Flashing Beacon	STROZ	In Design				
Lake	11002	1.539 to 1.778	44	Lone Oak Dr. to Middle School Driveway	Install Flashing Yellow for School Zone	TEDS	Completed	5220 (E5R70)	5/16/13	8/18/13	TCD
Lake	11010	0.505	44	Countryside Blvd	Add Directional Median	ASPIREON	In Design				
Lake	11040-100	0.101	NB US 27	at US 441	Overhead lane delineation signs for triple lefts	FDA	Design Complete				
Lake	11110	9.323	44	CR 46A	Install Signal Pole	STROZ	Design Complete				
Lake	11110	3.170	44	SR 44 (Old 44B)	Install Signal Pole	STROZ	On Hold				
Marion	36004	6.307	464	NE 49th/Forest HS	Extend RT Lane & add Ped landing	FDA	Under Construction	5221 (E5R85)	7/3/13		P & S
Marion	36010	16.300	US 27/441	SE 102nd	Modify Median Opening	STROZ	Design Complete				
Marion	36010	14.834	US 441	Robinson St	Overhead sign and pole removal and post installation	STROZ	In Design				
Marion	36070	1.669	US 27	NW 160th Ave	Construct N/S directional median opening	STROZ	Design Complete				
Marion	36220	2.017	US 441	CR 42	Extend Southbound Left Turn Lane	STROZ	Under Construction	5221 (E5R85)	8/14/13	10/17/13	P&S
Orange	75002	2.270	482	Kingspointe Pkwy	Install Ped Features	METRIC	Design Complete				
Orange	75010	5.057	US 441	Taft-Vineland	Concrete Strain Pole Box Span Signal	FDA/Protean	Under Construction	5220 (E5R70)	4/4/13	7/7/13	TCD
Orange	75020	18.687	US 441	Railroad crossing Jones Ave.	Mill and restripe to improve turning radius	PENTON	Design Complete				
Orange	75060	2.971 & 3.034	50	Irvington Ave & Lakewood Dr	Close full median opening at Irvington Ave modify separator to prohibit lefts from Lakewood Dr	TEDS	Design Complete - ON HOLD				
Orange	75090	2.079	426	St. Andrews Blvd	Install APS Features	PENTON	In Design				
Orange	75260	3.451	424	SR 426	Install 4-section signal head	STROZ	In Design				
Orange	75260	4.280 to 4.720	424	Hambleton Ave to 2nd St and Aloha St to Annadale Ave.	Construct median islands and warning signs	PENTON	In Design				
Orange	75270	4.429	435	MetroWest Blvd	Add Blank out and Static Signs	PENTON	In Design				
Osceola	92010	2.650-3.450	US 17-92	West of Suwannee Ave to Liberty Bell St	Install raised medians	PENTON	In Design				
Seminole	77080	6.625	436	Robin Rd & Circuit City Plaza	Close WB Direction and extend left turn lane at Plaza entrance	HNTB	Design Complete - ON HOLD				
Seminole	77080	5.412	436	Palm Springs Blvd	Remove Concrete Island (NE Quadrant)	PENTON	Completed	5214 (E5R41)	5/2/13	7/5/13	P & S
Seminole	77160	8.330	I-4	to Eastbound Lake Mary Blvd	Increase lane designation signs over Eastbound Off Ramp	STROZ	Design Complete				
Seminole	77010	10.000	US 17/92	Between Americana & Airport	Add pedestrian mid-block	FDA	Design Complete				
Seminole	77120-001	1.672	434	Altamonte Crossing D/W	Median modification	ASPIREON	Design Complete				
Volusia	79070	25.624	44	Sugar Mill Drive	Convert Flasher to Full signal	STROZ	Under Construction	5220 (E5R70)	8/15/13	11/17/13	TCD
Volusia	79100	24.523	40	Breakaway Trail	Pavement Repair	PENTON	Under Construction	5221 (E5R85)	8/26/13	10/29/13	P&S
Volusia	79160	4.591	15A	CR 92	Add Pedestrian features on the south leg of intersection	ASPIREON	Design Complete				

MEETING SUMMARY
(CAC & TCC)
NOVEMBER 19, 2013

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

E. 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

MEETING SUMMARY
(CAC & TCC)
NOVEMBER 19, 2013

VI. STAFF COMMENTS

- ® Reapportionment Update

VII. CAC/TCC MEMBER COMMENTS

VIII. INFORMATION ITEMS

- ® TIP Subcommittee Meeting Summary
- ® Titusville to Edgewater Loop Alternatives Public Meeting Notice

IX. ADJOURNMENT

****The next meetings of the CAC & TCC will be on January 21, 2014****



**TIP SUBCOMMITTEE
MEETING SUMMARY
NOVEMBER 5, 2013**

- Elected Mr. Tom Harowski as Chairman of the TIP Subcommittee
- Recommended approval of the draft XU Traffic Ops/ITS/Safety application as presented with the addition of a section for the feasibility study application to include narrative requirements addressing four key criteria: location, mobility and operational benefits, safety benefits and support of comprehensive planning goals and economic vitality. The TIP Subcommittee will utilize a point-based scale assigned to the criteria to convert the application criteria to a numerical score for ranking
- Directed FDOT to email a template which indicates the approximate length of project phases as a guideline to be used in filling out the FDOT project application
- Recommended approval of the Transportation Alternatives Program (TAP) application as presented
- Discussed the local match requirements and recommended the XU Traffic Ops/ITS/Safety match remain at 10% and the TAP match remain at 20%
- Discussed consistency among the priority project applications regarding extra points being assigned for projects with a higher local match and recommended that the XU Traffic Ops/ITS/Safety application implement a point scale for projects with higher local matches comparable to the Bicycle/Pedestrian application scale
- Discussed project funding caps and recommended they remain as they are: for XU Traffic Ops/ITS/Safety projects - \$1.5 million per project per application cycle/\$3 million total overall; TAP projects - \$500,000 per project per application cycle
- Discussed cost overruns and recommended the allowance of a 10% cost overrun contingency to be borne by the TPO. Above 10% cost overruns are borne by the project applicant unless waived by the TPO Board
- Recommended referencing the SEMP (Systems Engineering Management Plan) requirement for Traffic Ops/ITS/Safety projects in the application



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

ANANTH PRASAD, P.E.
SECRETARY

November 4, 2013

Subject: Alternatives Public Meeting
Titusville to Edgewater Bike Loop Project Development and Environment Study (PD&E)
Volusia and Brevard County, Florida
Financial Project Numbers: 424040-2-22-01 (Brevard) and 424040-3-22-01 (Volusia)

Dear Government Partner,

On behalf of the Florida Department of Transportation (FDOT), I invite you to an Alternatives Public Meeting for the Titusville to Edgewater Bike Loop Project Development and Environment (PD&E) study. The objective of the study is to develop and evaluate design alternatives for the provision of a bike route for recreational and experienced bicyclists. The proposed route starts at the A. Max Brewer Memorial Bridge in Brevard County, heads north through the Merritt Island National Wildlife Refuge and ends at Park Avenue on US 1 in Volusia County. This route is intended to form a loop with the East Central Regional Rail Trail

Two meetings will be held where the same information will be presented. The first will be held in Volusia County on Tuesday, November 19th at the Edgewater Community Center located at 104 N. Riverside Drive. The second will be held in Brevard County on Thursday, November 21st at the Titusville City Hall located at 555 S. Washington Avenue. Both meetings will be an open house from 5:30 p.m. to 7:30 p.m. with a short presentation given at 6:00 p.m. Participants may review project information, watch a project presentation and discuss the project with FDOT staff at any time during the meeting.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact: Ms. Jazlyn Heywood, FDOT Project Manager at (386) 943-5388 or by e-mail to jazlyn.heywood@dot.state.fl.us at least seven days prior to the meeting. You may also visit the project web site at www.TitusvilleToEdgewaterTrail.com.

Sincerely,

Brian M. Stanger, PE
Environmental Management Engineer, FDOT District 5