

Fiscal Years 2025 and 2026 Advanced Transportation Technology and Innovation Competitive Grant Program Application Template

This is the Application Template for Fiscal Years (FYs) 2025 and 2026 Advanced Transportation Technology and Innovation (ATTAIN) Competitive Grant Program.

Submission of this Application Template is required as part of a complete application package. The Application Template, in conjunction with the allowable attachments and standard forms, must provide all information necessary for the U.S. Department of Transportation (DOT), Federal Highway Administration (FHWA) to determine if the project meets the eligibility requirements described in the Notice of Funding Opportunity (NOFO) Section B and to evaluate the criteria specified in NOFO Section F. DOT will consider applications submitted without the completed template as incomplete and will not review the submission. DOT encourages applicants to review the NOFO in its entirety to ensure that their project is eligible and the application includes all required information and documentation.

I. SUMMARY

Project Name:	Seminole County Connected Vehicle and Intelligent Transportation Systems Initiative
Eligible Entity Applying to Receive Federal Funding:	Seminole County
Eligible applicant type:	Local Government
Total Project Cost: <i>(from all sources)</i>	\$10,565,000
ATTAIN Competitive Grant Program funding request:	\$ 8,452,000
State(s) in which the project is located:	Florida
Lead Applicant Point of Contact information <i>(name address, phone numbers, email)</i>:	George Woodring (407) 665-7168 gwoodring@seminolecountyfl.gov 1101 East First Street Sanford, FL 32771
Project Abstract: <i>Summarize project work to be completed under the project and succinctly describe how the ATTAIN Competitive Grant Program funds would be used to complete the project.</i>	
ATTAIN funding will support the procurement, installation, integration, and operation of advanced ITS technologies, including Connected Vehicle Roadside Units (RSUs), closed-circuit television (CCTV) cameras, uninterruptible power supply (UPS) systems, Intersection Movement Count (IMC) cameras, and Integrated Safety Modules capable of monitoring near-miss events and collecting real-time transportation system performance data. RSUs, CCTV, and UPS systems will be deployed countywide, completing coverage across all 419 of Seminole County's signalized intersections, while IMC cameras and Integrated Safety Modules will be concentrated within a 150-signal Service Area that corresponds with the Scout on-demand transportation initiative — providing transportation to one of Central Florida's most vital economic corridors. Building upon Seminole County's existing ITS infrastructure — including its fiber communications network, Traffic Management Center, and Signal Siren emergency vehicle preemption platform — these technologies will create a connected transportation network that supports real-time operational awareness, proactive traffic management, transportation system strength, connected vehicle readiness, and data-driven corridor management.	

The deployed infrastructure will also provide the data necessary to monitor corridor operations, evaluate transit signal priority strategies, improve travel time reliability, and support future connected vehicle and active traffic management applications. This will improve the mobility of people and goods throughout the county; increase driver, passenger, and pedestrian safety; and provide a tool for asset monitoring to prioritize investment decisions and improve infrastructure management. This targeted deployment strategy will allow the County to manage the Service Area and support roadway network as an integrated transportation system rather than as individual intersections.

ATTAIN funding will also support the expansion of Seminole County's existing Scout on-demand transportation service through Freebee service expansion contract to include three dedicated vehicles with maintenance and operation serving a defined City of Altamonte Springs SunRail Station-to-University of Central Florida (UCF) corridor. The expanded service will strengthen connections between regional commuter rail, higher education, employment centers, and surrounding communities while providing residents, students, employees, and visitors with a flexible, technology-enabled transportation option that complements the County's broader transportation network. This project provides cost efficiency by building existing fiber and technology systems and improves economic benefits due to reduced delay by improving transportation asset performance. It accomplishes this by assisting the County in targeting known congestion areas and allowing the County to measure and improve network performance in real time. It does all of this without reducing lanes or lane width while also avoiding the creation of artificial chokepoints. The Scout expansion service by dedicating additional transit vehicles to the project corridor while implementing, testing, and optimizing intelligent traffic management system enhancements. The demonstration will evaluate the combined impact of connected traffic operations and enhanced on-demand transit on reducing congestion, improving travel time reliability, and increasing safety for families, students, and other corridor users. The project will generate performance data on both the traffic management technologies and transit service enhancements, providing measurable evidence to support future deployment and scalability.

Together, these investments will create an integrated, connected transportation system that leverages real-time data to improve corridor operations, reduce congestion, enhance multimodal travel, and optimize existing transportation infrastructure. By combining advanced ITS infrastructure with expanded on-demand transportation service along one of Seminole County's highest-demand travel corridors, the project will establish a scalable model for deploying advanced transportation technologies that improves connectivity and travel reliability, enhances transportation system performance, and supports future innovation throughout the County. This investment will also improve ITS efficiency by providing additional control and data alternatives at intersections.

Attachments: *Please list any attachments to this form, including letters of support. This included any applicable State Department of Transportation support letters as described in Section B.4 of the NOFO.*

- Metroplan Orlando Support Letter
- University of Central Florida Support Letter
- A letter of concurrence has been requested from the State of Florida Department of Transportation and will be sent directly to DOT.
- Freebee Support Letter

II. Project Information

1	Project Name:	Seminole County Connected Vehicle and Intelligent Transportation Systems Initiative
2	Location of facility and project area:	The proposed project spans two geographic tiers. Countywide, all of Seminole County — its seven municipalities (Altamonte Springs, Casselberry, Lake Mary, Longwood, Oviedo, Sanford, and Winter Springs) and unincorporated Seminole County — will complete coverage of Connected Vehicle RSUs, CCTV cameras, and UPS backup systems at all 419 signalized intersections. Within this countywide footprint lies the SunRail to UCF Connector Service Area, covering the primary route and alternate routes between the Altamonte Springs SunRail Station and UCF where Scout vehicles will operate. All 150 signalized intersections within this Service Area will additionally be equipped with Intersection Movement Count (IMC) cameras and Integrated Safety Modules, layered on top of the countywide RSU/CCTV/UPS coverage.
3	Urban or rural:	Urban
4	Lead Applicant Point(s) of Contact:	George Woodring (407) 665-7168 gwoodring@seminolecountyfl.gov 1101 East First Street Sanford, FL 32771
5	System performance improvement objectives:	The project must include quantifiable system performance improvement objectives such as reducing traffic-related crashes, congestion, and costs; optimizing system efficiency improving access to transportation services; and facilitating payment for transportation services. FHWA will review the objectives as part of the merit criteria and readiness review. See Section F of the NOFO for more details. Are the objectives attached? ☒ Yes (Seminole County-2026ATTAIN_System_Performance_Objectives) ☐ No
6	Safety, mobility, and environmental benefit projections:	The project must include quantifiable safety, mobility, and environmental benefit projections such as data-driven estimates of how the project will improve the region's transportation system efficiency and reduce traffic congestion. FHWA will review this information as part of the merit criteria and readiness review. See Section F of the NOFO for more details. Are the projections attached? ☒ Yes (Seminole County-2026-ATTAIN_Safety_Mobility and Environmental Benefits) ☐ No

7	Long-term operation and maintenance plan:	The applicant must attach a plan to deploy and provide for the long-term operation and maintenance of advanced transportation and congestion management technologies. See Section B of the NOFO for more details. FHWA will review the plan as part of the merit criteria and readiness review. Is this plan attached? ☒ Yes (see Seminole County-2026-ATTAIN Long Term Operation & Maintenance Plan) ☐ No
8	Partnering Plan:	The applicant must include a plan for partnering with the private sector or public agencies, including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, or other transportation stakeholders. See Section B of the NOFO for more details. FHWA will review the plan as part of the merit criteria and readiness review. Is this plan attached? ☒ Yes (see Seminole County-2026-ATTAIN_Partnering Plan) ☐ No
9	Technology Leveraging Plan:	The project includes a plan to leverage and optimize existing local and regional advanced transportation technology investments. See Section B of the NOFO for more details. FHWA will review the plan as part of the merit criteria and readiness review. Is this plan attached? ☒ Yes (see Seminole County-2026-ATTAIN_Technology Leverage Plan) ☐ No
10	Buy America:	If an applicant is proposing to deploy automated vehicles or other innovative motor vehicle technology, describe how all vehicles will comply with applicable Buy America requirements, 23 U.S.C. 313 and 23 Code of Federal Regulations 635.410: Description: Seminole County will procure three Buy America-compliant vehicles, such as the Ford MobilityTrans Transit or an equivalent van. Final vehicle selection will occur through a competitive procurement process that incorporates all applicable domestic preference requirements under 23 U.S.C. § 313 and 23 CFR § 635.410. Before purchase, Seminole County will require the selected vendor to provide documentation demonstrating compliance with applicable Buy America requirements. Any necessary waiver will be requested and approved before Federal funds are used for a noncompliant vehicle.

		☐ No description is provided because Buy America will not apply to the project.
11	Project Background:	Seminole County is the sole applicant and lead agency for the Connected Vehicle and Intelligent Transportation Systems Initiative. The County will be responsible for project administration, procurement, implementation, system integration, performance monitoring, and compliance with Federal requirements. The Intelligent Transportation Systems (ITS) component of this initiative will install 141 IMC cameras and 150 Integrated Safety Modules across the 150-intersection Service Area. Together with nine existing IMC cameras, this will provide an IMC camera and Integrated Safety Module at each Service Area intersection. The project will also deploy roadside units, CCTV cameras, uninterruptible power supply systems, and connected vehicle applications at signalized intersections countywide. Equipment will be installed on existing County-owned traffic signal infrastructure and integrated with the County's Traffic Management Center to support traffic monitoring, near-miss detection, safety analysis, incident response, and system reliability. The on-demand transportation component will provide dedicated Scout service between the Altamonte Springs SunRail Station and the University of Central Florida. Freebee subrecipient contracted services will provide three dedicated vehicles along with operation and maintenance for this route corridor. The service will use the County's existing Scout operating structure, dispatch system, and technology platform. Seminole County's Public Works and Traffic Engineering staff have led the technical planning for the ITS component, including identifying priority intersections for advanced safety features (IMC cameras & Safety Module Software), developing preliminary equipment specifications, and assessing existing infrastructure. County management and grants staff have worked with public works and Scout micro-transit leadership to develop the project scope, cost estimates, implementation approach. Planning for the on-demand transportation component has been informed by Scout operating data and rider feedback collected since the service launched in October 2025. Between January and June 2026, Scout trips connected to Seminole County SunRail stations increased by 82.2 percent. The County used these results, along with identified demand for improved

		connections between SunRail and UCF, to define the proposed service area, operating schedule, vehicle needs, charging requirements, and performance measures. No ground disturbance will be caused by the project. No costs specific to the proposed ATTAIN project have been incurred to date.
--	--	---

III. Budget and Funding

1	Program Request Amount:	Exact ATTAIN Competitive Grant Program request amount in year-of-expenditure dollars: <u>\$ 8,452,000</u>
2	Other Federal Funding:	Estimated total of other Federal funding, excluding ATTAIN Competitive Grant Program requested funding, in year-of-expenditure dollars: <u>\$0.00</u> Other Federal programs and estimated amounts: <i>(add lines as needed)</i> Program: _____ Amount: <u>\$0.00</u>
3	Future Project Cost:	Provide the sum of ATTAIN Competitive Grant Program request, other Federal funds, and non-Federal funds as an estimate in year-of-expenditure dollars: <u>\$10,565,000</u>
4	Previously incurred project costs:	Amount: <u>\$0.00</u>
5	Total Project Cost:	Estimate in year-of-expenditure dollars (sum of previously incurred project costs' and 'future project cost): <u>\$10,565,000</u>
6	Statement of Work (SOW):	☒ A detailed SOW and schedule is attached separately. The file is named: Seminole County-2026-ATTAIN_SOW_and_Schedule