



RIVER TO SEA
Transportation Planning Organization
VISION - PLAN - IMPLEMENT

TPO

MEETING AGENDA

Please be advised that the **RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) BOARD** will be meeting on:

DATE: Wednesday, November 26, 2014
TIME: 9:00 a.m.
PLACE: River to Sea TPO Conference Room
2570 W. International Speedway Blvd., Suite 100
Daytona Beach, FL 32114

Volusia County Council Member Patricia Northey, Chairperson Presiding
AGENDA

- I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM**
- II. PLEDGE OF ALLEGIANCE**
- III. PUBLIC COMMENT/PARTICIPATION** *(Public comments may be limited to three (3) minutes at the discretion of the Chairperson)*
- IV. CONSENT AGENDA**
 - A. OCTOBER 22, 2014 RIVER TO SEA TPO BOARD MEETING MINUTES** *(Contact: Pamela Blankenship) (Enclosure, pages 4-12)*
 - B. TREASURER'S REPORT** *(Contact: Herbert Seely) (Enclosure, pages 4, 13)*
 - C. EXECUTIVE COMMITTEE REPORT** -- *Report by Council Member Pat Patterson, 1st Vice Chairman (Enclosure, pages 4, 14)*
 - D. BICYCLE & PEDESTRIAN ADVISORY COMMITTEE REPORT** -- *Report by Mr. Robert Storke, BPAC Chairman (Enclosure, pages 4, 15)*
 - E. CITIZENS ADVISORY COMMITTEE REPORT** -- *Report by Mr. Gilles Blais, CAC Chairman (Enclosure, page 4)*
 - F. TECHNICAL COORDINATING COMMITTEE REPORT** -- *Report by Ms. Heather Blanck, TCC Chairperson (Enclosure, page 4)*
 - G. TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD REPORT** -- *Report by Council Member Joshua Wagner, TDLCB Chairman (Enclosure, pages 4, 16)*

IV. CONSENT AGENDA *(continued)*

- H. RIVER TO SEA TPO BOARD SUMMARY REPORT** -- Report by Council Member Patricia Northey, TPO Board Chairperson *(Enclosure, pages 4, 17)*
- I. 2040 LONG RANGE TRANSPORTATION PLAN SUBCOMMITTEE REPORT** *(Contact: Jean Parlow) (Enclosure, page 4, 18-19)*
- J. MPO ADVISORY COUNCIL REPORT** -- Report by Lois Bollenback *(Enclosure, page 4)*
- K. REVIEW AND APPROVAL OF RESOLUTION 2014-37 ADOPTING THE JOINT PARTICIPATION AGREEMENT (JPA), AMENDMENT #1 FOR XU BICYCLE/PEDESTRIAN FEASIBILITY STUDIES** *(Contact: Stephan Harris) (Enclosure, pages 4, 20-21)*
- L. REVIEW AND APPROVAL OF EXECUTIVE DIRECTOR'S EVALUATION AND AUTHORIZATION FOR TPO CHAIRPERSON TO NEGOTIATE/RENEW THE EMPLOYMENT CONTRACT** *(Contact: Herbert Seely) (Enclosure, page 4)*
- M. CANCELLATION OF DECEMBER EXECUTIVE COMMITTEE AND TPO BOARD MEETINGS** *(Contact: Pamela Blankenship) (Enclosure, page 4)*

V. ACTION ITEMS

- A. REVIEW AND APPROVAL OF RESOLUTION 2014-38 REAFFIRMING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS** *(Contact: Robert Keeth) (Enclosure, pages 22-31)*
- B. REVIEW AND APPROVAL OF THE PRIORITY PROCESS PROJECT APPLICATIONS** *(Contact: Robert Keeth) (Enclosure, pages 32-114)*
- C. REVIEW AND APPROVAL OF RESOLUTION 2014-39 AMENDING THE FY 2014/15 – 2018/19 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** *(Contact: Robert Keeth) (Enclosure, pages 115-121)*

VI. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

- A. UPDATE ON STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS** *(Contact: Lois Bollenback) (Enclosure, pages 122-134)*
- B. PRESENTATION ON THE SR A1A PEDESTRIAN SAFETY AUDIT REPORT** *(Contact: Stephan Harris) (Enclosure, page 135)*
- C. PRESENTATION ON THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) FINANCIAL PLAN** *(Contact: Jean Parlow) (Enclosure, pages 136-145)*
- D. FDOT REPORT** *(Contact: Gene Ferguson, FDOT District 5) (Enclosure, page 146)*

VII. EXECUTIVE DIRECTOR'S REPORT *(Enclosure, page 147)*

- Legislative Delegation Meeting
- Discussion of VCOG Closure/Office Space
- Annual TPO Board Retreat

VIII. RIVER TO SEA TPO BOARD MEMBER COMMENTS *(Enclosure, page 147)*

IX. INFORMATION ITEMS (Enclosure, pages 147-153)

- Citizens Advisory Committee Attendance Record – 2014
- Technical Coordinating Committee Attendance Record– 2014
- Bicycle/Pedestrian Advisory Committee Attendance Record – 2014
- SunRail Feeder Route Changes
- TPO Board Annual Retreat Save the Date

X. ADJOURNMENT (Enclosure, page 147)

The next River to Sea TPO Board meeting will be January 28, 2015

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January Meeting Dates

2040 Long Range Transportation Plan Subcommittee, December 11, 2014 @ 1:00 p.m.

Executive Committee, January 7, 2015 @ 9:00 a.m.

Transportation Disadvantaged Local Coordinating Board, January 14, 2015 @ 11:00 a.m. at Votran

Bicycle/Pedestrian Advisory Committee, January 14, 2015 @ 3:00 p.m.

Citizens Advisory Committee, January 20, 2015 @ 1:30 p.m.

Technical Coordinating Committee, January 20, 2015 @ 3:00 p.m.

2040 Long Range Transportation Plan Subcommittee, January 23, 2015 @ 9:00 a.m.

River to Sea TPO Board, January 28, 2015 @ 9:00 a.m.

Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the River to Sea 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.

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 River to Sea 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.R2CTPO.org or contact our Title VI/Nondiscrimination Coordinator, Pamela Blankenship, at 386-226-0422, extension 20416, or pblankenship@r2ctpo.org.

**MEETING SUMMARY
TPO BOARD
NOVEMBER 26, 2014**

IV. CONSENT AGENDA

A. OCTOBER 22, 2014 RIVER TO SEA TPO BOARD MEETING MINUTES

Minutes are prepared for each board meeting and said minutes must be approved by the River to Sea TPO Board.

B. TREASURER REPORT

Monthly treasurer reports are prepared for review and approval by the River to Sea TPO Board. The October 2014 Treasurer's Report is included for your information.

C. EXECUTIVE COMMITTEE REPORT

D. BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (BPAC) REPORT

E. CITIZENS ADVISORY COMMITTEE (CAC) REPORT

F. TECHNICAL COORDINATING COMMITTEE (TCC) REPORT

G. TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD (TDLCB)

H. RIVER TO SEA TPO BOARD (R2CTPO) SUMMARY REPORT

I. 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) SUBCOMMITTEE REPORT

J. MPO ADVISORY COUNCIL (MPOAC) REPORT

K. REVIEW AND APPROVAL OF RESOLUTION 2014-27 ADOPTING THE JOINT PARTICIPATION AGREEMENT (JPA), AMENDMENT #1 FOR XU BICYCLE/PEDESTRIAN FEASIBILITY STUDIES

The R2CTPO requires the professional services of consultants to support its planning staff by developing bicycle/pedestrian feasibility studies. Amendment #1 provides for FDOT to reimburse the TPO up to 90% of eligible project expenses with XU (SU) funds recognizing that the remaining 10% of expenses will be covered by the local match. Resolution 2014-27 adopting the Joint Participation Agreement (JPA), Amendment #1 for XU (SU) bicycle/pedestrian feasibility studies is included for your information.

L. REVIEW AND APPROVAL OF EXECUTIVE DIRECTOR'S EVALUATION AND AUTHORIZATION FOR TPO CHAIRPERSON TO NEGOTIATE/RENEW THE EMPLOYMENT CONTRACT

In accordance with the Employment Agreement between the R2CTPO and the Executive Director, an annual performance evaluation must be completed by November 30th of each year and employment shall be continued by recommendation of the Executive Committee. The evaluation also serves as the basis for negotiation of the employment agreement. The results of this years' evaluation is satisfactory and the Executive Committee recommends retention of the current Executive Director. In addition, the existing employment agreement expires on March 26, 2015. The Executive Committee recommends authorizing the TPO Chair to enter into negotiation with the Executive Director for an updated contract.

M. CANCELLATION OF DECEMBER EXECUTIVE COMMITTEE AND TPO BOARD MEETINGS

Traditionally, if there is no outstanding business that must be conducted prior to the end of the calendar year, all TPO committee meetings are suspended for the month of December.

ACTION REQUESTED:

MOTION TO APPROVE THE CONSENT AGENDA

**OCTOBER 22, 2014 MEETING MINUTES
OF THE
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) BOARD**

2570 W. International Speedway Boulevard, Suite 100
Daytona Beach, FL 32114-8145

Members Present:

Commissioner Robert Gilliland
Council Member Lita Handy-Peters
Vice Mayor Leigh Matusick
Mayor John Masiarczyk
Commissioner Marshall Shupe, 2nd Vice Chairman*
Commissioner Barbara Revels
Commissioner Penny Currie
Commissioner Cameron Lane*
Commissioner Jason McGuirk
Council Member Ron Saylor
Vice Mayor Jason DeLorenzo
Mayor James Sowell*
Council Member Joe Perrone*
Council Member Bob Ford
Vice Mayor Nancy Long
Council Member Pat Northey, Chairperson
Council Member Joyce Cusack
Council Member Deb Denys
Linda Costello (non-voting)
Heather Blanck (non-voting)
Mary Schoelzel (non-voting advisor)
Robert Storke (non-voting)
Gilles Blais (non-voting)

Members Absent:

Mayor Jim Ardell** (excused)
Vice Mayor John Rogers*
Mayor Harry Jennings*
Councilman Gene Emter
Mayor Ed Kelley (excused)
Mayor Doug Gibson*(excused)
Council Member Pat Patterson, 1st Vice Chairman (excused)
Council Member Joshua Wagner (excused)

*** Non-voting member in the Small City Alliance**

**** Voting member in the Small City Alliance**

Others Present:

Pamela Blankenship, Recording Secretary
Lois Bollenback
Stephan Harris
Robert Keeth
Herbert Seely
Jean Parlow
Debbie Stewart
Carole Hinkley

Representing:

Daytona Beach
DeBary
DeLand
Deltona
Flagler Beach
Flagler County
Holly Hill
Lake Helen
New Smyrna Beach
Orange City
Palm Coast
Pierson
Ponce Inlet
Port Orange
South Daytona
Volusia County
Volusia County
Volusia County
Volusia County School Board
TCC Chairperson
FDOT District 5
BPAC Chairman
CAC Chairman

Representing:

Beverly Beach
Bunnell
Daytona Beach Shores
Edgewater
Ormond Beach
Oak Hill
Volusia County
Volusia County

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff

Others Present:

Mike Snyder
Gene Lozano
Pedro Leon
Alex Kish
Jason McCray
Mark Manwell
Rich Walton
Jon Cheney
Martha Moore
Fabricio Ponce
Lara Bouck
Eddy Gonzalez
Ron Meade
Elizabeth Alicia Lendian
Sally Sherman

Representing:

CH2M Hill
Graef-USA
Daytona Beach International Airport
BMC CPAs
England, Thims & Miller
England, Thims & Miller
Daytona Beach
Volusia County Traffic Engineering
Ghyabi & Associates
VHB
Reynolds, Smith & Hill
Reynolds, Smith & Hill
FDOT
CAC
Flagler County

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

The meeting of the River to Sea Transportation Planning Organization (TPO) Board was called to order at 9:00 a.m. by Chairperson Patricia Northey. The roll was called and it was determined that a quorum was present.

II. Pledge of Allegiance

III. Public Comment/Participation

There were no public comments.

IV. Consent Agenda

- A. Approval of September 24, 2014 River to Sea TPO Board Meeting Minutes
- B. Approval of Treasurer's Report
- C. Executive Committee Report
- D. Bicycle/Pedestrian Advisory Committee (BPAC) Report
- E. Citizens Advisory Committee (CAC) Report
- F. Technical Coordinating Committee (TCC) Report
- G. River to Sea TPO Board (R2CTPO) Summary Report
- H. Legislative Issues Subcommittee Report
- I. 2040 Long Range Transportation Plan (LRTP) Subcommittee Report
- J. Land Use Working Group Report
- K. Central Florida MPO Alliance Report
- L. Review and Approval of Resolution 2014-34 Accepting the FY 2013/14 River to Sea TPO Audit Report

Chairperson Northey pointed out that the Consent Agenda includes the annual audit and that there were no findings in the FY 2013/14 report. Mr. Alex Kish, Brent Milliken & Associates, was present to answer any questions that the board members may have.

MOTION: Mayor Masiarczyk moved approval of the Consent Agenda. Commissioner Gilliland seconded the motion which carried unanimously.

V. Action Items

A. Review and Approval of Resolution 2014-35 Amending the FY 2014/15 – 2018/19 Transportation Improvement Program (TIP)

Chairperson Northey stated that this amendment addressed two projects, an intersection improvement at Old Mission Road and Park Avenue in Edgewater and a pedestrian rail crossing at Calle Grande in Holly Hill.

Ms. Bollenback stated that the intersection project is being withdrawn from TIP because the city of Edgewater and Volusia County are partnering to advance construction using local funds only. Regarding the Calle Grande project, work on the pedestrian rail crossing must be completed by FEC and they had not yet begun work before the end of the last fiscal year. FDOT is requesting that this project be rolled forward into the current TIP.

MOTION: *Commissioner Gilliland moved approval of Resolution 2014-35 amending the FY 2014/15 – 2018/19 Transportation Improvement Program (TIP). Council Member Saylor seconded the motion which carried unanimously.*

B. Review and Approval of the 2015 River to Sea TPO Legislative Priorities

Ms. Bollenback explained that each year the TPO establishes legislative positions for the upcoming session. The Legislative Issues Subcommittee has been meeting to review transportation-related legislative activities and to identify the priorities and positions for the 2015 legislative session. She reviewed the format of the legislative priorities and pointed out the strike-through version in the agenda. She reviewed the three main positions identified for this year: 1. support of legislation that preserves transportation funding and provides greater flexibility of funding options at the state and local level which support the transportation system; 2. support of legislation that protects existing programs from negative financial impacts that may arise from the passage of the Florida Water and Land Conservation Initiative; and 3. support of legislation that improves pedestrian safety. Additional positions are provided on page two followed by in depth talking points on the first three priorities.

MOTION: *Commissioner Gilliland moved to approve the River to Sea TPO 2015 Legislative Priorities. Vice Mayor Matusick seconded the motion.*

Commissioner Revels noted that on page 41 Flagler County was singled out for pedestrian crashes. She asked if there were any in Volusia County.

Ms. Bollenback responded that this paragraph explains that Volusia County is in the top ten for bicycle and pedestrian high crash areas in the state and that Flagler County is not in the top ten.

Vice Mayor Matusick stated that that had been discussed at the Legislative Issues Subcommittee meeting and the concerns were about SR A1A because of the marked and unmarked crosswalks and drivers not knowing the what to do when they encounter pedestrians.

The motion carried unanimously.

C. Review and Approval of Planning Studies Request

Ms. Bollenback noted that last month the TPO Board discussed using a portion of the extra urban (SU) funding allocated to the TPO to fund three corridor studies including: a pedestrian safety and mobility study on SR A1A, an intersection study on Belle Terre Parkway and a corridor improvement study on SR 100. At that point, the TPO was unsure of FDOT's budget authority. Further discussion with FDOT has identified a budget authority of \$287,000 for planning activities which is not enough for all three projects. TPO staff developed project scopes and cost estimates to proceed with two of the studies in the current fiscal year as

prioritized at the last board meeting; the pedestrian safety and mobility study on SR A1A for \$160,330 and the intersection study on Belle Terre Parkway for \$75,031. TPO staff is looking for support to give FDOT direction to move \$160,330 from the Bicycle-Pedestrian set-aside reserve box and \$75,031 from the ITS/Traffic Ops/Safety set-aside reserve box to fund these two studies in the current fiscal year. The TPO will then develop a list of planning projects for the next upcoming fiscal year.

Commissioner Revels asked about SR 100.

Ms. Bollenback stated that SR 100 will be placed on the priority list of planning projects for the next fiscal year. It will be up to the TPO Board as to its rank on the list. When originally discussed, it was high on the list but the study area was limited at that point. Now that the TPO planning area has grown it includes more of the corridor.

Commissioner Revels asked for SR 100 to be placed high on the Priority List next year.

MOTION: *Commissioner Gilliland moved to direct FDOT to move \$160,330 from the Bicycle/Pedestrian set aside reserve box for the SR A1A Pedestrian Safety and Mobility Study and \$75,031 from the Traffic Ops/ITS/Safety set aside reserve box for the Intersection Study on Belle Terre Parkway. Council Member Saylor seconded the motion which carried unanimously.*

VI. Presentations and Discussion Items

A. Presentation on the 2040 Long Range Transportation Plan (LRTP)

Ms. Bollenback explained that as a part of the 2040 LRTP, the TPO estimates future population and employment as well as the resulting demand for transportation. To do this, a traffic model is used which assigns where people work and live based on comprehensive plans and other trend based information and then transportation projects are chosen to try and meet the forecasted demand. During the 2040 Long Range Transportation Plan update, the TPO is also considering an Alternative Land Use Scenario, which means modifying where people live and work in the future in order to create an improved environment for mobility.

Ms. Bollenback noted that a land use working group has been developing a methodology for this effort, which is included in the agenda. Ms. Martha Moore, Ghyabi and Associates, will provide an overview of the methodology and will review a draft characterization map and density examples. The characterization map identifies areas that may be candidates for higher density “smart growth” development which facilitates walking, biking and transit usage.

Ms. Moore gave a PowerPoint presentation on the 2040 LRTP Alternative Land Use Scenario. She stated that the results were expected from the committee input were expected in early December.

Ms. Bollenback noted that the TPO will be developing alternatives that are based on the trend and land use scenarios as well as public involvement; all three will be brought before the TPO Board and used to develop the final transportation plan.

Council Member Perrone asked if the plan was being developed to identify the areas that are trending in that direction or areas that should be developed that way in the future.

Ms. Moore stated that the Land Use Working Group helped in identifying areas that are ready for development as well as where developments are currently being proposed.

Council Member Perrone asked if the plan will include or necessitate zoning changes.

Ms. Moore replied no.

Ms. Bollenback explained that this is a “what if?” tool. If we develop in a certain way, how will the transportation solutions change and can we achieve a more favorable outcome? This gives us a different future to consider.

Mayor Masiarczyk asked if there would be collaboration with FDOT and the cities.

Ms. Bollenback responded that there is collaboration when information is provided from the technical staff. It is important to look at the direction an area thinks it may be headed; that is what the characterization map is intended to identify.

Chairperson Northey clarified that it was important to be sure that all the studies currently ongoing should be taken into consideration.

Council Member Saylor asked when the studies will be completed.

Ms. Bollenback noted that timing is a challenge and she recognized the system connector study will probably not proceed quickly enough to have a recommendation for the LRTP. She added that the TPO updates the LRTP every five years and the plan can always be amended if necessary.

B. Presentation and Discussion on Roundabouts

Ms. Martha Moore, Ghyabi & Associates, gave a PowerPoint presentation on roundabouts including what they are, where and when they are used and their advantages. In January 2013, FDOT began to encourage the use of roundabouts on the state highway system and they are systematically updating their guiding documents to reflect this increased interest.

Council Member Denys stated that one of the only negative things about roundabouts can be how the signage is handled and where the people are going to exit.

Commissioner Gilliland asked if there was any data on bicycle safety in roundabouts. He heard that they were not very bicycle friendly.

Ms. Moore stated that she would send that information to Ms. Bollenback to distribute.

Vice Mayor McGuirk stated that roundabouts have been around for a while and he is surprised at how enamored people are with them. He asked why it was happening now, and if something triggered it.

Ms. Mary Schoelzel, FDOT, stated that more people have asked for them.

C. Presentation on Priority Process Program Changes

Ms. Bollenback stated that each year the TPO issues a call for projects and develops project priority lists that communicate the TPO's transportation priorities to FDOT for use in developing their Work Program. The start of this process begins with a review of the policies and practices used to develop the priority project lists. A subcommittee has been meeting to review the process and provide recommended changes to improve that process as well as to incorporate changes that are occurring with the state. She reviewed some of the recommend changes including the uncoupling of funding sources to the lists; removal of protected status after five years if a project is not ready through the fault of the project sponsor; broadening the range of projects on the Regionally Significant non-SIS Priority List to include capacity projects and any non-capacity projects that exceed a cost threshold of \$3 million and are included in the TPO's Long Range Transportation Plan; whether FDOT should be eligible to submit project applications for prioritization through the annual call for projects; and whether there is a need to provide a clear definition of “cost overrun” as well as guidelines regarding when a cost overrun should be covered by the project applicant.

Chairperson Northey stated that this item will be back in November for approval.

Ms. Bollenback explained that TPO staff will review some of the considerations and is looking for feedback from the board members so the recommendations can be finalized. These will be presented to the TPO Board in the form of updated resolutions and project applications for review and approval in November.

Commissioner Revels pointed out that the word “transit” should be added to the end of item D on page 56.

D. FDOT Report

Ms. Mary Schoelzel, FDOT, stated that there were no new projects to report.

Ms. Bollenback stated that Mr. Frank O’Dea will be coming to the November TPO Board meeting to give a comprehensive update on all of the major SIS projects that are underway including the I-4 Ultimate Project, the widening of I-95 and the Matanzas Interchange.

VII. Executive Director’s Report

→ Discussion of Coast to Coast Summit

Ms. Bollenback noted that the Coast to Coast Summit was held on October 1, 2014 which both Chairperson Northey and Vice Mayor Matusick attended. There is still an emphasis on moving the project forward.

Chairperson Northey stated that it was good to see a large number of people in attendance. There is still an issue in Volusia County as to the entrance point to the trail. She spoke with Mr. Jim Woods, FDOT, about adding Edgewater as an entrance point for the Coast to Coast trail and he advised that Titusville is the official entrance point. She recommended formulating a strategy to convince FDOT that there should be two entrance points: Titusville and Edgewater/New Smyrna Beach.

Vice Mayor Matusick stressed that it was important to make the Edgewater/New Smyrna Beach connector a priority because it will help all of Volusia County. If Volusia County can get to that point before Titusville, they would have to recognize it or there will not be an entry otherwise. She added that there was a possibility that there will be funding issues.

Ms. Bollenback added that there are no details yet regarding the funding issues. It looks like there are cost overruns on the section of the East Central Florida Regional Rail Trail that goes through Volusia County; county staff is still assessing the details. Once it is finalized it will have to come through the TPO Board in the form of a TIP amendment.

Ms. Bollenback stated that during the last legislative session, there was an appropriation for the Coast to Coast Connector of \$50 million which was assigned to a variety of different projects; one of those projects is the bridge between Volusia County and Seminole County. The bridge is wide enough to include the trail across the bridge; however, the design details still need to be determined. There is a small amount of funding allocated to do the initial engineering work. That is the only unfunded gap for the Volusia County area.

Vice Mayor Matusick asked about the status of Duke Energy and the right-of-way.

Chairperson Northey stated that she was hopeful. She spoke with Duke Energy several times and they are looking at additional alignments as well as working through the access issues on the northern end. She recommended having the county present an overview next month on the trails projects in Volusia County as part of the Coast to Coast and Spring to Spring trails.

Ms. Bollenback pointed out that the TPO is currently working on a regional trail corridor assessment.

Council Member Denys asked if there was any conversation at the Coast to Coast Summit on the Park Avenue situation.

Ms. Bollenback responded that there had been no detailed discussion regarding Park Avenue. TPO staff has met with Edgewater and New Smyrna Beach staff to discuss the best way to make the trail connection. That discussion will occur again as part of the Regional Trail Corridor Assessment and eventually there will be a project to pursue. She added that she believed New Smyrna Beach had several alignments that they are comfortable pursuing. The question remains how we get north from Rotary Park to any one of those alignments.

Chairperson Northey stated that FDOT is not recognizing the Edgewater link as part of the Coast to Coast Trail. She spoke with the Edgewater City Manager who is working with Ms. Brangaccio in New Smyrna Beach and they have identified an alignment up to the New Smyrna Beach municipal boundary. She asked Vice Mayor McGuirk to encourage his staff to make that alignment from 10th Street on the US 1 side.

Vice Mayor McGuirk stated that he would follow up on that.

Vice Mayor Matusick stated that the issue is the alignment on Park Avenue.

→ Budget Impact of VCOG Closing

Ms. Bollenback noted that the Volusia Council of Governments (VCOG) will be closing. The TPO has collocated for over 20 years and entered into the lease with a verbal agreement that they would share the office space. Now that they are closing there will be office space available; the TPO is trying to bring another tenant in and looking at what changes can be made to offset the revenue deficit of \$30,000 a year. The current lease expires April 2018. There will be a budget amendment in the coming months if a tenant cannot be located.

Vice Mayor McGuirk asked if VCOG was on the lease.

Ms. Bollenback responded that the TPO was the holder of the lease and there was no formal arrangement with VCOG.

→ SunRail

Ms. Bollenback explained that each month a presentation is given to the SunRail Technical Advisory Committee which is also posted on SunRail's website. She gave a brief PowerPoint presentation on SunRail to illustrate the information being presented by FDOT each month.

Chairperson Northey asked to put the presentation on the TPO's website.

Ms. Bollenback agreed and added that it is also available on SunRail's website.

Vice Mayor Matusick suggested placing an explanation on TPO website with a link directly over to the SunRail site.

VIII. River to Sea TPO Board Member Comments

Mayor Masiarczyk asked for information on the plan that the TPO staff has regarding VCOG.

Chairperson Northey stated that it would be discussed at the Executive Committee. Both she and Ms. Bollenback had gone before the VCOG Board to ask them to make the TPO whole but they declined to do so.

Mayor Masiarczyk asked if there was a possibility to get out of the lease; he requested an update every month.

Vice Mayor Matusick stated that there had been a preview of the new River to Sea of Lakes Heritage Corridor DVD from DeBary to Edgewater and Seville. It was well done and shows what is available for someone to come in and make this a destination. She has an extra copy for anyone who wants to see it.

Council Member Saylor commented that at the Florida League of Cities transportation meeting they discussed trust fund expenditures.

Council Member Denys pointed out that the Park Avenue resolutions from Volusia County and Edgewater were in the agenda packet. Because the money has now been freed up from the TPO, she asked if it could be used as match money.

Ms. Bollenback stated that she would coordinate with county staff to better understand the funding intent. The project is available for TRIP program which is a 50/50 match but not prioritized by the TPO. Because it is a federally aid qualified road, it is available as a traffic operations project through the TPO's programs. It is a local road and is funded with local funds so it cannot be moved to another program.

Chairperson Northey pointed out that there were a number of vacancies on the TPO's committees and recommended that the members fill them.

IX. Information Items

- Bicycle/Pedestrian Advisory Committee Attendance Record – 2014
- Citizens' Advisory Committee Attendance Record – 2014
- Technical Coordinating Committee Attendance Report – 2014
- Long Range Transportation Plan (LRTP) Workshop
- Comments on Statewide and Metropolitan Transportation Planning
- MPOAC 2015 Legislative Issues
- Resolutions Regarding the Need for Widening West Park Avenue in Edgewater and Request for Funding

X. Adjournment

There being no further business, the meeting adjourned at 10:31 a.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

**VOLUSIA COUNTY COUNCIL MEMBER PATRICIA NORTHEY
CHAIRPERSON, RIVER TO SEA TPO**

CERTIFICATE:

The undersigned, duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of the minutes of the October 22, 2014 regular meeting of the River to Sea Transportation Planning Organization (TPO) Board, approved and duly signed this 26th day of November 2014.

**PAMELA C. BLANKENSHIP, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
MONTHLY TREASURER REPORT FY 14/15
PERIOD ENDING OCTOBER 31, 2014

<u>DESCRIPTION</u>	<u>14/15 BUDGET</u>	<u>CURRENT MONTH</u>	<u>FYTD TOTAL</u>	<u>UNDER (OVER) BUDGET</u>	<u>FYTD % BUDGET</u>
<u>REVENUES</u>					
LOCAL FUNDS	\$178,785.00	\$42,051.20	\$112,062.10	\$66,722.90	62.68%
STATE FUNDS	69,446.00	0.00	0.00	69,446.00	0.00%
FEDERAL FUNDS	1,699,152.00	0.00	0.00	1,699,152.00	0.00%
<u>REVENUES</u>	\$1,947,383.00	\$42,051.20	\$112,062.10	\$1,835,320.90	5.75%
<u>EXPENSES</u>					
SALARIES	\$508,604.00	\$41,638.14	\$153,017.34	\$355,586.66	30.09%
FRINGE BENEFITS	179,900.00	11,844.62	51,976.44	127,923.56	28.89%
OFFICE SUPPLIES	10,000.00	723.38	1,557.79	8,442.21	15.58%
POSTAGE	7,500.00	448.61	1,962.33	5,537.67	26.16%
OFFICE RENT EXPENSE	137,536.00	10,333.19	53,042.90	84,493.10	38.57%
ADVERTISING	2,500.00	243.55	243.55	2,256.45	9.74%
PRINTING	10,500.00	47.48	955.85	9,544.15	9.10%
CONFERENCE, WORKSHOPS & SEMINAR FEES	6,650.00	543.95	543.95	6,106.05	8.18%
FEES	32,100.00	7,569.30	21,790.19	10,309.81	67.88%
DUES	3,237.00	215.00	745.00	2,492.00	23.02%
PUBLICATIONS	1,050.00	0.00	0.00	1,050.00	0.00%
COPY EXPENSE	20,500.00	4,211.79	12,363.74	8,136.26	60.31%
COPY MACHINE COSTS	20,500.00	1,433.54	6,290.66	14,209.34	30.69%
TRAVEL EXPENSE	20,800.00	962.80	1,360.92	19,439.08	6.54%
AWARDS PROGRAM/PROMO	10,500.00	0.00	1,202.80	9,297.20	11.46%
SPECIAL STUDIES	642,597.00	76,808.20	91,891.94	550,705.06	14.30%
PROFESSIONAL SERVICES	182,166.00	19,289.03	44,432.50	137,733.50	24.39%
MEETING EXPENSE	3,000.00	298.64	539.07	2,460.93	17.97%
LIABILITY INSURANCE	11,000.00	0.00	4,940.00	6,060.00	44.91%
REPAIRS	1,000.00	0.00	267.00	733.00	26.70%
NETWORK COSTS	47,980.00	2,164.50	16,882.06	31,097.94	35.19%
CAPITAL OUTLAY	5,000.00	0.00	0.00	5,000.00	0.00%
SOFTWARE	6,250.00	0.00	1,742.00	4,508.00	27.87%
TELEPHONE	3,600.00	198.00	942.00	2,658.00	26.17%
EDUCATION	1,000.00	0.00	0.00	1,000.00	0.00%
CONTINGENCY	71,914.00	0.00	0.00	71,914.00	0.00%
<u>EXPENSES</u>	\$1,947,383.00	\$178,973.72	\$468,690.03	\$1,478,693.97	24.07%
<u>BALANCE</u>	\$0.00	(\$136,922.52)	(\$356,627.93)	\$356,626.93	

33.33% OF YEAR COMPLETE

Cash Balance as of OCTOBER 31, 2014 \$153,105.59



**EXECUTIVE COMMITTEE
MEETING SUMMARY
NOVEMBER 5, 2014**

- Discussed the advancement of board officers and changes that will be upcoming for the TPO Board Chair, 1st Vice Chair and 2nd Vice Chair
- Discussed changes to SR A1A to eliminate parking on the curb
- Approved the draft November 26, 2014 River to Sea TPO Board agenda
- Informed that the YMCA was interested in subletting the Volusia Council of Governments (VCOG) office space
- Provided members a compilation of the Executive Director evaluations and approved a motion to recommend that the Executive Director be retained and the TPO Chairperson move forward with negotiation of a contract
- Discussed the upcoming TPO Board retreat and agreed on a date of February 6, 2015
- Received Executive Director update that FDOT has \$1.2 million available in the current year to program and that TPO staff would be looking at the Bicycle/Pedestrian and Traffic Ops/ITS/Safety priority lists for projects to program the funding on
- Received Executive Director update on a pedestrian safety initiative by FDOT and changes to their design manuals
- Discussed the entities responsible for historic markers for Lillian Place

THE NEXT EXECUTIVE COMMITTEE MEETING WILL BE ON WEDNESDAY, JANUARY 7, 2015



**Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Summary
November 12, 2014**

- Introduced new BPAC member Mr. John Kerr, Flagler County representative
- Approved the minutes of the October 8, 2014 BPAC meeting
- Recommended approval of Resolution 2014-## adopting the Joint Participation Agreement (JPA), Amendment #1 for XU Bicycle/Pedestrian Feasibility Studies
- Recommended approval of Resolution 2014-## reaffirming the policy for establishing and maintaining transportation priority projects
- Recommended approval of Resolution 2014-## amending the FY 2014/15 – 2018-19 Transportation Improvement Program (TIP)
- Recommended approval of the Bicycle/Pedestrian application for project prioritization with the addition of evaluation criteria to the feasibility study application
- Approved the cancellation of the December 10, 2014 BPAC meeting
- Received a PowerPoint presentation on the Bicycle Friendly America Program
- Received a PowerPoint presentation on how Palm Coast became a Trail City
- Received copy of an Orlando Sentinel article regarding bicycle fatalities
- Received an update on the Regional Trails Corridor Assessment
- Received a Bike, Walk, and Drive Safely public service announcement

*****The next BPAC meeting will be on Wednesday, January 14, 2015*****



**TDLCB Meeting Summary
November 12, 2014**

- **Approved** the September 10, 2014 meeting minutes
- **Approved** the monthly Paratransit Reports submitted by Votran for August and September 2014
- **Approved** nomination and election of Mary Ellen Ottman to serve as Vice-Chairperson for 2015
- **Received** Ghyabi Presentation on the LRTP 2040 Financial Resources Plan
- **Received** Tindale Oliver Presentation on service criteria
- **Received** TDLCB meeting schedule for 2015
- **Received** R2CTPO Board meeting summary for October 2014
- **Received** notice of Votran feeder bus service for SunRail change effective December 1, 2014

The Annual Public Hearing on the Transportation Disadvantaged Services for Volusia County was held on November 12, 2014 immediately after the TDLCB meeting. There were no comments from the general public on the Volusia County Transportation Disadvantaged Program.

Next meeting of the TDLCB will be January 14, 2015



**River to Sea TPO Board
October 22, 2014
Meeting Summary**

- Approved the Consent Agenda including the September 24, 2014 TPO Board minutes and Resolution 2014-34 accepting the FY 2013/14 River to Sea TPO Audit Report
- Approved Resolution 2014-35 amending the FY 2014/15 – 2018/19 Transportation Improvement Program
- Approved the 2015 River to Sea TPO Legislative Priorities
- Approved planning studies request to direct FDOT to allocate \$160,330 from the Bicycle/Pedestrian box to a pedestrian safety and mobility study on SR A1A and \$75,031 from the Traffic Ops/ITS/Safety box to an intersection study on Belle Terre Parkway
- Received member request to consider placing the SR 100 planning study high on the next fiscal year's priority list
- Received PowerPoint presentation on the 2040 Long Range Transportation Plan (LRTP) alternative land use forecast activities underway and requested collaboration with FDOT and the cities regarding the studies currently underway
- Received presentation on recommended priority process program changes under review by the TIP Subcommittee
- Received presentation on roundabouts
- Received FDOT report noting there are no project updates to report
- Received the Executive Director's report on the Coast to Coast Summit
- Discussed making the Edgewater/New Smyrna Beach connector as an entrance point to the Coast to Coast Connector Trail
- Received Executive Director report providing an update on the budget impact of VCOG closing and a request for monthly updates on the situation
- Received Executive Director report including a PowerPoint presentation on SunRail

The next River to Sea TPO Board meeting will be on Wednesday, November 26, 2014

MEMORANDUM

TO: Jean Parlow, Project Manager
River to Sea TPO

Jon Cheney, Chair
LRTP Subcommittee

FROM: Martha L. Moore, P.E.
Division Manager, Transportation Planning and Traffic Engineering

DATE: October 22, 2014

RE: Status Report for 2040 LRTP
G&A Project No. 3038.00

As requested, I am providing a status update for the 2040 LRTP:

Alternative Land Use Scenario – The Land Use Working Group has developed a draft Characterization Framework Map. The draft socio economic dataset, based on this map, will be delivered the first week of November for review by the committee. The final dataset will be provided the second week of December.

Congestion Management Plan – a draft document is under development. The consultant is coordinating with TPO and FDOT staff to develop performance measures.

Environmental Justice – The draft document has been completed and been presented to and approved by all committees and the Board

Financial Plan – a draft document is under development. The consultant is coordinating with TPO and FDOT staff to develop performance measures.

Public Involvement – The website is active: www.r2cmobility2040.com

Transportation Modeling – The FDOT released the updated 2010 base year model on October 21st. The 2040 future year datasets are still being coded by the FDOT's consultant and a calibrated model will be available toward the end of the year. Once the models are released by

FDOT District 5, we will proceed with the modeling efforts for the 2040 LRTP using the socioeconomic datasets developed (Trend and Alternative Land Use). The resultant models will be used to develop the initial project lists.

If you have any further questions or need more specific detail, please do not hesitate to call me at 904.396.5727 or email to mmoore@ghyabi.com.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2014-37

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE JOINT PARTICIPATION AGREEMENT AMENDMENT #1 FOR XU BICYCLE/PEDESTRIAN FEASIBILITY STUDIES

WHEREAS, the River to Sea Transportation Planning Organization (R2CTPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; 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 State of Florida Department of Transportation and the River to Sea TPO desire to undertake Bicycle and Pedestrian Feasibility Studies utilizing the R2CTPO's XU funds; and

WHEREAS, the State of Florida Department of Transportation has requested the River to Sea TPO execute and deliver to the State of Florida Department of Transportation the Joint Participation Agreement (JPA) Amendment #1 for conducting Bicycle/Pedestrian Feasibility Studies (FM # 421724-1-28-01).

NOW, THEREFORE, BE IT RESOLVED by the River to Sea TPO that the:

1. Executive Director of the River to Sea TPO is hereby authorized to make and execute the Joint Participation Agreement Amendment #1 for the aforementioned project, FM #421724-1-28-01;
2. Executive Director (or her designee) is authorized and directed to transmit this resolution and the Joint Participation Agreement Amendment #1 to the:
 - a. Florida Department of Transportation;
 - b. Federal Transit Administration (through the Florida Department of Transportation);
 - c. Federal Highway Administration (through the Florida Department of Transportation);

DONE AND RESOLVED at the regular meeting of the River to Sea Transportation Planning Organization on the 26th day of November, 2014.

River to Sea TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL MEMBER PATRICIA NORTHEY
CHAIRPERSON, RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on November 26, 2014.

ATTEST:

PAMELA C. BLANKENSHIP, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

**MEETING SUMMARY
TPO BOARD
NOVEMBER 26, 2014**

V. ACTION ITEMS

A. REVIEW AND APPROVAL OF RESOLUTION 2014-38 REAFFIRMING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS

Background Information:

The TIP Subcommittee met on three occasions in recent weeks to review the Priority Process and related policies. A summary of the subcommittee's final recommendations is attached. The enclosed draft resolution establishes the overall policy for developing transportation project priorities. Two additional resolutions regarding the allocation of funds and local match requirements will be presented at the January TPO meetings.

It should be noted that additional recommendations provided by the advisory committees will be presented and reflected in the respective meeting summaries.

ACTION REQUESTED:

MOTION TO APPROVE RESOLUTION 2014-38 REAFFIRMING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2014-38

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION REAFFIRMING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that every urbanized area with a population of 50,000 or more, as a condition to the receipt of federal capital or operating assistance, shall 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 River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the designated Metropolitan Planning Area (MPA) comprised of Volusia County and the urbanized areas of Flagler County including the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

WHEREAS, 23 C.F.R. 450.104 provides that the River to Sea TPO shall annually endorse, and amend as appropriate, the plans and programs required, among which is the Surface Transportation Program (STP) projects list of the annual Transportation Improvement Program (TIP) submission; and

WHEREAS, each year the appropriate River to Sea TPO committees made up of a cross-section of interested citizens and technical staff are charged with the responsibility of drafting a list of prioritized projects; and

WHEREAS, it is the responsibility of the River to Sea TPO to establish project priorities for all areas of the TPO's MPA; and

WHEREAS, the River to Sea TPO reaffirms its commitment to the priority process and related policies;

NOW, THEREFORE, BE IT RESOLVED by the River to Sea TPO that the following policies are established to prioritize transportation projects throughout the TPO's MPA:

1. The project application and evaluation criteria approved by the River to Sea TPO Board shall be used to solicit and evaluate projects for priority ranking in the transportation program categories listed below:

- a. Florida Strategic Intermodal System (SIS) Projects;
 - b. Regionally Significant, Non-SIS Roadway Projects;
 - c. Traffic Operations and Safety Projects;
 - d. Bicycle/Pedestrian Projects;
 - e. Regional Trails Projects;
 - f. Transportation Alternative Program Projects
 - g. Public Transit Projects
 - h. Major Bridge Projects
 - i. Planning Studies
2. River to Sea TPO projects that were previously ranked and have a Financial Management (FM) number and are in the Florida Department of Transportation Work Program will automatically be prioritized above projects that are not currently in the FDOT Five-Year Work Program;
 3. Projects which are ranked one through five on the Prioritized List of Florida Strategic Intermodal System (SIS) Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
 4. Projects which are ranked one through five on the Prioritized List of Regionally Significant, Non-SIS Roadway Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
 5. Projects which are ranked one through three on the Prioritized List of Major Bridge Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
 6. Projects which are ranked one through eight on Tier “B” of the Prioritized List of Traffic Operations and Safety Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
 7. Projects which are ranked one through three on Tier “B” of the Prioritized List of Bicycle/Pedestrian Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
 8. Projects which are ranked one through eight on the Prioritized List of Transportation Alternatives Program (TAP) Projects (to be funded with the River to Sea TPO's allocation of TAP funds) are deemed to be protected, and will be

ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;

9. Projects which are ranked one through eight on the Prioritized List of Regional Trail Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
10. The River to Sea TPO will not re-prioritize protected projects unless the TPO Board determines unusual circumstances dictate otherwise;
11. It is the responsibility of the River to Sea TPO and FDOT staffs to provide the River to Sea TPO members with current information and data on project status and to assist the members in their efforts to make informed decisions regarding the prioritized projects lists;
12. The River to Sea TPO shall, in its discretion, make all decisions regarding the final prioritized project lists that are annually submitted to FDOT;
13. Once a project has attained protected status, it should be programmed within 5 years. If it has not been programmed during that time due to the fault of the project sponsor, then the project will be removed from the list of priority projects. The project sponsor may resubmit the project for open ranking on any subsequent call for projects.
14. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and
15. the Chairperson of the River to Sea TPO, (or his/her designee) is hereby authorized and directed to provide a copy of this resolution to the:
 - a. Florida Department of Transportation (FDOT);
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation)

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the 26th day of November 2014.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL MEMBER PATRICIA NORTHEY
CHAIRPERSON, RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on November 26, 2014.

ATTEST:

PAMELA C. BLANKENSHIP, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

~~VOLUSIA~~ RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2014-~~07~~##

RESOLUTION OF THE ~~VOLUSIA~~ RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION REAFFIRMING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that every urbanized area with a population of 50,000 or more, as a condition to the receipt of federal capital or operating assistance, shall 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~~ River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the designated Metropolitan Planning Area (MPA) comprised of Volusia County and the cities of Flagler Beach and Beverly Beach in Flagler County urbanized areas of Flagler County including the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

WHEREAS, 23 C.F.R. 450.104 provides that the ~~Volusia~~ River to Sea TPO shall annually endorse, and amend as appropriate, the plans and programs required, among which is the Surface Transportation Program (STP) projects list of the annual Transportation Improvement Program (TIP) submission; and

WHEREAS, each year the appropriate ~~Volusia~~ River to Sea TPO committees made up of a cross-section of interested citizens and technical staff are charged with the responsibility of drafting a list of prioritized projects; and

WHEREAS, it is the responsibility of the ~~Volusia~~ River to Sea TPO to establish project priorities ~~within the Volusia TPO's planning for all areas of Volusia County and the cities of Beverly Beach and Flagler Beach in Flagler County~~ the TPO's MPA; and

WHEREAS, the ~~Volusia~~ River to Sea TPO reaffirms its commitment to the priority process and related policies;

NOW, THEREFORE, BE IT RESOLVED by the ~~Volusia~~ River to Sea TPO that the following policies are established to prioritize transportation projects ~~in Volusia County and the cities of Beverly Beach and Flagler Beach in Flagler County~~ throughout the TPO's MPA:

1. The project application and evaluation criteria approved by the ~~Volusia~~-River to Sea TPO Board shall be used to solicit and evaluate projects for priority ranking in ~~various~~-the transportation program categories listed below:
 - a. Florida Strategic Intermodal System (SIS) Projects;
 - b. Regionally Significant, Non-SIS Roadway Projects;
 - c. Traffic Operations and Safety Projects;
 - d. Bicycle/Pedestrian Projects;
 - e. Regional Trails Projects;
 - f. Transportation Alternative Program Projects
 - g. Public Transit Projects
 - h. Major Bridge Projects
 - i. Planning Studies
2. ~~Volusia~~-River to Sea TPO projects that were previously ranked and have a Financial Management (FM) number and are in the Florida Department of Transportation Work Program will automatically be prioritized above projects that are not currently in the FDOT Five-Year Work Program;
3. Projects which are ranked one through five on the Prioritized List of Florida Strategic Intermodal System (SIS) ~~Roadway~~-Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
4. Projects which are ranked one through five on the Prioritized List of Regionally Significant, Non-SIS Roadway Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
5. Projects which are ranked one through three on the Prioritized List of ~~Bascule Bridge~~Major Bridge Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
6. Projects which are ranked one through eight on Tier "B" of the Prioritized List of ~~XU (Urban Attributable)~~-Traffic Operations/~~ITS/~~and Safety ~~Set-Aside~~-Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
7. Projects which are ranked one through three on Tier "B" of the Prioritized List of ~~XU~~-Bicycle/Pedestrian ~~Set-Aside~~-Projects are deemed to be protected, and will

be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;

8. Projects which are ranked one through eight on the Prioritized List of Transportation Alternatives Program (TAP) Projects (to be funded with the ~~Volusia~~ River to Sea TPO's allocation of TAP funds) are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
9. Projects which are ranked one through eight on the Prioritized List of Regional Trail Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
10. The ~~Volusia~~ River to Sea TPO will not re-prioritize protected projects ~~except in the following cases: unless~~
 - ~~a. projects from the prioritized lists of projects for the expanded metropolitan planning area (including portions of Bunnell, Palm Coast, and unincorporated Flagler County) as approved by the Flagler County Board of County Commissioners on August 5, 2013 may be incorporated into the TPO's protected list if warranted by ranking or score; or~~
 - ~~b. the~~ ~~Volusia~~ TPO Board determines unusual circumstances dictate otherwise;
11. It is the responsibility of the ~~Volusia~~ River to Sea TPO and FDOT staffs to provide the ~~Volusia~~ River to Sea TPO members with current information and data on project status and to assist the members in their efforts to make informed decisions regarding the prioritized projects lists;
- ~~12.~~ The ~~Volusia~~ River to Sea TPO shall, in its discretion, make all decisions regarding the final prioritized project lists that are annually submitted to FDOT;
- ~~12.~~ 13. Once a project has attained protected status, it should be programmed within 5 years. If it has not been programmed during that time due to the fault of the project sponsor, then the project will be removed from the list of priority projects. The project sponsor may resubmit the project for open ranking on any subsequent call for projects.
- ~~13.~~ 14. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and
- ~~14.~~ 15. the ~~Chairman~~ Chairperson of the ~~Volusia~~ River to Sea TPO, (or his/her designee) is hereby authorized and directed to provide a copy of this resolution to the:
 - ~~b.~~ a. Florida Department of Transportation (FDOT);
 - ~~c.~~ b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and

~~d.c.~~ Federal Highway Administration (FHWA) (through the Florida Department of Transportation)

DONE AND RESOLVED at the regular meeting of the ~~Volusia~~ River to Sea TPO held on the ____ day of ____, 2014.

~~VOLUSIA~~ RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL MEMBER PATRICIA NORTHEY

CHAIRPERSON, ~~Volusia~~ RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the ~~Volusia~~ River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the ~~Volusia~~ River to Sea TPO held on ____, 2014.

ATTEST:

PAMELA C. BLANKENSHIP, RECORDING SECRETARY

~~VOLUSIA~~ RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



**TIP Subcommittee
November 5, 2014
Meeting Summary**

- Roll was called and it was determined a quorum was present. The following members were present: Chairman Tom Harowski, Richard Belhumeur, Jon Cheney, Bobby Ball, Scott Leisen, Ron Paradise and Gene Ferguson.
- Members discussed proposed priority process program changes and recommended the following:
 - uncouple SU funds from the Bicycle/Pedestrian list and the Traffic Operations/ITS/Safety list;
 - maintain the current TPO policy of allocating 40% of SU funds to Traffic Operations/ITS/Safety projects, 30% to Bicycle/Pedestrian projects, and 30% to Transit projects;
 - if a project has not been programmed within five years from the time it first obtained protected status, require the sponsor to submit an updated application with a statement as to why the project has not advanced; if the project has not been programmed due to the fault of the project sponsor, then re-evaluate and re-prioritize the project accordingly;
 - broaden the range of projects on the Regionally Significant, Non-SIS project list to include, in addition to capacity projects, any non-capacity project that exceeds a cost threshold of \$3 million;
 - allow FDOT to submit applications with a local co-sponsor;
 - authorize the TPO Executive Director to approve the use of state or federal funds to cover some or all of a project overrun up to and including 10% of the approved project cost estimate; and
 - create a new priority project list for planning studies.
- Members also discussed the following, but made no recommendations:
 - benefits of periodically reviewing the status of priority projects at TCC meetings; and
 - annual confirmation of project cost estimates; it was noted that FDOT already requires confirmation of cost estimates for projects that appear to be ready for programming.

**MEETING SUMMARY
TPO BOARD
NOVEMBER 26, 2014**

V. ACTION ITEMS

B. REVIEW AND APPROVAL OF THE PRIORITY PROCESS PROJECT APPLICATIONS

Background Information:

Each year, the R2CTPO issues a Call for Projects, to consider project applications for funding. These applications seek funding as identified by the TPO in the following categories: 1) Traffic Operations/ITS/Safety Project Application; 2) Bicycle/Pedestrian Projects; and 3) Transportation Alternatives Project Application. The project applications have been revised to incorporate recommended changes of the TIP Subcommittee and are presented in the enclosed draft applications for your review and approval.

Notable changes to the XU Traffic Operations/ITS/Safety Project Application are as follows:

1. References to XU (SU) funding have been removed to reflect the "uncoupling" of the list from those particular fund types.
2. The Award Limits on page 2 of the General Instructions have been revised to provide that projects on the list may be funded with any combination of federal, state, and/or local funds, but that no more than \$3 million of federal and/or state funds may be allocated to any single project. More costly projects would be prioritized on the SIS/Non-SIS Project lists.
3. The paragraph regarding Local Match Requirements on page 2 of the General Instructions has been revised to clarify the local match requirement for SU funds as a ratio of 90/10 (SU/local).
4. Criteria #1, Location, on page 2 of the Feasibility Study application has been revised to distinguish between urban and rural minor collector roads. Projects on urban minor collector roads are eligible for federal aid whereas projects on rural minor collector roads generally are not.

Notable changes to the Bicycle/Pedestrian Project Application are as follows:

1. References to XU (SU) funding have been removed to reflect the "uncoupling" of the list from those particular fund types.
2. The paragraph regarding Local Match Requirements on page 2 of the General Instructions has been revised to clarify the local match requirement for SU funds as a ratio of 90/10 (SU/local).

Notable changes to the Transportation Alternatives Project Application are as follows:

1. The paragraph regarding Local Match Requirements on page 2 of the General Instructions has been revised to clarify the local match requirements for TALU funds as a ratio of 80/20 (TALU/local).
2. The paragraph regarding the award of points for extra local match has been revised to clarify that the required match relates to the amount of TALU funds programmed on the project, not total project cost.

ACTION REQUESTED:

MOTION TO APPROVE THE PRIORITY PROCESS PROJECT APPLICATIONS



2015 Application for Project Prioritization Traffic Operations and Safety Projects

January 2015

General Instructions:

For the 2015 Call for Projects, the R2CTPO is accepting applications for Feasibility Studies and Project Implementation.

The R2CTPO has two different application forms for Traffic Operations and 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.

No project will advance beyond a Feasibility Study unless the R2CTPO 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.

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 Minor Collector or higher) may be funded through this program.

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. Projects costing \$3 million or more are not eligible for prioritization and funding in this project category. The following list of projects is representative of qualifying projects; however, it is not exhaustive:

1. Adding or extending left and/or right turn lanes;
2. improved signage or signalization;
3. targeted traffic enforcement;
4. limitation or prohibition of driveways, turning movements, truck traffic, and on-street parking;
5. modification of median openings;
6. replacement of standard intersections with traffic circles or roundabouts;
7. traffic incident response plans;
8. realignment of a road;

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

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:

Projects on this list may be funded with any combination of federal, state, and/or local funds. However, no more than \$3 million of federal and/or state funds will be allocated to any single project. No more than \$1.5 million in SU funds will be awarded to any single project in any single application cycle, and no more than \$3 million in SU funds will be awarded over multiple years toward the completion of any single project. Waivers/exceptions may be granted by the R2CTPO Board.

Local Match Requirement:

R2CTPO Resolution 2015-## provides that the governmental entity requesting SU funds shall be required to match those funds programmed on the project with local funds at the ratios of 90/10 (SU/local). 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 R2CTPO's policy that the applicant (project originator) shall be responsible for any cost overruns encountered on a project funded with SU 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.

R2CTPO staff will provide assistance in completing an application to any member local government that requests it.



2015 Application for Project Prioritization – **FEASIBILITY STUDY**

Traffic Operations and 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.]

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 Federal 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.

Project Purpose and Need Statement:

In the space provided below, describe the Purpose and Need for this proposed project. It is very important that your Purpose and Need statement is clear and complete. It will be the principal consideration in ranking your application for a Feasibility Study. It must convince the public and decision-makers that the expenditure of funds is necessary and worthwhile and that the priority the project is being given relative to other needed transportation projects is warranted. The project Purpose and Need will also help to define the scope for the Feasibility Study, the consideration of alternatives (if appropriate), and ultimate project design.

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

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

Commentary: _____

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.

Principal Arterial	Minor Arterial	Urban/Rural Major Collector	Urban Minor Collector	Rural Minor Collector or Local Road	Not Applicable
<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: _____

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: _____

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: _____



2015 Application for Project Prioritization – **PROJECT IMPLEMENTATION**

Traffic Operations and 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. *****

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.

R2CTPO 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/SEMP 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 on- ly 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 Improve- ment, or Traffic Signal Retiming ³	<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 ⁴ , access management or ITS improvements ⁵	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. ⁶	Select only one	No	<input type="checkbox"/>	0
		Yes	<input type="checkbox"/>	0 - 5
Subtotal				0 - 30

³ Attach Traffic Signal Timing Study.

⁴ Attach Warrant Study to application; otherwise R2CTPO staff will assume that a Warrant Study justifying the improvement has not been completed.

⁵ 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.

⁶ The term “other operational improvements” includes any improvement that will likely result in a significant: a) increase in evacuating traffic capacity or b) reduction in the probable occurrence or severity of evacuating traffic delay and/or disruption from signal failure, lane blockage, etc.

Commentary: _____

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

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

In the space provided below for commentary, describe the safety benefits expected from the proposed project, and explain how the proposed project will help to achieve those benefits. R2CTPO staff will work with the appropriate agencies to determine the intersection and corridor crash rates.

Safety Benefits ⁷			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 ⁸ , corridor crashes per million vehicle miles ⁸ , 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

⁷ If an application scores very high in this criterion, the R2CTPO may submit application to either the East or West Volusia Community Traffic Safety Team (CTST) for Safety Fund consideration.

⁸ 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 ⁹	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 ¹⁰	Select all that apply	<input type="checkbox"/>	0 - 4
Relocation of public/private water or sewer utility is not required ¹⁰		<input type="checkbox"/>	0 - 4
Relocation of telephone, power, cable TV utilities is not required ¹¹		<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

⁹ ADA pedestrian crossings at intersections may impact drainage significantly. Attached Traffic Study should address drainage impacts.

¹⁰ 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.

¹¹ Typically, above ground utilities are not affected except for widening and turn lane projects.

Commentary: _____

Criterion #7 – Local Matching Funds > 10% of Total Project Cost (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.

Is the Applicant committing to a local match greater than 10% of the estimated total project cost?	Check One	Max. Points
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4

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

Criterion #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:

1. Project Information:

Project ID (SR, CR, Etc...):

From/At (South or West Termini):

To (North or East Termini):

County: -

Project Length (Miles):

Project Type: Other If *other*, please specify: -

2. Title of Project Priority List and Project Ranking:

Central Florida MPO Alliance List and Project Ranking (if applicable):

3. Managing Agency Contact Information:

Applicant:

Contact Person:

Title:

Address:

Phone Number:

E-mail Address:

4. Phase(s) Being Requested (click to select all appropriate boxes):

- | | | |
|---------------------------------------|---------------------------------------|---------------------------------|
| <input type="checkbox"/> Study | <input type="checkbox"/> PD&E | <input type="checkbox"/> Design |
| <input type="checkbox"/> Right-of-way | <input type="checkbox"/> Construction | <input type="checkbox"/> Other: |

5. Project Description:

- a. Project Scope/Description (please be as detailed as possible):
- b. What fiscal year will this project be ready for production/construction:

Work Type	Requested Fiscal Year (July 1-June 30)
Planning Development (Corridor or Feasibility Study)	
Project Development and Environment Study (PD&E)	
Design	
Right-of-way Acquisition	
Construction/CEI	
Other	

c. Please state the purpose and need for this project.

d. 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.

e. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

f. Is this facility a designated SIS corridor, connector, or hub or adjacent to a SIS facility?

g. Is this project on a transit route? If yes, which one(s)?

h. Is this project within the Federal Aid system?
(If yes, FDOT staff needs to verify and check here ☐)

6. Consistency with Local and MPO Plans

a. Is this project consistent with the Local Government Comprehensive Plan?

If no, please state when an amendment will be processed to include the project in the Plan.

b. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)? No. If necessary, the City will work with the River to Sea TPO to include this project in the LRTP.

If yes, please attach a copy of the page in the LRTP.

If no, please state when an amendment will be done to include the project in the LRTP (if applicable). It is not necessary to specifically identify traffic planning studies in the LRTP.

7. Other Information:

a. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process? Yes- Certification in process

b. What year was the agency last certified?

8. If this is a non-state road project, to be located outside of State Right-of-Way, is there sufficient right-of-way for the project is currently owned by the local government entity?

If yes, please provide proof of right-of-way ownership (right-of-way certification, right-of-way maps or maintenance maps).

Provide an estimate of the total cost of the project phase(s) and attach supporting documents that supports the requested phase estimate (i.e. man-hour estimate and rates, equipment cost and right of way cost).

Work Type	Phase Complete? Yes/No/NA	Responsible Agency (Who performed or who will perform the work?)	Procurement Method? In-house/Advertise	Project Cost Estimate
Planning Development (Corridor or Feasibility Study)	-		-	\$
Project Development and Environment Study (PD&E)	-		-	\$
Design	-		-	\$
Right-of-way Acquisition	-		-	\$
Construction	-		-	\$
CEI	-		-	\$
Other:	-		-	\$
Total Project Cost Estimate:	\$0			

- **Include 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.**

- **When requesting the Construction phase please include the following documents, if available:**
 - Signed and sealed plans
 - Engineer's estimate
 - Bid Documents and Specifications Package
 - Signed LAP Construction Checklist
 - Right of Way Certification
 - Environmental Certification
 - All necessary permits

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 & Study Schedule - Phase 38 (Design)

FPN (If Known): **FAN:**

Name of Project:

Local Agency Contact (Project Manager):

Phone: **Email Address:**

Project Scope/Description, Termini, Project Length:

Design Procurement Method:

☐ In-House

☐ Advertisement

Design Fee Estimate: (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”

Preliminary Scope & Study Schedule - Phase 58 (Construction)

FPN (If Known): **FAN:**

Name of Project:

Project Manager: **Phone:**

Email Address:

Project Scope/Description, Termini, Project Length:

CEI Procurement Method:

- ☐ In-House
☐ 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:

2014-2015 Application for Project Prioritization

~~XU~~ Traffic Operations ~~ITS~~ and Safety Projects

January 2014-2015

General Instructions:

For the 2014-2015 Call for Projects, the ~~VTPOR~~2CTPO is accepting applications for Feasibility Studies and Project Implementation.

The ~~VTPOR~~2CTPO has two different application forms for ~~XU~~ Traffic Operations ~~ITS~~ and 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.

No project will advance beyond a Feasibility Study unless the ~~VTPOR~~2CTPO 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.

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 Minor Collector ~~/Rural Major Collector~~, or higher) may be funded ~~with Federal XU~~ through this program.

Only applications for ~~T~~traffic ~~O~~perations, ~~I~~ntelligent ~~T~~ransportation ~~S~~ystems (ITS) and ~~S~~safety ~~P~~rojects 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. Projects costing \$3 million or more are not eligible for prioritization and funding in this project category. 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;
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4. limitation or prohibition of driveways, turning movements, truck traffic, and on-street parking;
5. modification of median openings;
6. replacement of standard intersections with traffic circles or roundabouts;
7. traffic incident response plans;
8. realignment of a road;

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

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11. street lighting to improve traffic safety.

Award Limits:

Projects on this list may be funded with any combination of federal, state, and/or local funds. However, no more than \$3 million of federal and/or state funds will be allocated to any single project. No more than \$1.5 million in ~~XU~~ SU funds will be awarded to any single project in any single application cycle, and no more than \$3 million in ~~XU~~ SU funds will be awarded over multiple years toward the completion of any single project. Waivers/exceptions may be granted by the ~~VTPO~~ R2CTPO Board.

Local Match Requirement:

~~VTPO~~ R2CTPO Resolution ~~2013-09~~ 2015-## ~~requires a local match of ten percent (10%) of the total amount of XU funds programmed for each project~~ provides that the governmental entity requesting SU funds shall be required to match those funds programmed on the project with local funds at the ratios of 90/10 (SU/local).

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~~ R2CTPO's policy that the applicant (project originator) shall be responsible for any cost overruns encountered on a project funded with ~~XU~~ SU 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~~ R2CTPO staff will provide assistance in completing an application to any member local government that requests it.



2014-2015 Application for Project Prioritization – FEASIBILITY STUDY
~~XU~~ Traffic Operations ~~ITS~~ and 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.]

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~~ Federal 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.

Project Purpose and Need Statement:

In the space provided below, describe the Purpose and Need for this proposed project. It is very important that your Purpose and Need statement is clear and complete. It will be the principal consideration in ranking your application for a Feasibility Study. It must convince the public and decision-makers that the expenditure of funds is necessary and worthwhile and that the priority the project is being given relative to other needed transportation projects is warranted. The project Purpose and Need will also help to define the scope for the Feasibility Study, the consideration of alternatives (if appropriate), and ultimate project design.

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

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

Commentary: _____

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.

Principal Arterial	Minor Arterial	Urban/Rural Major Collector	Urban Minor Collector	Rural Minor Collector or Local Street Road	Not Applicable
<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: _____

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: _____

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: _____

2015 Application for Project Prioritization – **PROJECT IMPLEMENTATION**

~~XU~~ Traffic Operations ~~ITS~~ and 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. *****

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.

~~VTPOR~~R2CTPO 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				Required But Not Completed (no points)	Unknown or TBD (no points)	
		Completed	Not Re- quired			Points
Feasibility Study/Conceptual Design/Cost Estimate/SEMP 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 on- ly 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 Improve- ment, or Traffic Signal Retiming ³	<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 ⁴ , access management or ITS improvements ⁵	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. ⁶	Select only one	No	<input type="checkbox"/>	0
		Yes	<input type="checkbox"/>	0 - 5
Subtotal				0 - 30

³ Attach Traffic Signal Timing Study.

⁴ Attach Warrant Study to application; otherwise ~~VTP~~~~OR~~~~2CTPO~~ staff will assume that a Warrant Study justifying the improvement has not been completed.

⁵ 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.

⁶ The term “other operational improvements” includes any improvement that will likely result in a significant: a) increase in evacuating traffic capacity or b) reduction in the probable occurrence or severity of evacuating traffic delay and/or disruption from signal failure, lane blockage, etc.

Commentary: _____

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

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

In the space provided below for commentary, describe the safety benefits expected from the proposed project, and explain how the proposed project will help to achieve those benefits. ~~VTPOR~~R2CTPO staff will work with the appropriate agencies to determine the intersection and corridor crash rates.

Safety Benefits ⁷			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 ⁸ , corridor crashes per million vehicle miles ⁸ , 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

⁷ If an application scores very high in this criterion, the ~~VTPOR~~R2CTPO may submit application to either the East or West Volusia Community Traffic Safety Team (CTST) for Safety Fund consideration.

⁸ 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 ⁹	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 ¹⁰	Select all that apply	<input type="checkbox"/>	0 - 4
Relocation of public/private water or sewer utility is not required ¹⁰		<input type="checkbox"/>	0 - 4
Relocation of telephone, power, cable TV utilities is not required ¹¹		<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

⁹ ADA pedestrian crossings at intersections may impact drainage significantly. Attached Traffic Study should address drainage impacts.

¹⁰ 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.

¹¹ Typically, above ground utilities are not affected except for widening and turn lane projects.

Commentary: _____

Criterion #7 – Local Matching Funds > 10% of Total Project Cost (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.

Is the Applicant committing to a local match greater than 10% of the estimated total project cost? Local Matching Funds > 10%	Check One	Max. Points
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?		
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3

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

Criterion #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:

1. Project Information:

Project ID (SR, CR, Etc...):

From/At (South or West Termini):

To (North or East Termini):

County: -

Project Length (Miles):

Project Type: Other If *other*, please specify: -

2. Title of Project Priority List and Project Ranking:

Central Florida MPO Alliance List and Project Ranking (if applicable):

3. Managing Agency Contact Information:

Applicant:

Contact Person:

Title:

Address:

Phone Number:

E-mail Address:

4. Phase(s) Being Requested (click to select all appropriate boxes):

☐ Study

☐ PD&E

☐ Design

☐ Right-of-way

☐ Construction

☐ Other:

5. Project Description:

a. Project Scope/Description (please be as detailed as possible):

b. What fiscal year will this project be ready for production/construction:

Work Type	Requested Fiscal Year (July 1-June 30)
Planning Development (Corridor or Feasibility Study)	
Project Development and Environment Study (PD&E)	
Design	
Right-of-way Acquisition	
Construction/CEI	
Other	

c. Please state the purpose and need for this project.

d. 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.

e. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

f. Is this facility a designated SIS corridor, connector, or hub or adjacent to a SIS facility?

g. Is this project on a transit route? If yes, which one(s)?

h. Is this project within the Federal Aid system?

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

6. Consistency with Local and MPO Plans

a. Is this project consistent with the Local Government Comprehensive Plan?

If no, please state when an amendment will be processed to include the project in the Plan.

b. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)? No. If necessary, the City will work with the River to Sea TPO to include this project in the LRTP.

If yes, please attach a copy of the page in the LRTP.

If no, please state when an amendment will be done to include the project in the LRTP (if applicable). It is not necessary to specifically identify traffic planning studies in the LRTP.

7. Other Information:

a. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process? Yes- Certification in process

b. What year was the agency last certified?

8. If this is a non-state road project, to be located outside of State Right-of-Way, is there sufficient right-of-way for the project is currently owned by the local government entity?

If yes, please provide proof of right-of-way ownership (right-of-way certification, right-of-way maps or maintenance maps).

Provide an estimate of the total cost of the project phase(s) and attach supporting documents that supports the requested phase estimate (i.e. man-hour estimate and rates, equipment cost and right of way cost).

Work Type	Phase Complete? Yes/No/NA	Responsible Agency (Who performed or who will perform the work?)	Procurement Method? In-house/Advertise	Project Cost Estimate
Planning Development (Corridor or Feasibility Study)	-		-	\$
Project Development and Environment Study (PD&E)	-		-	\$
Design	-		-	\$
Right-of-way Acquisition	-		-	\$
Construction	-		-	\$
CEI	-		-	\$
Other:	-		-	\$
Total Project Cost Estimate:	\$0			

- **Include 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.**

- **When requesting the Construction phase please include the following documents, if available:**
 - Signed and sealed plans
 - Engineer's estimate
 - Bid Documents and Specifications Package
 - Signed LAP Construction Checklist
 - Right of Way Certification
 - Environmental Certification
 - All necessary permits

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 & Study Schedule - Phase 38 (Design)

FPN (If Known): **FAN:**

Name of Project:

Local Agency Contact (Project Manager):

Phone: **Email Address:**

Project Scope/Description, Termini, Project Length:

Design Procurement Method:

☐ In-House

☐ Advertisement

Design Fee Estimate: (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”

Preliminary Scope & Study Schedule - Phase 58 (Construction)

FPN (If Known): **FAN:**

Name of Project:

Project Manager: **Phone:**

Email Address:

Project Scope/Description, Termini, Project Length:

CEI Procurement Method:

- ☐ In-House
☐ 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:

2015 Application for Project Prioritization Transportation Alternatives Projects

OVERVIEW:

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

Eligible Project Sponsors

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

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

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

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 1103):
 - a) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
 - b) Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - c) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
2. The recreational trails program under section 206 of title 23.
3. The safe routes to school program under section 1404 of the SAFETEA-LU.

¹ It is the River to Sea 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 R2CTPO Board.*

Resolution 2014-## provides that the governmental entity requesting TALU funds shall be required to match those funds programmed on the project with local funds at the ratio of 80/20 (TALU/local). Projects whose sponsors are willing and able to provide a local match greater than 20% of the total project cost 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.
- 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.
- c) Right-of-way (ROW) information as available. (*i.e., deeds, easements, donations, recordable documents*).
- d) Project cost estimates. (*i.e., FDOT's Long Range Estimates (LRE)*).
- e) Documentation of commitment to provide required matching funds.
- 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 R2CTPO 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.



2015 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% of Total Project Cost Provided	10
Total	100

Project Title: _____

Applicant (project sponsor): _____

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

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.]

Projects that contribute directly to the completion or enhancement of the following trail systems may be eligible for inclusion on the VTPO's Regional Trail Projects List:

1. the Priority and Opportunity Land Trail of the Florida Greenways and Trails Systems (FGTS) Plan;
2. the Regional Trail Network of the Central Florida MPO Alliance;
3. trails/connections along SR 40;
4. a northern extension of the Coast to Coast Trail to New Smyrna Beach; and
5. the East Coast Greenway (both alternate and coastal routes).

Will this proposed project contribute directly to the completion or enhancement of any of the aforementioned regional trail systems? Yes ☐ No ☐

(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)

Resolution 2014-## provides that the governmental entity requesting TALU funds shall be required to match those funds programmed on the project with local funds at the ratio of 80/20 (TALU/local). That equates to a local match of 20% of total project cost when the project is funded with TALU and local funds only. 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 local match over 20% of the total project cost. 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% of Total Project Cost Provided (Maximum 10 Points)

Check all that apply:

Is the Applicant committing to a local match greater than 20% of the estimated total 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
Maximum Point Assessment		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:

1. Project Information:

Project ID (SR, CR, Etc...):

From/At (South or West Termini):

To (North or East Termini):

County: -

Project Length (Miles):

Project Type: Other If *other*, please specify: -

2. Title of Project Priority List and Project Ranking:

Central Florida MPO Alliance List and Project Ranking (if applicable):

3. Managing Agency Contact Information:

Applicant:

Contact Person:

Title:

Address:

Phone Number:

E-mail Address:

4. Phase(s) Being Requested (click to select all appropriate boxes):

- | | | |
|---------------------------------------|---------------------------------------|---------------------------------|
| <input type="checkbox"/> Study | <input type="checkbox"/> PD&E | <input type="checkbox"/> Design |
| <input type="checkbox"/> Right-of-way | <input type="checkbox"/> Construction | <input type="checkbox"/> Other: |

5. Project Description:

- a. Project Scope/Description (please be as detailed as possible):
- b. What fiscal year will this project be ready for production/construction:

Work Type	Requested Fiscal Year (July 1-June 30)
Planning Development (Corridor or Feasibility Study)	
Project Development and Environment Study (PD&E)	
Design	
Right-of-way Acquisition	
Construction/CEI	
Other	

c. Please state the purpose and need for this project.

d. 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.

e. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

f. Is this facility a designated SIS corridor, connector, or hub or adjacent to a SIS facility?

g. Is this project on a transit route? If yes, which one(s)?

h. Is this project within the Federal Aid system?
(If yes, FDOT staff needs to verify and check here ☐)

6. Consistency with Local and MPO Plans

a. Is this project consistent with the Local Government Comprehensive Plan?

If no, please state when an amendment will be processed to include the project in the Plan.

b. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)? No. If necessary, the City will work with the River to Sea TPO to include this project in the LRTP.

If yes, please attach a copy of the page in the LRTP.

If no, please state when an amendment will be done to include the project in the LRTP (if applicable). It is not necessary to specifically identify traffic planning studies in the LRTP.

7. Other Information:

a. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process? Yes- Certification in process

b. What year was the agency last certified?

8. If this is a non-state road project, to be located outside of State Right-of-Way, is there sufficient right-of-way for the project is currently owned by the local government entity?

If yes, please provide proof of right-of-way ownership (right-of-way certification, right-of-way maps or maintenance maps).

Provide an estimate of the total cost of the project phase(s) and attach supporting documents that supports the requested phase estimate (i.e. man-hour estimate and rates, equipment cost and right of way cost).

Work Type	Phase Complete? Yes/No/NA	Responsible Agency (Who performed or who will perform the work?)	Procurement Method? In-house/Advertise	Project Cost Estimate
Planning Development (Corridor or Feasibility Study)	-		-	\$
Project Development and Environment Study (PD&E)	-		-	\$
Design	-		-	\$
Right-of-way Acquisition	-		-	\$
Construction	-		-	\$
CEI	-		-	\$
Other:	-		-	\$
Total Project Cost Estimate:	\$0			

- **Include 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.**

- **When requesting the Construction phase please include the following documents, if available:**
 - Signed and sealed plans
 - Engineer's estimate
 - Bid Documents and Specifications Package
 - Signed LAP Construction Checklist
 - Right of Way Certification
 - Environmental Certification
 - All necessary permits

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 & Study Schedule - Phase 38 (Design)

FPN (If Known):

FAN:

Name of Project:

Local Agency Contact (Project Manager):

Phone:

Email Address:

Project Scope/Description, Termini, Project Length:

Design Procurement Method:

☐

In-House

☐

Advertisement

Design Fee Estimate:

\$0

(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”

Preliminary Scope & Study Schedule - Phase 58 (Construction)

FPN (If Known): **FAN:**

Name of Project:

Project Manager: **Phone:**

Email Address:

Project Scope/Description, Termini, Project Length:

CEI Procurement Method:

- ☐ In-House
☐ 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:

2014-2015 Application for Project Prioritization

Transportation Alternatives Projects

OVERVIEW:

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

Eligible Project Sponsors

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

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

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

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 1103):
 - a) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
 - b) Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - c) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
2. The recreational trails program under section 206 of title 23.
3. The safe routes to school program under section 1404 of the SAFETEA-LU.

¹ It is the ~~Volusia~~ River to Sea 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 ~~VTP~~R2CTPO Board.*

Resolution 2014-## provides that the governmental entity requesting TALU funds shall be required to match those funds programmed on the project with local funds at the ratio of 80/20 (TALU/local). ~~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% of the total project cost 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.
- 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.
- c) Right-of-way (ROW) information as available. (*i.e., deeds, easements, donations, recordable documents*).
- d) Project cost estimates. (*i.e., FDOT's Long Range Estimates (LRE)*).
- e) Documentation of commitment to provide required matching funds.
- 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.
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 - 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 ~~VTPOR~~CTPO 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.
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 - 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.



2014-2015 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% <u>of Total Project Cost</u> Provided	10
Total	100

Project Title: _____

Applicant (project sponsor): _____

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

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.]

Projects that contribute directly to the completion or enhancement of the following trail systems may be eligible for inclusion on the VTPO's Regional Trail Projects List:

1. the Priority and Opportunity Land Trail of the Florida Greenways and Trails Systems (FGTS) Plan;
2. the Regional Trail Network of the Central Florida MPO Alliance;
3. trails/connections along SR 40;
4. a northern extension of the Coast to Coast Trail to New Smyrna Beach; and
5. the East Coast Greenway (both alternate and coastal routes).

Will this proposed project contribute directly to the completion or enhancement of any of the aforementioned regional trail systems? Yes ☐ No ☐

(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)

Resolution 2014-## provides that the governmental entity requesting TALU funds shall be required to match those funds programmed on the project with local funds at the ratio of 80/20 (TALU/local). ~~Local matching funds equal to twenty percent (20%) of the total project cost are required.~~ That equates to a local match of 20% of total project cost when the project is funded with TALU and local funds only. 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 local match over ~~the required~~ 20% of the total project cost. 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% of Total Project Cost Provided (Maximum 10 Points)

Check all that apply:

Is the Applicant committing to a local match greater than 20% of the estimated <u>total</u> 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
<u>Maximum Point Assessment</u>		<u>10</u>

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:

1. Project Information:

Project ID (SR, CR, Etc...):

From/At (South or West Termini):

To (North or East Termini):

County: -

Project Length (Miles):

Project Type: Other If *other*, please specify: -

2. Title of Project Priority List and Project Ranking:

Central Florida MPO Alliance List and Project Ranking (if applicable):

3. Managing Agency Contact Information:

Applicant:

Contact Person:

Title:

Address:

Phone Number:

E-mail Address:

4. Phase(s) Being Requested (click to select all appropriate boxes):

- | | | |
|---------------------------------------|---------------------------------------|---------------------------------|
| <input type="checkbox"/> Study | <input type="checkbox"/> PD&E | <input type="checkbox"/> Design |
| <input type="checkbox"/> Right-of-way | <input type="checkbox"/> Construction | <input type="checkbox"/> Other: |

5. Project Description:

a. Project Scope/Description (please be as detailed as possible):

b. What fiscal year will this project be ready for production/construction:

Work Type	Requested Fiscal Year (July 1-June 30)
Planning Development (Corridor or Feasibility Study)	
Project Development and Environment Study (PD&E)	
Design	
Right-of-way Acquisition	
Construction/CEI	
Other	

c. Please state the purpose and need for this project.

d. 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.

e. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

f. Is this facility a designated SIS corridor, connector, or hub or adjacent to a SIS facility?

g. Is this project on a transit route? If yes, which one(s)?

h. Is this project within the Federal Aid system?
(If yes, FDOT staff needs to verify and check here ☐)

6. Consistency with Local and MPO Plans

a. Is this project consistent with the Local Government Comprehensive Plan?

If no, please state when an amendment will be processed to include the project in the Plan.

b. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)? No. If necessary, the City will work with the River to Sea TPO to include this project in the LRTP.

If yes, please attach a copy of the page in the LRTP.

If no, please state when an amendment will be done to include the project in the LRTP (if applicable). It is not necessary to specifically identify traffic planning studies in the LRTP.

7. Other Information:

a. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process? Yes- Certification in process

b. What year was the agency last certified?

8. If this is a non-state road project, to be located outside of State Right-of-Way, is there sufficient right-of-way for the project is currently owned by the local government entity?

If yes, please provide proof of right-of-way ownership (right-of-way certification, right-of-way maps or maintenance maps).

Provide an estimate of the total cost of the project phase(s) and attach supporting documents that supports the requested phase estimate (i.e. man-hour estimate and rates, equipment cost and right of way cost).

Work Type	Phase Complete? Yes/No/NA	Responsible Agency (Who performed or who will perform the work?)	Procurement Method? In-house/Advertise	Project Cost Estimate
Planning Development (Corridor or Feasibility Study)	-		-	\$
Project Development and Environment Study (PD&E)	-		-	\$
Design	-		-	\$
Right-of-way Acquisition	-		-	\$
Construction	-		-	\$
CEI	-		-	\$
Other:	-		-	\$
Total Project Cost Estimate:	\$0			

- **Include 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.**

- **When requesting the Construction phase please include the following documents, if available:**
 - Signed and sealed plans
 - Engineer's estimate
 - Bid Documents and Specifications Package
 - Signed LAP Construction Checklist
 - Right of Way Certification
 - Environmental Certification
 - All necessary permits

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 & Study Schedule - Phase 38 (Design)

FPN (If Known):

FAN:

Name of Project:

Local Agency Contact (Project Manager):

Phone:

Email Address:

Project Scope/Description, Termini, Project Length:

Design Procurement Method:

☐

In-House

☐

Advertisement

Design Fee Estimate:

\$0

(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”

Preliminary Scope & Study Schedule - Phase 58 (Construction)

FPN (If Known): **FAN:**

Name of Project:

Project Manager: **Phone:**

Email Address:

Project Scope/Description, Termini, Project Length:

CEI Procurement Method:

- ☐ In-House
☐ 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:



2015 Application for Project Prioritization

Bicycle/Pedestrian Projects

January 2015

General Instructions:

For the 2015 Call for Projects, the R2CTPO is accepting applications for Feasibility Studies and Project Implementation.

The R2CTPO has two different application forms for Bicycle/Pedestrian 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.

No project will advance beyond a Feasibility Study unless the R2CTPO 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.

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

Incomplete applications will not be accepted.

Initial Project Screening:

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

For any proposed facility to be considered eligible through the TPO process, the project must be included on the ***River to Sea TPO's Regional Trails Corridor Plan*** or an adopted ***Bicycle/Pedestrian Plan***.

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

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

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

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

Award Limits:

No more than \$1.5 million in SU funds will be awarded to any single project in any single application cycle, and no more than \$3 million in SU funds will be awarded over multiple years toward the completion of any single project. Waivers/exceptions may be granted by the R2CTPO Board. Other funds (in addition to SU funds) may be used to fund project phases or overall costs above these limits.

Local Match Requirement:

R2CTPO Resolution 2015-## provides that the governmental entity requesting SU funds shall be required to match those funds programmed on the project with local funds at the ratios of 90/10 (SU/local). The local 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 R2CTPO's policy that the applicant (project originator) shall be responsible for any cost overruns encountered on a project funded with SU funds unless the project is on the state highway system, in which case, the State DOT shall be responsible for any cost overruns. Projects whose sponsors are willing and able to provide a local match **greater than 90/10 (SU/local)** will be awarded additional points.

Other Funding Requirements:

Project applications submitted for bicycle/pedestrian funds that contain more than a strictly bicycle/pedestrian component (i.e. roadway improvements, bridge replacements, etc.) may be funded in part with SU funds. The limitations are as follows: a maximum of 10% of the total project cost may be funded with bicycle/pedestrian SU funds, but that amount MAY NOT exceed 10% of the total annual allotment of bicycle/pedestrian SU funds. These projects will be ranked separately and only the top two (2) projects will be recommended for funding in a given year. All project applications are subject to approval by the R2CTPO Board.

Electronic and "Hard Copy" Submittal Requirements:

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

1. Applications and supporting documentation shall be submitted as digital media in Portable Document Format (PDF), compatible with MS Windows and Adobe Acrobat® Version 9.5 or earlier.
2. Electronic documents may be submitted through our FTP site, as an attachment to email, on a CD, DVD or USB flash drive.
3. The application and all supporting documentation shall be included in one electronic PDF file.
4. All document pages shall be oriented so that the top of the page is always at the top of the computer monitor.
5. Page size shall be either 8-1/2" by 11" (letter) or 11" by 17" (tabloid).
6. PDF documents produced by scanning paper documents are inherently inferior to those produced directly from an electronic source. Documents which are only available in paper format should be scanned at a resolution which ensures the pages are legible on both a computer screen and a printed page. We recommend scanning at 300 dpi to balance legibility and file size. If you are unable to produce an electronic document as prescribed here, please call us to discuss other options.
7. In addition to the digital submittal, we require one (1) complete paper copy of the application and all supporting documents. This must be identical to the digital submittal.
8. Submit any available right-of-way information.

9. **Each application MUST include a Project Map** that clearly identifies the termini of the project, Proximity to Community Assets and Network Connectivity through the use of a one (1) mile radius buffer for Shared Use Path projects and a one-half ($\frac{1}{2}$) mile radius buffer for Sidewalk projects. Maximum map size is 11" x 17".
10. In addition, all maps MUST include a **Scale** (in subdivisions of a mile), **North Arrow**, **Title** and **Legend**. Photographs are optional.

R2CTPO staff will provide assistance in completing an application
to any member local government that requests it.



2015 Application for Project Prioritization – FEASIBILITY STUDY

Bicycle/Pedestrian 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 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.]

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 SU 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.

Project Purpose and Need Statement:

In the space provided below, describe the purpose and need for this proposed project. It is very important that the Purpose and Need Statement is clear and complete. It will be the principle consideration in ranking the project application for a feasibility study. It must convince the public and decision-makers that the expenditure of funds is necessary and worthwhile and that the priority the project is being given relative to other needed transportation projects is warranted. The Purpose and Need Statement will also help to define the scope for the feasibility study, the consideration of alternatives (if appropriate), and project design.

The purpose is analogous to the problem. It should focus on particular issues regarding the transportation system (e.g., mobility and/or safety). Other important issues to be addressed by the project should be identified as ancillary benefits. The purpose should be stated in one or two sentences as the positive outcome that is expected. For example, "The purpose is to provide a connection between a park and a school." It

should avoid stating a solution as a purpose, such as: “The purpose of the project is to add a sidewalk.” It should be stated broadly enough so that no valid solutions will be dismissed prematurely.

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

The Purpose and Need Statement should address all of the following Priority Criteria:

1. **Proximity to Community Assets:** this measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half ($\frac{1}{2}$) mile radius for Sidewalks. A maximum of 30 points will be assessed.
2. **Connectivity:** this measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities. A maximum of 30 points will be assessed.
3. **Safety:** this measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns. A maximum of 25 points will be assessed.
4. **Public Support/Special Considerations:** describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria. A maximum of 5 points will be assessed.
5. **Local Matching Funds > 10%:** if local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail. A maximum of 10 points will be assessed.

Commentary: _____



2015 Application for Project Prioritization – PROJECT IMPLEMENTATION

Bicycle/Pedestrian 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 attached.]

Commentary: _____

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

Criteria Summary:

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

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

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

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

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

School bus stop	<input type="checkbox"/>	5
Schools	<input type="checkbox"/>	5
Maximum Point Assessment		30

Criterion #1 Description (if needed): _____

Criterion #2 – Connectivity (30 points max.)

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

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

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

Criterion #2 Description (if needed): _____

Criterion #3 – Safety (25 points max.)

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

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

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

Criterion #3 Description (if needed): _____

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

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

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

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

Criterion #4 Description (if needed): _____

Criterion #5 – Local Matching Funds > 10% of Total Project Cost (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.

	Check One	Max. Points
Is the Applicant committing to a local match greater than 10% of the estimated total project cost?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10
Maximum Point Assessment		10

Criterion #5 Description (if needed): _____

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

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

**River to Sea TPO
2015 Priority Process for
Bicycle/Pedestrian Projects**

Feasibility Studies

1. Local government submits project(s)
2. BPAC reviews and ranks projects for feasibility studies
3. The TPO Board will approve a final ranking of all projects
4. TPO requests a Fee Proposal from consultant to perform a feasibility study
5. TPO schedules a scoping meeting with the consultant, FDOT and local government(s)
6. Consultant provides Fee Proposal to TPO
7. Local government pays the 10% local match for the feasibility study based on the Fee Proposal. TPO pays the majority of the cost for a consultant to perform feasibility studies on the highest ranking projects. (Local governments can bypass the TPO Study if they pay for the feasibility study themselves.)
8. TPO gives the consultant a Notice to Proceed on the feasibility study
9. Draft feasibility study is reviewed and approved by the TPO, FDOT and local government(s)
10. Final feasibility study is completed

Project Implementation

1. Local government submits project(s) and an official letter agreeing to pay 10% of the programmed project implementation cost, and agreeing to pay for any cost overruns
2. BPAC reviews and ranks projects for project implementation
3. The TPO Board will approve a final ranking of all projects
4. TPO coordinates with FDOT to program the project in the next available fiscal year of the FDOT Work Program
5. Construction of top ranked project: 2-4 years



2014 2015 Application for Project Prioritization ~~XU~~ Bicycle/Pedestrian Projects

January 20142015

General Instructions:

For the 2014 2015 Call for Projects, the ~~VTPO~~ R2CTPO is accepting applications for Feasibility Studies and Project Implementation.

The ~~VTPO~~ R2CTPO has two different application forms for ~~XU~~ Bicycle/Pedestrian 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.

No project will advance beyond a Feasibility Study unless the ~~VTPO~~ R2CTPO 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.

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

Incomplete applications will not be accepted.

Initial Project Screening:

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

For any proposed facility to be considered eligible through the TPO process, the project must be included on the ~~Volusia TPO's~~ River to Sea TPO's Regional Trails Corridor Plan or an adopted **Bicycle/Pedestrian Plan.**

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

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

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

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

Award Limits:

No more than \$1.5 million in ~~XU~~ SU funds will be awarded to any single project in any single application cycle, and no more than \$3 million in ~~XU~~ SU funds will be awarded over multiple years toward the completion of any single project. Waivers/exceptions may be granted by the ~~VTP~~ R2CTPO Board. Other funds (in addition to SU funds) may be used to fund project phases or overall costs above these limits.

Funding Local Match Requirements:

~~VTP~~ R2CTPO Resolution ~~2013-09 2015-##~~ requires a local match of ten percent (10%) of the total amount of XU funds programmed for each project provides that the governmental entity requesting SU funds shall be required to match those funds programmed on the project with local funds at the ratios of 90/10 (SU/local). The local 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 ~~For this purpose,~~ local match is defined as non-federal cash match and/or in-kind services that advance the project. ~~The local match for feasibility studies can only be satisfied with a non-federal cash match.~~ This resolution also reaffirms the ~~VTP's~~ R2CTPO's policy that the applicant (project originator) shall be responsible for any cost overruns encountered on a project funded with ~~XU~~ SU funds unless the project is on the state highway system, in which case, the State DOT shall be responsible for any cost overruns. Projects whose sponsors are willing and able to provide a local match **greater than 10%** 90/10 (SU/local) will be awarded additional points.

Other Funding Requirements:

Project applications submitted for bicycle/pedestrian funds that contain more than a strictly bicycle/pedestrian component (i.e. roadway improvements, bridge replacements, etc.) may be funded in part with ~~XU~~ SU funds. The limitations are as follows: a maximum of 10% of the total project cost may be funded with bicycle/pedestrian ~~XU~~ SU funds, but that amount MAY NOT exceed 10% of the total annual allotment of bicycle/pedestrian ~~XU~~ SU funds. These projects will be ranked separately and only the top two (2) projects will be recommended for funding in a given year. All project applications are subject to approval by the ~~Volusia~~ R2CTPO Board.

Project Application Electronic and "Hard Copy" Submittal Requirements:

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

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

8. Submit any available right-of-way information.
9. **Each application MUST include a Project Map** that clearly identifies the termini of the project, Proximity to Community Assets and Network Connectivity through the use of a one (1) mile radius buffer for Shared Use Path projects and a one-half (½) mile radius buffer for Sidewalk projects. Maximum map size is 11" x 17".
10. In addition, all maps MUST include a **Scale** (in subdivisions of a mile), **North Arrow**, **Title** and **Legend**. Photographs are optional.

~~VTPO~~ R2CTPO staff will provide assistance in completing an application to any member local government that requests it.



2014 2015 Application for Project Prioritization – FEASIBILITY STUDY

XU Bicycle/Pedestrian 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 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.]

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 SUFunds (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.

Project Purpose and Need Statement:

In the space provided below, describe the purpose and need for this proposed project. It is very important that the Purpose and Need Statement is clear and complete. It will be the principle consideration in ranking the project application for a feasibility study. It must convince the public and decision-makers that the expenditure of funds is necessary and worthwhile and that the priority the project is being given relative to other needed transportation projects is warranted. The Purpose and Need Statement will also help to define the scope for the feasibility study, the consideration of alternatives (if appropriate), and project design.

The purpose is analogous to the problem. It should focus on particular issues regarding the transportation system (e.g., mobility and/or safety). Other important issues to be addressed by the project should be identified as ancillary benefits. The purpose should be stated in one or two sentences as the positive outcome that is expected. For example, "The purpose is to provide a connection between a park and a school." It

should avoid stating a solution as a purpose, such as: “The purpose of the project is to add a sidewalk.” It should be stated broadly enough so that no valid solutions will be dismissed prematurely.

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

Commentary: _____



2014 2015 Application for Project Prioritization – PROJECT IMPLEMENTATION

XU Bicycle/Pedestrian 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 attached.]

Commentary: _____

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

Criteria Summary:

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

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

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

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

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

School bus stop	<input type="checkbox"/>	5
Schools	<input type="checkbox"/>	5
Maximum Point Assessment		30

Criterion #1 Description (if needed): _____

Criterion #2 – Connectivity (30 points max.)

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

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

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

Criterion #2 Description (if needed): _____

Criterion #3 – Safety (25 points max.)

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

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

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

Criterion #3 Description (if needed): _____

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

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

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

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

Criterion #4 Description (if needed): _____

Criterion #5 – Local Matching Funds > 10% of Total Project Cost (10 points max.)

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

Local Matching Funds > 10%	Check One	Max. Points
Is a local matching fund package greater than 10% of the estimated project cost documented for the project? <u>Is the Applicant committing to a local match greater than 10% of the estimated total project cost?</u>	<input type="checkbox"/> Yes <input type="checkbox"/> No	
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10
Maximum Point Assessment		10

Criterion #5 Description (if needed): _____

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

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

~~Volusia~~ River to Sea TPO
~~2014~~ 2015 Priority Process for
~~XU~~ Bicycle/Pedestrian Projects

Feasibility Studies

1. Local government submits project(s)
2. BPAC reviews and ranks projects for feasibility studies
3. The TPO Board will approve a final ranking of all projects
4. TPO requests a Fee Proposal from consultant to perform a feasibility study
5. TPO schedules a scoping meeting with the consultant, FDOT and local government(s)
6. Consultant provides Fee Proposal to TPO
7. Local government pays the 10% local match for the feasibility study based on the Fee Proposal. TPO pays the majority of the cost for a consultant to perform feasibility studies on the highest ranking projects. (Local governments can bypass the TPO Study if they pay for the feasibility study themselves.)
8. TPO gives the consultant a Notice to Proceed on the feasibility study
9. Draft feasibility study is reviewed and approved by the TPO, FDOT and local government(s)
10. Final feasibility study is completed

Project Implementation

1. Local government submits project(s) and an official letter agreeing to pay 10% of the programmed project implementation cost, and agreeing to pay for any cost overruns
2. BPAC reviews and ranks projects for project implementation
3. The TPO Board will approve a final ranking of all projects
4. TPO coordinates with FDOT to program the project in the next available fiscal year of the FDOT Work Program
5. Construction of top ranked project: 2-4 years

**MEETING SUMMARY
TPO BOARD
NOVEMBER 26, 2014**

V. ACTION ITEMS

**C. REVIEW AND APPROVAL OF RESOLUTION 2014-39 AMENDING THE FY 2014/15 – 2018/19
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Background Information:

This proposed TIP amendment addresses two projects:

1. 4347121 – US 92 Daytona Beach Airport SIS Connector Signal Improvements. FDOT is requesting the TPO to extend the project limits and increase the project budget. The current limits are west of Tomoka Farms Rd to SR 5 (US 1). The new limits will be west of Tomoka Farms Road to east of Beach Street. Total project cost will increase from \$1,055,223 to \$2,082,492 due to adding signals and upgrading signal control equipment cabinets.
2. 4355911 – SR 421 (Dunlawton Avenue) Pedestrian Walk Lights Phase 1. FDOT is requesting the TPO to remove this project from TIP until the City of Port Orange can provide plans. The construction phase is currently programmed in FY 2015/16.

The proposed amendment is more fully described in the enclosed Resolutions 2014-39 and Attachment "A".

ACTION REQUESTED:

***MOTION TO APPROVE RESOLUTION 2014-39 AMENDING THE FY 2014/15 – 2018/19
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)***

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2014-39

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FY 2014/15 TO FY 2018/19 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 designated urbanized area; and

WHEREAS, pursuant to 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR 450.310, and Florida Statutes 339.175, the River to Sea 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 portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

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

WHEREAS, the Florida Department of Transportation has requested the River to Sea TPO to amend the TIP as prescribed herein; and

WHEREAS, the River to Sea TPO has determined that it is in the public's interest to amend the adopted TIP to accommodate the requested amendments and to maintain consistency with FDOT's Five-Year Work Program;

NOW, THEREFORE, BE IT RESOLVED, by the River to Sea TPO that the:

1. River to Sea TPO's FY 2014/15 - FY 2018/19 TIP is hereby amended as described below and more particularly indicated in "Attachment A":
 - a) extend the limits and increase the project budget for FM# 4347121, US 92 Daytona Beach Airport SIS Connector Signal Improvements; and to
 - b) delete FM# 4355911, SR 421 (Dunlawton Avenue) Pedestrian Walk Lights Phase 1; and

2. The Chairperson of the River to Sea TPO (or her designee) is hereby authorized and directed to submit the FY 2014/15 to FY 2018/19 TIP as amended to the:
 - a) Florida Department of Transportation;
 - b) Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
 - c) Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the 26th day of November 2014.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL MEMBER PATRICIA NORTHEY
CHAIRPERSON, RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on November 26, 2014.

ATTEST:

PAMELA C. BLANKENSHIP, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

ATTACHMENT “A”

Resolution 2014-39

Amending the

FY 2014/15 to FY 2018/19

Transportation Improvement Program (TIP)

November 26, 2014



{Strike through indicates deletion; underline indicates addition.}

FM # 4347121 - US 92 Daytona Beach Airport SIS Connector Signal Improvements

From: W. of Tomoka Farms Rd

To: ~~SR 5 (US 1)~~ East of Beach St

Work Mix: TRAFFIC OPS IMPROVEMENT

County: Volusia

<u>Phase</u>	<u>Fund</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>Total</u>
CST (52)	ACNP	-933,000	0	0	0	0	-933,000
CEI (61)	ACNP	-122,223	0	0	0	0	-122,223
<u>PE (31)</u>	<u>DIH</u>	<u>19,887</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>19,887</u>
<u>PE (39)</u>	<u>DIOH</u>	<u>6,171</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6,171</u>
<u>CST (52)</u>	<u>ACNP</u>	<u>1,856,811</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1,856,811</u>
<u>CST (59)</u>	<u>DIOH</u>	<u>59,975</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>59,975</u>
<u>CEI (61)</u>	<u>ACNP</u>	<u>125,568</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>125,568</u>
<u>CEI (62)</u>	<u>ACNP</u>	<u>5,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5,000</u>
<u>CEI (69)</u>	<u>DIOH</u>	<u>9,868</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9,868</u>
		<u>-1,055,223</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-1,055,223</u>
		<u>2,083,280</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,083,280</u>

Description: Upgrade approximately 20 existing signal cabinets to allow for adaptive signal control, including additional detection required by the system and any hardware/software design under continuing services contract. Project length: 5.3 miles. (Reference 2035 Long Range Transportation Plan, Table 8.2, pg 122.)

Upgrade 22 existing signal cabinets to allow for adaptive signal control, including additional detection required by the system and any hardware/software design under continuing services contract. Project length: 5.346 miles. (Reference 2035 Long Range Transportation Plan, Table 8.2, pg 122.)

Comment: *Extend the project limits and increase the project budget.*

{Strike through indicates deletion; underline indicates addition.}

~~FM # 4355911 - SR 421 (Dunlawton Avenue) Pedestrian Walk Lights Phase 1~~

~~From:~~ SR 5 (Ridgewood Avenue)

~~To:~~ Summer Trees Road

~~Work Mix:~~ LIGHTING

~~County:~~ Volusia

<u>Phase</u>	<u>Fund</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>Total</u>
CST (58)	XU (SU)	-0	-576,314	-0	-0	-0	-576,314
CST (58)	LF	-0	-64,035	-0	-0	-0	-64,035
CEI (61)	XU (SU)	-0	-3,202	-0	-0	-0	-3,202
CEI (68)	XU (SU)	-0	-40,342	-0	-0	-0	-40,342
CEI (68)	LF	-0	-4,482	-0	-0	-0	-4,482
		<u>-0</u>	<u>-688,375</u>	<u>-0</u>	<u>-0</u>	<u>-0</u>	<u>-688,375</u>

Description: LAP agreement with the City of Port Orange to install pedestrian walk lights for safety along SR 421 between SR 5 (Ridgewood Avenue) and Summer Trees Road. (Reference 2035 Long Range Transportation Plan, pgs 63-73.)

Comment: Delete project.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

ANANTH PRASAD, P.E.
SECRETARY

November 5, 2014

Lois Bollenback
Executive Director
River to Sea Transportation Planning Organization
2570 West International Speedway Boulevard, Suite 100
Daytona Beach, FL 32114-8145

RE: Request for Transportation Improvement Program (TIP) Amendment

Dear Ms. Bollenback:

The Florida Department of Transportation requests the following amendment be made to the River to Sea Transportation Planning Organization's Adopted 2015 – 2019 TIP.

1. **ADD-Project FM#434712-1**
US 92 DAYTONA BEACH AIRPORT SIS CONNECT FROM W OF TOMOKA FARMS TO E OF BEACH ST– This Traffic Improvement Project will upgrade 22 existing signal cabinets to allow for adaptive signal control and hardware/software installation.

<u>Award Year</u>	<u>Phase</u>	<u>Funding Source</u>	<u>Amount</u>
2015	31	DIH	\$19,887
2015	52	ACNP	\$1,856,811
2015	61	ACNP	\$125,568

Project is being modified to facilitate intersection safety in the tourist corridor. If you have any questions about this proposed change, please contact Claudia Calzaretta 386-943-5089.

Sincerely,

Frank J. O'Dea, P.E.
Director of Transportation Development
District Five

FJO:cc:n

cc: Susan Sadighi, Intermodal Systems Development Manager
Mary Schoelzel, Government Operations Manager
Claudia Calzaretta, FDOT Liaison
Gene Ferguson, FDOT Liaison

**MEETING SUMMARY
TPO BOARD
NOVEMBER 26, 2014**

VI. PRESENTATIONS AND DISCUSSION ITEMS

A. UPDATE ON STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS



Background Information:

There is a significant amount of transportation infrastructure activity currently underway within the River to Sea TPO metropolitan planning area. I-4 and I-95 are both under construction to add lanes that will expand segments of these facilities from 4 to 6 lanes. Construction projects are programmed in the current year to add an interchange on I-95 at Matanzas Woods and to completely rebuild the systems interchange at I-95, I-4 and US 92. In addition, the I-4 Ultimate Project, including the addition of the managed-use toll lanes PD&E, is progressing.

Mr. Frank O'Dea, Director of Transportation Development for FDOT, will provide an overview of these projects as well as other activities currently being undertaken by FDOT.

ACTION REQUESTED:



NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD



November, 2014

Florida Department of TRANSPORTATION

DISTRICT FIVE PROJECTS UPDATE



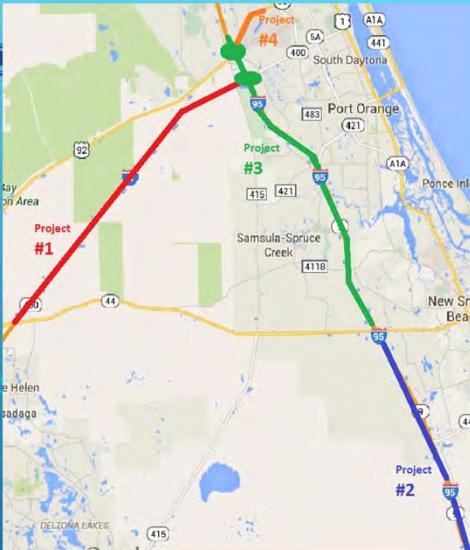
November, 2014

- UNDER CONSTRUCTION
 - #1 I-4 from SR 44 to I-95
 - #2 I-95 from Brevard County to SR 44
 - #3 I-95 Interchange @ I-4/US 92 and widening to SR 44
 - #4 US 92 Pedestrian Safety Improvements
- UPCOMING
 - I-95 Interchange @ Matanzas Woods Pkwy
 - I-4 Managed Lanes PD&E Study

FDOT

• UNDER CONSTRUCTION

- #1 I-4**
from SR 44 to I-95
- #2 I-95**
from Brevard County to SR 44
- #3 I-95 Interchange @ I-4/US 92**
and widening to SR 44
- #4 US 92 Pedestrian**
Safety Improvements



FDOT

RIVER TO SEA TPO
Transportation Planning Organization
VISION / PLAN / IMPLEMENT

PROJECT #1

I-4 WIDENING
FROM SR 44 TO I-95

I-4 at the Tomoka River



Flyover from US 92 to I-4





Project #1
I-4 WIDENING
From SR 44 TO I-95



RIVER TO SEA TPO
Transportation Planning Organization
VISION · PLAN · IMPLEMENT

► **On-going Construction Activities:**

- Temporary pavement and shoulders for the next traffic phase
- Concrete paving
- Ramp and bridge from I-4 to US 92






Project #1
I-4 WIDENING
From SR 44 TO I-95



RIVER TO SEA TPO
Transportation Planning Organization
VISION · PLAN · IMPLEMENT

Estimated project completion:
May 2016

I-4 Corridor



FDOT

• UNDER CONSTRUCTION

- #1 I-4
from SR 44 to I-95
- #2 I-95
from Brevard County to SR 44
- #3 I-95 Interchange @ I-4/US92
and widening to SR 44
- #4 US 92 Pedestrian
Safety Improvements

FDOT

RIVER TO SEA TPO
Transportation Planning Organization
VISION · PLAN · IMPLEMENT

Project #2

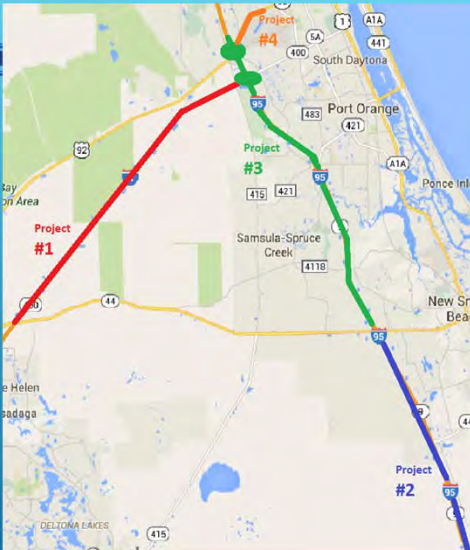
I-95 WIDENING
From Brevard County to SR 44

- ▶ Widening to Brevard/Volusia line complete
early 2016.
- ▶ Widening from Brevard/Volusia line to SR 44 complete
Spring 2016.

FDOT

• UNDER CONSTRUCTION

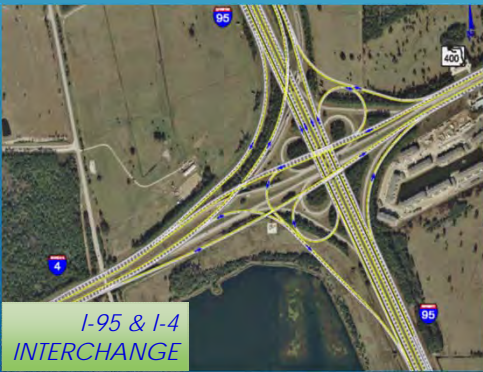
- #1 I-4
from SR 44 to I-95
- #2 I-95
from Brevard County to SR 44
- #3 I-95 Interchange @ I-4/US92
and widening to SR 44
- #4 US 92 Pedestrian
Safety Improvements




FDOT

RIVER TO SEA TPO
Transportation Planning Organization
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Project #3
I-95 INTERCHANGE @ I-4 / US 92
and widening to SR 44



I-95 & I-4 INTERCHANGE



I-95 & US 92 INTERCHANGE



Project #3
I-95 Interchange @ I-4/US 92
 and widening to SR 44




- ▶ Construction begins January 2015
- ▶ MOT phasing for events in Daytona
- ▶ Project complete late 2017



**I-95 & I-4
INTERCHANGE**

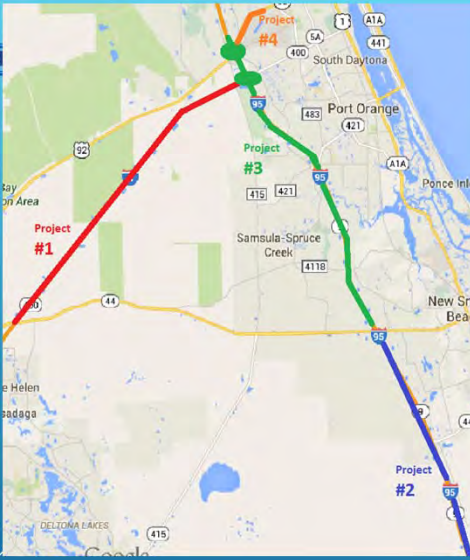


**I-95 & US 92
INTERCHANGE**



• UNDER CONSTRUCTION

- #1** I-4
from SR 44 to I-95
- #2** I-95
from Brevard County to SR 44
- #3** I-95 Interchange @ I-4/US 92
and widening to SR 44
- #4** US 92 Pedestrian
Safety Improvements







November 26, 2014

Project #4

US 92 (ISB) PEDESTRIAN SAFETY IMPROVEMENTS

from Williamson Blvd to Midway Ave






Project #4

US 92 Pedestrian Safety





► Phasing Activities:

- Demucking
- Stormwater pipe installation
- Sidewalk

Scheduled Completion


Late 2015








I-95 Interchange @ Mantanzas Woods Parkway


- Work overseen by Flagler County
- Construction starts
early spring of 2015
- Expected completion
summer 2016



Mantanzas Woods
Interchange@ I-95





I-4 Managed Lanes from Seminole County to SR 472




SEGMENT 4

SR 400 (I-4) from East of SR 15/600 US 17/92 (Seminole/Volusia County Line) to 1/2 Mile East of SR 472
Volusia County (79110)




I-4 Managed Lanes



Dirksen Drive/Debarry Avenue


- Add ramp from I-4 to eastbound Debarry Avenue
- Preserve recently constructed trail
- Relocate park and ride to the west side of I-4



Dirksen Drive/Debary Avenue

- Add ramp from I-4 to eastbound Debary Avenue
- Preserve recently constructed trail
- Relocate park and ride to the west side of I-4





I-4 Managed Lanes

RIVER TO SEA


Transportation Planning Organization

VISION · PLAN · IMPLEMENT

TPO

Saxon Boulevard

Widening of Saxon Blvd to Normandy Blvd




The map shows an aerial view of the project area. Saxon Blvd runs horizontally across the middle. To the left, it intersects with I-4, which is shown with multiple lanes and ramps. To the right, Saxon Blvd continues towards Normandy Blvd. Various landmarks and features are labeled: POND 405A, POND 405B, POND 407C, POND 407E, POND 407A, POND 408, SAKSON PLAZA, WENDY'S ASSOCIATES, RAILROADY ASSOCIATES, KENTLY DOLLAR, PUBLIC, SAKSON BLVD., and NORMANDY BLVD. Two callouts are present: one pointing to the widening of Saxon Blvd labeled 'Six Lanes', and another pointing to the I-4 interchange area labeled 'Ramp Improvements'. A north arrow and 'AERIAL FLOWN 2013' are also visible.


Saxon Boulevard

- Widening of Saxon Blvd to Normandy Blvd







I-4 Managed Lanes




Rhode Island Avenue Extension

- Direct connect to Express lanes
- Construct all 4 lanes
- Park & Ride on east side



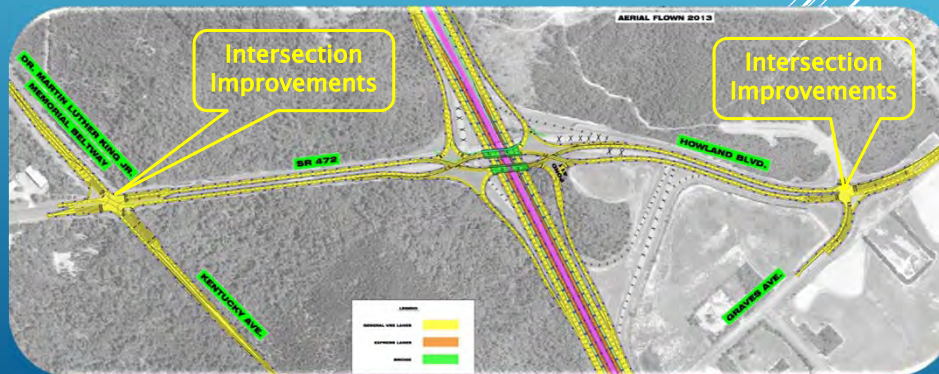


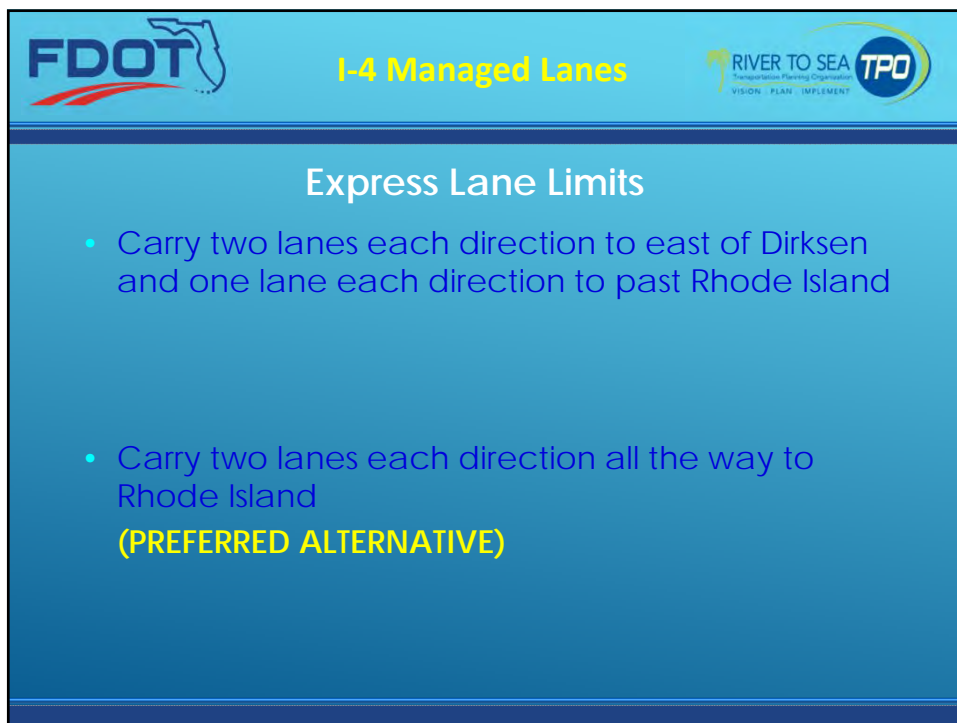
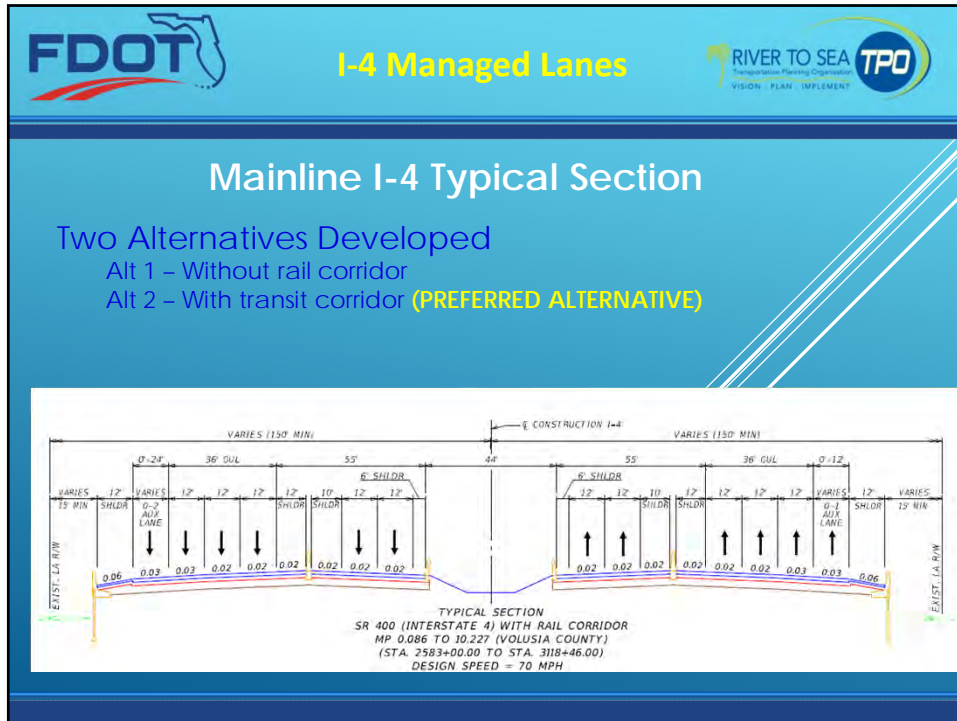
I-4 Managed Lanes





SR 472

- Diverging Diamond Interchange
- Improvements at MLK and Graves







I-4 Managed Lanes

DECISIONS

Option	Express Lanes		Rail	Homes Impacted		Businesses Impacted		Ponds (Acres)	Wetland Impacts (Acres)	Costs (Millions of Dollars)			
	County Line to Dirksen Drive	Dirksen Drive to Rhode Island		Partial	Full	Partial	Full			Wetlands Mitigation	Right of Way	Construction	Total
1	2	2	NO	0	0	1	0	9.6	3.8	0.4	0.4	290	290.8
2	2	2	YES	2	24	3	1	13.5	13	1.5	10.1	308	319.6
3	2	1	NO	0	0	0	0	5.4	3.8	0.4	0.4	286	286.8
4	2	1	YES	0	24	0	0	9.3	13	1.5	10.1	294	305.6

	
	November, 2014
<p>Florida Department of TRANSPORTATION</p> <p>DISTRICT FIVE PROJECTS UPDATE</p>	

**MEETING SUMMARY
TPO BOARD
NOVEMBER 26, 2014**

VI. PRESENTATIONS AND DISCUSSION ITEMS

B. PRESENTATION ON THE SR A1A PEDESTRIAN SAFETY AUDIT REPORT

Background Information:

The SR A1A (Atlantic Avenue) Pedestrian Road Safety Audit (RSA) was commissioned by FDOT, District 5 to develop immediate, near-term and long-term suggestions to improve the safety of pedestrians and bicyclists within the study limits of Earl Street to Oakridge Boulevard in Daytona Beach. The Pedestrian RSA report was prepared by Kittelson & Associates, Inc. The Pedestrian RSA process involves multi-disciplinary representatives from various stakeholders, including the River to Sea TPO. The issues and suggested improvements reflect the consensus of the Pedestrian RSA Team and not necessarily that of FDOT. As part of the Pedestrian RSA Process, FDOT will review each identified issue and prepare a response regarding further action items.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD

**MEETING SUMMARY
TPO BOARD
NOVEMBER 26, 2014**

VI. PRESENTATIONS AND DISCUSSION ITEMS

C. PRESENTATION ON THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) FINANCIAL PLAN

Background Information:

Ghyabi & Associates will be presenting an overview of the 2040 Long Range Transportation Plan *Financial Plan*. This plan, when complete, will identify existing available transportation funding sources, along with potential revenue sources, projected throughout the period of the 2040 Long Range Transportation Plan.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD



Ghyabi & Associates

2040 Long Range Transportation Plan

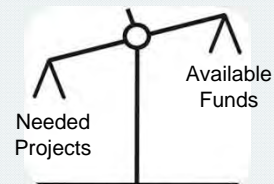
for River to Sea Transportation Planning Organization

November 26, 2014

River to Sea TPO Board

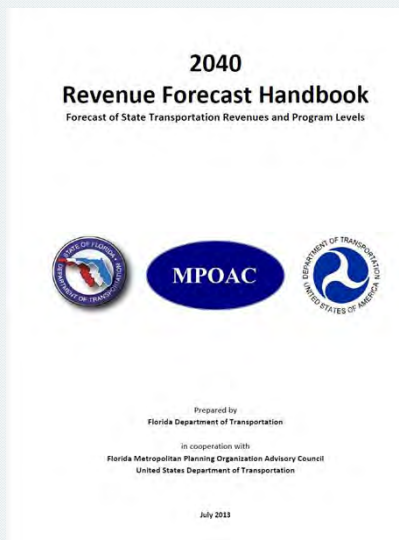
2040 Long Range Plan

- 25-Year Planning Horizon
- Update LRTP every 5 years
- Identify needed major improvements
- Determine those that are “**cost feasible**” (i.e., highest priority for expected funds)
- Preserve and maintain prior investments
- Transportation Improvement Program (TIP) must be fully funded



Methodology

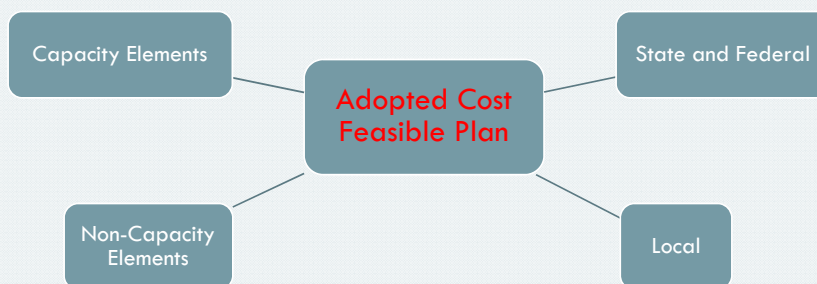
Revenue Forecasts were calculated in accordance with the...



Revenue Forecasting Process

Planned Improvements

Revenue Estimates



Capacity Programs

“Statewide”

- SIS Highways Construction & ROW
- Statewide Public Transportation Programs (Aviation, Rail, Intermodal, Seaport Development)

Other

- Other Arterials Construction & ROW
- Transit



Non-Capacity Programs

- Safety
- Resurfacing
- Bridge (repair and replace)
- Product Support (planning and engineering)
- Operations and Maintenance
- Administration



Sources of Revenue

Federal (DOT)

State (FDOT)

Local

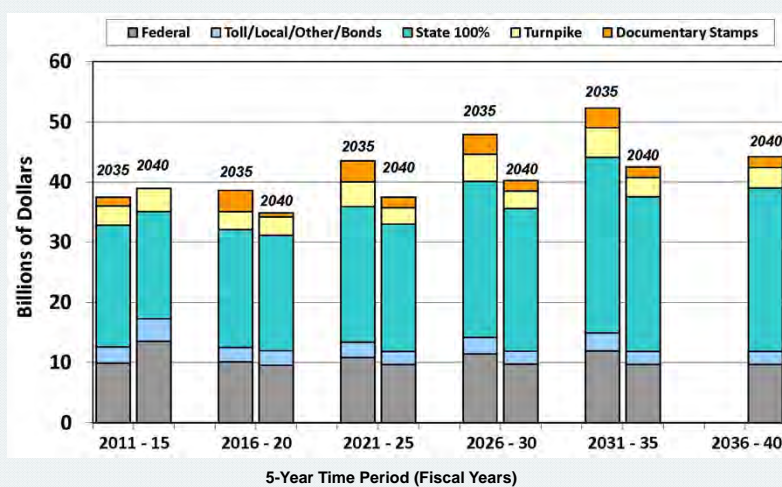
Federal Revenue Sources

- **Federal Highway Trust Fund (Highways and Transit)**
 - Primary source – motor fuel tax (gasoline, diesel, special fuels, CNG)
 - Miscellaneous – tires, new tractor/trailer purchases, etc.
 - Most Highways and Transit funds allocated to states via complex funding formulas in Federal Authorization Acts

State Revenue Sources

- Taxes and Fees
 - Highway fuel-related
 - Vehicle-related
 - Tourism-related
- Tolls/Turnpike (bond sales, tolls and concession revenues)
- Growth Management Funding (Doc Stamps)
- Federal Aid

Statewide Revenue Forecast 2040 vs. 2035



Source: 2040 Revenue Forecast and Guidance, FDOT, Statewide Workshop, August 21, 2013

Projected State & Federal Revenues (\$ Millions)

Capacity Programs	2019-2020	2021-2025	2026-2030	2031-2040	Total (2040)
SIS Highway Construction & ROW	\$200.7	-	\$557.4	\$428.7	\$1,186.7
Arterial Construction & ROW	\$45.6	\$101.9	\$96.3	\$210.8	\$454.6
Transit	\$22.2	\$57.3	\$60.2	\$126.2	\$265.9
Total Capacity Program	\$268.5	\$159.2	\$713.9	\$765.7	\$1,907.2
TMA Funds (SU)	\$9.4	\$23.6	\$23.6	\$47.2	\$103.7

Source: FDOT 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans; March 2014

Projected Votran Revenues (\$ Millions)

Type	2019-2020	2021-2025	2026-2030	2031-2035	2036-2040	Total
Volusia County Operating Budget for Votran	\$20,045,309	\$55,617,955	\$64,476,456	\$74,745,884	\$86,650,966	\$301,536,570
Volusia County Financial Support for SunRail	\$8,150,283	\$17,084,456	\$15,122,111	\$17,530,671	\$20,322,853	\$78,210,374
Total	\$28,195,592	\$72,702,411	\$79,598,567	\$92,276,555	\$106,973,818	\$379,746,944

Source: Votran

- Virtual status quo level
- Operating policy of indefinite deferral of service expansion

Local Revenue Sources

- Local Option Gas Tax
- Impact Fees

Local Sources Include...		
Volusia County	City of Palm Coast	Flagler County

Projected Local Revenue (\$ Millions)

Local Government	Fuel Tax (CIP)	Impact Fees	Total
Volusia County	\$219,044,354	\$48,141,480	\$267,185,834
Flagler County	\$23,836,054	\$4,968,704	\$28,804,758
City of Palm Coast	\$31,032,527	\$26,507,893	\$57,540,420
TOTAL	\$273,912,935	\$79,618,077	\$353,531,012

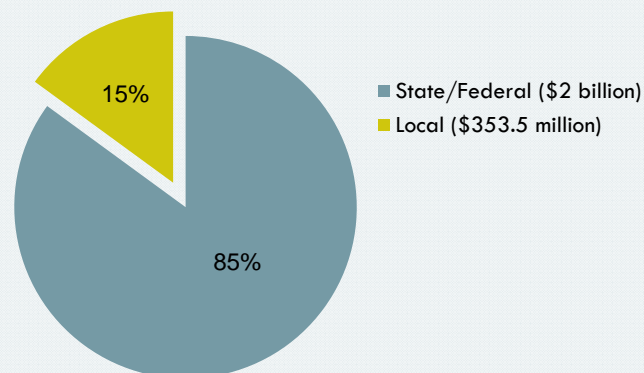
Source: Fishkind & Associates, Inc.

Projected Total (2019-2040) (\$ Millions)

System, Agency, Local Government	State/Federal Funds	Local Revenues	Total
River to Sea TPO			
• Capacity Programs	\$1,907,200,000		\$1,907,200,000
• TMA Funds	\$103,700,000		\$103,700,000
Votran		\$379,746,944 ¹	\$379,746,944
Volusia County		\$267,185,834	\$267,185,834
Flagler County		\$28,804,758	\$28,804,758
City of Palm Coast		\$57,540,420	\$57,540,420
SunRail	\$0	\$0	\$0
TOTAL	\$2,010,900,000	\$353,531,012	\$2,364,431,012

¹ Flagler County transit revenue forecast under development

2040 Revenue Forecast (Estimated)





**MEETING SUMMARY
TPO BOARD
NOVEMBER 26, 2014**

VI. PRESENTATIONS AND DISCUSSION ITEMS

D. FDOT REPORT

Background Information:

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

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

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD

**MEETING SUMMARY
TPO BOARD
NOVEMBER 26, 2014**

VII. EXECUTIVE DIRECTOR'S REPORT

- Legislative Delegation Meeting
- Discussion of VCOG Closure/Office Space
- Annual TPO Board Retreat

VIII. RIVER TO SEA TPO BOARD MEMBER COMMENTS

IX. INFORMATION ITEMS

- Citizens Advisory Committee Attendance Record – 2014
- Technical Coordinating Committee Attendance Record – 2014
- Bicycle/Pedestrian Advisory Committee Attendance Record – 2014
- SunRail Feeder Route Changes
- TPO Board Annual Retreat Save the Date

X. ADJOURNMENT

The next River to Sea TPO Board meeting will be January 28, 2015

Name	21-Jan	18-Feb	18-Mar	15-Apr	20-May	17-Jun		19-Aug	16-Sep	21-Oct	18-Nov		Notes
Charles Gardner								x	x				Bunnell (appt 9/14)
Donald Smart (Vice Chairman)	x	x	x	exc	x	x		x	x	x			Daytona Beach (appt. 1/06)
Richard Gailey	x	abs	x	x	x	x		abs	x	x			DeBary (appt. 6/10)
Janet Deyette	x	x	x	abs	x	x		x	x	x			Deltona (appt. 11/10)
Bliss Jamison	x	x	x	x	exc	x		x	x	x			Edgewater (appt. 1/11)
Richard Belhumeur	x	x	x	x	x	abs		x	x	x			Flagler Beach (appt 7/12)
Heidi Petito/Bob Owens									abs	x			Flagler County Transit (appt 9/14)
Faith Alkhatib (non-voting)									abs	abs			Flagler County Traffic Engineering (appt 9/14)
Gilles Blais (Chairman)	x	x	x	x	x	x		x	x	x			Holly Hill (appt. 11/07) (Reap. 02/13)
Bob Storke	x	x	x	x	x	x		x	x	x			Orange City (appt. 1/08)
Susan Elliott	x	exc	x	x	x	exc		x	exc	x			Pierson (appt. 3/06)
Bobby Ball	x	x	x	x	x	x		x	x	exc			Port Orange (appt. 12/02)
Joy Krom					x	abs		x	abs	x			South Daytona (appt 4-23-14)
Dan D'Antonio	x	x	abs	exc	x	x		x	x	abs			Volusia County D-2 (appt. 4/09)(Wagner)
Elizabeth Alicia Lendian	x	x	x	x	x	x		x	x	x			Volusia County At-Large (appt. 05/13) (Cusack)
Judy Craig	x	x	x	x	exc	x		x	x	abs			Volusia County D-1 (reappt. 2/13) (Patterson)
Rickey Mack/John Cotton	x	x	x	x	x	x		x	x	x			Votran (appt. 7/13) (alt. appt. 07/13)
Gene Ferguson (non-voting)	x	x	x	x	x	x		x	x	x			FDOT (appt. 3/13)
Melissa Winsett/J.Cheney (non-voting)	x	x	x	x	x	x		x	x	x			Volusia Co Traffic Eng. (appt 10/11)
Bob Keeth (non-voting)	x	x	x	x	x	x		x	x	x			River to Sea TPO
QUORUM	Y	Y	Y	Y	Y	Y		Y	Y	Y			
Vacancies													
Beverly Beach													
Daytona Beach Shores													
Deland													
Lake Helen													
New Smyrna													
Oak Hill													
Ormond Beach													
Ponce Inlet													
Volusia County D-3 (Denys)													
Volusia County D-4 (Daniels)													
Volusia County D-5 (Northey)													
Volusia County School Board													

Name	21-Jan	18-Feb	18-Mar	15-Apr	20-May	17-Jun		19-Aug	16-Sep	21-Oct	18-Nov		Notes
Fernand Tiblier								x	x				Bunnell (appt 7/14)
Fred Ferrell/Chris Walsh/Richard Wa	x	x	x	x	x	x		x	x	x			Daytona Beach (appt. 11/08)
Pedro Leon	x	x	x	x	x	exc		x	x	x			Daytona Beach Airport (appt. 0 (07/11)
Stewart Cruz	abs	x	x	abs	exc	exc		x	abs	abs			Daytona Beach Shores (appt. 10/04)
Mike Holmes	exc	x	x	abs	x	x		x	x	x			DeLand (appt. 09/98)
Ron Paradise	exc	x	x	x	x	exc		x	x	x			Deltona (appt. 11/09)
Rebecca Hammock	x	x	x	exc	x	exc		x	x	x			DeBary (appt. 06/10)
Darren Lear	x	x	exc	exc	x	x		x	exc	x			Edgewater (appt. 10/99)
Roy Sieger									abs	abs			Flagler County Aviation (appt 9.14)
Kevin Guthrie									abs	abs			Flagler County Emergency Mgmt (appt 9/14)
Faith Alkhatib									x	x			Flagler County Traffic Engineering (appt 9/14)
Heidi Petito/Bob Owens									abs	x			Flagler County Transit (appt 9/14)
Tom Harowski	x	x	x	abs	x	abs		abs	x	exc			Holly Hill (appt. 01/11)
Gail Henrikson/Kyle Fegley	exc	x	x	x	x	x		x	exc	x			New Smyrna Beach (appt. 12/07)
Kent (KC) Cichon	x	x	x	x	x	x		x	exc	abs			Lake Helen (appt. 2/13)
Mike Arman										abs			Oak Hill (appt 10/14)
Ric Goss	x	x	x	x	exc	x		abs	abs	x			Ormond Beach (appt. 11/07)
Alison Stettner/Wendy Hickey	x	x	x	x	x	x		x	x	x			Orange City (appt. 06/00)
Jose Papa								x	x	x			Palm Coast (appt 7/14)
Jim Smith	exc	exc	exc	x	x	x		x	x	x			Pierson (appt. 05/09)
Clay Ervin (Vice Chair)	x	x	x	x	x	x		x	x	x			Ponce Inlet (appt. 8/11)
Tim Burman	x	x	x	x	x	x		x	x	x			Port Orange (appt. 10/13)
John Dillard	x	x	x	x	x	x		x	x	x			South Daytona (appt. 12/03)
Jon Cheney/Melissa Winsett	x	x	x	x	x	x		x	x	x			V.C. Traffic Engineering (appt. 04/99)
Marian Ridgeway	exc	x	x	x	x	x		abs	abs	x			Volusia County Schools(appt. 11/98)
Heather Blanck (<i>Chairperson</i>)	x	x	x	x	x	x		x	x	x			Votran (appt. 01/07) (alt. appt. 07/13)
Larry LaHue/Richard Moore	x	x	x	exc	x	exc		x	x	x			V.C. Emergency Management (appt. 01/04)
Gene Ferguson (<i>non-voting</i>)	x	x	x	x	x	x		x	x	x			FDOT (appt. 03/13)
Bob Keeth (<i>non-voting</i>)	x	x	x	x	x	x		x	x	x			River to Sea TPO
QUORUM	Y	Y	Y	Y	Y	Y		Y	Y	Y			

Vacancies
Beverly Beach

Name		8-Jan	12-Feb	12-Mar	9-Apr	14-May	11-Jun		13-Aug	10-Sep	8-Oct	12-Nov		Notes
Vacant														Bunnell (appt)
Holly Idler/Doug Hall		exc	exc	x	x	exc	x		x	x	x	x		Daytona Beach (appt. 3/12) (alternate appt. 02/14)
John Schmitz		exc	x	x	abs	abs	exc		exc	x	abs	abs		Daytona Beach Shores (appt. 8/12)
Rani Merens		x	x	x	x	x	x		x	exc	x	x		DeBary (appt. 3/06)
Ted Wendler		x	x	x	exc	x	abs		abs	abs	abs	abs		DeLand (appt. 05/11) (appt. 6/14)
Scott Leisen		x	x	x	x	x	x		x	x	x	x		Deltona (appt. 12/12)
Michelle Grenham		x	x	x	exc	x	exc		x	exc	x	x		Edgewater (appt. 1/08)
Paul Eik									x	x	x	x		Flagler Beach (appt. 7/14)
John Kerr										x	x	x		Flagler County (appt 10/14)
Nic Mostert (Vice Chairman)		x	x	x	x	x	x		x	x	x	x		Holly Hill (appt. 01/12) (reapp. 02/13)
Bob Storke (Chairman)		x	x	x	x	x	x		x	x	x	x		Orange City (appt. 12/07)
Phyllis Campbell		x	x	x	x	x	x		x	x	x	exc		Ponce Inlet (appt. 11/06)
Colleen Nicoulin		x	x	x	x	x	x		x	x	x	x		Port Orange (appt. 7/11)
Pamela Masters		x	exc	x	x	x	x		x	exc	exc	x		South Daytona (appt. 04/13)
Bill Pouzar		x	x	x	exc	exc	x		exc	x	abs	abs		Volusia County (appt. 12/10) D-5 (Northey)
Roy Walters/Jason Aufdenberg		exc	x	x	x	x	x		x	x	x	x		Volusia County At-Large (appt. 03/05) (alt appt 07/12)
Kevin Phelps		x	x	x	exc	x	x		x	x	x	x		Volusia County (reapp 02/13) D-1 (Patterson)
Patricia Lipovsky			x	x	x	x	exc		exc	abs	abs	abs		Volusia County (app 2/14) (Wagner)
Alice Haldeman		x	x	x	x	x	x		x	x	x	x		Volusia County (appt. 04/13) D-3 (Denys)
<u>NON-VOTING MEMBERS</u>														
Heidi Petito											abs	abs		Flagler County Transit (appt 9/14)
Gwen Perney		x	x	x	x	x	x		x	x	x	x		Large City - Port Orange (appt. 10/13)
Jessie Clark		x	x	x	x	abs	x		x	abs	abs	x		Volusia County School District (appt. 05/13)
John Cotton/Rickey Mack		exc	x	x	x	exc	x		exc	x	x	exc		Votran (appt. 07/13)
Melissa Winsett				x	x	x	x		x	x	x	x		Volusia County (02/14)
Deborah Tyrone		x	x	x	x	x	x		x	x	x	x		FDOT (appt 12/13)
Andy Johnson											x	x		Flagler County (appt 9/14)
QUORUM		Y	Y	Y	Y	Y	Y		Y	Y	Y	Y		
<div><div>Vacancies</div><div>Beverly Beach</div><div>Flagler County School Board</div><div>Lake Helen</div><div>New Smyrna Beach</div><div>Oak Hill</div><div>Ormond Beach</div><div>Palm Coast</div><div>Pierson</div><div>Small City Alliance</div><div>Small City</div><div></div><div></div><div></div><div></div></div>														

Votran feeder route changes effective December 1, 2014



Effective December 1, 2014 Votran will implement changes to SunRail feeder bus routes 30 and 31. The changes will maintain the same service area along the U.S. 17-92 corridor, but bus frequency will be improved. On December 1 routes 30 and 31 will be combined to create one route known as Route 31. The new Route 31 will travel between the International Speedway/Amelia superstop and the DeBary SunRail station with key stops at the DeLand Intermodal Transit Facility (ITF), the Veteran's Administration Clinic in Orange City and all other established Votran stops as necessary. Bus frequency will be improved from one-hour frequency to 30-minute frequency during peak travel times in the a.m. and p.m., but service no longer will be considered "express bus" service. There will continue to be no bus service to or from the DeBary SunRail station during midday, off-peak hours.

For more information contact Votran at 386-943-7033 or visit us on the web at votran.org.

WEEKDAY SERVICE FROM INTERNATIONAL SPEEDWAY/AMELIA TO DEBARY SUNRAIL STATION SOUTHBOUND

A.M. TRIPS

INT'L SPEEDWAY/ AMELIA	DELAND ITF	WOODLAND McGREGG	VOLUSIA GRAVES	V.A. CLINIC	CHARLES BEALLE/ HIGHBANKS	DEBARY SUNRAIL STATION	TRAIN DEPARTS STATION
4 :22	4 :34	4 :44	4 :52	5 :00	5 :06	5 :15	5 :30
4 :52	5 :04	5 :14	5 :22	5 :30	5 :36	5 :45	6 :00
5 :22	5 :34	5 :44	5 :52	6 :00	6 :06	6 :15	6 :30
5 :52	6 :04	6 :14	6 :22	6 :30	6 :36	6 :45	7 :00
6 :22	6 :34	6 :44	6 :52	7 :00	7 :06	7 :15	7 :30
6 :52	7 :04	7 :14	7 :22	7 :30	7 :36	7 :45	8 :00

P.M. TRIPS

3 :22	3 :34	3 :44	3 :52	4 :00	4 :06	4 :15	4 :30
3 :52	4 :04	4 :14	4 :22	4 :30	4 :36	4 :45	5 :00
4 :22	4 :34	4 :44	4 :52	5 :00	5 :06	5 :15	5 :30
4 :55	5 :10	5 :19	5 :26	5 :33	5 :37	5 :45	6 :00
5 :22	5 :34	5 :44	5 :52	6 :00	6 :06	6 :15	-- --
-- --	-- --	-- --	6 :36	6 :44	6 :47	6 :52	-- --
-- --	-- --	-- --	7 :06	7 :14	7 :17	7 :22	-- --
-- --	-- --	-- --	7 :36	7 :44	7 :47	7 :52	-- --

WEEKDAY SERVICE FROM DEBARY SUNRAIL STATION TO INTERNATIONAL SPEEDWAY/AMELIA NORTHBOUND

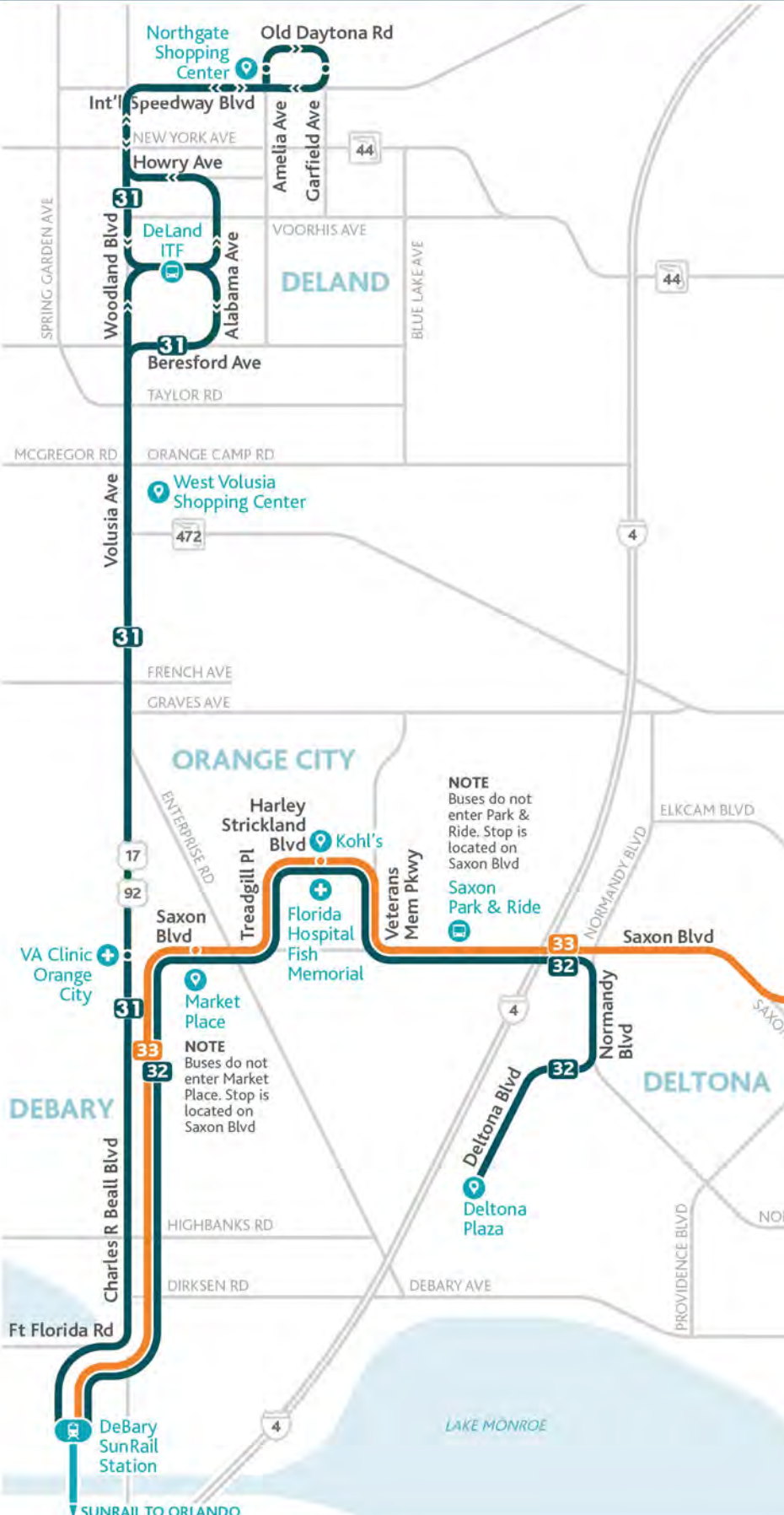
A.M. TRIPS

DEBARY SUNRAIL STATION	CHARLES BEALLE/ HIGHBANKS	V.A. CLINIC	VOLUSIA GRAVES	WOODLAND ORANGE CAMP	DELAND ITF	INT'L SPEEDWAY/ AMELIA	TRAIN ARRIVES STATION
5 :15	5 :20	5 :23	5 :31	-- --	-- --	-- --	-- --
5 :45	5 :50	5 :53	6 :01	-- --	-- --	-- --	-- --
6 :15	6 :20	6 :23	6 :31	-- --	-- --	-- --	-- --
-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --
7 :20	7 :26	7 :30	7 :36	7 :41	7 :48	8 :00	7 :18
7 :55	8 :04	8 :10	8 :18	8 :26	8 :36	8 :48	7 :48

P.M. TRIPS

-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --
4 :45	4 :50	4 :53	5 :01	-- --	-- --	-- --	-- --
5 :25	5 :34	5 :40	5 :48	5 :56	6 :06	6 :18	5 :18
5 :55	6 :04	6 :10	6 :18	6 :26	6 :36	6 :48	5 :48
6 :25	6 :34	6 :40	6 :48	6 :56	7 :06	7 :18	6 :18
6 :55	7 :04	7 :10	7 :18	7 :26	7 :36	7 :48	6 :48
7 :25	7 :34	7 :40	7 :48	7 :56	8 :06	8 :18	7 :18
7 :55	8 :04	8 :10	8 :18	8 :26	8 :36	8 :48	7 :48

Votran feeder route changes effective December 1, 2014



SunRail is Central Florida's brand new commuter train.

WEEKDAY SERVICE

Rush Hour	Midday
EVERY 30 MINUTES	EVERY 2 HOURS

FREE TRANSFERS

- Ride Votran to SunRail. Get SunRail pass from bus driver.
- Swipe pass at any SunRail ticket vending machine.
- Your SunRail base fare is free!

SUNRAIL FARES

\$2.00 + **\$1.00**

BASE FARE EACH ADD'L ZONE

SUNRAIL.COM 855.RAIL.411

- DeBary
- Sanford
- Lake Mary
- Longwood
- Altamonte Springs
- Maitland
- Winter Park
- Florida Hospital Health Village
- LYNX Central
- Church Street
- Orlando Health/Amtrak
- Sand Lake Road

- LEGEND**
- SunRail line and station
 - Local route
 - Express route and stop
 - Direction of travel
 - Point of interest
 - Hospital
 - Transit center

SCHEMATIC MAP
NOT TO SCALE



SAVE THE DATE

Friday

February 6, 2015



Please mark your calendar for the annual
River to Sea TPO Board Retreat
9:00 a.m. to 12:00 noon

Additional information will be provided at a later date.