



MEETING NOTICE & AGENDA

Please be advised that the VOLUSIA TRANSPORTATION PLANNING ORGANIZATION (TPO) BOARD will be meeting on:

DATE: Tuesday, November 27, 2012
TIME: 8:30 a.m.
PLACE: Volusia TPO Conference Room
2570 W. International Speedway Blvd., Suite 100
Daytona Beach, FL 32114

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

Commissioner Robert Gilliland, Chairman Presiding

AGENDA

- I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM
- II. PLEDGE OF ALLEGIANCE
- III. RECOGNITION OF OUTGOING TPO BOARD MEMBERS
- IV. PUBLIC COMMENT/PARTICIPATION *(Length of time at the discretion of the Chairman)*
- V. CONSENT AGENDA
 - A. APPROVAL OF OCTOBER 23, 2012 VOLUSIA TPO BOARD MEETING MINUTES
(Contact: Pamela Blankenship)(enclosure, pages 4-16)
 - B. APPROVAL OF TREASURER'S REPORT *(Contact: Herbert Seely) (enclosure, pages 4, 17)*
 - C. EXECUTIVE COMMITTEE -- Report by Commissioner Robert Gilliland, Chairman *(enclosure, pages 4, 18)*
 - D. TECHNICAL COORDINATING COMMITTEE (TCC) -- Report by Mr. Darren Lear, TCC Chairman *(to be distributed under separate cover)*
 - E. CITIZENS' ADVISORY COMMITTEE (CAC) -- Report by Mr. Dan D'Antonio, CAC Chairman *(to be distributed under separate cover)*
 - F. BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) -- Report by Mr. Mike Chuyen, BPAC Chairman *(enclosure, pages 4, 19)*

V. CONSENT AGENDA *(continued)*

- G. TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD (TDLCB) --**
Report by Carole M. Hinkley (enclosure, pages 4, 20)
- H. MPO ADVISORY COUNCIL (MPOAC) --** *Report by Mayor Pro Tem Leigh Matusick (enclosure, pages 4, 21-23)*
- I. REAPPORTIONMENT SUBCOMMITTEE --** *Report by Mayor Pro Tem Leigh Matusick (enclosure, pages 4, 24)*
- J. REVIEW AND APPROVAL OF LETTER OF SUPPORT FOR SOUTHEAST VOLUSIA CORRIDOR IMPROVEMENT COALITION'S BROWNFIELDS COALITION ASSESSMENT GRANT APPLICATION** *(Contact: Lois Bollenback) (enclosure, pages 4, 25-26)*
- K. REVIEW AND APPROVAL OF RESOLUTION 2012-27 SUPPORTING THE CONTINUATION OF FDOT ADMINISTRATION OF THE SECTION 5310 PROGRAM ON BEHALF OF VOTRAN** *(Contact: Carole M. Hinkley) (enclosure, pages 5, 27-28)*
- L. CANCELLATION OF DECEMBER MEETINGS OF THE VOLUSIA TPO EXECUTIVE COMMITTEE AND TPO BOARD** *(Contact: Lois Bollenback) (enclosure, page 4)*

VI. ACTION ITEMS

- A. REVIEW AND APPROVAL OF RESOLUTION 2012-28 AMENDING THE FY 2012/13 – 2016/17 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** *(Contact: Robert Keeth) (enclosure, pages 29-44)*
- B. REVIEW AND APPROVAL OF PROPOSED REVISIONS TO THE PROJECT PRIORITY PROCESS INCLUDING THE APPLICATION AND SCORING CRITERIA FOR XU TRAFFIC OPERATIONS/ITS/SAFETY AND TRANSPORTATION ALTERNATIVES PROJECTS** *(Contact: Robert Keeth) (enclosure, pages 45-76)*
- C. REVIEW AND APPROVAL OF PROPOSED REVISIONS TO THE PROJECT PRIORITY PROCESS INCLUDING THE APPLICATION AND SCORING CRITERIA FOR XU BICYCLE/PEDESTRIAN PROJECTS** *(Contact: Stephan C. Harris) (enclosure, pages 77-91)*

VII. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

- A. PRESENTATION ON THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)**
(Contact: Lois Bollenback) (enclosure, page 92)
- B. PRESENTATION ON THE CENTER FOR URBAN TRANSPORTATION RESEARCH (CUTR) FLORIDA MPO ADVISORY COUNCIL (MPOAC) TRANSPORTATION REVENUE STUDY** *(Contact: Lois Bollenback) (enclosure, page 93)*
- C. REVIEW OF PROPOSED REVISIONS TO VOLUSIA TPO PURCHASING MANUAL**
(Contact: Herbert Seely) (enclosure, page 94)
- D. DISCUSSION ON MIAMI-ORLANDO PASSENGER RAIL SERVICE** *(Contact: Lois Bollenback) (enclosure, pages 95-99)*

VII. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS *(continued)*

E. FDOT REPORT *(Contact: Jim Brown, FDOT District 5) (enclosure, pages 100-104)*

VIII. EXECUTIVE DIRECTOR'S REPORT *(enclosure, pages 105-115)*

- ® Corridor Improvement Program (CIP) Update
- ® Reapportionment Update
- ® Letter from FDOT Regarding Reapportionment Deadline
- ® Updated Priority Project Lists

IX. VOLUSIA TPO BOARD MEMBER COMMENTS *(enclosure, page 105)*

X. INFORMATION ITEMS *(enclosure, pages 105, 116-120)*

- ® Citizens' Advisory Committee Attendance Record – 2012
- ® Technical Coordinating Committee Attendance Record– 2012
- ® Bicycle/Pedestrian Advisory Committee Attendance Record – 2012
- ® 2013 Volusia TPO Board and Committee Meeting Dates
- ® Letter from TPO Chairman Regarding Possible Changes to Reapportionment in the Florida Statutes

XI. ADJOURNMENT *(enclosure, page 105)*

The next Volusia TPO Board meeting will be January 22, 2013

January Meeting Dates

Executive Committee, January 7, 2013 @ 3:00 p.m.

Executive Director Search Committee, January 7, 2013 @ 2:00 p.m.

Bicycle/Pedestrian Advisory Committee, January 9, 2013 @ 3:00 p.m.

Transportation Disadvantaged Local Coordinating Board, January 9, 2013 @ 11:00 a.m.

Citizens' Advisory Committee, January 15, 2013 @ 1:30 p.m.

Technical Coordinating Committee, January 15, 2013 @ 3:00 p.m.

Volusia TPO Board, January 22, 2013 @ 8:30 a.m.

NOTE: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the Volusia TPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, Florida 32114-8145; (386) 226-0422, extension 21, at least five (5) working days prior to the meeting date.

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

**MEETING SUMMARY
(TPO BOARD)
NOVEMBER 27, 2012**

V. CONSENT AGENDA

A. APPROVAL OF OCTOBER 23, 2012 VOLUSIA TPO BOARD MEETING MINUTES

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

B. APPROVAL OF TREASURER'S REPORT

Monthly Treasurer Reports are prepared for review and approval by the Volusia TPO Board. The October 2012 Treasurer's Report is included for your information.

C. EXECUTIVE COMMITTEE

D. TECHNICAL COORDINATING COMMITTEE

E. CITIZENS' ADVISORY COMMITTEE

F. BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

G. TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD

H. MPO ADVISORY COUNCIL

I. REAPPORTIONMENT SUBCOMMITTEE

**J. REVIEW AND APPROVAL OF LETTER OF SUPPORT FOR SOUTHEAST VOLUSIA
CORRIDOR IMPROVEMENT COALITION'S BROWNFIELDS COALITION ASSESSMENT
GRANT APPLICATION**

(Consent Agenda Items are continued on next page)

**MEETING SUMMARY
(TPO BOARD)
NOVEMBER 27, 2012**

V. CONSENT AGENDA *(continued)*

K. REVIEW AND APPROVAL OF RESOLUTION 2012-27 SUPPORTING THE CONTINUATION OF FDOT ADMINISTRATION OF THE SECTION 5310 PROGRAM ON BEHALF OF VOTRAN

“Transportation for Elderly Persons and Persons with Disabilities” (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient or inappropriate to meet these needs. Funds are apportioned based on each state’s share of population for these groups of people.

In previous transportation legislation (SAFETEA-LU), Section 5310 funds were administered through the Florida Department of Transportation (FDOT) District 5 office. However, Moving Ahead for Progress in the 21st Century (MAP-21) identified these funds to be distributed directly to the designated recipients; in this case, Votran.

Votran is requesting that the previous practice of distributing funds at the District level continue to minimize duplication of activities and reduce administrative costs for the program

L. CANCELLATION OF DECEMBER MEETINGS OF THE VOLUSIA TPO EXECUTIVE COMMITTEE AND TPO BOARD

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

ACTION REQUESTED:

MOTION TO APPROVE THE CONSENT AGENDA

**OCTOBER 23, 2012 MEETING MINUTES
OF THE
VOLUSIA TRANSPORTATION PLANNING ORGANIZATION (TPO) BOARD**

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

Board Members Present:

Commissioner Jim Ardell
Commissioner Robert Gilliland, Chairman
Mayor Harry Jennings (non-voting) **
Council Member Nick Koval
Mayor Pro-Tem Leigh Matusick
Mayor John Masiarczyk
Councilman Gene Emter
Commissioner Rick Basso (non-voting) **
Commissioner Lynne Plaskett
Council Member Ron Saylor
Mayor Ed Kelley
Mayor James Sowell (non-voting) **
Council Member Joe Perrone (non-voting) **
Council Member Robert Ford
Council Member Joyce Cusack
Council Member Joie Alexander
County Chair Frank Bruno
Council Member Pat Northey, 2nd Vice Chairman
Council Member Joshua Wagner
Mary Schoelzel (non-voting)
Darren Lear (non-voting)
Dan D'Antonio (non-voting)
Mike Chuvén (non-voting)

Board Members Absent:

Commissioner Marshall Shupe (excused)
Commissioner Donnie Moore
Commissioner Ron Engele (excused)
Vice Mayor Nancy Long, 1st Vice Chairman
Council Member Andy Kelly
Diane J. Smith (non-voting) (excused)

Representing:

Beverly Beach
Daytona Beach
Daytona Beach Shores
DeBary
DeLand
Deltona
Edgewater
Lake Helen
New Smyrna Beach
Orange City
Ormond Beach
Pierson
Ponce Inlet
Port Orange
Volusia County
Volusia County
Volusia County
Volusia County
Volusia County
FDOT District 5
TCC Chairman
CAC Chairman
BPAC Chairman

Representing:

Flagler Beach
Holly Hill
Oak Hill
South Daytona
Volusia County
Volusia County School Board

**** Non-voting member in the small city vote rotation**

Others Present:

Pamela Blankenship, Recording Secretary
Lois Bollenback
Carole Hinkley
Robert Keeth
Herb Seely
Jean Parlow
Stephan Harris
Jason McCray
Patricia Gadabaw
Heather Blanck
Jon Cheney
Mary Ellen Ottman
R. Sans Lassiter
Clay Ervin
Billie Wheeler
Alex Kish
Mike Ruland
Jim Brown
Greg Kern
Sally Sherman
Rich Walton
José Papa
Ray Tyner
Mick Cuthbertson
Shelley Lauten
Virginia Lewis-Whittington
Big John

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
England-Thims & Miller
VC League of Women Voters
Votran
Volusia County Traffic Engineering
TDLCB
Lassiter Transportation Group
Lassiter Transportation Group
Daytona Beach Shores
Brent Milliken & Company
FDOT
FDOT
STV Inc.
Flagler County
Daytona Beach
Palm Coast
Palm Coast
Bunnell
myregion.org
Metroplan Orlando
Press

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

The meeting of the Volusia Transportation Planning Organization (TPO) Board was called to order at 8:33 a.m. by Chairman Robert Gilliland. The roll was called and it was determined that a quorum was present.

II. Pledge of Allegiance

III. Recognition of Outgoing TPO Board Members

Chairman Gilliland stated that there were a number of TPO Board members up for reelection as well as some that would be leaving office. He noted that it was Commissioner Plaskett's last meeting and TPO staff was still working on the SunRail hat she had requested. He added that County Chair Bruno had indicated he would be late to the meeting but once he arrived there would be a presentation recognizing his many contributions to the TPO. Council

Member Kelly and Council Member Alexander would be recognized at the November TPO Board meeting.

IV. Public Comment/Participation

There were no public comments.

V. Consent Agenda

- A. Approval of September 25, 2012 TPO Board Meeting Minutes
- B. Approval of Treasurer's Report
- C. Executive Committee
- D. Technical Coordinating Committee
- E. Citizens' Advisory Committee
- F. Bicycle/Pedestrian Advisory Committee
- G. Central Florida MPO Alliance (CFMPOA)
- H. Bylaws Subcommittee
- I. Review and Acceptance of Volusia TPO Audit for FY Ended June 30, 2012

MOTION: Council Member Northey moved approval of the Consent Agenda. Mayor Jennings seconded the motion which carried unanimously.

VI. Action Items

- A. Review and Approval of Resolution 2012-25 Amending the FY 2012/13 – 2016/17 Transportation Improvement Program

Mr. Keeth explained that there was a little more than \$2 million in extra XU funding that needed to be programmed. TPO staff recently met with FDOT and went through the priority lists to choose projects to be advanced. The projects chosen were taken in ranked order with a few exceptions (due to the projects not being ready). Four existing projects from the XU Set-Aside Traffic Operations/ITS/Safety List and four new projects from the Bicycle/Pedestrian List were chosen and are being added to the Work Program for the current fiscal year (FY 2012/13). He listed the projects that were chosen and noted that both the CAC and TCC had recommended their approval. Mr. Keeth pointed out one correction which Councilman Emter had brought to his attention; the description of Alabama Trail project in DeLand indicates that funding was not yet identified, however, it is funded and will be corrected.

MOTION: Commissioner Basso moved to approve Resolution 2012-25 amending the FY 2012/13 to 2016/17 Transportation Improvement Program (as corrected). The motion was seconded by Mayor Pro Tem Matusick.

Council Member Northey asked if there was any detail on the width of the Donald Smith Boulevard Sidewalk in DeBary.

Mr. Harris responded that the project was an existing five-foot sidewalk which would be increased to eight-feet wide.

Council Member Koval added that DeBary was very interested in completing the project because it is a safety issue. Two children have been killed on the road and it is the connection from the school to an active park.

Commissioner Plaskett thanked Volusia County and TPO staff for their help on New Smyrna Beach's preemptive signalization project.

The motion carried unanimously.

B. Review and Approval of Resolution 2012-26 Amending the FY 2012/13 Unified Planning Work Program (UPWP) to Accommodate Pedestrian Safety Law Enforcement Training Grant

Ms. Bollenback explained that Action Items B and C were for the same grant which is a continuation of the pedestrian safety law enforcement program that recently took place in Orange City. The funding for the grant will be used to work with cities on the east side of Volusia County this time.

MOTION: Mayor Masiarczyk moved to approve Resolution 2012-26 amending the FY 2012/13 Unified Planning Work Program (UPWP) to accommodate the pedestrian safety law enforcement grant. The motion was seconded by Council Member Saylor.

Councilman Emter expressed concern over the amount (\$52,500) of grant money allocated for the consultant. He added that the outcome statement was extremely broad and would not be able to be measured effectively.

Mayor Kelley agreed with Councilman Emter, noting that the people violating the laws needed to be educated not law enforcement.

Discussion ensued on the acceptance of funding for projects that may not be what the TPO Board would like to pursue.

MOTION: Council Member Northey moved to approve Resolution 2012-26 amending the FY 2012/13 Unified Planning Work Program (UPWP) to accommodate the pedestrian safety law enforcement grant. The motion was seconded by Council Member Alexander.

Council Member Perrone noted that the town of Ponce Inlet was interested in participating in the program.

Mayor Pro Tem Matusick commented that she would like to have a final report after the program is completed, including whether the cities will continue with the program and its enforcement. She added that there needed to be more emphasis on changing the Florida Statutes; that is a more effective way to address the safety issues.

Mayor Kelley responded that he would support the program if it would address all of Mayor Pro Tem Matusick's concerns. He added that the money should be put into a program not a consultant.

Mr. Harris explained how the initial grant money had been used for the pedestrian safety program that took place in Orange City and noted that the itemized breakdown for the current grant had not yet been decided but TPO staff was working with FDOT to do so. The money will be distributed in a manner that will provide the most benefit to the public and the cities. He added that Orlando was currently carrying out a similar program. He added that the program has been proven to increase yielding to pedestrians in crosswalks.

Councilman Emter stated that he believed the intent of the program was good but the end result could not be measured. He called the question.

The motion carried with Mayor Kelley and Councilman Emter opposing.

C. Review and Approval of Amendment to the FY 2012/13 Volusia TPO Budget to Accommodate Pedestrian Safety Law Enforcement Training Grant

MOTION: Council Member Cusack moved to approve the amendment to the FY 2012/13 Volusia TPO Budget to accommodate the pedestrian safety law enforcement training grant. The motion was seconded by Council Member Northey.

Mayor Pro Tem Matusick stated that the law enforcement program was worthwhile but she would like to see it go further by looking at the results achieved by agencies that have already participated; the results should include information on whether the law enforcement agencies continued the program.

Mr. Harris responded that the consultants will be giving a presentation to the board which will provide the quantitative results from Orange City and how the program will be moving forward.

Council Member Saylor stated that in Orange City, the booklets that are distributed to drivers which explain the laws are expensive. He provided a recap of the program that had been carried out in Orange City, noting that it had been very effective. He reviewed some of the items that the program had provided, adding that after the official program ended law enforcement has continued to do the traffic stops. Council Member Saylor commented that he understood Mayor Kelley's concerns but he has seen a noticeable difference since the program began.

Councilman Emter requested that when an item is brought before the TPO Board, it should be scrutinized more carefully for cause and effect and whether the results can be attributed to the project.

Ms. Bollenback reminded the members that the TPO has access to funds that are available for plans and studies. She added that she understood the frustration of relying heavily on

consultants to do the work, however, consultants act as an extension of the limited TPO staff. Mr. Harris's safety program is very well respected throughout the state and the region; this is one more facet to try to improve safety in the area. Ms. Bollenback added that cost benefit analysis and follow up efforts are important.

Commissioner Basso asked if the law enforcement safety program offered any liability protection for the police officers that participated.

Ms. Bollenback responded that she did not know but would follow up with the consultants.

Commissioner Plaskett called the question.

The motion carried with Mayor Kelley and Commissioner Ford opposing.

Recognition of Outgoing TPO Board Members

Chairman Gilliland commended County Chair Bruno for all of the sacrifice and effort he has given to the TPO and its committees. He presented to County Chair Bruno a framed and photograph of the Transportation Disadvantaged Local Coordinating Board (TDLCB), signed by its members. County Chair Bruno has chaired for the TDLCB last 20 years. Chairman Gilliland also presented him with an engraved leather planner.

County Chair Bruno thanked the members and stated that it had been an honor to serve with everyone and he apologized for being late.

Ms. Hinkley introduced the TDLCB Vice Chairperson, Ms. Mary Ellen Ottman. Ms. Ottman pointed out that the members of TDLCB had signed the back of picture. She thanked him for his hard work, dedication and commitment to provide all citizens with transportation. She wished him well in his future endeavors.

County Chair Bruno stated that it meant even more that everyone had signed the picture. He added that Ms. Ottman would be a great interim chairperson of the TDLCB in his absence and the new Volusia County Council Chairman would appoint a TDLCB Chairman after the elections.

VII. Presentations, Status Reports, and Discussion Items

A. Presentation on Transportation Funding Task Force Market Research Survey

Ms. Virginia Lewis-Whittington, MetroPlan Orlando, congratulated County Chair Bruno and thanked him for the work he has done throughout the Central Florida region. She introduced the President of *myregion.org*, Ms. Shelley Lauten, who would also be presenting.

Ms. Lewis-Whittington gave a PowerPoint presentation covering the activities of the Regional Transportation Funding Task Force (TFTF), which has been discussing

transportation funding issues throughout Central Florida. The Task Force began in 2009 and was formed to explore options for a regional transportation funding source. The task force is comprised of members from Orange, Seminole, Osceola, Lake and Volusia counties as well as representatives from Lynx and Votran. She explained that the task force had been focusing on an initiative to implement a regional tax in Georgia, which ultimately failed to pass. One charge the task force was given was to look at and understand the region's values and priorities. The proposal being presented was drafted by Dr. Dee Allsop of Heart + Mind Strategies, a research-based strategic consulting firm that specializes in conducting research needed to understand how stakeholders think and feel about important issues. The proposal to advance a regional values study was developed in partnership with other organizations throughout the region.

Ms. Lauten explained that last year a meeting that had had regional impact took place that involved over 40 organizations including United Ways, Coalitions for Homelessness and Transportation Organizations. At that meeting, a discussion had ensued over why nothing was moving forward on a regional scale even though the organizations had been working individually on regional issues. Three main themes emerged that have the greatest impact on moving forward: agreeing on "who we are" as a region, understanding the corporate, civic and individual responsibilities and investing in a regional transportation system.

Ms. Lewis-Whittington explained the breakdown of costs for each of the funding partners being asked to contribute. The Volusia TPO was asked to contribute \$3,100; Lake, Space Coast and Polk TPOs have already approved their contributions.

Commissioner Matusick stressed that the entire region needed to be considered equally.

Councilman Emter asked what was expected to be the end result of the study.

Ms. Lauten clarified that the result is to gain a clear understanding of the values of the citizens in Central Florida so that they can be presented with a regional transportation plan that reflects those values.

Discussion ensued on the benefits of the study to Volusia County, Flagler County and the Volusia TPO.

Councilman Emter asked what the study would do that would provide Volusia County with additional transportation funding at some point in the future.

Ms. Lauten stated that at the conclusion of the study, the result will be that seven counties agree on a funding mechanism for a regional transportation investment.

Ms. Lewis-Whittington added that part of the long-range transportation plan development process includes ascertaining public opinion and this study would augment that process; it will give a snapshot of what the residents are willing to pay for future projects.

Council Member Northey stated that she would support this effort because it is a very important study and it would provide new information that will be very useful.

Discussion ensued on the proposal that failed in Atlanta, Georgia.

Commissioner Ford stated that he felt the proposal was not well written and that the TPO should not be paying for listening tools. He added that the proposal was not a quality design that would get quality results.

Discussion continued.

Chairman Gilliland asked if the TPO Board could take action since it was not on the agenda as an action item.

Ms. Bollenback responded that the board could take action if desired. The study would not require a change to the UPWP or the budget because the TPO has previously set aside funds to be used to conduct a survey.

MOTION: Council Member Northey moved to authorize \$3,100 to be allocated to the Transportation Funding Task Force market research survey. The motion was seconded by County Chair Bruno and carried with Commissioner Ford opposing.

B. Presentation on Initial Findings of Phase I of the US 17-92 Corridor Improvement Program (CIP)

[Handout provided]

Mr. R. Sans Lassiter, Lassiter Transportation Group, introduced Mr. Clay Ervin and Mr. Tom Harowski, also from Lassiter Transportation Group, noting that they were part of the consultant team working on Phase I of the US 17-92 Corridor Improvement Program (CIP).

Mr. Lassiter gave a PowerPoint presentation which outlined the purpose, initial findings and the next steps in the CIP process. He added that the target completion date is mid-December and the final results would be presented to the committees in November.

Discussion ensued.

Council Member Saylor commented that an area of concern he had received from the Chamber of Commerce was the fact that the TPO Board has already voted to have projects removed from the study, including the six-laning of US 17-92. Also, the west parkway, which is a truck route around Orange City, would allow the interior of the city to be developed. The west parkway exists and is in some plans but has no priority.

Mr. Ervin stated that one of the charges they were given was to make sure the projects listed were in approved, official documents regardless of whether they were complete or funded. The six-laning of US 17-92 was not in any of the plans looked at but was part of a development of regional impact (DRI). It is currently identified as a conflicting project that may not be in the final list. He added that parallel facilities have to be identified and they were aware of western beltway which will be included.

C. Presentation on Volusia County Road Program

[Handout provided]

Mr. Cheney gave a PowerPoint presentation on Volusia County's Five-Year Road Program. He noted that there had been a decline in gas tax revenue over the last few years. He pointed out that the core mission of the Volusia County's Public Works department is system preservation; construction of major county thoroughfare roads is secondary. Mr. Cheney reviewed the projects that are funded for construction in the next five years and explained that alternative transportation funding sources are being studied. Mr. Cheney also provided an overview of the Public Works Strategic Roadway Plan.

Discussion ensued.

Ms. Bollenback commented that in the future the TPO Board would be receiving a presentation on a recent MPOAC study that looked at transportation funding.

D. FDOT Report

Ms. Schoelzel introduced FDOT's new Volusia TPO Liaison, Mr. Jim Brown. She added that he came from FDOT's project management office and has a Bachelor's degree in Public Relations. She provided updates on the projects currently underway.

Commissioner Matusick noted that the timing for the light on the east/west side of US 17-92, Orange Camp Road and McGregor Boulevard in DeLand was too short.

Ms. Schoelzel responded that she would follow up with the city and county.

VIII. Executive Director's Report

® Priority Project List Development

Ms. Bollenback reminded the TPO members that eight projects had been moved into the TIP and dropped off the priority lists. The updated priority lists would be provided with the November agenda.

® Reapportionment Activities

Ms. Bollenback stated that the Reapportionment Subcommittee would be meeting immediately following the TPO meeting.

® MAP-21 Update

Ms. Bollenback stated that at a recent Central Florida MPO (CFMPOA) meeting, Mr. T.J. Fish, Lake-Sumter MPO Executive Director, proposed looking into combining MAP-21 Transportation Alternatives funding each TPO receives as a region. The Volusia TPO is estimated to receive roughly \$450,000 annually in Transportation Alternatives funding; the state portion will be over \$5 million. Because some of the TPOs already have their projects programmed out for a few years, the initial idea is to encourage the state to consider a "regional" priority list. She asked the members to think about how that might impact their jurisdictions.

Ms. Bollenback announced that the Transportation Disadvantaged Local Coordinating Board (TDLCB), a subcommittee of the TPO Board, would be holding a public hearing on November 14, 2012 at 11:30 a.m. at Votran. Any comments that are received will come back to the TPO Board.

Ms. Bollenback added that the Florida Public Transit Association (FPTA) would be holding their annual conference October 28 -30 in Daytona Beach.

IX. Volusia TPO Board Member Comments

Chairman Gilliland welcomed Commissioner Jim Ardell from Beverly Beach.

Commissioner Ardell stated that he was substituting for Commissioner Shupe but he hoped to attend other meetings.

The TPO Board members thanked County Chair Bruno and Commissioner Plaskett for their service.

Council Member Koval announced that Splash Park in DeBary had been completed and the grand opening would take place in the spring.

Commissioner Basso asked if suggestions could be submitted via email or mail for the TD public hearing if he was unable to attend.

Ms. Bollenback replied that TPO staff would email that information to the members.

County Chair Bruno stated that Ms. Janet Kisner, Votran Bus Operator, had been recognized as the Bus Operator of the Year for the State of Florida.

Council Member Alexander thanked FDOT for the widening of I-95 from the Brevard County line north to SR 44. She added that the groundbreaking was scheduled for October 30, 2012 at the Brevard County rest area.

Chairman Gilliland stated that deadline to submit applications for the TPO Executive Director position was Friday, November 2, 2012 at noon. He added that five applications had been received thus far.

X. Information Items

- Citizens' Advisory Committee Attendance Record – 2012
- Technical Coordinating Committee Attendance Report – 2012
- Bicycle/Pedestrian Advisory Committee Attendance Record – 2012
- Orange City Pedestrian Safety Press Release
- FDOT Clarification on Definition of "Production-Ready"

XI. Adjournment

There being no further business, the meeting adjourned at 10:57 a.m.

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

CITY OF DAYTONA BEACH, COMMISSIONER ROBERT GILLILAND
CHAIRMAN, VOLUSIA TPO

CERTIFICATE:

The undersigned, duly qualified and acting Recording Secretary of the Volusia TPO certified that the foregoing is a true and correct copy of the minutes of the October 23, 2012 regular meeting of the Volusia Transportation Planning Organization (TPO) Board, approved and duly signed this 27th day of November 2012.

PAMELA C. BLANKENSHIP, RECORDING SECRETARY
VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION
MONTHLY TREASURER REPORT FY 12/13
PERIOD ENDING OCTOBER 31, 2012

<u>DESCRIPTION</u>	<u>12/13 BUDGET</u>	<u>CURRENT MONTH</u>	<u>FYTD TOTAL</u>	<u>UNDER (OVER) BUDGET</u>	<u>FYTD % BUDGET</u>
<u>REVENUES</u>					
LOCAL FUNDS	\$162,364.00	\$29,643.49	\$54,591.96	\$107,772.04	33.62%
STATE FUNDS	50,915.00	715.72	715.72	50,199.28	1.41%
FEDERAL FUNDS	<u>1,865,453.00</u>	<u>97,756.91</u>	<u>97,756.91</u>	<u>1,767,696.09</u>	5.24%
<u>REVENUES</u>	<u>\$2,078,732.00</u>	<u>\$128,116.12</u>	<u>\$153,064.59</u>	<u>\$1,925,667.41</u>	7.36%
<u>EXPENSES</u>					
SALARIES	\$530,254.00	\$40,290.21	\$144,071.79	\$386,182.21	27.17%
FRINGE BENEFITS	176,185.00	10,516.48	48,026.92	128,158.08	27.26%
OFFICE SUPPLIES	12,500.00	121.74	572.78	11,927.22	4.58%
POSTAGE	13,800.00	73.30	2,528.02	11,271.98	18.32%
OFFICE RENT EXPENSE	128,959.00	10,515.23	48,109.24	80,849.76	37.31%
ADVERTISING	4,000.00	250.00	588.80	3,411.20	14.72%
PRINTING	5,000.00	0.00	511.39	4,488.61	10.23%
CONFERENCE, WORKSHOPS & SEMINAR FEES	5,720.00	0.00	440.00	5,280.00	7.69%
FEES	28,600.00	5,186.09	20,518.91	8,081.09	71.74%
DUES	1,475.00	0.00	250.00	1,225.00	16.95%
PUBLICATIONS	1,500.00	0.00	0.00	1,500.00	0.00%
COPY EXPENSE	26,500.00	5,227.20	8,862.65	17,637.35	33.44%
COPY MACHINE COSTS	27,730.00	1,714.98	4,789.52	22,940.48	17.27%
TRAVEL EXPENSE	24,500.00	1,850.64	3,214.71	21,285.29	13.12%
AWARDS PROGRAM/PROMO	10,500.00	1,435.40	1,488.40	9,011.60	14.18%
SPECIAL STUDIES	837,092.00	44,844.85	152,390.34	684,701.66	18.20%
PROFESSIONAL SERVICES	162,100.00	7,667.45	28,516.78	133,583.22	17.59%
MEETING EXPENSE	2,500.00	184.07	730.76	1,769.24	29.23%
LIABILITY INSURANCE	10,000.00	0.00	4,480.00	5,520.00	44.80%
REPAIRS	1,500.00	0.00	403.15	1,096.85	26.88%
NETWORK COSTS	26,865.00	1,704.94	5,479.78	21,385.22	20.40%
CAPITAL OUTLAY	12,000.00	0.00	0.00	12,000.00	0.00%
SOFTWARE	9,718.00	0.00	495.00	9,223.00	5.09%
TELEPHONE	3,628.00	198.00	792.00	2,836.00	21.83%
EDUCATION	2,750.00	0.00	0.00	2,750.00	0.00%
CONTINGENCY	<u>13,356.00</u>	<u>0.00</u>	<u>0.00</u>	<u>13,356.00</u>	0.00%
<u>EXPENSES</u>	<u>\$2,078,732.00</u>	<u>\$131,780.58</u>	<u>\$477,260.94</u>	<u>\$1,601,471.06</u>	22.96%
<u>BALANCE</u>	<u>\$0.00</u>	<u>(\$3,664.46)</u>	<u>(\$324,196.35)</u>	<u>\$324,196.35</u>	

33.33% OF YEAR COMPLETE

Cash Balance as of October 31, 2012 \$236,451.28



***Executive Committee Report
November 12, 2012***

- Received an update from Mr. Howard Tipton on the Executive Director Search Process and set the next Executive Director Search Committee meeting for Monday, January 7, 2013 at 2:00 p.m.
- Authorized the purchase of a new server for the Volusia TPO
- Approved the 2040 Long Range Transportation Plan (LRTP) Selection Committee members to consist of the one TPO Board member, the TCC Chairman, the TPO Executive Director and Senior Planner; appointed Council Member Northey as the TPO Board member to serve on the committee
- Discussed request from Flagler Beach for resolution of support from the TPO to postpone the placement of seawalls by FDOT along SR A1A until other options can be explored; agreed to postpone action until additional information can be obtained and potentially place the item on the January or February agenda as a presentation
- Discussed reapportionment changes being explored by FDOT's Office of Policy & Planning and directed TPO Chairman to draft a letter opposing any changes to the Florida Statutes at the current time
- Notified that a letter from FDOT was received which provided a deadline for reapportionment; was informed by FDOT Liaison that an extension could be requested
- Approved the draft November 27, 2012 TPO Board agenda with modifications
- Discussed new member orientation and directed TPO staff to invite incoming Volusia County Council members to the November TPO Board meeting
- Agreed to have the TPO Board retreat in February 2013 with a specific date to be chosen at a later date; directed Interim Executive Director to conduct individual orientation meetings with incoming TPO Board members
- Discussed TPO Board meeting procedures and the process for handling items that are unclear
- Discussed the procedure for handling incoming requests for support from the TPO for grant applications and directed those items to be placed on the TPO Board Consent Agenda for approval
- Teleconferenced with Council Member Wagner and discussed the new Miami-Orlando Passenger Rail Service rail spur between Cocoa and Orlando International Airport; added a discussion item on the rail spur to the November TPO agenda

The next Executive Committee meeting will be on Monday, January 7, 2013



Bicycle/Pedestrian Advisory Committee (BPAC)
November 14, 2012
Report to Board

- **Approved** the minutes of the October 10, 2012 BPAC meeting with minor modifications
- **Recommended Approval** of the draft XU Bicycle/Pedestrian Project Proposal Requirements and Scoring Criteria with minor modifications
- **Recommended Approval** of the current 10% required local match for XU Bicycle/Pedestrian Projects
- **Recommended Approval** of Resolution 2012-XX amending the FY 2012/13 to FY 2016/17 Transportation Improvement Program (TIP)
- **Cancelled** the December 12, 2012 BPAC meeting
- **Received** a presentation on Bicycle & Pedestrian Safety: Award-Winning Public Service Announcements created by students in Volusia County Schools
- **Discussed** the role of the BPAC in ranking Transportation Alternatives Program (TAP) Project Applications

*****The next meeting of the BPAC will be on Wednesday, January 9, 2013*****



**Transportation Disadvantaged Local Coordinating Board (TDLCB)
Meeting Summary
November 14, 2012**

NO QUORUM

- **Received** general overview of the Q'Pod Fully Integrated Wheelchair Passenger Securement Station by Edie Biro, Votran Paratransit Operations Supervisor
- **Received** update on Votran's request for proposal for "Provision of Paratransit Services in Volusia County" by Liz Suchsland, Assistant General Manager for Maintenance/Operations; website address for this document was also provided to the members
- **Received:** TDLCB meeting schedule for 2013
- **Received** project summary – Validity and Usability of a Safe Driving Behavior Measure for Older Adults

- A Public Hearing on the Transportation Disadvantaged Services for Volusia County was held on November 14, 2012. No comments from the general public were received on the Volusia County Transportation Disadvantaged Program

****Next meeting of the TDLCB will be January 9, 2013****

Summary of MPOAC Regional Governance Workshop (October 24, 21012) and Staff Directors and Governing Board Meetings (October 25, 2012)

These meetings were part of a two-day event coordinated by the MPOAC. The first day included an all day workshop to discuss regional governance and coordination. Invitations were sent to MPOAC Staff Directors and Governing Board representatives, FDOT central office and district staff and members of the Florida Transportation Commission. Activities for the second day included the regularly scheduled MPOAC meeting of Staff Directors and Governing Board.

Day 1 - Regional Governance Workshop

- Mr. Hal Beardall of the Florida Resolution Consensus Center welcomed participants and reviewed the workshop objectives including reviewing reapportionment, discussing the effectiveness of regional MPO cooperation and lessons learned, and reviewing potential opportunities to facilitate and enhance regional efforts.
- Setting the Stage for Regional Cooperation and the Reapportionment Process – Ms. Kathleen Neill from the FDOT Office of Policy and Planning provided a review of the 2000 Census Re-designation and upcoming steps including the re-designation letters to be sent from the Governors’ office in coming weeks. Ms. Neill explained that these letters would include expectations for the completion of required activities based on the extent of the changes involved.

Mr. Harry Barley of Metroplan Orlando led a discussion regarding the structure of Regional MPO Alliances and the proliferation of transportation agencies created since 1990. Mr. Barley challenged the group with the question of whether this is our actual intention?

Mr. Ron Howe of the Florida Transportation Commission (FTC) reviewed the goals of the FTC and the Regional Governance Initiative. He discussed the examination of existing structures and organizations and the need to identify opportunities for greater efficiencies.

- The group then reviewed the results of a survey regarding regional cooperation and governance completed by FDOT and MPO representatives. The survey asked questions about regional decision-making and coordination and compared the responses of FDOT and MPO members. The survey also presented responses regarding “what has or has not worked” and key opportunities and challenges.
- During the afternoon session, Mr. Beardall led discussions building upon earlier presentations regarding lessons learned, challenges and opportunities and potential next steps. Participation among those in attendance was strong and most recognized the increasing need for coordination and partnering to advance goals, access and/or leverage funding opportunities and streamline efforts.

NOTE: workshop materials can be found at <http://consensus.fsu.edu/MPOAC-FDOT-Workshop>

Day 2 - Staff Directors and Governing Board Meetings

- Approved minutes of July 26, 2012 meeting
- Received the Executive Director's Report – Mr. Howard Glassman provided an update of activities including the first quarter Budget Report. Mr. Glassman provided a summary of the Regional Governance Workshop held the previous day. He updated the groups on activities to share the results of the MPOAC Transportation Revenue Study including a letter sent to Governor Rick Scott by the MPOAC Governing Board Chair, Mayor Richard Kaplan, Broward MPO.

Mr. Glassman provided an overview of issues that will be addressed by the Policy and Technical Committee in an upcoming meeting on November 30, 2012 meeting in Tampa. These included developing 2013 legislative positions, guidelines for developing financial information for the LRTP's, continued implementation of the MPOAC Transportation Revenue Study and a status update on the 2060 Florida Transportation Plan.

Mr. Glassman also presented the 2013 meeting schedule (January 24, April 25, July 25 & October 30) and the dates and locations being considered for the MPOAC Institute (Tampa on May 17-19 & Orlando on April 12-14 or 17-19).

- FDOT Report – Ms. Kathleen Neill discussed 2013 legislative initiatives for the state and advised members that they intend to review 339.175 F.S. pertaining to MPO membership. The review would consider membership caps, voting and other portions of the law that may need to be revised. She also let members know that FDOT expected to send official reapportionment letters to MPO's during the month of November. These topics generated lively discussion and members expressed a variety of concerns regarding the review. Ms. Neill also announced her plans to retire in January.

Ms. Neill and Mr. Bob Romig presented additional information pertaining to: Florida Rail Enterprise, changes to SIS designation criteria, the Transportation Alternatives Program and FDOT's intention to protect projects currently funded in the work program, the review of federal functional classification and performance measures (this item is expected to be discussed as part of the January agenda).

- FHWA Report – Ms. Lee Ann Jacobs and Karen Brunelle provided an update regarding the development of performance measures and guidance for the Transportation Alternative Program (TAP) in MAP-21. Ms. Jacobs notified members that they would be distributing the LRTP expectations letter sometime during the month of November. They reviewed a new website developed for FHWA titled Federal-aid Essentials. The site is intended to provide an on-line library of videos and resources developed to inform local agencies about federal requirements (<http://www.fhwa.dot.gov/federal-aidessentials>). They also discussed the FHWA effort to reduce pedestrian injuries and fatalities by focusing on the states and cities with the highest crash rates. In Florida, these include Jacksonville, St. Petersburg, Tampa, Orlando, Ft. Lauderdale and Miami.

MPOAC Report for October 24 & 25, 2012

- Florida Transportation Commission (FTC) – Mr. Mark Reichert, Assistant Executive Director of the FTC presented an overview of the organization, explaining that it was originally intended to oversee FDOT and to identify potential efficiencies and was later expanded to encompass other agencies. He discussed the Expressway Authority Study, the Regional Governance Initiative, Fuel Tax Sustainability and Trade and Logistics.
- Florida Public Transportation Association (FPTA) – Ms. Lisa Bacot gave a presentation regarding the FPTA and the status of public transportation in Florida. She discussed the benefits of public transit and discussed funding challenges including a comparison of per capita rates among states.
- Center for Urban Transportation Research (CUTR) – A brief presentation was provided regarding research support available through CUTR.



REAPPORTIONMENT SUBCOMMITTEE

REPORT TO TPO BOARD

OCTOBER 23, 2012

- Discussed modifying the TPO's planning boundaries to include the following: the city limits of Flagler Beach in its entirety (at the request of Flagler Beach); continuous segments of SR 100 east of US 1; all of I-95 north of the Volusia County border
- Received a letter from the city of Flagler Beach requesting that the boundaries include an additional section of the city
- Received a presentation from Flagler County outlining their request to revise the TPO's planning boundaries focusing on three locations; their proposal for membership on the TPO Board and the city of Bunnell's request for representation on the TPO Board
- Reviewed a letter from the city of Palm Coast opposing Flagler County's proposal
- Discussed the potential effects on funding for rural roads (SCOP and SCRAP) in Flagler County if they are included in the TPO's planning boundaries and requested clarification on the eligibility for rural funding; details were not known
- Requested that a representative from FDOT be present at the next Reapportionment Subcommittee meeting
- Discussed the timeline for completing all reapportionment activities
- Directed staff to gather information on SCRAP and SCOP funding eligibility as well as other funding sources and how they are applied to roadway improvements in the TPO planning area, requested that information from the model network used during the 2035 LRTP effort be compiled
- Directed staff from the TPO, Flagler County and Palm Coast meet to discuss the issues and provide a recommendation back to the Reapportionment Subcommittee at the next meeting
- Requested an update on the meeting scheduled for Wednesday, October 31st between Flagler County, FDOT and TPO staff
- Set the date for the next Reapportionment Subcommittee meeting for November 27, 2012 immediately following the TPO Board meeting

From: [TT Barlow](#)
To: [Pamela Blankenship](#)
Cc: [Malecia Harris](#)
Subject: Southeast Volusia Corridor Improvement Coalition
Date: Thursday, November 01, 2012 2:19:05 PM
Attachments: [Brownfield Support Letter-Template.docx](#)

Pamela,

Recently, the Cities of Oak Hill, New Smyrna Beach and Edgewater have formed a partnership coalition in order to apply for an Environmental Protection Agency (EPA) Brownfields Coalition Assessment Grant. If awarded, the grant will provide funds to inventory, characterize, assess and conduct planning (including cleanup planning) and provide community involvement related to contaminated brownfield sites. A brownfield site is defined as real property, the expansion, redevelopment or reuse of which may be complicated by the presence or potential presence of hazardous substances pollutants, contaminants, controlled substances, petroleum products, or mine-scarred land.

The purpose of the Coalition is for the three cities to collectively work together in an effort to provide for a safer and healthier Southeast Volusia community.

With that said, I am requesting your assistance by simply completing a letter in our support for the grant award. I have attached a draft template for your consideration.

Thanks again for your support and for the benefits you also offer to Southeast Volusia. Together we can make **OUR** community a safer and better place for all.

Tracey T. Barlow
City Manager
City of Edgewater

To signup for Edgewater's E-newsletters click
<http://www.cityofedgewater.org/index.php/newsletter-signup>

To Like us on Facebook click <https://www.facebook.com/pages/City-of-Edgewater-Florida/156640071072841>

To visit our website click <http://www.cityofedgewater.org/>

From: [TT Barlow](#)
To: [Pamela Blankenship](#)
Cc: [Malecia Harris](#)
Subject: Southeast Volusia Corridor Improvement Coalition
Date: Thursday, November 01, 2012 2:19:05 PM
Attachments: [Brownfield Support Letter Template.docx](#)

Pamela,

Recently, the Cities of Oak Hill, New Smyrna Beach and Edgewater have formed a partnership coalition in order to apply for an Environmental Protection Agency (EPA) Brownfields Coalition Assessment Grant. If awarded, the grant will provide funds to inventory, characterize, assess and conduct planning (including cleanup planning) and provide community involvement related to contaminated brownfield sites. A brownfield site is defined as real property, the expansion, redevelopment or reuse of which may be complicated by the presence or potential presence of hazardous substances pollutants, contaminants, controlled substances, petroleum products, or mine-scarred land.

The purpose of the Coalition is for the three cities to collectively work together in an effort to provide for a safer and healthier Southeast Volusia community.

With that said, I am requesting your assistance by simply completing a letter in our support for the grant award. I have attached a draft template for your consideration.

Thanks again for your support and for the benefits you also offer to Southeast Volusia. Together we can make **OUR** community a safer and better place for all.

Tracey T. Barlow
City Manager
City of Edgewater

To signup for Edgewater's E-newsletters click
<http://www.cityofedgewater.org/index.php/newsletter-signup>

To Like us on Facebook click <https://www.facebook.com/pages/City-of-Edgewater-Florida/156640071072841>

To visit our website click <http://www.cityofedgewater.org/>



November 27, 2012

Malecia J. N. Harris, Grants/Project Coordinator
City of Edgewater
P.O. Box 100
1108 S. Ridgewood Avenue
Edgewater, FL 32132

Dear Ms. Harris,

As Chairman of the Volusia Transportation Planning Organization (TPO) Board, I am pleased to submit to you this letter of support for the City of Edgewater, City of New Smyrna Beach and the City of Oak Hill regarding the Southeast Volusia Corridor Improvement Coalition partnership. The Volusia TPO Board also supports your application for a Community-wide Hazardous Substance and Petroleum Products Brownfields Coalition Assessment Grant.

The TPO Board fully supports the purpose of the grant funding to provide contaminated area assessment opportunities and consideration of award to the Southeast Volusia Corridor Improvement Coalition. This program will strengthen cleanup and redevelopment initiatives within Southeast Volusia County, Florida and will support activities that may be identified through the Volusia TPO's US 1 Corridor Improvement Program (CIP). The initiative will not only enhance opportunities to make a safer environment by identifying contaminated locations for the purpose of mitigating but will also further current redevelopment initiatives for the area as well.

Not only will the cleanup and redevelopment projects make for safer communities, it will also provide positive economic benefits for the community.

Sincerely,

Robert Gilliland, Chairman
Volusia TPO Board

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2012-27

RESOLUTION OF THE VOLUSIA TRANSPORTATION PLANNING ORGANIZATION (TPO) REGARDING THE DESIGNATED RECIPIENT OF FEDERAL TRANSIT ADMINISTRATION (FTA) FORMULA-BASED FUNDS (SECTION 5310) FOR THE VOLUSIA COUNTY URBANIZED AREA

WHEREAS, federal law and state law requires that an urban area have a continuing, cooperative, and comprehensive transportation planning and programming process in place as a condition to receive federal and state transportation funding; and

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

WHEREAS, the Volusia Transportation Planning Organization recognizes that the Florida Department of Transportation District Five has long served as the designated recipient of Federal Transit Administration (FTA) formula-based funds for Transportation for the Elderly Persons and Persons with Disabilities (Section 5310 funds); and

WHEREAS, Moving Ahead for Progress in the 21st Century Legislation (MAP-21) designated the County of Volusia, d/b/a Votran as the direct, designated recipient for Section 5310 in the urban area; and

WHEREAS, the Volusia Transportation Planning Organization recognizes that there are efficiencies to be achieved by consolidating these activities in the District; and

WHEREAS, the Florida Department of Transportation District Five has indicated a willingness to continue serving as the direct, designated recipient for FTA Section 5310 formula-based funds;

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

1. Volusia TPO requests that the Governor submit a letter to FTA expressing concurrence for the selection of the Florida Department of Transportation as the direct, designated recipient for FTA Section 5310 formula-based funds for the Volusia County Urbanized Area; and
2. the Chairman of the TPO (or his designee) is hereby authorized and directed to transmit this resolution to the:
 - a. Governor, State of Florida;
 - b. Secretary of Transportation, State of Florida;
 - c. Secretary of FDOT District 5;

- d. Federal Transit Administration, Region 4 (through the Florida Department of Transportation)
- e. East Central Florida Regional Planning Council;
- f. Members of the Central Florida MPO Alliance;
- g. Volusia County d/b/a Votran; and
- h. Federal Transit Administration, Region 4.

DONE AND RESOLVED at the regular meeting of the Volusia TPO held on the 27th day of November 2012.

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

**CITY OF DAYTONA BEACH, COMMISSIONER ROBERT GILLILAND
CHAIRMAN, VOLUSIA TPO**

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia TPO held on November 27, 2012.

ATTEST:

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

**MEETING SUMMARY
(TPO BOARD)
NOVEMBER 27, 2012**

VI. ACTION ITEMS

A. REVIEW AND APPROVAL OF RESOLUTION 2012-28 AMENDING THE FY 2012/13-2016/17 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Background Information:

The Volusia TPO has identified additional funding that is available for programming projects from our adopted Priority Lists for XU Traffic Operations/ITS/Safety Projects, XU Bicycle/Pedestrian Projects and Transportation Alternative Projects. TPO staff met with FDOT staff to identify projects for programming based on their readiness (i.e., match commitments have been received, no serious unresolved issues exist, plans and other required documentation are sufficient and funds are available to fully cover a complete phase).

ACTION REQUESTED:

MOTION TO APPROVE RESOLUTION 2012-28 AMENDING THE FY 2012/13 - 2016/17 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2012-28

RESOLUTION OF THE VOLUSIA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FY 2012/13 TO FY 2016/17 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, the Volusia TPO shall annually endorse and amend as appropriate, the plans and programs required by 23 C.F.R. 450.300 through 450.324, among which is the Transportation Improvement Program (TIP); and

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

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

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

1. Volusia TPO's FY 2012/13 to FY 2016/17 TIP is hereby amended by adding new projects and/or project phases as shown in Attachment A, attached hereto and made a part of this resolution; and the
2. Chairman of the Volusia TPO (or his designee) is hereby authorized and directed to submit the FY 2012/13 to FY 2016/17 TIP as amended to the:
 - a. Florida Department of Transportation;
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation);
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation); and the
 - d. Federal Aviation Administration (FAA) (through the Orlando Airport District Office).

DONE AND RESOLVED at the regular meeting of the Volusia TPO held on the 27th day of November 2012.

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

CITY OF DAYTONA BEACH, COMMISSIONER ROBERT GILLILAND
CHAIRMAN, VOLUSIA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia TPO held on November 27, 2012.

ATTEST:

PAMELA C. BLANKENSHIP, RECORDING SECRETARY
VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

ATTACHMENT "A"

Resolution 2012-28

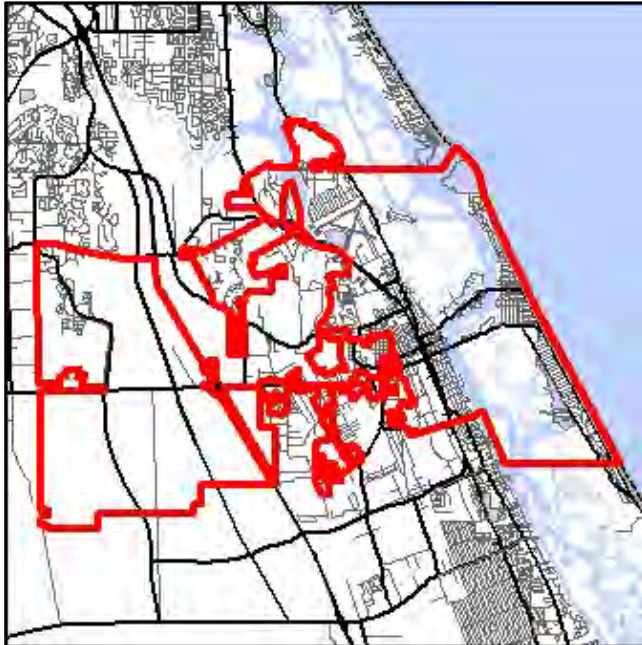
Amending the

FY 2012/13 to FY 2016/17

Transportation Improvement Program (TIP)

November 27, 2012



Candidate-2012-4 City of New Smyrna Beach Traffic Signal Preemption**Non-SIS****Work Summary:** Traffic Control
Devices/System**From:** City-wide**To:****Trans System:** Non-System
Specific**Jurisdiction:** City of New Smyrna Beach

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	XU (SU)	181,249	0	0	0	0	181,249
CST	XU (SU)	0	0	192,305	0	0	192,305
CST	LF	20,139	0	0	0	0	20,139
CST	LF	0	0	21,367	0	0	21,367
Total		201,388	0	0	0	0	201,388
Total		0	0	213,673	0	0	213,673

Project Description:

Install traffic preemption equipment on twenty-three traffic lights within the New Smyrna Beach City limits. Total project cost is ~~\$201,388~~ \$213,673. [The VTPO's support for traffic operations, intelligent transportation systems \(ITS\), and safety projects is expressed on pgs 1, 44, 49, 92, and 96 of the 2035 Long Range Transportation Plan.](#)

Candidate-2012-# **Orange Avenue Signal System Mast Arm****Non-SIS**

Work Summary: Traffic Control
Devices/Systems

From: SR 5A (Nova Rd)

To: South Beach St

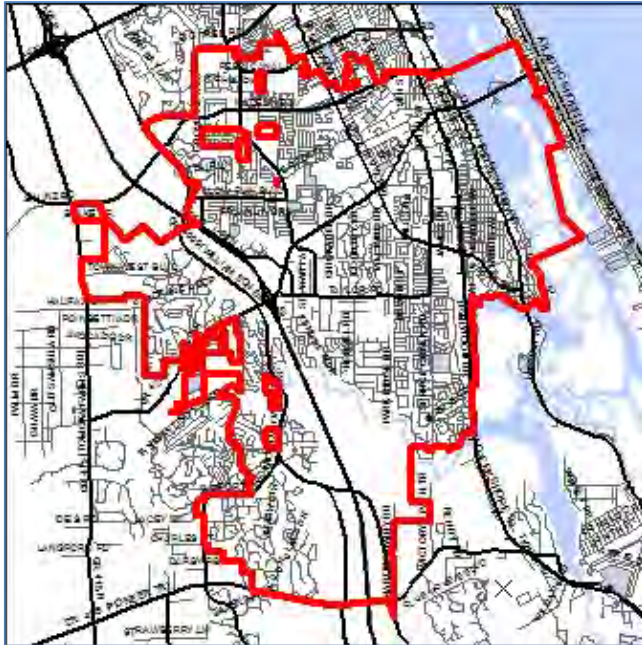
Trans System: Non-Interstate Off
State Highway

Jurisdiction: Daytona Beach

<u>Fund</u>		<u>2012/13</u>	<u>2013/14</u>	<u>2014/15</u>	<u>2015/16</u>	<u>2016/17</u>	<u>Total</u>
<u>Phase</u>	<u>Source</u>						
CST	XU (SU)	1,650,000	0	0	0	0	1,650,000
CST	LF	183,333	0	0	0	0	183,333
Total		1,833,333	0	0	0	0	1,833,333

Project Description:

Upgrade signal support system to mast arms at 8 locations along Orange Avenue between SR 5A (Nova Road) and South Beach Street. The total project cost is approximately \$1,833,333. The VTPO's support for traffic operations, intelligent transportation systems (ITS), and safety projects is expressed on pgs 1, 44, 49, 92, and 96 of the 2035 Long Range Transportation Plan.

Candidate-2012-# **Port Orange Energy Efficient LED Traffic Signals****Non-SIS**

Work Summary: Traffic Control
Devices/Systems

From: City-wide

To:

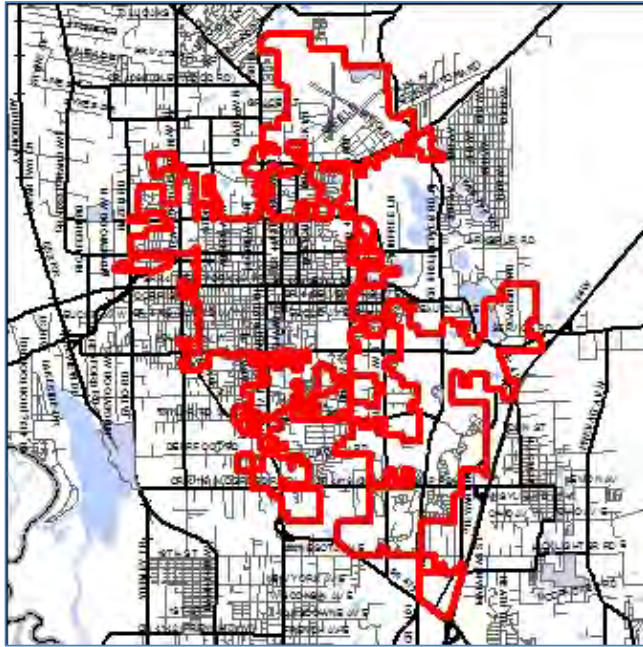
Trans System: Non-System
Specific

Jurisdiction: Port Orange

<u>Phase</u>	<u>Fund Source</u>	<u>2012/13</u>	<u>2013/14</u>	<u>2014/15</u>	<u>2015/16</u>	<u>2016/17</u>	<u>Total</u>
CST	XU (SU)	90,000	0	0	0	0	90,000
CST	LF	10,000	0	0	0	0	10,000
Total		100,000	0	0	0	0	100,000

Project Description:

Upgrade traffic signals to energy efficient LEDs at 20 signalized intersections throughout the city. The total project cost is approximately \$100,000. The VTPO's support for traffic operations, intelligent transportation systems (ITS), and safety projects is expressed on pgs 1, 44, 49, 92, and 96 of the 2035 Long Range Transportation Plan.

Candidate-2012-# **DeLand Traffic Sign Replacement****Non-SIS****Work Summary:** Traffic Control
Devices/Systems**From:** City-wide**To:****Trans System:** Non-System
Specific**Jurisdiction:** City of DeLand

Phase	<u>Fund Source</u>	<u>2012/13</u>	<u>2013/14</u>	<u>2014/15</u>	<u>2015/16</u>	<u>2016/17</u>	<u>Total</u>
CST	XU (SU)	32,400	0	0	0	0	32,400
CST	LF	3,600	0	0	0	0	3,600
Total		36,000	0	0	0	0	36,000

Project Description:

Replace 600 traffic signs with MUTCD compliant signs. All signs to be replaced are under City of DeLand maintenance jurisdiction and are on federal-aid roads. The total project cost is approximately \$36,000. The VTPO's support for traffic operations, intelligent transportation systems (ITS), and safety projects is expressed on pgs 1, 44, 49, 92, and 96 of the 2035 Long Range Transportation Plan.

4154347**East Central Regional Rail Trail – Section 7****Non-SIS****Work Summary:** Bike Path/Trail**From:** ½ mile south of SR 442**To:** Dale St**Trans System:** Off State Hwy
Sys/Off Fed Sys**Jurisdiction:** Volusia County

<u>Phase</u>	<u>Fund</u>	<u>2012/13</u>	<u>2013/14</u>	<u>2014/15</u>	<u>2015/16</u>	<u>2016/17</u>	<u>Total</u>
	<u>Source</u>						
<u>CST</u>	<u>TALU</u>	<u>456,940</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>456,940</u>
<u>CST</u>	<u>ACTU</u>	<u>235,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>235,000</u>
<u>CST</u>	<u>LF</u>	<u>1,658,060</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1,658,060</u>
<u>Total</u>		<u>2,350,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,350,000</u>

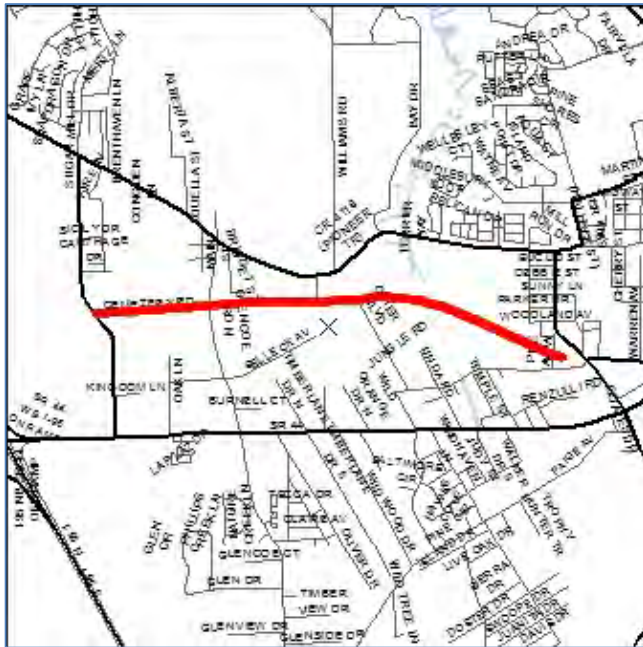
Project Description:

Construct Section 7 of a multi-use trail along abandoned rail line from the trailhead ½ mile south of SR 442 to Dale Street. The estimated total cost is \$2,350,000. Project length: 4.4 miles. (Reference Volusia TPO 2035 Long Range Transportation Plan, pgs 63-73.)

4300781

New Smyrna Beach Multi-Use Trail

Non-SIS



Work Summary: Bike Path/Trail

From: Sugarmill Dr

To: Pioneer Tr

Trans System: Off State Hwy
Sys/Off Fed Sys

Jurisdiction: New Smyrna Beach

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	LF	281,853	0	0	0	0	281,853
CST	SA	5,000	0	0	0	0	5,000
CST	XU (SU)	817,944	0	0	0	0	817,944
PE	XU (SU)	15,000	0	0	0	0	15,000
Total		1,104,797	0	0	0	0	1,104,797
Total		1,119,797	0	0	0	0	1,119,797

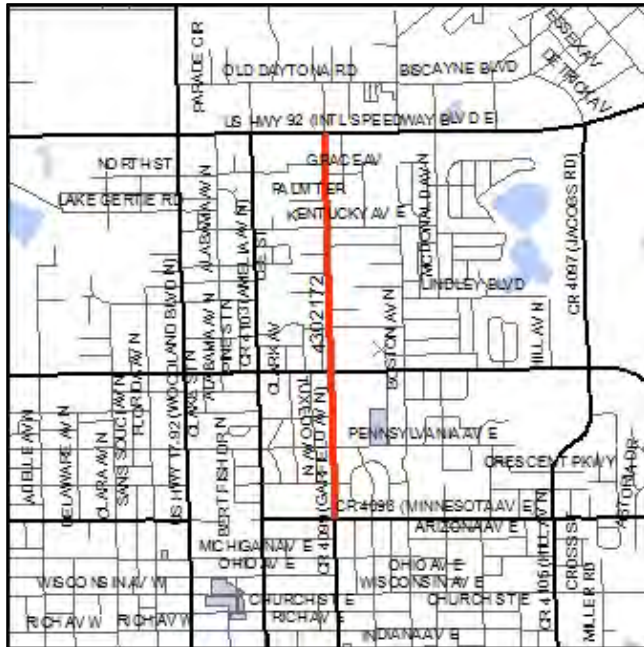
Project Description:

This is a twelve-foot wide multi-use trail extending from Sugarmill Drive to the Volusia County fire station located on Pioneer Trail. A bridge spanning Turnbull Creek is included. The estimated total project cost is ~~\$1,185,772~~ \$1,200,772 including \$80,975 incurred in prior years. Project length: 2.2 miles. (Reference Volusia TPO 2035 Long Range Transportation Plan, pgs 63-73.

4302172

Alabama Av Multi-Use Trail – Minnesota to US 92

Non-SIS



Work Summary: Bike Path/Trail

From: Minnesota Av

To: SR 600 (US 92)

Trans System: Off State Hwy
Sys/Off Fed Sys

Jurisdiction: Daytona Beach

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	XU (SU)	675,000	0	0	0	0	675,000
CST	XU (SU)	0	695,925	0	0	0	695,925
CST	LF	75,000	0	0	0	0	75,000
CST	LF	0	77,325	0	0	0	77,325
Total		750,000	0	0	0	0	750,000
Total		0	773,250	0	0	0	773,250

Project Description: Construct a multi-use trail, with a preferred width of 12 ft., along Garfield Avenue from an existing trail on US 92 to Minnesota Avenue. A related project, FM# 4302171, addresses the construction of a trail segment from the existing trail on US 92, northward along Marsh Road, to the Sperling Sports Complex. Total project cost is ~~\$900,000~~ \$923,250 including \$150,000 design costs in FY 2011/2012. [Reference Volusia TPO 2035 Long Range Transportation Plan, pgs 63-73.](#)

4330391**Volusia County Schools Bicycle Safety Training****Non-SIS**

Map
Unavailable

Work Summary: Safety Project**From:** County-wide**To:****Trans System:** Non-System
Specific**Jurisdiction:** Volusia County Public
School District

<u>Phase</u>	<u>Fund Source</u>	<u>2012/13</u>	<u>2013/14</u>	<u>2014/15</u>	<u>2015/16</u>	<u>2016/17</u>	<u>Total</u>
OPS	SR2E	55,000	0	0	0	0	55,000
OPS	DIOH	2,420	0	0	0	0	2,420
Total		57,420	0	0	0	0	57,420

Project Description: The requested funds will provide for purchase of safety supplies, equipment, and training including cones, signs, reflective book bags, helmets, reflective wrist/arm bands, bike bells, head/tail lights, 50 bicycles, stipends for teachers, and two (2) utility cargo trailers. Funds will also be provided for cost of moving the cargo trailer between schools and maintenance. The safety program will support 14 middle schools and 45 elementary schools. Middle school and elementary school physical education teachers will be trained in the Florida Traffic and Bicycle Education program. Total project cost is \$57,420.

Candidate 2012-# **Gateway Promenade Project (Flagler Beach)****Non-SIS**

**Map
Unavailable**

Work Summary: Bike/Ped**From:** 9th Street South**To:** 5th Street North**Trans System:** Non-Intrastate
State Highway**Jurisdiction:** City of Flagler Beach

<u>Phase</u>	<u>Fund Source</u>	<u>2012/13</u>	<u>2013/14</u>	<u>2014/15</u>	<u>2015/16</u>	<u>2016/17</u>	<u>Total</u>
<u>CST</u>	<u>XU (SU)</u>	<u>546,896</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>546,896</u>
<u>Total</u>		<u>546,896</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>546,896</u>

Project Description: Construct pedestrian crossings and improved pedestrian connections on SR A1A between the Atlantic Ocean beach and existing city sidewalks west of SR A1A. The total project cost is \$546,896

[Revised November 19, 2012]

Candidate 2012-# **Michigan Avenue Sidewalk (New Smyrna Beach)****Non-SIS****Work Summary:** Bike/Ped**From:** Matthews Av**To:** Schoolway Av**Trans System:** Off State Hwy
Sys/Off Fed Sys**Jurisdiction:** City of New Smyrna Beach

<u>Fund</u>							
<u>Phase</u>	<u>Source</u>	<u>2012/13</u>	<u>2013/14</u>	<u>2014/15</u>	<u>2015/16</u>	<u>2016/17</u>	<u>Total</u>
CST	XU (SU)	56,480	0	0	0	0	55,480
CST	LF	6,275	0	0	0	0	6,275
Total		62,755	0	0	0	0	62,755

Project Description: Construct a new sidewalk along Michigan Avenue between Matthews Avenue and Schoolway Avenue. The total project cost is \$62,755.

Candidate 2012-# 7th Avenue Sidewalk (New Smyrna Beach)**Non-SIS****Work Summary:** Safety Project**From:** Myrtle Av**To:** "B" St**Trans System:** Off State Hwy
Sys/Off Fed Sys**Jurisdiction:** City of New Smyrna Beach

<u>Fund</u>							
<u>Phase</u>	<u>Source</u>	<u>2012/13</u>	<u>2013/14</u>	<u>2014/15</u>	<u>2015/16</u>	<u>2016/17</u>	<u>Total</u>
CST	XU (SU)	32,481	0	0	0	0	32,481
CST	LF	3,609	0	0	0	0	3,609
Total		36,090	0	0	0	0	36,090

Project Description: Construct new sidewalk along 7th Avenue between Myrtle Avenue and "B" Street. Total project cost is \$36,090.

**MEETING SUMMARY
(TPO BOARD)
NOVEMBER 27, 2012**

VI. ACTION ITEMS

B. REVIEW AND APPROVAL OF PROPOSED REVISIONS TO THE PROJECT PRIORITY PROCESS INCLUDING THE APPLICATION AND SCORING CRITERIA FOR XU TRAFFIC OPS/ITS/SAFETY AND TRANSPORTATION ALTERNATIVES PROJECTS

Background Information:

The TIP Subcommittee reviewed the Project Priority Process including application forms and scoring criteria for XU Traffic Operations/ITS/Safety Projects and Transportation Alternatives Projects. Recommended changes are summarized below and shown in detail in the marked up application forms that follow this page.

XU Traffic Operations/ITS/Safety Projects:

1. capped at \$1,500,000 the amount of funds that may be awarded to any single project in an application cycle; capped at \$3,000,000 the total amount that may be awarded to any single project over multiple cycles; provided for waivers by the board;
2. added provision that local match shall be by project phase for each programmed phase; cash match is required for feasibility study; all other phases may use any non-federal cash match and/or in-kind services;
3. revised Safety Benefits criteria to favor projects that effectively address any of the eight Emphasis Areas identified in the Florida Highway Safety Plan; and
4. eliminated points benefit to projects that avoided railroad crossings.

Transportation Alternatives (TA) Projects:

1. replaced list of activities eligible for Transportation Enhancement (TE) funding with list of activities eligible for Transportation Alternatives (TA) funding [specifically excluding certain activities that would otherwise be eligible for TA funding];
2. reduced from \$1,000,000 to \$500,000 the amount of funding that may be awarded to any single project in an application cycle. Eliminated the \$3,000,000 cap on total award (multiple application cycles);
3. added a twenty percent (20%) local match;
4. added a scale setting the number of additional points that may be given for cash or in-kind match greater than 20%;
5. reordered the scoring criteria (Safety/Security first); and
6. increased maximum points awarded for Safety/Security criteria from 15 to 25 (reduced Livability/Sustainability and Enhancements criteria by 5 points, each).

ACTION REQUESTED:

MOTION TO APPROVE PROPOSED REVISIONS TO THE PROJECT PRIORITY PROCESS INCLUDING THE APPLICATION AND SCORING CRITERIA FOR XU TRAFFIC OPS/ITS/SAFETY AND TRANSPORTATION ALTERNATIVES PROJECTS



2012-2013 Application for Project Prioritization

XU Traffic Operations/ITS/Safety Projects

January ~~2012~~2013

General Instructions:

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

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

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

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

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

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

Incomplete applications will not be accepted.

Project Qualification:

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

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

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

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.

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

Award Limits:

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

Local Match Requirement:

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

Electronic and "Hard Copy" Submittal Requirement:

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

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



2012-2013 Application for Project Prioritization

XU Traffic Operations/ITS/Safety Projects

Project Title: _____

Applicant (project sponsor): _____

Contact Person: _____ Job Title: _____

Address: _____

Phone: _____ FAX: _____

E-mail: _____

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

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

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

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

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

Project Description: _____

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

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

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

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

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

Commentary: _____

Project Purpose and Need Statement:

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

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

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

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

Commentary: _____

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

Criteria #1 – Location (5 points max.)

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

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

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

Commentary: _____

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

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

Check the appropriate boxes to indicate which phases of work have already been completed or will not be required. For each phase that will not be required, explain why in the space provided for commentary. Include with this application a copy of any relevant studies, warrants, designs, and/or permits. If this is an application for Project Implementation, you must attach a copy of the project scope and cost estimate.

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

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

Commentary: _____

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

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

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

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

² Attach Traffic Signal Timing Study.

³ Attach Warrant Study to application; otherwise VTPO staff will assume that a Warrant Study justifying the improvement has not been completed.

⁴ Access management and ITS improvements include, but are not limited to, addition of non-traversable median greater than 50% project length, addition of curb/gutter at intersection or greater than 50% project length, closure of minor intersections or crossovers, reduction of the number of access points (driveways or driveway widths), elimination of existing at-grade RR crossing, elimination of existing on-street parking, provision of traffic signal preemption for emergency vehicles, connection of three or more traffic signals, and new connection of traffic signal system to computerized signal control.

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

Commentary: _____

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

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

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

Safety Benefits ⁶			Points
On Florida DOT's High Crash List?	Select all that apply	<input type="checkbox"/>	0–4
Intersection Crash Rate ≥ 2 per million entering vehicles ⁷		<input type="checkbox"/>	0–4
Corridor Crash Rate ≥ 2 per vehicle million miles ⁷		<input type="checkbox"/>	0–4
Street lights needed (Nighttime to Daytime Crash Rate $\geq 2^7$)		<input type="checkbox"/>	0–4
Provides pedestrian safety features (e.g., RR crossing or intersection crossing)		<input type="checkbox"/>	0–4
Subtotal			0–20

Safety Benefits ⁶			Points
The specific project location is on FDOT's High Crash List or has otherwise been identified as having an overrepresentation of severe crashes? (Provide supporting documentation (e.g., intersection crashes per million entering vehicles ⁷ , corridor crashes per million vehicle miles ⁷ , Community Traffic Safety Team report, etc.)	Select all that apply	<input type="checkbox"/>	0–5
The “problem” described on page 1 of this application is a safety issue that falls within one or more of the eight Emphasis Areas identified in the [forthcoming] 2012 Florida Strategic Highway Safety Plan (i.e., distracted driving, vulnerable road users, intersection crashes, lane departure crashes, aging road users and teen drivers, impaired driving, and traffic records) or does contribute to the ability of emergency response vehicles to effectively respond to an incident.		<input type="checkbox"/>	0–5
The proposed project represents a strategy that is professionally recognized as being effective in reducing the frequency and/or severity of traffic accidents.		<input type="checkbox"/>	0–10
Subtotal			0–20

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

⁷ Applicant must use ~~the following~~ crash rate calculation ~~formulas methodology provided by VTPO~~: 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 ~~Development Vitality~~ (10 points max.)

This criterion looks at the degree to which the proposed project will actually contribute to the ~~satisfaction~~
~~achievement~~ of one or more of the local government's adopted comprehensive plan goals or objectives, and the degree to which it supports economic ~~development vitality~~. 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.

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

Commentary: _____

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

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

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

Infrastructure Impacts			Points
Major Drainage Impact – relocating or installing new curb inlets or other extensive drainage work is required, or drainage impact has not yet been determined ⁸	Select only one	<input type="checkbox"/>	0
Minor Drainage Impact – extending pipes, reconfiguring swales or other minor work is required		<input type="checkbox"/>	0 - 2
No Drainage Impact – no drainage work required		<input type="checkbox"/>	0 - 4
Relocation of private gas utility or fiber optic communication cable is not required ⁹	Select all that apply	<input type="checkbox"/>	0 - 3
Relocation of public/private water or sewer utility is not required ⁹		<input type="checkbox"/>	0 - 34
Relocation of telephone, power, cable TV utilities is not required ¹⁰		<input type="checkbox"/>	0 - 3
No specimen or historic trees ≥ 18" diameter will be removed or destroyed		<input type="checkbox"/>	0 - 34
No new railroad crossing or alteration of existing crossing is required		<input type="checkbox"/>	0-4
Subtotal			0 - 20

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

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

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

Commentary: _____



2013 Application for Project Prioritization

XU Traffic Operations/ITS/Safety Projects

January 2013

General Instructions:

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

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

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

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

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

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

Incomplete applications will not be accepted.

Project Qualification:

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

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

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

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

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

Award Limits:

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

Local Match Requirement:

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

Electronic and "Hard Copy" Submittal Requirement:

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

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



2013 Application for Project Prioritization

XU Traffic Operations/ITS/Safety Projects

Project Title: _____

Applicant (project sponsor): _____

Contact Person: _____ Job Title: _____

Address: _____

Phone: _____ FAX: _____

E-mail: _____

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

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

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

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

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

Project Description: _____

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

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

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

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

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

Commentary: _____

Project Purpose and Need Statement:

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

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

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

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

Commentary: _____

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

Criteria #1 – Location (5 points max.)

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

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

Project located on a ...			Points
Non-Federal Functionally Classified Road	Select only one	<input type="checkbox"/>	0
Local Road (Federal Functional Classification)		<input type="checkbox"/>	0
Rural Minor Collector (Federal Functional Classification)		<input type="checkbox"/>	0
Urban Minor Collector Road (Federal Functional Classification)		<input type="checkbox"/>	2
Major Collector Road (Federal Functional Classification)		<input type="checkbox"/>	3
Minor Arterial Road (Federal Functional Classification)		<input type="checkbox"/>	4
Principal Arterial Road (Federal Functional Classification)		<input type="checkbox"/>	5
Subtotal			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	Check only one in each row	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
PE (Design)		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
Environmental		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
Right-of-Way Acquisition		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
Permitting		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
Subtotal						0 - 15

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

Commentary: _____

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

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

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

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

² Attach Traffic Signal Timing Study.

³ Attach Warrant Study to application; otherwise VTPO staff will assume that a Warrant Study justifying the improvement has not been completed.

⁴ Access management and ITS improvements include, but are not limited to, addition of non-traversable median greater than 50% project length, addition of curb/gutter at intersection or greater than 50% project length, closure of minor intersections or crossovers, reduction of the number of access points (driveways or driveway widths), elimination of existing at-grade RR crossing, elimination of existing on-street parking, provision of traffic signal preemption for emergency vehicles, connection of three or more traffic signals, and new connection of traffic signal system to computerized signal control.

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

Commentary: _____

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

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

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

Safety Benefits ⁶			Points
The specific project location is on FDOT’s High Crash List or has otherwise been identified as having an overrepresentation of severe crashes? (Provide supporting documentation (e.g., intersection crashes per million entering vehicles ⁷ , corridor crashes per million vehicle miles ⁷ , Community Traffic Safety Team report, etc.)	Select all that apply	<input type="checkbox"/>	0 – 5
The “problem” described on page 1 of this application is a safety issue that falls within one or more of the eight Emphasis Areas identified in the [forthcoming] 2012 Florida Strategic Highway Safety Plan (i.e., distracted driving, vulnerable road users, intersection crashes, lane departure crashes, aging road users and teen drivers, impaired driving, and traffic records) or does contribute to the ability of emergency response vehicles to effectively respond to an incident.		<input type="checkbox"/>	0 – 5
The proposed project represents a strategy that is professionally recognized as being effective in reducing the frequency and/or severity of traffic accidents.		<input type="checkbox"/>	0 – 10
Subtotal			0 – 20

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

⁷ Applicant must use the following crash rate calculation formulas: Corridor Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 days/year x Number Years x Segment Length); Intersection Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 x Number of Years).

Commentary: _____

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

This criterion looks at the degree to which the proposed project will actually contribute to the achievement of one or more of the local government's adopted comprehensive plan goals or objectives, and the degree to which it supports economic vitality. The applicant must identify specific goals and/or objectives from the relevant comprehensive plan and provide a rational explanation of how the proposed project will advance those goals and or ob-

jectives. Points will not be awarded for being merely consistent with the comprehensive plan. Points should be awarded in proportion to how well the project will show direct, significant and continuing positive influence. Temporary effects related to project construction, such as the employment of construction workers, will not be considered.

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

Commentary: _____

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

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

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

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

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

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

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

Commentary: _____

Volusia TPO
~~2012-2013~~ Application for Project Prioritization
**Transportation ~~Enhancement~~ 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 **enhancement Transportation Alternatives funds**¹:

- ~~a) Provision of facilities for pedestrians and bicycles;~~
- ~~b) The provision of safety and educational activities for pedestrians and bicyclists;~~
- ~~c) Acquisition of scenic easements and scenic or historic sites;~~
- ~~d) Scenic or historic highway programs, (including the provision of tourist and welcome center facilities);~~
- ~~e) Landscaping and other scenic beautification;~~
- ~~f) Historic preservation;~~
- ~~g) Rehabilitation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);~~
- ~~h) Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails);~~
- ~~i) Control and removal of outdoor advertising;~~
- ~~j) Archaeological planning and research;~~

¹ ~~Only these activities are~~ it is the Volusia TPO’s intent to extend eligibility to all of the activities included within the meaning of the term “~~transportation enhancement activity~~ Transportation Alternatives” pursuant to 23 U.S.C. 101(a)(~~3529~~) 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.

- ~~k) Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; and~~
- ~~l) Establishment of Transportation museums.~~

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.

- 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 ~~\$1 million \$500,000~~ in Transportation ~~Enhancement Alternatives (TETAP)~~ funds will be awarded to any single project in any single application cycle, ~~and no more than \$3 million dollars in enhancement funds will be awarded toward the completion of any single project.~~ *Waivers/exceptions may be granted by the VTPO Board.*

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

All projects must be consistent with local comprehensive plans, including future land use and transportation elements, required under ~~Section 9J-5 of the Florida Administrative Code~~ Chapter 163, Florida Statutes. ~~Enhancement Transportation Alternatives~~ dollars are to be allocated with the caveat that all projects meet Americans with Disabilities Act (ADA) standards.

GENERAL REQUIREMENTS

1. Each application shall include the following information:

- a) A project map that clearly identifies the location & termini of the project and proximity of the project to Community Assets (as described in the criteria). Each map should be no larger than 11"x17". In addition, all maps must include a scale (in subdivisions of a mile), north arrow, title and legend.
- b) Right-of-way (ROW) information as available. (*i.e., deeds, easements, donations, recordable documents*).
- c) Project cost estimates. (*i.e., FDOT's Long Range Estimates (LRE)*).
- d) Documentation of commitment to provide required matching funds ~~(if applicable)~~.
- e) Each applicant must provide a statement ensuring that the project is consistent with local comprehensive plans, including future land use and transportation elements, required under Section 9J-5 of the Florida Administrative Code Chapter 163, Florida Statutes.

~~f) A completed FDOT Transportation Enhancement Project Funding Application.~~

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

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

4. All applications must be received by the VTPO by ~~5:00 PM on Friday, April 13, 2012~~ 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 ~~for landscaping~~ 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) ~~Except for bicycle transportation projects and pedestrian walkways, TE projects may not be undertaken on roads functionally classified as local or rural minor collectors, unless such roads are on the adopted Federal-Aid highway system or permission is secured from the United States Secretary of Transportation. However, TE Transportation Alternatives~~ projects are allowed on any other 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.

Transportation ~~Enhancement~~ Alternatives Projects

Scoring Criteria Summary

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

Project Title: _____

Applicant (project sponsor): _____

Contact Person: _____ Job Title: _____

Address: _____

Phone: _____ FAX: _____

E-mail: _____

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

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

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

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

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

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

Project Description: _____

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

Project Purpose and Need: _____

(1) Safety/Security (Maximum 25 Points)

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

Safety/Security (Maximum 25 Points)

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

Criterion (4) Describe how this project promotes Safety and/or Security:**(1)(2) Contribution to "Livability" and Sustainability in the Community (maximum 25-20 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 25-20 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:

(2)(3) Enhancements to the Transportation System (maximum 25-20 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 25-20 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 ~~principals~~principles?
- Is the project an extension or phased part of a larger ~~beautification/~~redevelopment effort in corridor/area?

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

(3)(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: _____

(4) Safety/Security (Maximum 15 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 15 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)?~~

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

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

Describe.

Project Readiness (Maximum 10 Points)

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

Criterion (5) Description (if needed): _____

(6) Matching Funds (Maximum 10 Points)

~~Local matching funds equal to twenty percent (20%) of the total project cost are required. Matching funds are not required, but 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 ~~size of the amount of~~ match over the required 20%. Applicants and/or project sponsors should demonstrate the availability of the match for project. In lieu of a cash match, Applicant/project sponsor match may include other valuable services such as planning, engineering, design, construction or environmental activities approved by the U.S. Department of Transportation and right-of-way donations by private parties. Applicants must demonstrate the feasibility of such in-kind arrangements in their applications. Applicants must specify the amount, origin and availability of matching funds.

Check the appropriate box and describe.

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

Check all that apply:

Will the applicant be providing matching funds for the project?	<input type="checkbox"/>	
Is there an agreement and strategy for such funds by the responsible party for which dollars are being sought?	<input type="checkbox"/>	

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

Criterion (6) Description (if needed): _____

Applicants should consult the FDOT Document "Eligibility Criteria and Implementation Guidelines for Transportation Enhancement Projects".

This document is revised annually and is available from FDOT or the VTPO Enhancements Coordinator. It can also be accessed on line at:

<http://www.dot.state.fl.us/emo/enhance/enhance.shtm>

Volusia TPO
2013 Application for Project Prioritization
Transportation Alternatives Projects

OVERVIEW:

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

Eligible Project Sponsors

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

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

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

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

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

1. Construction of turnouts, overlooks, and viewing areas;
2. Community improvement activities, including –
 - a. inventory, control, or removal of outdoor advertising;
 - b. historic preservation and rehabilitation of historic transportation facilities;
 - c. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - d. archaeological activities related to impacts from implementation of a transportation project eligible under title 23;
3. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to –
 - a. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - b. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
4. Safe Routes to School coordinator
5. Planning, designing, or construction boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

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

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

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

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

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

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



GENERAL REQUIREMENTS

1. Each application shall include the following information:

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

2. Applications shall be submitted electronically as prescribed below:

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

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

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

Initial Project Screening

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

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

DRAFT

Volusia TPO
2013 Application for Project Prioritization
Transportation Alternatives Projects

Scoring Criteria Summary

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

Project Title: _____

Applicant (project sponsor): _____

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

Address: _____

Phone: _____ **FAX:** _____

E-mail: _____

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

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

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

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

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

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

Project Description: _____

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

Project Purpose and Need: _____

(1) Safety/Security (Maximum 25 Points)

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

Safety/Security (Maximum 25 Points)

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

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

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

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

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

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

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

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

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

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

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

Enhancements to the Transportation System (Maximum 20 Points)

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

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

(4) Demand/Accessibility (Maximum 15 points)

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

Demand/Accessibility (Maximum 15 Points)

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

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

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

Describe.

Project Readiness (Maximum 10 Points)

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

Criterion (5) Description (if needed): _____

(6) Matching Funds (Maximum 10 Points)

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

Check the appropriate box and describe.

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

Check all that apply:

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

Criterion (6) Description (if needed): _____

MEETING SUMMARY
(TPO BOARD)
NOVEMBER 27, 2012

VI. ACTION ITEMS

C. REVIEW AND APPROVAL OF PROPOSED REVISIONS TO THE PROJECT PRIORITY PROCESS INCLUDING THE APPLICATION AND SCORING CRITERIA FOR XU BICYCLE/PEDESTRIAN PROJECTS

Background Information:

The 2013 draft Urban Attributable (XU) Bicycle/Pedestrian Project Proposal Requirements and Scoring Criteria were approved by the BPAC on November 14, 2012 and are provided with this agenda packet for your review. Notable changes to this year's draft are:

- A new section containing general instructions
- Updated project application submittal requirements
- Inclusion of a project purpose and need statement
- Expanded Criterion #3 (Safety) to include projects in Flagler County School District

Text additions are underlined in green. Text deletions are stricken in red.

ACTION REQUESTED:

MOTION TO APPROVE PROPOSED REVISIONS TO THE PROJECT PRIORITY PROCESS INCLUDING THE APPLICATION AND SCORING CRITERIA FOR XU BICYCLE/PEDESTRIAN PROJECTS



2012 2013 Application for Project Prioritization

XU Bicycle/Pedestrian Projects

January 2013

General Instructions:

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

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

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

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

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

Incomplete applications will not be accepted.

Initial Project Screening:

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

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

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

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

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

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

Funding Requirements:

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

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

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

~~XU Project Application Submittal Procedures~~ Project Application Submittal Requirements:

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

1. Applications and supporting documentation shall be submitted as digital media in Portable Document Format (PDF), compatible with MS Windows and Adobe Acrobat® Version ~~9.3~~ 9.5 or earlier.
2. Electronic documents may be submitted through our FTP site, as an attachment to email, on a CD, DVD or USB flash drive.
3. The application and all supporting documentation shall be included in one electronic PDF file.
4. All document pages shall be oriented so that the top of the page is always at the top of the computer monitor.
5. Page size shall be either 8-1/2" by 11" (letter) or 11" by 17" (tabloid).
6. PDF documents produced by scanning paper documents are inherently inferior to those produced directly from an electronic source. Documents which are only available in paper format should be scanned at a resolution which ensures the pages are legible on both a computer screen and a printed page. We recommend scanning at 300 dpi to balance legibility and file size. If you are unable to produce an electronic document as prescribed here, please call us to discuss other options.
7. In addition to the digital submittal, we require one (1) complete paper copy of the application and all supporting documents. This must be identical to the digital submittal.
8. Submit any available right-of-way information.
9. **Each application MUST include a Project Map** that clearly identifies the termini of the project, Proximity to Community Assets and Network Connectivity through the use of a one (1) mile radius buffer for Shared Use Path projects and a one-half (½) mile radius buffer for Sidewalk projects. Maximum map size is 11" x 17".
10. In addition, all maps MUST include a **Scale** (in subdivisions of a mile), **North Arrow**, **Title** and **Legend**. Photographs are optional.

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



~~2012~~ **2013** Application for Project Prioritization

XU Bicycle/Pedestrian Projects

Project Title: _____

Applicant (project sponsor): _____

Contact Person: _____ Job Title: _____

Address: _____

Phone: _____ FAX: _____

E-mail: _____

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

[If not the same as Applicant, attach letter of support for proposed project from the responsible entity.]

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

☐ Yes ☐ No

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

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

Project Description: _____

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

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

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

Commentary: _____

Project Purpose and Need Statement:

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

The purpose is analogous to the problem. It should focus on particular issues regarding the transportation system (e.g., mobility and/or safety). Other important issues to be addressed by the project should be identified as ancillary benefits. The purpose should be stated in one or two sentences as the positive outcome that is expected. For example, "The purpose is to provide a connection between a park and a school." It should avoid stating a solution as a purpose, such as: "The purpose of the project is to add a sidewalk." It should be stated broadly enough so that no valid solutions will be dismissed prematurely.

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

Commentary: _____

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

Criteria Summary:

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

Criteria 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

Criteria **Criterion #1 Description (if needed):** _____

Criteria **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	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

Criteria **Criterion #2 Description (if needed):** _____

Criteria **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.

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

Safety	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. 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

Criteria **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.](#)

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

~~For the application, list and describe~~ Describe whether the proposed facility has ~~examples of~~ 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	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

Criteria Criterion #4 Description (if needed): _____

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

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

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

Criteria Criterion #5 Description (if needed): _____

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

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

Volusia TPO
~~2012~~ 2013 Priority Process for
XU Bicycle/Pedestrian Projects

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



2013 Application for Project Prioritization

XU Bicycle/Pedestrian Projects

January 2013

General Instructions:

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

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

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

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

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

Incomplete applications will not be accepted.

Initial Project Screening:

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

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

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

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

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

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

Funding Requirements:

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

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

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

Project Application Submittal Requirements:

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

1. Applications and supporting documentation shall be submitted as digital media in Portable Document Format (PDF), compatible with MS Windows and Adobe Acrobat® Version ~~9.3~~ 9.5 or earlier.
2. Electronic documents may be submitted through our FTP site, as an attachment to email, on a CD, DVD or USB flash drive.
3. The application and all supporting documentation shall be included in one electronic PDF file.
4. All document pages shall be oriented so that the top of the page is always at the top of the computer monitor.
5. Page size shall be either 8-1/2" by 11" (letter) or 11" by 17" (tabloid).
6. PDF documents produced by scanning paper documents are inherently inferior to those produced directly from an electronic source. Documents which are only available in paper format should be scanned at a resolution which ensures the pages are legible on both a computer screen and a printed page. We recommend scanning at 300 dpi to balance legibility and file size. If you are unable to produce an electronic document as prescribed here, please call us to discuss other options.
7. In addition to the digital submittal, we require one (1) complete paper copy of the application and all supporting documents. This must be identical to the digital submittal.
8. Submit any available right-of-way information.
9. **Each application MUST include a Project Map** that clearly identifies the termini of the project, Proximity to Community Assets and Network Connectivity through the use of a one (1) mile radius buffer for Shared Use Path projects and a one-half (½) mile radius buffer for Sidewalk projects. Maximum map size is 11" x 17".
10. In addition, all maps MUST include a **Scale** (in subdivisions of a mile), **North Arrow**, **Title** and **Legend**. Photographs are optional.

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



2013 Application for Project Prioritization

XU Bicycle/Pedestrian Projects

Project Title: _____

Applicant (project sponsor): _____

Contact Person: _____ Job Title: _____

Address: _____

Phone: _____ FAX: _____

E-mail: _____

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

[If not the same as Applicant, attach letter of support for proposed project from the responsible entity.]

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

☐ Yes ☐ No

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

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

Project Description: _____

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

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

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

Commentary: _____

Project Purpose and Need Statement:

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

The purpose is analogous to the problem. It should focus on particular issues regarding the transportation system (e.g., mobility and/or safety). Other important issues to be addressed by the project should be identified as ancillary benefits. The purpose should be stated in one or two sentences as the positive outcome that is expected. For example, "The purpose is to provide a connection between a park and a school." It should avoid stating a solution as a purpose, such as: "The purpose of the project is to add a sidewalk." It should be stated broadly enough so that no valid solutions will be dismissed prematurely.

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

Commentary: _____

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

Criteria Summary:

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

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

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

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

Proximity to Community Assets	Check All that Apply	Max. Points
Residential developments, apartments, community housing	<input type="checkbox"/>	5
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5
School bus stop	<input type="checkbox"/>	5
Schools	<input type="checkbox"/>	5
Maximum Point Assessment		30

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	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” and provide documentation that illustrates how bicycle or pedestrian safety could be enhanced by the construction of this facility.

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

Criterion #4 Description (if needed): _____

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

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

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

Criterion #5 Description (if needed): _____

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

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

**Volusia TPO
2013 Priority Process for
XU Bicycle/Pedestrian Projects**

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

**MEETING SUMMARY
(TPO BOARD)
NOVEMBER 27, 2012**

VII. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

A. PRESENTATION ON 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

Background Information:

As a requirement for receiving state and federal transportation dollars, the Volusia TPO is responsible for developing and maintaining the area's Long Range Transportation Plan (LRTP). The LRTP is the guiding document that identifies the transportation projects that may be pursued in the TPO area over the next 25 years and outlines the transportation mobility vision for the TPO planning area.

The Volusia TPO staff has developed a draft scope of services for the 2040 Long Range Transportation Plan for review and comment. The scope of services is anticipated to be finalized by the end of the calendar year so that development of the transportation plan can begin in the spring of 2013. At this meeting, TPO staff will provide an overview of the work, discuss the project approach and field questions from committee members. Specific input will be accepted through December 2012.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD

**MEETING SUMMARY
(TPO BOARD)
NOVEMBER 27, 2012**

VII. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

**B. PRESENTATION ON THE CENTER FOR URBAN TRANSPORTATION RESEARCH (CUTR)
FLORIDA MPO ADVISORY COUNCIL (MPOAC) TRANSPORTATION REVENUE STUDY**

Background Information:

Planners and providers of transportation infrastructure and services have generally seen an erosion of revenue and “buying power” over the last decade. Stagnant or declining traditional funding sources, increases in construction and fuel costs and the current recession are all among the factors placing increasing pressure on transportation providers. These dynamics, when coupled with the lack of political willingness to adjust traditional fuel taxes and fees, are causing dramatic reductions in capital investments and, in some metropolitan areas, rollbacks in public transportation services.

Florida’s Metropolitan Planning Organization Advisory Council (MPOAC) has been concerned with this issue and has, over the last several years, encouraged a legislatively-sponsored effort to analyze the issue with an aim towards recommendations for a path forward for adequate transportation funding in the state. The MPOAC requested that the Center for Urban Transportation Research (CUTR) at the University of South Florida provide an analysis and staff assistance to help to develop a series of revenue options. The report documents an effort led by Florida’s Metropolitan Planning Organizations (MPOs) to assess transportation funding in Florida and to develop a series of legislative recommendations.

Volusia TPO staff will provide an overview of the Revenue Study and the six initiatives identified to address Florida’s transportation funding situation. These recommendations have been adopted by the MPOAC staff directors and Governing Board.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD

**MEETING SUMMARY
(TPO BOARD)
NOVEMBER 27, 2012**

VII. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

C. REVIEW OF PROPOSED REVISIONS TO THE VOLUSIA TPO PURCHASING MANUAL

Background Information:

The changes that are being recommended to the Volusia TPO's Purchasing Manual include the addition of a checklist (as required by FDOT) that must be utilized for all Local Agency Programs (LAP). This checklist is included as "Appendix A" and referenced under the section entitled "Procurement Procedures for State or Federally Funded Grant Programs." The following verbiage was added:

As evidence of compliance with applicable requirements, the VTPO will complete the State of Florida Department of Transportation Form #525-010-48, Local Agency Program (LAP) Critical Requirements Checklist for Professional Services Certification, (as included in Appendix A of the VTPO Purchasing Manual) in all requests for Professional Services for Local Agency Programs (LAP).

The second modification is under the Contract Award Policy section and designates the Volusia TPO Executive Director as the person authorized to approve purchases up to, and including, \$5,000.

Other recommendations include minor grammatical changes and the clarification of items that were vague.

The draft Volusia TPO Purchasing Manual is available for review on the TPO's website at <http://www.volusiatpo.org/agendasminutes/vtpo-board/agenda/>.

Print copies are available upon request.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD

**MEETING SUMMARY
(TPO BOARD)
NOVEMBER 27, 2012**

VII. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

D. DISCUSSION ON MIAMI-ORLANDO PASSENGER RAIL SERVICE

Background Information:

In March 2012, Florida East Coast Industries, Inc. (FECI), announced plans for the development of a privately owned, operated and maintained passenger rail service to connect South Florida and Orlando. The All Aboard Florida passenger rail project will connect South Florida to Orlando through a 240-mile route combining 200 miles of existing tracks between Miami and Cocoa with construction of an additional 40 miles of new track from Cocoa to Orlando. The service is anticipated to be operational in 2014. The original announcement stated that "Eventually the system could be expanded with connections to Tampa and Jacksonville."

A more recent article printed in the Miami Herald included additional information that "All Aboard would also build a new rail spur between Cocoa Beach and the Orlando airport, where a planned multimodal center would connect to a new local rail-transit line. The company wants to use public right-of-way along the Beachline Expressway, but the state says it's required to consider competing bids. Responses to a request for proposals are due Dec. 7."

This has led to concern locally about the potential impact that the All Aboard Florida service may have on the Central Florida investment in SunRail and plans to expand the service to east Volusia County.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD

The Miami Herald

Posted on Sun, Nov. 11, 2012

New Miami-Orlando passenger rail service would build big downtown station

BY ANDRES VIGLUCCI

avigliucci@MiamiHerald.com

All Aboard Florida, the proposed passenger rail service between Miami and Orlando, would build a big new train station with tracks elevated on a platform four stories up on mostly vacant land between the Government Center and Overtown Metrorail stations in downtown Miami, a report newly issued by the company says.

In an exhaustive environmental assessment report to federal regulators, the company, a subsidiary of Florida East Coast Industries, lays out its preferred location and schematic outlines for three new stations that could become landmarks not just in Miami, but also in the heart of downtown Fort Lauderdale and West Palm Beach.

The Miami station, by far the largest of the three, would provide train passengers with “a panoramic entry into the city” and “a celebrated piece of engineering and architecture,” the report by an All Aboard consultant says. The station would be designed by the noted firm of Skidmore, Owings & Merrill — architects of the signature Southeast Financial Center in Miami and the new Freedom Tower on the site of the World Trade Center in Manhattan — in collaboration with the Miami firm Zyscovich Architects.

That station project would occupy nine acres owned by Florida East Coast and could also encompass two midrise towers for hotel, residential and office use, extensive retail and a garage for 1,050 cars, according to the report. The property was the site of the original train station serving industrialist Henry Flagler’s railroad, which gave rise to the city of Miami. The FEC is the successor to Flagler’s rail company.

In Fort Lauderdale, the contemplated station and train platform would rise on the north side of Broward Boulevard between Northwest Second and First avenues, and the West Palm station would occupy the corner of Quadrille Boulevard and Evernia Street, north of the City Place redevelopment and just west of the resurgent Clematis Street district.

All Aboard and its consultant chose the station locations and layouts from several possibilities as the most feasible, in part because these would eliminate or minimize street closures and traffic delays at busy intersections, the report says.

An All Aboard executive declined comment on the report, noting it is in a 30-day public comment period that precludes proponents from influencing public opinion. All Aboard vice president Husein Cumber said the detailed report, which covers potential impacts on noise, auto traffic, street-crossing safety and waterways and the natural environment, “speaks for itself.”

Because the passenger service would double-track existing right of way on which an FEC affiliate already runs cargo trains, All Aboard executives have previously said they don't expect major impacts. Waits for trains to clear street crossings would be just 52 seconds, for instance, the report estimates.

The Fort Lauderdale and West Palm stations straddle existing tracks. The Miami station would connect to existing tracks at Northwest Eighth Street, where the FEC rail line bends northward from its terminus at the Port of Miami.

Raising the Miami station platform and tracks in the air would keep two principal east-west streets, Northwest Fifth and Sixth, open and uninterrupted by train traffic, the report says — as well as provide passengers a dramatic arrival in Miami. The elevated “viaduct” would also hurdle over the Metromover guideway and station at Northwest Fifth Street, avoiding the need to reconfigure it.

The 60,000-square-foot station's main hall would be “light-filled” and occupy the space below the platform, the report says. The main entrance would sit across from the new U.S. Courthouse on Northwest First Avenue.

The FEC announced it would proceed with building the passenger service in March following months of study. The company says it will finance and run the \$1 billion rail line privately and without public subsidies, expressing confidence that an attractive and frequent train service can siphon off enough of the 50 million tourists, Floridians and business people who now fly or drive between Miami and Orlando to turn a profit.

All Aboard would also build a new rail spur between Cocoa Beach and the Orlando airport, where a planned multimodal center would connect to a new local rail-transit line. The company wants to use public right-of-way along the Beachline Expressway, but the state says it's required to consider competing bids. Responses to a request for proposals are due Dec. 7.

The company hopes to launch trains in 2014 with hourly service and a three-hour travel time between Miami and Orlando.

Amtrak now provides twice daily service from Miami but it can take longer than five hours to reach Orlando.



MEDIA CONTACT:

Mary Sudasassi / mary.sudasassi@rbbpr.com / 305-448-6163

**Florida East Coast Industries, Inc. Announces Plans for
Private Passenger Rail Service in Florida**

*Nation's First-of-its-Kind Privately Owned and Operated System
Will Connect Florida's Largest Cities*

MIAMI (March 22, 2012) — Florida East Coast Industries, Inc. (FECI), the owner of Florida's premier passenger rail corridor, is developing a privately owned, operated and maintained passenger rail service to connect South Florida and Orlando, which will be operational in 2014. By connecting the most visited city in the United States with South Florida's business and vacation destinations, the passenger rail project, called *All Aboard Florida*, is designed to serve Florida's growing number of business travelers, as well as families and tourists traveling for pleasure.

The *All Aboard Florida* passenger rail project will connect South Florida to Orlando through a 240-mile route combining 200 miles of existing tracks between Miami and Cocoa and the creation of 40 miles of new track to complete the route to Orlando. Eventually the system could be expanded with connections to Tampa and Jacksonville.

More than fifty million people travel between South and Central Florida annually, largely over highly congested highways. *All Aboard Florida* is envisioned to transform the way people travel throughout the state, offering a faster, safer, and more enjoyable mode of transportation between Florida's two largest metropolitan areas.

Targeted to begin service in 2014, the approximately \$1 billion project will operate on a regular schedule throughout the day transporting business and leisure passengers between South Florida and Orlando in approximately three hours. This new, convenient, affordable, fast and environmentally friendly intercity passenger rail service is expected to:

- (1) **CREATE JOBS AND GROW FLORIDA'S ECONOMY**—approximately 6,000 direct jobs will be needed to construct the system and over 1,000 more jobs to operate and maintain it; new economic development opportunities also will be created for communities along the route;
- (2) **PROTECT THE ENVIRONMENT**—the service will take millions of vehicles off Florida's roadways, resulting in a reduction in auto emissions and allowing for a far more fuel-efficient alternative to the automobile at this time of escalating gas prices;
- (3) **ENSURE SPEED AND RELIABILITY**—travel time between regions will be approximately three hours and train service will be frequent throughout the day;

(4) PROTECT EXISTING FREIGHT CAPACITY—the new passenger service will not affect freight capacity in the rail corridor, thereby supporting Florida’s role in international commerce and allowing more intermodal freight movements.

By adding an entirely new travel choice, the *All Aboard Florida* passenger rail service will provide a high-quality experience for travelers. The system will include business- and coach-class service with advance purchase reserved seating, gourmet meals, Wi-Fi, and the ability to work productively throughout the entire trip. In addition, stations in Miami, Fort Lauderdale, West Palm Beach and Orlando mean convenient transfers to Metrorail, Metromover or SunRail, allowing passengers to reach their final destination.

FECI began a feasibility analysis for the project several months ago. Additionally, an investment grade ridership study and engineering work to design the system are underway. Today’s announcement marks the beginning of working in depth with local, state and federal officials, as well as the communities along the route.

###

Florida East Coast Industries, Inc. (FECI), through its subsidiaries and affiliates, is a major owner and developer of real estate and transportation-related businesses within the State of Florida. Headquartered in Coral Gables, FL, FECI has a rich history dating back over a century when Henry Flagler first established the company and became a pioneer in the development of Florida’s eastern coast. Today, the company owns, manages, develops and leases commercial real estate properties, and its affiliate, the Florida East Coast Railway, L.L.C., owns the railroad over which freight is transported.

All Aboard Florida is an intercity passenger rail project that will connect South Florida to Orlando with intermediate stations in Fort Lauderdale and West Palm Beach. This rail service will give Floridians and visitors a viable transportation alternative to congested highways and airport terminals. *All Aboard Florida* will provide a high-quality experience for passengers and will be the first privately owned, operated, and maintained passenger rail system in the United States.

**MEETING SUMMARY
(TPO BOARD)
NOVEMBER 27, 2012**

VII. PRESENTATIONS, STATUS REPORTS, AND DISCUSSION ITEMS

E. FDOT REPORTS

Background Information:

Mr. Jim Brown, FDOT District 5, will be present to answer questions regarding projects on the FDOT Project Status Report and Push-Button Report.

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

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD

CONSTRUCTION STATUS REPORT

VOLUSIA

Contract #	ESP42-R0	Work Begin	08-26-2010
County	VOLUSIA	Present Amount	\$ 1,115,500.00
Contractor	P & S PAVING, INC.	Days Used as of Last Approved Estimate	725
Project Manager	MT591JR Read, James	Cost Perf. Measure	66.67%
Project Admin.	MT591JR Read, James	Time Perf. Measure	66.30%
SM Contract Type	MC Maint Contract	Adj. Est. Completion	08-25-2013

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

Contract #	ESP33-R0	Work Begin	05-18-2011
County	VOLUSIA	Present Amount	\$ 1,707,148.28
Contractor	USA SERVICES OF FLORIDA, INC.	Days Used as of Last Approved Estimate	489
Project Manager	MT591JR Read, James	Cost Perf. Measure	49.78%
Project Admin.	MT591JR Read, James	Time Perf. Measure	44.62%
SM Contract Type	MC Maint Contract	Adj. Est. Completion	05-18-2014

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
428003-1-72-01	Yes	-	-	6060 ROUTINE MAINTENANCE	VOLUSIA PERFORMANCE AESTHETICS	-

10/2/2012

Contract #	T5351	Work Begin	03-21-2011
County	VOLUSIA	Present Amount	\$ 13,827,438.98
Contractor	SUPERIOR CONSTRUCTION COMPANY SOUTHEAST, LLC	Days Used as of Last Approved Estimate	546
Project Manager	CN513PT Phillips, Terry	Cost Perf. Measure	76.95%
Project Admin.	CN513PT Phillips, Terry	Time Perf. Measure	71.32%
SM Contract Type	CC Const Contract	Adj. Est. Completion	05-06-2013

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

CONSTRUCTION STATUS REPORT

VOLUSIA

Contract #	E5Q27	Work Begin	07-31-2012
County	VOLUSIA	Present Amount	\$ 822,438.00
Contractor	PROSHOT CONCRETE, INC.	Days Used as of Last Approved Estimate	83
Project Manager	CN513AF Fisher, Alan	Cost Perf. Measure	20.00%
Project Admin.	CN513AF Fisher, Alan	Time Perf. Measure	33.57%
SM Contract Type	MC Maint Contract	Adj. Est. Completion	04-05-2013

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
427986-1-72-04	Yes	-	-	6060 ROUTINE MAINTENANCE	DRAINAGE MAINTENANCE AND REPAIR	-

Contract #	T5417	Work Begin	07-16-2012
County	VOLUSIA	Present Amount	\$ 18,388,844.65
Contractor	P & S PAVING, INC.	Days Used as of Last Approved Estimate	71
Project Manager	CN513NC Nolen, Chris	Cost Perf. Measure	9.91%
Project Admin.	CN513NC Nolen, Chris	Time Perf. Measure	7.47%
SM Contract Type	CC Const Contract	Adj. Est. Completion	12-16-2014

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
407355-4-52-01	Yes	SR415;SEM CL-CR4118	-	0213 ADD LANES & RECONSTRUCT	SR 415 FROM REED ELLIS RD TO 0.3 MILE N OF ACORN LAKE	-

Contract #	E5Q61	Work Begin	09-20-2012
County	VOLUSIA	Present Amount	\$ 1,715,626.70
Contractor	INSITUFORM TECHNOLOGIES LLC.	Days Used as of Last Approved Estimate	-
Project Manager	CN513AF Fisher, Alan	Cost Perf. Measure	-
Project Admin.	CN513AF Fisher, Alan	Time Perf. Measure	13.33%
SM Contract Type	MC Maint Contract	Adj. Est. Completion	02-19-2013

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
427986-1-72-06	Yes	-	-	6060 ROUTINE MAINTENANCE	DRAINAGE MAINTENANCE AND REPAIR	-

Contract #	E5R08	Work Begin	06-23-2012
County	VOLUSIA	Present Amount	\$ 328,251.00
Contractor	HALIFAX PAVING, INC.	Days Used as of Last Approved Estimate	68
Project Manager	CN513GD Grube, Dwight	Cost Perf. Measure	91.24%
Project Admin.	CN513GD Grube, Dwight	Time Perf. Measure	72.50%
SM Contract Type	CSL Const Streamline	Adj. Est. Completion	09-21-2012

10/2/2012

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
425665-1-52-01	Yes	SR5A;SR5-SR5	-	0549 ADD LEFT TURN LANE(S)	SR 5 (US 1) AT SR 5A (NOVA RD) INTERSECTION IMPROVEMENT	-

CONSTRUCTION STATUS REPORT

VOLUSIA

Contract #	E5Q24	Work Begin	05-21-2012
County	VOLUSIA	Present Amount	\$ 131,985.18
Contractor	ODC CONSTRUCTION, LLC	Days Used as of Last Approved Estimate	126
Project Manager	CN513AF Fisher, Alan	Cost Perf. Measure	70.74%
Project Admin.	CN513AF Fisher, Alan	Time Perf. Measure	169.41%
SM Contract Type	MC Maint Contract	Adj. Est. Completion	08-04-2012

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
427986-1-72-03	Yes	-	-	6060 ROUTINE MAINTENANCE	DRAINAGE MAINTENANCE AND REPAIR	-

Contract #	E5P93	Work Begin	05-14-2012
County	VOLUSIA	Present Amount	\$ 265,278.76
Contractor	VACVISION ENVIRONMENTAL LLC	Days Used as of Last Approved Estimate	116
Project Manager	CN513AF Fisher, Alan	Cost Perf. Measure	27.19%
Project Admin.	CN513AF Fisher, Alan	Time Perf. Measure	60.40%
SM Contract Type	MC Maint Contract	Adj. Est. Completion	01-08-2013

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
429179-1-72-01	Yes	-	-	6060 ROUTINE MAINTENANCE	PIPE DESILT & VIDEO	-

Contract #	E5N54	Work Begin	09-10-2012
County	VOLUSIA	Present Amount	\$ 2,491,385.73
Contractor	CHINCHOR ELECTRIC INC.	Days Used as of Last Approved Estimate	37
Project Manager	CN513GT Grimm, Tim	Cost Perf. Measure	3.30%
Project Admin.	CN513GT Grimm, Tim	Time Perf. Measure	31.25%
SM Contract Type	CDBL Const Design Build - Low Bid	Adj. Est. Completion	07-03-2013

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
430178-2-52-01	Yes	SR 600 FROM SR15 TO SR 5	3441027P	0233 INTERSECTION IMPROVEMENT	SR 600 (US 92) FROM I-95 NB OFF RAMP TO PALMETTO AVENUE	STATE ADMINISTERED/DELEGATED

Contract #	E5R42	Work Begin	09-11-2012
County	VOLUSIA	Present Amount	\$ 522,380.00
Contractor	SIEG & AMBACHTSHEER, INC.	Days Used as of Last Approved Estimate	0
Project Manager	CN513GD Grube, Dwight	Cost Perf. Measure	-
Project Admin.	CN513GD Grube, Dwight	Time Perf. Measure	0.00%
SM Contract Type	CSL Const Streamline	Adj. Est. Completion	02-06-2013

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
427566-1-52-01	Yes	SR5;BREV CL-SR600	-	0024 BRIDGE-REPAIR/REHABILITATION	SR 5 (US 1) BRIDGE# 790004 & 790087 PAINT, SLOPE REPAIR	-

Contract #	E5R16	Work Begin	05-09-2012
County	VOLUSIA	Present Amount	\$ 134,462,000.00
Contractor	CONDOTTE/DE MOYA JV, LLC	Days Used as of Last Approved Estimate	131
Project Manager	CN513GT Grimm, Tim	Cost Perf. Measure	17.68%
Project Admin.	KNPBAJB Johnson, Barry	Time Perf. Measure	12.33%
SM Contract Type	CDBL Const Design Build - Low Bid	Adj. Est. Completion	11-15-2014

10/2/2012

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
408464-1-52-01	Yes	SR400;SEM-SR9	0042250I	0213 ADD LANES & RECONSTRUCT	I-4 FROM SR 44 TO E OF I-95	STATE ADMINISTERED/FULL OVRSGT

**Push Button Project List
Volusia County
November 2012**

COUNTY	SECTION	MP	STATE RD	LIMITS	PROJECT DESCRIPTION	EOR	PROJECT PHASE	WORK ORDER SENT	EST. CONST. COMPLETE	CONTR.
Volusia	79010	28.371	US 1	Venture Dr	Replace Concrete Strain Pole	TEDS	On Hold / In Design			
Volusia	79160	4.591	15A	CR 92	Add Pedestrian features on the south leg of intersection	STROZ	In Design			
Volusia	79180	6.284	A1A	Revilo Blvd to Braddock Ave	Pedestrian Island	STROZ	Under Construction	7/16/12	9/18/12	P & S
Volusia	79180	2.500	A1A	Publix/Oceans	Pedestrian Island	STROZ	In Design			
Volusia	79190	7.124	5A	Bellevue Ave	Add Pedestrian Features to the north leg of intersection	TEDS	In Design			
Volusia	79230	3.292	421	Spruce Creek	EBLT Lane Extension	ASPIREON	In Design			
Volusia	79181	2.500	472	Driveway 1000' West of CR 4101	U-Turn apron on the south side of SR 472	STROZ	Design Complete			

**MEETING SUMMARY
(TPO BOARD)
NOVEMBER 27, 2012**

VIII. EXECUTIVE DIRECTOR'S REPORT

- ® Corridor Improvement Program (CIP) Update
- ® Reapportionment Update
- ® Letter from FDOT Regarding Reapportionment Deadline
- ® Updated Project Priority Lists

IX. VOLUSIA TPO MEMBER COMMENTS

X. INFORMATION ITEMS

- ® Citizens' Advisory Committee Attendance Record – 2012
- ® Technical Coordinating Committee Attendance Report – 2012
- ® Bicycle/Pedestrian Advisory Committee Attendance Record – 2012
- ® 2013 Volusia TPO Board and Committee Meeting Dates
- ® Letter from TPO Chairman Regarding Possible Changes to Reapportionment in the Florida Statutes

XI. ADJOURNMENT

Please note that the next TPO Board meeting will be January 22, 2013



Florida Department of Transportation

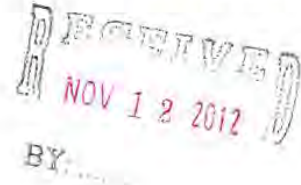
RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

November 2, 2012

The Honorable Robert Gilliland, Chairman
Volusia County Metropolitan
Planning Organization
2570 West International Speedway, #100
Daytona Beach, Florida 32114



Dear Commissioner Gilliland,

Federal and state laws require that a metropolitan planning organization (MPO) be designated for each urbanized area with a population of more than 50,000 individuals, as defined by the U.S. Bureau of the Census. The designation or redesignation of a MPO requires agreement between the Governor and local governments representing 75 percent of the affected population including the largest incorporated city. The Governor and the MPO must also agree to the metropolitan planning area boundary and the voting membership of the MPO.

Additionally, s. 339.175, F.S., requires the Governor to review the composition of MPO membership in conjunction with the decennial census and reapportion it to comply with statutory requirements. On behalf of the Governor the department will consult with your MPO to determine if any modifications to the metropolitan planning area boundary, Board membership apportionment plan, and other related documents are needed based on the 2010 Census.

Enclosed are relevant excerpts of federal and state laws and regulations and other background information to assist in this effort. The Department of Transportation district staff will be contacting your staff in the near future to initiate the consultative process. Any needed membership apportionment plan changes be forwarded no later than February 1, 2013, to Ms. Yvonne Arens, 605 Suwannee Street, M.S. 28, Tallahassee, Florida 32399.

If you have any questions, please contact Ms. Arens, at (850) 414-4816, or by e-mail at Yvonne.arenas@dot.state.fl.us.

Sincerely,

Ananth Prasad, P.E.
Secretary

Enclosures

Cc: Noranne Downs, District Secretary
Lois Bollenback, MPO Staff Director
Yvonne Arens, MPO Administrator
Howard Glassman, MPOAC

Volusia TPO List of Prioritized XU Traffic Ops/ITS/Safety Projects

ADOPTED - August 28, 2012

For Informational Purposes Only - November 19, 2012

"A" List – Projects with One or More Phases Funded											
Priority Ranking	FDOT FM#	Project Name	Project Limits	Project Type	Project Sponsor	Completed Phases	Programmed Phases	Estimated Total Project Cost	Year Submitted	Total Project Score	Comments
1	4301761	Pioneer Trail at Turnbull Bay Rd Curve Redesign	Pioneer Trail @ Turnbull Bay Rd	Roadway realignment	Volusia County	PE (\$185,000) ROW (\$500,000)	-	\$1,550,000 \$1,922,200	2009	71.00	Safety project - redesign curve; \$1,000,000 \$1,237,200 needed for CST
2	4301771	SR 421 (Dunlawton Av) at Spruce Creek Rd Intersection Improvements	SR 421 (Dunlawton Av) at Spruce Creek Rd	Intersection improvement	Port Orange	PE	CST - FY 11/12 - (\$993,364)	\$1,100,000	2010	62.00	Construct RT turn lanes for NB and EB movements; fully-funded; anticipated completion by Oct-2012
3 2	4226831	SR 5A (Nova Rd) at SR 600 (US 92, International Speedway Blvd)	SR 5A (Nova Rd) @ SR 600 (US 92 - International Speedway Blvd)	Intersection improvement	FDOT	-	PE - FY 10/11 and FY 11/12 (approx \$300,000); CST FY 12/13 (\$697,927)	\$1,471,141	2010	38.67/55.50	CST exclusive SB LT LN; CST 2nd EB LT TN LN; extend WB LT TN LN; rebuild signal as master arms; fully funded
4 3	4301781, 4301782 & 4180211	SR 600 (US 92, International Speedway Blvd) Signal Upgrades	CR 415 (Tomoka Farms Rd) to Palmetto Av	Signal upgrade	Volusia County, FDOT, Daytona Beach	PE	4301782 - CST (design/build) in FY 11/12 (\$3,515,600); 4180211 - PE in 2012/13 (\$171,288) and CST in 2014/15 (\$2,235,149)	4301781 & 4301782 - \$3,600,000; 4180211 - \$2,406,437	2010	52.00	Rebuild 13 signals as mast arms
5 4	4301811	SR A1A at Peninsula Av Turn Lane Extension	SR A1A (S. Causeway) at Peninsula Av	Intersection improvement	Volusia County	-	-	\$50,000 (PE)	2010	45.00	Extend EB LT TN LN; to be undertaken by FDOT as a "pushbutton" project
6 5	4302321	SR A1A at Lynnhurst Dr	SR A1A @ Lynnhurst Dr	Intersection improvement	Volusia County	-	PE - FY 11/12 (\$131,268); CST - FY 2012/13 (\$368,157)	-	2010	22.00	Add NB LT TN LN; fully funded
6		Orange Avenue Signal System Mast Arm Upgrades	SR 5A (Nova Rd) to Beach St	Traffic signal system and mast arm upgrades	Daytona Beach		CST - FY 12/13 (\$1,833,333)	\$1,833,333		66.67 ³	
7		SR 40 Adaptive Signal Control System (Ormond Beach)	From Main Trail to Tymber Creek Rd	Signal coordination with advanced control	Ormond Beach		CST - FY 14/15 (\$472,997)	\$472,997	2012	66.67 ³	
8		City of New Smyrna Beach Traffic Signal Preemption	Twenty three traffic lights throughout the city	Traffic signal preemption	New Smyrna Beach	\$201,388 (2012)	CST - FY 14/15 (\$213,673)	\$213,673		66.00 ³	

"A" List – Projects with One or More Phases Funded

Priority Ranking	FDOT FM#	Project Name	Project Limits	Project Type	Project Sponsor	Completed Phases	Programmed Phases	Estimated Total Project Cost	Year Submitted	Total Project Score	Comments
9		Energy Efficient LED Traffic Signals	city-wide	Traffic signal modification/upgrade	Daytona Beach		CST - FY 12/13 (\$176,619)	\$176,619		65.50 ³	
10		LED Traffic Signal Replacement	city-wide	Traffic signal modification/upgrade	DeLand		CST - FY 12/13 (\$70,000)	\$70,000		65.00 ³	
11		LED Traffic Signal Conversion	city-wide	Traffic signal modification/upgrade	Port Orange		CST - FY 12/13 (\$100,000)	\$100,000 (conceptual estimate based on average cost data - 2012)		61.00 ³	
12		Traffic Sign Replacement	city-wide	Traffic sign modification/upgrade	DeLand		CST - FY 12/13 (\$36,000)	\$36,000		59.67 ³	

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

Volusia TPO List of Prioritized XU Traffic Ops/ITS/Safety Projects

ADOPTED - August 28, 2012

For Informational Purposes Only - November 19, 2012

"B" List – Projects Ready for Funding									
Priority Ranking	Project Name	Project Limits	Project Type	Project Sponsor	Estimated Total Project Cost	Required Match/Commitment Received	Year Submitted	Total Project Score	Comments
1	SR 40 Adaptive Control System (Volusia County)	SR 5A (Nova Rd) to SR A1A	Signal coordination with advanced control	Volusia County	\$300,000	25%/Res. 2010-67	2010	71.00	
2	Dunn Avenue Paved Shoulders	From Clyde Morris Blvd to Bill France Blvd	Paved shoulders	Volusia County	\$445,290 <u>\$808,047</u> (2012) ²	10%/Res. 2011-61	2011	67.00 ³	
3	Orange Avenue Signal System Mast Arm Upgrades	SR 5A (Nova Rd) to Beach St	Traffic signal system and mast arm upgrades	Daytona Beach	\$1,833,333	10%/Ltr. Dated 4-21-11	2011	66.67 ³	PE has been completed
4	SR 40 Adaptive Signal Control System (Ormond Beach)	From Main Trail to Tymber Creek Rd	Signal coordination with advanced control	Ormond Beach	\$445,802.50 (2012)	10%/Res. 2012-47	2012	66.67 ³	
5	City of New Smyrna Beach Traffic Signal Preemption	Twenty three traffic lights throughout the city	Traffic signal preemption	New Smyrna Beach	\$201,388 (2012)	10%/Apr 10, 2012 Commission minutes	2012	66.00 ³	Total project cost is \$227,638 including devices installed in vehicles; VTPO does not fund devices installed in vehicles
6	Energy Efficient LED Traffic Signals	city-wide	Traffic signal modification/upgrade	Daytona Beach	\$176,619	10%/Ltr. Dated 4-21-11	2011	65.50 ³	
7	LED Traffic Signal Replacement	city-wide	Traffic signal modification/upgrade	DeLand	\$70,000	10%/Ltr. Dated 4-13-11	2011	65.00 ³	
8	LED Traffic Signal Conversion	city-wide	Traffic signal modification/upgrade	Port Orange	\$100,000 (conceptual estimate based on average cost data—2012)	10%/	2012	61.00 ³	
9 <u>3</u>	Old New York Avenue Paved Shoulders And Lane Widening	From SR 44 and Shell Rd	Paved shoulders	Volusia County	\$2,376,647 ²	10%/Res. 2011-61	2011	60.50 ³	
10	Traffic Sign Replacement	city-wide	Traffic sign modification/upgrade	DeLand	\$36,000	10%/Ltr. Dated 4-13-11	2011	59.67 ³	
11 <u>4</u>	Doyle Road Paved Shoulders	From Courtland Blvd to SR 415	Paved shoulders	Volusia County	\$1,009,600 ²	10%/Res. 2011-61	2011	59.17 ³	
12 <u>5</u>	Doyle Road Paved Shoulders	From Providence Blvd to Saxon Blvd	Paved shoulders	Volusia County	\$1,307,452 ²	10%/Res. 2011-61	2011	59.00 ³	

"B" List – Projects Ready for Funding

Priority Ranking	Project Name	Project Limits	Project Type	Project Sponsor	Estimated Total Project Cost	Required Match/Commitment Received	Year Submitted	Total Project Score	Comments
13 6	Herbert St WB Turn Lane Improvements	at Herbert St and Clyde Morris Blvd	Intersection Improvements	Port Orange	\$253,725 (2012)	10%/	2012	58.00 ³	
14 7	Doyle Road Paved Shoulders	From Lush Lane to Courtland Blvd	Paved shoulders	Volusia County	\$581,617 ²	10%/Res. 2011-61	2011	53.67 ³	
15 8	Old Mission Rd - Park Av Intersection Improvements	at Old Mission Rd and Park Av	Intersection Improvements	Edgewater	\$580,000 (2012)	10%/	2012	52.67 ³	
13 9	Turnbull Bay Road Paved Shoulders	From Pioneer Trail to Sunset Drive	Paved shoulders	Volusia County	\$1,278,806 ²	10%/Res. 2011-61	2011	49.67 ³	
16 10	Mast Arm Installation on SR A1A at Cardinal Dr	at SR A1A and Cardinal Dr	Traffic signal support system upgrade	Ormond Beach	\$173,061.59 (2012)	10%/Res. 2012-46	2012	46.00 ³	
17 11	Mast Arm Installation on SR A1A at Harvard Dr	at SR A1A and Harvard Dr	Traffic signal support system upgrade	Ormond Beach	\$138,335.83 (2012)	10%/Res. 2012-46	2012	44.33 ³	
18 12	US 1 Traffic Signal Upgrades	at 3rd St, 6th St, 8th St, Walker St, and Flomich St	Traffic signal support system upgrade	Holly Hill	\$975,000 (2012)	10%/Res. 2012-R-13	2012	40.67 ³	
19 13	Big Tree Rd/Golfview Blvd Intersection Improvements ¹	at Big Tree Rd and Golfview Blvd	Traffic signal support system upgrade, crosswalk enhancements, resurfacing, school bus stop enhancements	South Daytona	PE - \$26,457; Cst - \$189,611; total - \$216,068 (2012)	10%/	2012	38.33 ³	

¹ This project cannot be programmed unless and until they receive the support of the agency responsible for the facility on which the projects are located.

² Cost does not include design which is to be completed by project sponsor.

³ Project scored using different criteria than project applications submitted prior to 2011.

Volusia TPO List of Prioritized XU Traffic Ops/ITS/Safety Projects

ADOPTED - August 28, 2012

For Informational Purposes Only - November 19, 2012

"C" List – Projects Awaiting Feasibility Study								
Priority Ranking	Project Name	Project Limits	Project Type	Project Sponsor	Year Submitted	Total Project Score	Required Match/Commitment Received	Comments
1	Moody Boulevard Bridge Bicycle Lanes	CR 201 (John Anderson Hwy) to Flagler Av	Bicycle lanes	Flagler Beach	2011	- ¹	10%/	In lieu of funding with XU, bicycle lanes to be added in concert with scheduled resurfacing
2	Traffic Camera Network	city-wide	ITS	South Daytona	2011	- ¹	10%/	Install traffic monitoring system
3	SR 400 (Beville Rd) - SR 5A (Nova Rd) Mast Arm Installation	SR 400 (Beville Rd) at SR 5A (Nova Rd)	Mast arm upgrade	Volusia County	2010	47.00	0% for PE phase; otherwise 25%/Res. 2010-67 (25%)	Rebuild signal as mast arm
4	SR 44 - Kepler Rd Turn Lane	SR 44 at Kepler Rd	Intersection improvement	Volusia County	2010	56.83	25%/Res. 2010-67 (25%)	Extend WB RT TN LN
5	SR 44 - Woodward Av Turn Lane	SR 44 at Woodward Av	Intersection improvement	Volusia County	2010	56.83	25%/Res. 2010-67 (25%)	Add WB LT TN LN
6	SR 600 (US 92) - Williamson Blvd Turn Lane	US 92 (ISB) at Williamson Blvd	Intersection improvement	Volusia County	2010	36.67	25%/Res. 2010-67 (25%)	Add 2nd SB RT TN LN (for duals)
7	Flagler Beach Pier Traffic Calming	SR A1A at Flagler Beach Pier	Safety	Flagler Beach	2012	74.50 ²	10%/Res. 2012-16	
8	Providence/Eustace Intersection Safety Upgrade	Providence Blvd at Eustace	Signal warrant study	Deltona	2012	69.00 ²		
9	Beach Parking Pedestrian Crossing @ Racing's North Turn	S. Atlantic Av (CR A1A) at Racing's North Turn	Safety	Ponce Inlet	2012	44.00 ²	10%/Ltr from Jeanene Clauss, Town Manager (no date)	

¹ TIP Subcommittee ranked, but did not score, applications submitted in 2011 for feasibility study.

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

Volusia TPO List of Prioritized Transportation Enhancement/Alternatives Projects

ADOPTED - August 28, 2012

For Informational Purposes Only - November 19, 2012

Priority Ranking	FDOT FM#	Project Name	Project Limits	Project Type	Project Sponsor	Completed Phases	Programmed Phases	Estimated Total Project Cost	Year Submitted	Total Project Score	Comments
1		East Central Florida Regional Rail Trail (ECFRRT)		Multi-Use Trail	Volusia County	-	-		2006		CST is not fully funded.
	4154343	ECFRRT - Sec 3	SR 415 to Brevard Cnty			PD&E/ENV	CST (FY 2014/15)				
	4154344	ECFRRT - Sec 4	Maytown Rd to Park Av			-	-				
	4154345	ECFRRT - SR 415 overpass				-	CST (FY 2011/12)	\$2,160,000 \$2,161,500			
	4154346	ECFRRT - SR 442 overpass				-	CST (FY 2011/12)	\$2,350,000 2,160,000			To be undertaken as a design/build project including overpass and as much of trail extending north and south as budget will allow. If any funds remain after completion of the overpass, they will be programmed under a new project number and used to fund trail construction north or south of the overpass.
	4154347	ECFRRT - Sec 7	Dale Street to 1/2 mile south of SR 442			-	CST (FY 2012/13)	\$2,350,000			
2		Spring to Spring Trail – Ph 3a	Highbanks Rd to Gemini Springs	Multi-Use Trail	Volusia County	-	-		2002		
3		CR 3/Ponce de Leon Blvd	SR 40 (at Pioneer Settlement) to US 17	Bike/Ped. Facility	Volusia County	-	-	\$2,300,000 ¹	2002		
4		Freemont Av Sidewalks	Niles St to US 1	Ped. Facility	Daytona Beach	-	-		2005		
5		North St Sidewalks	Clyde Morris Blvd to Nova Rd	Ped. Facility	Daytona Beach	-	-		2005		
6		Harley Strickland Blvd Sidewalks	Enterprise Rd to Veterans Mem. Pkwy.	Ped. Facility	Orange City	-	-		2005		
7	4302351	Deltona Lakes Elem. School Sidewalks	Deltona Lakes Elem. School Area	Ped. Facility	Deltona	-	PE (FY 2011/12)		2009	70	Acadian Dr Sidewalk - \$16,500 - XU for PE.
8		Spring to Spring Trail Segments 5 & 6	Lake Beresford Park to Minnesota Av	Multi-Use Trail	Volusia County	-	-		2010	85	
9		Dunlawton Av Environmental Mitigation & Drainage Improvement	Spruce Creek Rd to W. of FEC RR	Drainage improvements	Port Orange	-	-		2010	81	Drainage improvements to mitigate stormwater pollution & road hazards
10		Spring to Spring Trail – Ph 7b	Lemon St to King St	Multi-Use Trail	Volusia County	-	-		2006	56	
11		Palmetto Av Sidewalks	Fremont Av to Beville Rd	Ped. Facility	Daytona Beach	-	-		2006	45	
12		Boardwalk at Riverwalk	N. City Limit to Dunlawton Av	Ped. Facility	Port Orange	-	-		2006	40	

Priority Ranking	FDOT FM#	Project Name	Project Limits	Project Type	Project Sponsor	Completed Phases	Programmed Phases	Estimated Total Project Cost	Year Submitted	Total Project Score	Comments
13		Taragona Way Sidewalks	Australia St to Museum St	Ped. Facility	Daytona Beach	-	-		2006	35	
14		Daytona Beach Boardwalk	Ora St to Main St	Ped. facility	Daytona Beach	-	-		2006	30	
15		Historic Rio Vista Arch (Holly Hill)	Calle Grande St (1 block W. of US 1)	Historic rehabilitation	Volusia County	-	-	\$688,845	2008		
16		Rich Av Bicycle Trail Signage	Spring Garden Rd to Hill Av	Bike Signs	DeLand	-	-		2009		
17		New Smyrna Beach Gateways	SR 44 @ 10 th St	Hardscaping/landscaping	New Smyrna Beach	-	-		2009		Project application also included gateway improvements on SR 44 at I-95 and at Canal St which have been completed
18		Flagler Beach Multi-Modal Hub	S. Flagler Av; transit circulator to serve downtown business district between SR A1A, Flagler Av, 9th St South and 9th St North	Parking/transit stop/transit circulator system/bicycle rentals	Flagler Beach	-	-	\$481,000	2012	81 ²	
19		SR A1A National Scenic & Historic Coastal Byway Beautification - Phase I	North 10th St to South 10th St	Hardscaping/landscaping	Flagler Beach	-	-		2011	75 ²	
20		US Highway 92 (W International Speedway Blvd) Streetscape Phase II	SR 5A (Nova Rd) to Lincoln St and FEC RR to SR 5 (US 1)	Hardscaping/landscaping	Daytona Beach	-	-		2011	59 ²	
21		SR 400 (Beville Rd) Beautification	I-95 to SR 5 (US 1)	Hardscaping/landscaping	Daytona Beach	-	-		2011	48 ²	

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

¹ Project estimate from 2002.

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

Volusia TPO List of Prioritized XU Bicycle/Pedestrian Set-aside Projects (10% Local Match Required)

Adopted by the Volusia TPO on August 28, 2012

For Informational Purposes Only - November 19, 2012

Tier A: Projects with One or More Phases Funded

FDOT FM#	VTPO Project#	Project Name	Project Limits	Project Type	Project Sponsor	Programmed Phase(s)	Programmed Amount	Programmed Fiscal Year	Match Commitment	Comments
Sidewalk/Streetscape										
4289761	P10w-143-01	Naranja Rd Sidewalk	Valencia Rd to Highbanks Rd	Sidewalk	DeBary	CST	\$234,739	FY 2012/13	25%	CST funded
4301821	P10w-144-01	Washington Av Sidewalk (north side)	US 17 to Pine St	Sidewalk	Pierson	PE	\$218,333	FY 2011/12	0%	\$101,023 for CST
4301831	P10w-145-01	US 1 Sidewalks	North city limit to Volco Rd	Sidewalk	Edgewater	PE	\$1,500,000	FY 2011/12	0%	\$1,125,000 for CST
4302281	P10w-147-01	Herbert St Sidewalk (south side)	Golden Gate Dr to Nova Rd	Sidewalk	Port Orange	CST	\$193,043	FY 2012/13	10%	CST funded
4302341	P10w-148-01	Highbanks Rd Sidewalk	Donald Smith Bv to Rob Sullivan Park	Sidewalk	DeBary	CST	\$199,584	FY 2012/13	10%	CST funded
4302351	P10w-149-01	Acadian Dr Sidewalk	Providence Bv to Elkcarn Bv	Sidewalk	Deltona	CST	\$45,000	FY 2012/13	10%	CST funded
4300281	P10w-150-01	Ridge Bv Sidewalk	Pope Av to Palmetto Av	Sidewalk	South Daytona	CST	\$576,472	FY 2012/13	15%	CST funded
4300791	P10w-151-01	S. Spruce Creek Rd Sidewalk	Central Park Bv to Taylor Rd	Sidewalk	Port Orange	PE/CST	\$330,928	FY 2012/13	15%	CST funded
Candidate	P12w-101-01	Gateway Promenade Project (SR A1A)	9th St S. to 5th St N.	Sidewalk	Flagler Beach	CST	\$546,896	FY 2012/13	0%	CST funded
Candidate	P12w-103-01	Michigan Avenue Sidewalk	Matthews Av to School Way Av	Sidewalk	New Smyrna Beach	PE/CST	\$62,755	FY 2012/13	10%	CST funded
Candidate	P12w-104-01	7th St Sidewalk	"B" St to S. Myrtle Av	Sidewalk	New Smyrna Beach	PE/CST	\$36,090	FY 2013/13	10%	CST funded
Shared Use Path										
4300781	P10p-153-01	NSB Multi Use Trail Phase 1	Sugarmill Dr to Pioneer Trail	Shared Use Path	New Smyrna Beach	PE/CST	\$1,119,797	FY 2012/13	25%	CST funded
4302171	P10p-155-01	Alabama Ave Trail North Extension	US 92 to Sperling Sports Complex	Shared Use Path	DeLand	PE	\$165,000	FY 2011/12	0%	new alignment
4302172	P10p-156-01	Alabama Ave Trail North Extension	Minnesota Av to US 92	Shared Use Path	DeLand	CST	\$750,000	FY 2013/14	10%	CST funded

Tier B: Projects Ready for Funding

Priority Ranking	VTPO Project#	Project Name	Project Limits	Project Type	Project Sponsor	Project Phase	Estimated Total Project Cost	Project Score	Match Commitment	Comments
Sidewalk										
1	P10w-158-01	Herbert St Sidewalk & Bike Lane	Nova Rd to Jackson St	Sidewalk	Port Orange	PE/ROW/CST	\$200,505	44	25%	
2	P12w-101-01	Gateway Promenade Project	9th St S. to 5th St N.	Sidewalk	Flagler Beach	CST	\$546,896	71	10%	
3	P12w-102-01	US 17 Sidewalks	Hagstrom Rd to Washington Av	Sidewalk	Pierson	PE/CST	\$828,996	55	0%	
4	P12w-103-01	Michigan Avenue Sidewalk	Matthews Av to School Way Av	Sidewalk	New Smyrna Beach	PE/CST	\$56,479	51	10%	
5	P12w-104-01	7th St Sidewalk	"B" St to S. Myrtle Av	Sidewalk	New Smyrna Beach	PE/CST	\$32,481	41	10%	
Shared Use Path										
1	P11p-101-01	Lantern Park Bridge	N. Reed Canal to S. Reed Canal	Bridge w/Shared Use Path	South Daytona	CST	\$600,000	76	10%	
2	P11p-113-01	Forrest Hills Connector	Old Tomoka Rd to Scottsdale Dr	Shared Use Path	Ormond Beach	CST	\$510,205	61	10%	
3	P12p-101-01	Lakeshore Shared Use Path	Providence Bv to Green Springs Park	Shared Use Path	Deltona	PE/CST	\$518,380	77	10%	
4	P11w-102-01	Big Tree Rd Shared Use Path	James St to Nova Rd	Shared Use Path	South Daytona	CST	\$500,000	56	10%	

Tier C: Projects Awaiting Feasibility Study

Priority Ranking	VTPD Project#	Project Name	Project Limits	Project Type	Project Sponsor	Project Status	Year Submitted	Project Score	Match Commitment	Comments
Sidewalk										
1	S12w-101-01	E. Ohio Av Sidewalk	S. Thorpe Av to S. Leavitt Av	Sidewalk	Orange City	Conceptual Plan	2012	77	10%	in progress
2	S11w-125-01	Victoria Gardens Bv Sidewalk	Clyde Morris Bv to Appleview Way	Sidewalk	Port Orange	Conceptual Plan	2011	76.1	10%	in progress
3	S11w-122-01	Calle Grande Sidewalk	Nova Rd to US-1	Sidewalk	Holly Hill	Conceptual Plan	2011	74.2	10%	removed by sponsor
4	S11w-123-01	N. Spruce Creek Rd Sidewalk	Nova Rd to Angelina Ct	Sidewalk	Port Orange	Conceptual Plan	2011	71.2	10%	in progress
5	S11w-124-01	McDonald Rd Sidewalk	Sauls St to 6th St	Sidewalk	Port Orange	Conceptual Plan	2011	71.1	10%	in progress
6	S12w-102-01	Flagler Av Sidewalk	12th St to Park Av	Sidewalk	Edgewater	Conceptual Plan	2012	70	10%	in progress
7	S11w-117-01	W. French Av Sidewalk	Volusia Av to Valentine Park	Sidewalk	Orange City	Conceptual Plan	2011	66.1	10%	in progress
8	S12w-103-01	Thames Av Sidewalk	S. Peninsula Dr to S. Atlantic Av	Sidewalk	Daytona Beach	Conceptual Plan	2012	66	10%	
9	S12w-104-01	Flomich St Sidewalks	Nova Rd to Decatur St	Sidewalk	Holly Hill	Conceptual Plan	2012	63	10%	
10	S12w-105-01	N. Carpenter Av Sidewalk	W. French Av to May St	Sidewalk	Orange City	Conceptual Plan	2012	59	10%	
11	S12w-106-01	Alabama St Sidewalk	Florida St to Mason Av	Sidewalk	Daytona Beach	Conceptual Plan	2012	56.4	10%	
12	S12w-107-01	Florida St Sidewalk	Iowa St to Clyde Morris Bv	Sidewalk	Daytona Beach	Conceptual Plan	2012	56.3	10%	
13	S11w-121-01	SR 442 Sidewalk	I-95 to Air Park Rd	Sidewalk	Edgewater	Conceptual Plan	2011	56.1	10%	
14	S12w-108-01	Mason Av Sidewalk	Nova Rd to Center St	Sidewalk	Daytona Beach	Conceptual Plan	2012	56	10%	
15	S11w-110-01	Lambert Av Sidewalk	Palm Dr to Lambert Cove	Sidewalk	Flagler Beach	Conceptual Plan	2011	46	10%	
16	S12w-109-01	Herbert St Sidewalk-East	Jackson St to Railroad Crossing	Sidewalk	Port Orange	Conceptual Plan	2012	35	10%	
17	S12w-110-01	Willow Run Bv Sidewalk	Chardonnay Dr to Clyde Morris Bv	Sidewalk	Port Orange	Conceptual Plan	2012	25	10%	
Shared Use Path										
1	S10p-107-01	Spring to Spring Trail Segments 5&6	Lk Beresford Park to Minnesota Av	Shared Use Path	Volusia County	Conceptual Plan	2010	86	25%	removed by sponsor
2	S11p-107-01	NSB Multi Use Trail Phase 2	Pioneer Tr to Sugarmill Dr to Util. Easement to SR 44	Shared Use Path	New Smyrna Beach	Conceptual Plan	2011	76.2	10%	in progress
3	S11p-118-01	W. French Av Shared Use Path	Spring to Spring Trail to Valentine Park	Shared Use Path	Orange City	Conceptual Plan	2011	66.3	10%	in progress
4	S11p-112-01	Macy Av Shared Use Path	Cassadaga Rd to Ohio Av	Shared Use Path	Lake Helen	Conceptual Plan	2011	66.2	10%	
5	S11p-111-01	E. Michigan Av Shared Use Path	S. Lakeview Dr to S. Prevatt Av	Shared Use Path	Lake Helen	Conceptual Plan	2011	66.1	10%	
6	S12p-101-01	Providence Bv Shared Use Path	DeBary Av/Doyle Rd to Howland Bv	Shared Use Path	Deltona	Conceptual Plan	2012	60	10%	
7	S12p-102-01	Powerline Shared Use Path	Saxon Bv/I-4 to Courtland Bv/Beckwith St	Shared Use Path	Deltona	Conceptual Plan	2012	50	10%	
8	S11p-100-01	Thompson Creek Shared Use Path	Division Av to Wilmette Av	Shared Use Path	Ormond Beach	Conceptual Plan	2011	40	10%	

NOTE 1: The TPO has set-aside 30% of its XU funds for bicycle/pedestrian projects, with the caveat that all projects will be handicapped accessible and ADA compliant.

NOTE 2: The TPO will allocate up to \$100,000/year to help local governments fund feasibility studies for these projects.

CAC Attendance Record 2012

<i>Name</i>	<i>17-Jan</i>	<i>21-Feb</i>	<i>20-Mar</i>	<i>17-Apr</i>	<i>15-May</i>	<i>19-Jun</i>	<i>17-Jul</i>	<i>21-Aug</i>	<i>18-Sep</i>	<i>16-Oct</i>	<i>20-Nov</i>	<i>18-Dec</i>	<i>Notes</i>
Donald Smart	x	x	x	x	x	x	M	x	x	x			Daytona Beach (appt. 1/06)
Richard Gailey	x	x	x	exc	x	x	E	x	x	x			DeBary (appt. 6/10)
Janet Deyette	x	x	x	exc	x	exc	E	x	x	x			Deltona (appt. 11/10)
Bliss Jamison	x	x	x	x	x	abs	T	x	x	abs			Edgewater (appt. 1/11)
Richard Belhumeur							I	x	x	x			Flagler Beach (appt 7/12)
Gilles Blais (<i>Vice Chairman</i>)	x	x	x	x	x	x	N	x	x	x			Holly Hill (appt. 11/07)
Jacob Sachs	exc.	x	x	x	x	x	G	x	x	x			New Smyrna Beach (appt. 03/11)
Bob Storke	x	x	x	x	x	x		x	x	x			Orange City (appt. 1/08)
Peter Hauser	x	x	x	x	x	x	C	abs	exc	abs			Ormond Beach (appt. 5/04)
Susan Elliott	x	x	x	x	exc	x	A	x	x	x			Pierson (appt. 3/06)
Nancy Epps				abs	x	x	N	x	x	x			Ponce Inlet (appt. 4/12)
Bobby Ball	x	x	exc	exc	x	x	C	x	x	x			Port Orange (appt. 12/02)
Lary Galphin	x	exc.	x	x	exc	exc	E	abs	x	x			Volusia County D-3 (appt. 4/07) (Alexander)
Nadine Collard	exc.	exc.	exc	x	x	exc	L	x	exc	exc			Volusia County D-5 (appt. 9/09)(Northey)
Dan D'Antonio (<i>Chairman</i>)	x	x	x	x	x	x	L	x	x	x			Volusia County D-2 (appt. 4/09)(Wagner)
Tomm Friend	exc.	exc.	x	x	x	abs	E	x	abs	exc			Volusia County Chair (appt. 8/07) (Bruno)
Judy Craig	x	x	x	x	x	x	D	x	x	exc			Volusia County D-1 (appt. 5/11) (Kelly)
Heather Blanck	abs.	x	x	x	x	x		x	x	x			Votran (appt. 1/07)
Jim Brown (non-voting)						x							FDOT (appt. 11/12)
Melissa Winsett (non-voting)	x	x	x	x	x	x		x	x	x			Volusia Co Traffic Eng. (appt 10/11)
Lois Bollenback (non-voting)						x		x	x	x			Volusia TPO
<u>Vacancies</u>													
Deland													
Volusia County At-Large (Cusack)													
Lake Helen													
Oak Hill													
Beverly Beach													
South Daytona													
QUORUM	Y	Y	Y	Y	Y	Y		Y	Y	Y			

TCC Attendance Record 2012

Name	17-Jan	21-Feb	15-Mar	17-Apr	15-May	26-Jun	17-Jul	21-Aug	18-Sep	16-Oct	20-Nov	18-Dec	Notes
Fred Ferrell	x	x	x	x	x	C. Walsh	M	x	x	x			Daytona Beach (appt. 11/08)
Pedro Leon	x	x	x	x	x	x	E	x	x	x			Daytona Beach Airport (appt. 0 (07/11)
Stewart Cruz	exc	abs	x	exc	x	exc	E	x	x	x			Daytona Beach Shores (appt. 10/04)
Mike Holmes	x	x	abs	x	x	x	T	x	exc	x			DeLand (appt. 09/98)
Ron Paradise	x	x	x	x	x	x	I	x	x	x			Deltona (appt. 11/09)
Rebecca Hammock	x	x	exc	x	exc	exc	N	x	x	x			DeBary (appt. 06/10)
Darren Lear (Chairman)	x	exc.	x	x	x	x	G	x	x	x			Edgewater (appt. 10/99)
Chad Lingenfelter	x	x	x	x	x	x		x	x	x			Flagler Beach (appt. 8/11)
Tom Harowski	x	x	x	x	x	x	C	x	x	x			Holly Hill (appt. 01/11)
Gail Henrikson	x	x	x	x	x	x	A	x	exc	x			New Smyrna Beach (appt. 12/07)
Don Findell	x	exc.	x	x	exc	exc	N	exc	exc	abs			Lake Helen (appt. 10/97)
Ric Goss	x	x	x	x	x	x	C	x	x	x			Ormond Beach (appt. 11/07)
Jim Kerr	x	x	x	x	x	x	E	W. Hickey	x	x			Orange City (appt. 06/00)
Jim Smith	abs.	Phone	x	x	exc	x	L	x	x	x			Pierson (appt. 05/09)
Clay Ervin (Vice Chair)	x	x	x	x	x	x	L	x	x	x			Ponce Inlet (appt. 8/11)
Bill McCord	x	x	x	x	x	x	E	x	x	x			Port Orange (appt. 11/08)
John Dillard	x	x	x	x	x	x	D	x	x	abs			South Daytona (appt. 12/03)
Jon Cheney	x	x	M. Winsett	M. Winsett	x	x		x	M. Winsett	x			V.C. Traffic Engineering (appt. 04/99)
Marian Ridgeway	x	x	exc	x	x	x		x	exc	H. LaValley			Volusia County Schools (appt. 11/98)
Heather Blanck	x	x	x	x	x	x		x	x	x			Votran (appt. 01/07)
Larry LaHue	exc	x	x	x	R. Moore	x		x	P. White	x			V.C. Emergency Management (appt. 01/04)
Jim Brown													FDOT (appt. 11/12)
Lois Bollenback (non-voting)						x		x	x	x			Volusia TPO
<u>Vacancies</u>													
Oak Hill													
Beverly Beach													
QUORUM	Y	Y	Y	Y	Y	Y		Y	Y	Y			

BPAC Attendance Record 2012

Name	11-Jan	8-Feb	14-Mar	11-Apr	9-May	13-Jun	11-Jul	8-Aug	12-Sep	10-Oct	14-Nov	12-Dec	Notes
Holly Idler			x	x	x		x	exc	x	abs			Daytona Beach (appt. 3/12)
John Schmitz						M			x	exc	M		Daytona Beach Shores (appt. 8/12)
Rani Merens	x	x	x	x	exc	x	E	x	x	x	x	E	DeBary (appt. 3/06)
Tim Bustos - Alt: Ted Wendler	x	x	x	x	x	x	E	x	x	x	x	E	DeLand (appt. 05/11) (alternate appt. 10/11)
Michelle Grenham	x	x	x	x	exc	x	T	x	x	exc	x	T	Edgewater (appt. 1/08)
Sandra Mason							I	x	x	x	x	I	Flagler Beach (appt. 07/12)
Nick Mostert	R .Rivera	x	x	exc	x	x	N	x	x	x	x	N	Holly Hill (appt. 1/12)
Bob Storke (Vice Chairman)	x	x	x	x	x	x	G	x	x	x	exc	G	Orange City (appt. 12/07)
Jim Mascola					abs	abs		x	abs	abs	abs		Ormond Beach (appt. 4/12)
Phyllis Campbell	x	x	x	x	x	x	C	x	exc	x	exc	C	Ponce Inlet (appt. 11/06)
Colleen Nicoulin	x	x	x	x	x	x	A	x	x	x	x	A	Port Orange (appt. 7/11)
Bill Pouzar	x	abs	x	exc	abs	exc	N	abs	exc	exc	abs	N	Volusia County (appt. 12/10) D-5 (Northey)
A.J. Devies	x	exc	x	x	x	x	C	exc	x	exc	x	C	Volusia County (appt. 1/06) D-2 (Wagner)
Roy Walters-Alt: Jason Aufdenberg	x	exc	exc	exc	x	x	E	exc	x	x	x	E	Volusia County At-Large (appt. 03/05) (alt appt 07/12)
Mike Chuven (Chairman)	x	x	x	x	x	x	L	x	x	x	abs	L	Volusia County Council Chair (appt 4/11) (Bruno)
Kevin Phelps							L				x	L	Volusia County (appt. 11/12) D-1 (Kelly)
							E					E	
NON-VOTING MEMBERS							D					D	
Melissa Winsett	x	x	x	J. Cheney	x	x		J. Cheney	J.Cheney	x	x		Volusia County Traffic Engineering
Amanda Vandermaelen				x	exc	x		exc	x	abs	abs		V.C. Parks, Recreation & Culture (appt. 03/12)
Bill McCord				x	x	x		abs	exc	x	x		Large City - Port Orange (appt. 4/12)
Wendy Hickey	x	x	x	x	x	exc		x	x	x	x		Small City - Orange City
Helen LaValley								x	x	x	x		Volusia County Schools (appt. 06/12)
Heather Blanck	x	exc	x	exc	Davenport	x		x	Davenport	x	Davenport		Votran
Joan Carter	x	x	x	x	exc	exc		x	x	x	x		FDOT
<u>Vacancies</u>													
Beverly Beach													
Deltona													
Lake Helen													
New Smyrna Beach													
Oak Hill													
Pierson													
South Daytona													
Volusia County D-3 (Alexander)													
QUORUM	Y	N	Y	Y	Y	Y		Y	Y	Y			

January - December 2012

2013 Meeting Schedule of the Volusia TPO Board and Committees

	Volusia TPO Board	Executive Committee	Technical Coordinating Committee (TCC)	Citizens' Advisory Committee (CAC)	Bicycle/Pedestrian Advisory Committee (BPAC)	Trans. Disadvantaged Local Coordinating Board (TDLCB)
2013	4th Tues. @ 8:30 a.m.	1st Mon. @ 3:00 p.m.	3rd Tues. @ 3:00 p.m.	3rd Tues. @ 1:30 p.m.	2nd Wed. @ 3:00 p.m.	2nd Wed. every other month @ 11:00 a.m. **
January	January 22, 2013	January 7, 2013	January 15, 2013	January 15, 2013	January 9, 2013	January 9, 2013
February	February 26, 2013	February 4, 2013	February 19, 2013	February 19, 2013	February 13, 2013	
March	March 26, 2013	March 4, 2013	March 19, 2013	March 19, 2013	March 13, 2013	March 13, 2013
April	April 23, 2013	April 1, 2013	April 16, 2013	April 16, 2013	April 10, 2013	
May	May 28, 2013	May 6, 2013	May 21, 2013	May 21, 2013	May 8, 2013	May 8, 2013
June	June 25, 2013	June 3, 2013	June 18, 2013	June 18, 2013	June 12, 2013	
July	July 23, 2013*	July 1, 2013*	July 16, 2013*	July 16, 2013*	July 10, 2013*	July 10, 2013
August	August 27, 2013	August 5, 2013	August 20, 2013	August 20, 2013	August 14, 2013	
September	September 24, 2013	September 2, 2013	September 17, 2013	September 17, 2013	September 11, 2013	September 11, 2013
October	October 22, 2013	October 7, 2013	October 15, 2013	October 15, 2013	October 9, 2013	
November	November 26, 2013	November 4, 2013	November 19, 2013	November 19, 2013	November 13, 2013	November 13, 2013
December	December 24, 2013*	December 2, 2013*	December 17, 2013*	December 17, 2013*	December 11, 2013*	

* These meetings are typically cancelled

** TDLCB Meetings are at Votran



RG 2012-01

November 27, 2012

Kathy Neill, Director
Office of Policy Planning
Florida Department of Transportation
605 Suwannee St., M.S. 28
Tallahassee, FL 32399-0450

Dear Ms. Neill:

At the October 25, 2012 meeting of the Metropolitan Planning Organization Advisory Council (MPOAC), staff from the Florida Department of Transportation (FDOT) Office of Policy Planning informed participants that FDOT would be reviewing 339.175 F.S. pertaining to the designation, redesignation and reapportionment of Metropolitan Planning Organizations.

The Volusia Transportation Planning Organization (TPO) is currently responding to changes in the Palm-Coast-Daytona-Port Orange Urbanized Area as a result of the 2010 census. The changes include amending the existing planning boundaries as well as the composition of the TPO Board membership. Considerations are ongoing and Volusia TPO staff members have been in regular contact with FDOT staff to ensure an open exchange of information regarding this process.

The Volusia TPO has appreciated the support provided by the Office of Policy Planning and through these discussions, it has been widely recognized that positive changes could be made to Florida Statutes pertaining to MPOs. We respectfully request, however, that no formal consideration be given to amending these provisions until the completion of designation, redesignation and reapportionment occurs throughout the state sometime next year. A discussion of potential changes regarding MPO membership and board representation could have a detrimental effect on continuing reapportionment efforts and hamper our ability to meet the deadlines and expectations for completing this activity.

Thank you for considering this request.

Sincerely,

Robert Gilliland
Chairman, Volusia TPO

cc: Howard Glassman, MPOAC
Jim Brown, FDOT

Beverly Beach
Daytona Beach
Daytona Beach Shores
DeBary

DeLand
Deltona
Edgewater
Flagler Beach

Holly Hill
Lake Helen
New Smyrna Beach
Oak Hill

Orange City
Ormond Beach
Pierson
Ponce Inlet

Port Orange
South Daytona
Volusia County