

Transportation Investment Generating Economic Recovery
Grant Application

East Central Florida Regional Rail Trail “Missing Link”

Submitted by
The County of Volusia Florida and
The County of Brevard Florida

October 26, 2011

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I. Project Description

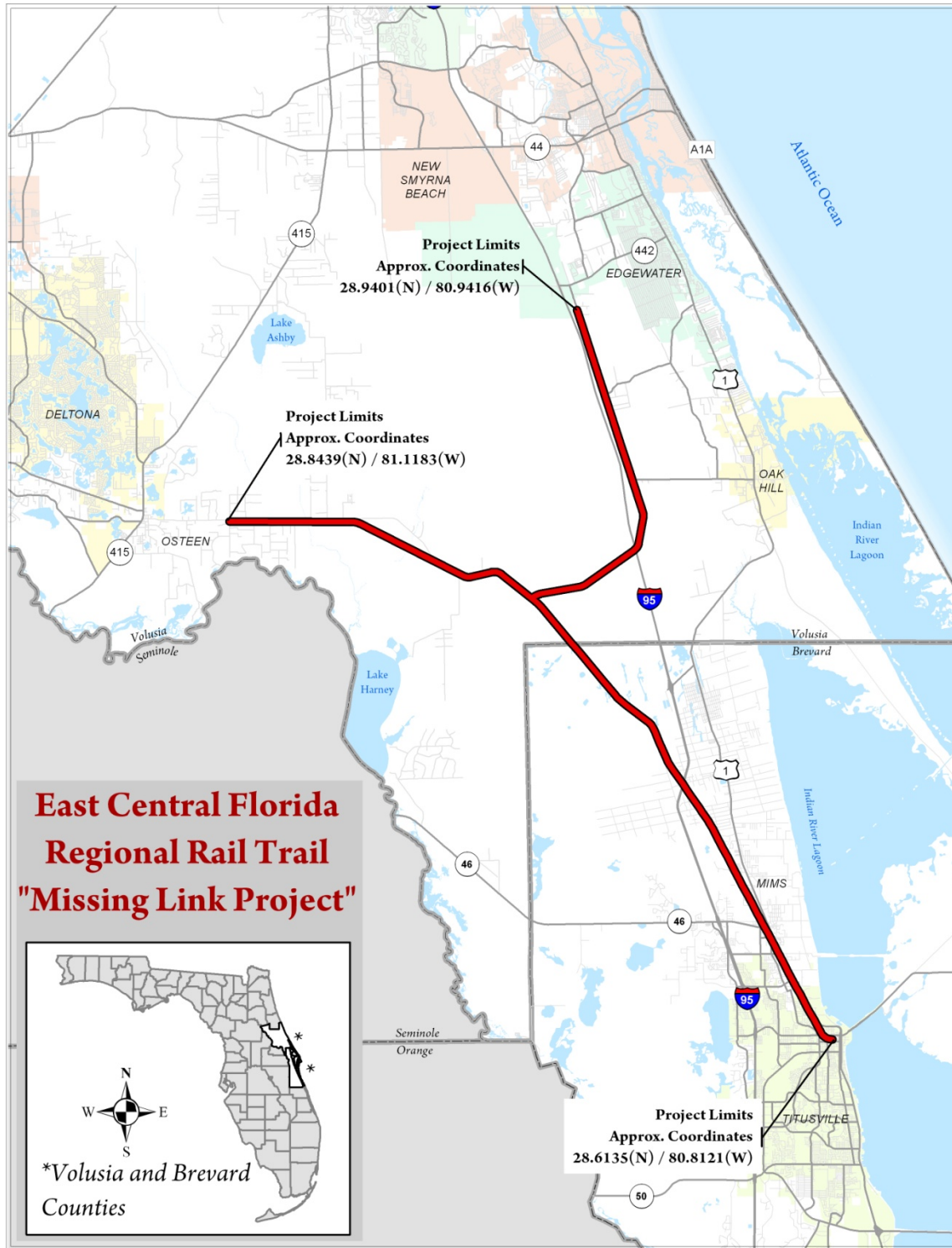
The proposed application is for a design/build project to construct the remaining segment (aka “Missing Link”) of a 52 mile long, 12 foot wide, paved, multi-use trail know as the East Central Florida Regional Rail Trail. This project is for the construction of the remaining 36 miles of paved trail, 16 low level bridges and various amenities. The Volusia County portion will be 21 miles with 14 bridges and 15 miles with 2 bridges in Brevard County. A Project Development and Environment (PD&E) study was completed for the entire trail in both counties. Preliminary Plans are included in the study and are attached in Appendix C.


The project consists of three legs. Leg one begins where a segment of East Central Florida Regional Rail Trail (ECFRRT), is currently funded for construction in FY 2011/2012 ends at Guise Road in the community of Osteen. The proposed project will extend the trail east through rural neighborhoods and wooded natural areas to the Maytown Spur. Leg two begins in the City of Edgewater where a segment currently funded for construction in FY 2011/2012 ends at a trailhead know locally as the Maglev Site. The project will extend this trail south and west to the Maytown Spur. The third leg begins where the first two segments converge and travels south into Brevard County. In Brevard County the trail passes through the communities of Scottsmore, Mims and then terminates in downtown Titusville.

East Central Florida Regional Rail Trail is a 52-mile regional corridor runs along the old Florida East Coast Rail right-of-way, which was purchased by the Florida Department of Environmental Protection (DEP) specifically for development as a nature trail. When completed, it will connect the community of Enterprise in Volusia County with Titusville in Brevard County, linking the rural wilderness areas with neighborhoods and downtowns.

Volusia County currently has 6 miles of the Rail trail under construction. Two additional segments, totaling 8 miles, including 2 major roadway overpasses, are programmed to begin construction in FY 2011/2012. This project will connect those two segments. The downtown and suburban connector sections of the trail, in the City of Titusville will be constructed in 2012 rural area

East Central Florida Regional Rail Trail – Missing Link



 Date: 10/11/11
Map is for graphic representation only

II. Project Parties

This application is a joint application by the Count of Volusia and the County of Brevard, Florida. Assistance in preparation was provided by the Volusia TPO, Space Coast TPO and East Central Florida Planning Council.

III. Grants Funds and Sources

This application is for full funding of the proposed project. The project is located in a rural area and meets the criteria for zero match. Project funding is requested for \$ 14,500,000.00. This is based on engineering estimates and the cost of recently constructed projects similar in nature. Preliminary cost estimates are contained in the PD&E study found in Appendix C and have been updated for this project. The twenty- one miles of the project in Volusia is estimated to cost \$10,500,000 and \$4,000,000 for the fifteen miles in Brevard

Segment	Length (miles)	Description	Trail Est (\$)	Bridge Est (\$)	Total Est (\$)
2	3.5	Guise-Gobblers Lodge	693,489	1,258,460	1,951,949
3	7.0	Gobblers Lodge-Maytown	1,582,216	3,071,390	4,653,606
4	1.3	Maytown-Countyline	690,300	0	690,300
5	5.6	Countyline-Aurantia	1,297,410	442,330	1,739,740
6	7.4	Aurantia-Kingman	1,572,894	186,900	1,759,794
7	2.0	Kingman-Canaveral	500,466	0	500,466
8	9.2	Maytown-Maglev	2,755,265	348,880	3,204,145

IV. Selection Criteria

a. Long Term Outcomes

i. State of Good Repair

The proposed project improves the condition of the existing transportation system and facilities by providing active alternative methods of transportation. These alternative methods will reduce the number of trips on adjacent or nearby roadways. Reducing the number of trips will extend the life of those facilities, reducing maintenance costs less use will also reduce crashes not only between vehicles but also vehicles and pedestrians by providing separated transportation corridors. Multi use trails have a lower cost per mile maintenance than vehicular roadways.

The project is part of, and consistent with, regional, state and local efforts to maintain transportation facilities and systems in a state of good repair. It is appropriately capitalized and uses asset management, and best practices approaches that optimize its long term cost structure. The trail right of way is owned by the State of Florida and leased to Volusia County and Brevard County. The construction and maintenance is vested to each County in the lease. A copy of the lease can viewed in Appendix H.

Both counties have well established tax bases and fiscally sound budgetary processes. There is an adequate source of revenue for long term operation and maintenance of the trail.

A detailed management plan for the entire East Central Florida Regional Rail Trail has been written and approved by both counties. The management plan is shown in Appendix D.

ii. Economic Competitiveness

The rail corridor travels along US 1 through downtown Titusville. The Downtown Titusville CRA Plan was developed to aid in coordinating growth in the Downtown CRA area through a series of strategic initiatives that could be realized over the next fifteen to twenty years. The Plan identifies both private and public sector investments that are aimed at preserving and protecting the rich history of the Titusville Downtown community, while creating a vibrant mixed-use town center environment. The Plan's expressed long range vision embodies creating a series of clearly defined centers, new mixed-use buildings on infill lots, open space, enhanced streetscape design and new public facilities including parking structures and storm water ponds. Ideally, the combination of these features along with the implementation of smart

growth practices, the City of Titusville can realize a downtown area that will attract and sustain private sector investment and create a unique sense of place. The plan also notes that creating a safe and welcoming environment for pedestrians is a priority. The Rail trail will be instrumental in providing pedestrian access to the downtown area. The City is committing a large portion of the city budget to the redevelopment of the downtown area. The development of the East Central Regional Rail corridor into a multi-use trail promulgates the vision of the Downtown Titusville CRA Plan, and it has the potential to be a catalyst in the redevelopment process. The East Central Regional Rail corridor travels along US 1 through downtown Titusville and could provide pedestrian access to the area. Trails are popular amenities that draw millions of users a year and they have aided in the revitalization of downtown areas and are becoming a key amenity in new developments. Before the conversion of rail corridor into the West Orange Trail in Winter Garden, Florida, the downtown area was considered blighted with empty storefronts. Since completion of the trail, the downtown area is revitalized and nearly 100% of the storefronts are occupied. In Dunedin, Florida, the downtown occupancy of storefronts was 35% before the Pinellas Trail, and since the trail arrived in the early 1990s, downtown occupancy is 100%. Based on these findings this project will aid in bringing the vision for Downtown to fruition.

A 1998 report issued by the Rails to Trails Conservancy suggests that Rail Trails offer unique economic opportunities that can lead to “renewed development and community spirit” smaller communities like these that may have been lost many years ago when the rail line was abandoned. The report further states, “Local businesses of all kinds, from antique shops and bed and breakfast establishments to hardware and even clothing stores, frequently see and increase in sales when a trail opens on a previously disused railroad corridor. New businesses such as snack bars and bicycle shops often open to accommodate trail users.”

iii. Livability

The Envision Edgewater project was conducted as a community visioning process with the goal of creating a vision for the future development in the City of Edgewater, with the horizon year of 2028. Edgewater citizens participated in a one day, eight hour visioning process, provided the opportunity for the community stakeholders to discuss what makes a healthy, and how they would like to see the community develop. The sessions at the visioning included a variety of topics including economic development, open space and preservation, housing and neighborhoods, transportation, and community facilities and services. During the sessions,

community members expressed that there were limited alternative transportation options and a lack of sidewalks and bicycle trails. They also noted that in order to enhance their quality of life, the City should make better use of the waterfront, increase City events and programs, have more bicycle and pedestrian facilities, along a definitive City Center with a sense of place. In addition, participants expressed that the natural environment of Edgewater should be capitalized on through the development of nature trails and parks. The proposed project will aid in fulfilling many of the Envision Edgewater components by providing an alternative transportation option, increase eco-tourism opportunities, and giving greater pedestrian access to waterfront recreational activities.

The rail corridor also travels through the East Mims community and in 2004 the community created the East Mims Neighborhood Action Plan a blueprint for the future vision of the Mims community. The top priorities of the plan were centered around (1) facilitating partnerships and funding sources to improve opportunities and facilities for all neighborhood youth and senior citizens, (2) improved street and traffic safety infrastructure; (3) enhancing community special events; and (4) facilitating economic development in the neighborhood and northern Brevard County. The plan is important to the potential trail because it incorporates trail connections to the proposed trail and demonstrates the community's goal of improving the quality of life for residents.

Making connections between existing transit and multi-use trails enhances the accessibility of both systems.

Votran, Volusia County's public transportation system has four major service areas. The south east service area is located near the rail corridor, and it includes route 41 that runs along US 1 and crosses the rail corridor at the intersection of Park Avenue and US 1 in Edgewater.

Space Coast Area Transit or (SCAT) is Brevard County's public transportation system which operates throughout the County and has designated stops within incorporated and unincorporated areas. SCAT has eighteen routes providing transit services to Brevard County citizens. Two of these routes are located near the rail corridor, routes 2 and 5. Route 2 circulates within the City of Titusville along SR 405 to the west and US 1 to the east and Route 5 travels through Titusville via US 1 and exits Titusville headed south via US 1.

In addition, Sunrail, the region's commuter rail system will begin operations in 2013 or 2014. Sunrail has already adopted the policy of bikes-in-trains, allowing central

Florida cyclists access the east Central Florida Regional Rail Trail and the “missing link” without the need for cars.

In Brevard County, trail users will have the option to board the Flagler Line in downtown Titusville which will be one of eight newly restored passenger rail stops on the east coast between Jacksonville and Miami, Florida, via the population centers on the eastern coast of Florida. This new Amtrak line is will also connect Florida to major east coast cities all the way north to New York. An Amtrak performance review of proposed and existing routes, published in October, 2011 states, “Restoring passenger rail service to the FEC route is the most promising initiative for expansion of Amtrak’s route network that has been identified during the first two years of the PRIIA 210 long-distance performance improvement process.” The route is expected to attract over 100,000 new passengers and provide annual revenue of \$7.9 million annually.

The project is adjacent to major future developments that will utilize the trail.

The Farmton Tract, a major tract of undeveloped land adjacent to the trail consists of approximately 59,000 acres in southeast Volusia and northern Brevard Counties, and has been under single ownership of Miami Corporation and its affiliates for more than 80 years. The Farmton Tract extends from the SR 442 interchange to south of the SR 5A interchange of Interstate 95. Over the last several decades, Farmton has been a "tree farm," producing timber for pulp and wood products as well as range for cattle. Farmton also operates a wetlands mitigation bank under permit from St. Johns River Water Management District (SJRWMD) and Army Corps of Engineers. Much of Farmton is also leased for hunting and for many years was a Wildlife Management Area. Approximately 11,000 acres of Farmton is designated by Volusia County as Environmental Core Overlay. Miami Corporation is currently proposing to develop the Farmton Tract as a large scale mixed use development, Farmton-Green Key. The conceptual plan for Farmton-GreenKey includes village centers, a multi-modal center, town centers, work space, and bike trails. The plan emphasizes the identification and preservation of environmentally significant natural areas, open space, and agricultural areas while creating compact, walkable, mixed use communities that incorporate residential, office, commercial, recreational, and governmental uses. A large portion of Titusville Branch of the rail corridor (east of Osteen and south of Maytown Spur Drive) travels through the southern portion of the proposed development. Both Volusia and Brevard counties have adopted comprehensive plan amendments to support this development project.

Restoration is a proposed development located in Volusia County within the City of Edgewater on the west side of Interstate 95 (I-95). The development consists of approximately 5,181 acres that will be transformed into approximately 8,500 residential dwelling units and 3,215,163 square feet of nonresidential uses. The design is a traditional transit-oriented neighborhood with a grid street pattern,

urban density, and a mixture of uses. The proposed uses are a mixed use town center, a work place, a transit-ready corridor, and a conservation area. The Restoration DRI is envisioned to be a master planned community with several trails, paths, and bikeway routes planned throughout. The development sits to the west of the northern section of Segment 3 of rail corridor. The proposed trail could provide future Restoration residents with an easily accessible alternative mode of travel and a recreation facility.

This project will enhance user mobility in these communities by creating low cost alternative transportation as well as linkage to mass transit systems.

This linkage will of particularly use to the disadvantaged, non-drivers, senior citizens, and persons with disabilities.

iv. Sustainability

The Missing Link is a vital part of the St. Johns River to Sea Loop. In 1991 the concept of the East Coast Greenway was first developed creating an off-road trail connecting 25 major cities between Calais, Maine and Key West, Florida. This route spanning approximately 3,000 miles was borne as a grass roots effort to connect cities. The St. Johns River-to-Sea Loop (the Loop) was originally envisioned as a major addition to the East Coast Greenway and is a story of cooperation of cooperation between non profits, municipalities, counties, state agencies, and private sector entities. Additional information on the Loop can be found in Appendix E. A map of the East Coast Greenway is Appendix I.

The St. Johns River-to-Sea Loop traverses five counties and two Florida Department of Transportation Districts (Districts 2 and 5). The Loop is envisioned as a major contributor to eco tourism in Northeast Florida and serves as a model for future trail projects nationally. At roughly 300 miles, the Loop provides opportunities for multi-day bicycle touring operations while providing local communities with much needed recreation and connectivity opportunities. In 2004 the first tour of the Loop was organized by Bike Florida (www.bikeflorida.org). The Loop is an engine for economic development. In the nearly eight years since the initial tour of the Loop, Bike Florida alone has demonstrated an economic benefit of over \$10 million dollars to the local businesses and communities along the Loop. Evidence shows that long distance trails, such as the Loop, provide an economic engine as well as a quality of life and health component to the region.

When completed this will be longest loop trail in the southeast United States. The route of the St. Johns River-to-Sea Loop spans five counties, 27 towns and cities and traverses 300 miles of beautiful and varied landscapes. Local, State, and federal agencies as well as non-profits, businesses, and advocates are collaborating on this project which has already led to the completion of many segments and will be key

to ensuring the trail's completion. Commuter and passenger rail connections from the north and southwest promise significant additional benefits.

Volusia County is home to the largest proportion of the Loop with approximately 131 miles of trail route. A large proportion of this trail is made up of the East Central Regional Florida Rail Trail and the Spring to Spring Trail. Volusia County has been working diligently to connect these two trail systems. The Counties strategy to complete the Loop is to work outward from population centers, developing trail where it will receive the most use.

Brevard County provides 56 miles of the Loop and serves as the southern enclosure of the Loop. The route travels through the Merritt Island National Refuge connecting to Titusville and north along the proposed East Central Florida Regional Rail Trail connecting back into Volusia County.

When SunRail starts operations in 2013 or 2014 with its already adopted policy of bikes-in-trains, central Florida cyclists will be able ride the Loop for a week at a time without need for cars.

v. Safety

The State of Florida's number of per capita pedestrian/bicycle crashes is one of the highest in the nation. The project provides the opportunity for users to utilize an active mode of transportation without a large number of potential conflict points. The vast majority of the trail is located a considerable distance from roadways .Crossings for vehicular traffic is limited by the Management Plan (Appendix D). To address other trail safety concerns the trail will be well maintained with close periodic inspections to insure there are no hazards present on the trail.

b. Job Creation & Near term Economic Activity

The proposed project's construction will provide economic stimulus to Brevard and Volusia Counties. Using construction data provided by Volusia County Construction Engineering Division, there will be 540 construction jobs created over the 2 year project lifecycle of 2013-2015. The East Central Florida Regional Planning Council utilized the Regional Economic Modeling Inc. (REMInc.) model to determine the impact of the project's construction on Brevard and Volusia Counties.

The following inputs were used:

- In 2013, 106 construction jobs in Brevard and 106 in Volusia
- In 2014, 2015, 164 construction jobs in Brevard and 164 in Volusia

The economic impact on Brevard and Volusia Counties in 2014:

- For every 1 of the 540 jobs the project creates 1.14 jobs
- \$14 million in Real Disposable Income – Disposable Personal Income
- \$24 million in Gross Domestic Product
- Population increase of 167

Based upon previous research and analysis by the East Central Florida Regional Planning Council and the results from the Bike Florida tour data, local/day trip trail users are expected to spend approximately \$19 a day, on average, per trail visit on items such as transportation, food/beverage, retail, rentals, and equipment. Overnight trail users, based on the Bike Florida Tour data, will spend approximately \$100 a day. Upon total completion of the trail, the Counties expect that in 2013, there will be approximately 108,000 ECFRRT users. During that first year, anticipating 47% local visitors (Brevard or Volusia County residents), 44% regional day-trippers, and 9% overnights, an impact based upon consumer spending would be approximately \$2,839,320. By the year 2023 with 280,124 trail users (commuters, recreation, and health), there is estimated to be an impact of \$5,336,593.

c. Innovation

Over ten years ago, the East Central Florida Regional Planning Council set up a Regional Greenway and Trail Workgroup that brought together greenway and trail planners from a six-county region, as well as staff from key state agencies. A regional trail system was identified by compiling county plans and creating one regional map. Since that time, many of the trails have been planned, funded, and constructed. Many of these trails have been built in more urban areas with rural connections to be considered in the future.

Both Volusia and Brevard Counties have adopted trail plans. The first Volusia Trail Plan was completed and adopted in late 1999 and was updated in 2011. Brevard County adopted the Brevard County Greenways and Trails Master Plan in 2001 and updated their plan in 2009. The Rail Trail is also included in both counties comprehensive plans.

The Rail Trail corridor will also become part of a planned national trail system as part of the East Coast Greenway. This trail system, spans nearly 3,000 miles as it winds its way between Canada and Key West, linking all the major cities of the eastern seaboard. Over 25 percent of the route is already on safe, traffic-free paths. Florida boasts the longest portion of Greenway with the most miles of completed trail - 28%, 26% is currently in development, 42% is in public control and awaiting development, and only 25 miles, or 4%, will be on-road where no potential route location has been found.

The Missing Link is vital part of these existing and ongoing greenways and trails plans in Central Florida and in the two counties. The abandoned FEC rail line from Titusville/Mims in Brevard County to Enterprise in Volusia County is a true example of a regional trail connecting the two counties. Within those counties lie some of Florida’s most unique natural areas, such as the Merritt Island National Wildlife Refuge, the Canaveral National Seashore, the St. Johns River, Buck Lake Conservation Area, Green Springs, and Gemini Springs. This corridor is an opportunity to connect a linear part system that will connect these natural treasures and provide additional access for residents and visitors.

The Loop is a story of cooperation between non profits, municipalities, counties, state agencies, and private sector entities making up a vast group of partners ranging from transportation and land use professionals to hotels, restaurants and tourism agencies. The growing list of partners indicates the interest and focus brought to the development of this project. Currently the St. Johns River Alliance in cooperation with the East Coast Greenway Alliance is taking a leading role in the development of the Loop. Few projects can claim the generational impact and community enhancement of this project. A strong and motivated group of individuals have unified to push this vision forward. This energy and the people behind it will ensure this vision is brought to reality and the Loop is completed. The momentum behind the development of the East Coast Greenway and the St. Johns River-to-Sea Loop is continually growing. From local municipalities, counties, to national programs such as the Adventure Cycling Association, National Bicycle Route System, it is becoming more and more evident that the time for the development of the Loop is now.

d. Partnership

This application is a cooperative effort of between Volusia County and Brevard County. Both governing bodies have passed resolutions in support of this application. Large number of organizations has expressed support for this project. These letters of support are attached in Appendix G

The route of the St. Johns River-to-Sea Loop spans five counties, 27 towns and cities. The signing of a five county Memorandum of Understanding in September 2008 serves as a strong commitment that the five county region has to completing the loop.

e. Results of Cost Benefit Analysis

The ECFRRT will provide a vital transportation linkage to the communities of Osteen, Edgewater and Titusville. The ECFRRT will accommodate the long-term alternative transportation needs of the region as these communities grow and new communities develop. The ECFRRT will replace an abandoned rail line by converting an inoperable mode of

transportation into an active multi-use trail that can be used by pedestrians, bicyclists, wheelchair users, skateboarders, joggers with strollers and rollerblade users.

Benefits for Long-Term Outcome: State of Good Repair

As mentioned above, the ECFRRT will replace an abandoned rail line by converting it to a multi-use trail. This represents an improvement of the existing transportation facilities and systems. In addition to the multi-use trail itself, several trail amenities have been proposed throughout the trail to provide access, trail information, refuge or rest areas. Eight trailheads are proposed within the trail's right-of-way and two are proposed at nearby sites. The trailheads will include restrooms, parking areas, location maps and even equestrian accommodations. The surrounding communities will benefit from these long term infrastructure improvements.

Benefits for Long-Term Outcome: Economic Competitiveness

Trails such as the ECFRRT contribute to economic competitiveness by attracting residential and commercial development activity. Homebuyers view trails as a valuable amenity. Businesses view trails as a means to increase traffic to their businesses. Tourists are lured to trails for recreation and alternative transportation opportunities. Trails promote a healthy lifestyle and encourage economic competition.

Benefits for Long-Term Outcome: Livability

According to U.S. Department of Transportation Secretary Ray LaHood, “livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or Post Office, go out to dinner and a movie, and play with your kids at the park – all without having to get in your car.” The ECFRRT promotes livability by providing a means to go to the destinations mentioned above without the need for a vehicle.

Benefits for Long-Term Outcome: Environmental Sustainability

Users of the ECFRRT enjoy commuting to their destinations with non-motorized transportation, which conserves fossil fuels, reduces dependence on oil and reduces greenhouse gas emissions. All of which promotes environmental sustainability.

Benefits for Long-Term Outcome: Safety

The ECFRRT will consist of a 12 foot wide paved multi-use trail with buffers on either side and separate equestrian facilities. The ability to accommodate two-way traffic with ADA accessibility enhances the safety of the trail. The trail will also incorporate gentle slopes and curves that maximize sight distances, all of which contribute to an environment that promotes safe non-motorized transportation.

The ECFRRT will attract local users, tourists, and regional day trippers. These users are expected to provide economic benefits to the surrounding communities by occupying hotel rooms, eating in restaurants, purchasing entertainment services, etc. The ECFRRT is projected to attract a total of 338,950 trail users from 2015 to 2027. Of those, local users will comprise 47% or 159,307 of the total. Regional day trippers will comprise 44% or 149,138 of the total. Tourists will comprise 9% or 30,506 of the total.

The project is sustainable because of its linkage to all forms of transportation, it attracts stewards of the trail and the industry it promotes, and it represents a sustainable form of transportation for all walks of life. This is not a transportation project that will need widening, nor will it create congestion or degrade air quality. In fact, negative impacts of this project cannot be measured as it will increase the quality of life, provide opportunities for positive health impacts, and spur opportunities for economic development and new industries. Project also decreases adverse impacts of roadway construction by increasing opportunities outside the vehicle.

This project can decrease costs to users by increasing options for alternative modes of transportation, thus reducing transportation cost burdens of households. In addition, by creating healthy transportation modes as well as recreation options, health costs may also decrease. With the trail and the potential rail line in Titusville, this project provides opportunities for those in the economically disadvantaged area of Titusville to access the trail for commuting, transportation and health purposes, thus increasing their access to areas and opportunities that were once only accessible by other methods or through streets dangerous for bikes and pedestrians.

The project will integrate with existing and planned infrastructure in Brevard and Volusia, as well as north through St. Augustine and Palatka. This not only includes trail segments but also the SunRail (Debary) Line and the proposed Florida East Coast Line and station in Titusville. The other modes of transportation provide additional active transportation options for the region and also provide the opportunity for visitors and residents to access the trail from central Florida, north Florida and south Florida.

The ECRRT provides economic development opportunity by creating a new direction for the counties, enhancing their tourism industry and providing opportunities for local businesses to open their doors. With the termination of the space program in Brevard County and the potential decline in all business areas due to the resulting change in employment, economics and demographics, new industry and business opportunities are strongly support in the region. In addition, it has been shown that young professionals and technological businesses look for employment in areas with a greater quality of life, alternative transportation and natural resource accessibility. The ECRRT can help to create this environment that new businesses, corporations, and professionals are seeking.

East Central Florida Regional Rail Trail – Missing Link

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Year	Open date projection	Total Trail Users	Tourists (9%)	Regional day trippers (44%)	Local Users (47%)	100	19	19	Year	Brevard People per mile (11 miles)	Volusia People per mile 41 miles)	People per mile total ECFRRT
						Tourists (9%)	Regional day trippers (44%)	Local Users (47%)				
2015	108000	108000	9720	47520	50760	\$972,000	\$902,880	\$964,440	2013	22846	85154	2077
2016	118800	118800	10692	52272	55836	\$1,069,200	\$993,168	\$1,060,884	2014	25131	93669	2285
2017	130680	130680	11761	57499	61420	\$1,176,120	\$1,092,485	\$1,166,972	2015	27644	103036	2513
2018	143748	143748	12937	63249	67562	\$1,293,732	\$1,201,733	\$1,283,670	2016	30408	113340	2764
2019	158123	158123	14231	69574	74318	\$1,423,105	\$1,321,907	\$1,412,037	2017	33449	124674	3041
2020	173935	173935	15654	76531	81749	\$1,565,416	\$1,454,097	\$1,553,240	2018	36794	137141	3345
2021	191329	191329	17220	84185	89924	\$1,721,957	\$1,599,507	\$1,708,564	2019	40473	150855	3679
2022	210461	210461	18942	92603	98917	\$1,894,153	\$1,759,458	\$1,879,421	2020	44521	165941	4047
2023	231508	231508	20836	101863	108809	\$2,083,568	\$1,935,403	\$2,067,363	2021	48973	182535	4452
2024	254658	254658	22919	112050	119689	\$2,291,925	\$2,128,944	\$2,274,099	2022	53870	200788	4897
2025	280124	280124	25211	123255	131658	\$2,521,118	\$2,341,838	\$2,501,509	2023	59257	220867	5387
2026	308137	308137	27732	135580	144824	\$2,521,118	\$2,576,022	\$2,751,660	2024	65183	242954	5926
2027	338950	338950	30506	149138	159307	\$3,050,552	\$2,833,624	\$3,026,826	2025	71701	267249	6518
Total			238,361	1,165,319	1,244,773	\$23,583,964	\$22,141,066	\$23,650,685	Total			
13 year average						\$1,814,151	\$1,703,159	\$1,819,283	13 year average	\$5,336,593		
10 year average						\$1,801,229	\$1,673,142	\$1,787,220	10 year average	\$5,261,591		
First year total spending		\$2,839,320				AT \$100/DAY	At \$19/day	At \$19/day				

V. Project Readiness and NEPA –

It is proposed that the project will be implemented through a design/build contract. Preliminary plans (30%) have been completed and will serve as conceptual plans for the procurement process. The Regional Rail Trail PD&E Study has been approved by FDOT, and as it was classified as a Programmatic Categorical Exclusion Project (in this case the conversion of a rail corridor to a trail), it did not require FHWA approval. The construction of the trail will not require any State or local permits. Construction of the bridges will require wetlands permitting from The St. Johns River Water Management District and the U.S. Army Corps of Engineers. None of the bridges cross a navigable waterway thus, Coast Guard approval will not be required. All permitting will be the responsibility of the selected design/build firm

VI. Federal Wage Rate Certification



FINANCIAL AND ADMINISTRATIVE SERVICES
Purchasing and Contracts Division

123 West Indiana Avenue • Room 302 • DeLand, FL 32720-4608

Phone: 386-736-5935 • Fax: 386-736-5972

E-mail: purchasing@co.volusia.fl.us • www.volusia.org/purchasing

September 30, 2011

Subject: Federal Wage Rate Certification

To Whom It May Concern,

The County of Volusia, Florida certifies that it will ensure compliance with the requirements of Subchapter IV of Chapter 31 of Title 40, United States Code (federal wage rate requirements), as required by the FY 2010 Appropriations Act for any projects that receive federal funding under the TIGER III program.

Jeanene Jennings, CPPB
Director
Purchasing & Contracts

9/30/11
Date

CC: John Harper, Engineering & Construction
Purchasing & Contracts

VII. Material Changes that need to made to pre-application form

None are required