



To: TIP Subcommittee
From: Robert Keeth, Senior Planner
Date: October 5, 2010
Re: Identifying and Prioritizing Transportation Projects

Each year the Volusia TPO puts out a “call for projects”, then reviews and prioritizes the project proposals it receives. The resulting prioritized list of projects is forwarded to the FDOT to be programmed for construction. This process is required pursuant to 339.175 (8) (a) and (b), F.S.¹

Always striving to do better, we ask what you think can be done to improve the process. The “2010 Priority Process Schedule”, which outlines this current process, is attached for reference.

Our purpose for this review is to identify any changes that might yield project lists that better reflect the true priorities of the TPO’s constituents while minimizing the effort required to identify and prioritize the projects. We also want the process to better identify and resolve potential issues that could unnecessarily delay project construction. In this regard, I pose the following questions for discussion at our next TIP Subcommittee meeting:

1. Can we better utilize existing or new transportation system management tools such as congestion management processes and crash reporting and analysis systems to more rationally and systematically identify and rank projects? This may be particularly relevant to ITS/Traffic Operations/Safety projects.
2. Should feasibility studies include identification and evaluation of project alternatives with the intent of implementing more cost effective solutions?
3. Should we hold open public meetings to develop scopes for the feasibility studies, engaging all stakeholders (including nearby property owners, the entity responsible for the system on which the proposed project is located, potential users, etc.) to better identify issues and opportunities to be addressed by the studies?
4. What else can we do to ensure that the feasibility studies (whether performed by the applicant or the TPO’s consultant) will reliably determine that projects are feasible and can be constructed at the estimated cost without unnecessary delays (e.g., unanticipated right-of-way issues)?
5. Do we need to revise our Priority Process Timeline to accommodate revisions to the process?

I look forward to a discussion of these questions and others that you might want to raise at our TIP Subcommittee meeting on Thursday, October 7.

cc: TCC, CAC, BPAC members
Judy Pizzo, FDOT
Mary Schoelzel, FDOT
Press

ⁱ **Florida Statutes, 339.175 (8) -**

(a) Each M.P.O. is responsible for developing, annually, a list of project priorities and a transportation improvement program. The prevailing principles to be considered by each M.P.O. when developing a list of project priorities and a transportation improvement program are: preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility. The transportation improvement program will be used to initiate federally aided transportation facilities and improvements as well as other transportation facilities and improvements including transit, rail, aviation, spaceport, and port facilities to be funded from the State Transportation Trust Fund within its metropolitan area in accordance with existing and subsequent federal and state laws and rules and regulations related thereto. The transportation improvement program shall be consistent, to the maximum extent feasible, with the approved local government comprehensive plans of the units of local government whose boundaries are within the metropolitan area of the M.P.O. and include those projects programmed pursuant to s. 339.2819(4) [Transportation Regional Incentive Program].

(b) Each M.P.O. annually shall prepare a list of project priorities and shall submit the list to the appropriate district of the department by October 1 of each year; however, the department and a metropolitan planning organization may, in writing, agree to vary this submittal date. The list of project priorities must be formally reviewed by the technical and citizens' advisory committees, and approved by the M.P.O., before it is transmitted to the district. The approved list of project priorities must be used by the district in developing the district work program and must be used by the M.P.O. in developing its transportation improvement program. The annual list of project priorities must be based upon project selection criteria that, at a minimum, consider the following:

- 1. The approved M.P.O. long-range transportation plan;*
- 2. The Strategic Intermodal System Plan developed under s. 339.64.*
- 3. The priorities developed pursuant to s. 339.2819(4) [Transportation Regional Incentive Program].*
- 4. The results of the transportation management systems; and*
- 5. The M.P.O.'s public-involvement procedures.*