



# MEETING NOTICE & AGENDA

Please be advised that the River to Sea Transportation Planning Organization (R2CTPO) **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)** will be meeting on:

**DATE:** Wednesday, January 9, 2019

**TIME:** **2:00 P.M.** *Please note BPAC Meeting Time Change*

**PLACE:** River to Sea TPO  
2570 W. International Speedway Blvd.,  
Suite 100 (Conference Room)  
Daytona Beach, Florida 32114-8145

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**Mr. Bob Storke, Chairperson**

## AGENDA

- I. **CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE**
- II. **PUBLIC COMMENT/PARTICIPATION** *(Length of time at the discretion of the Chairperson)*
- III. **ACTION ITEMS**
  - A. **REVIEW AND APPROVAL OF THE NOVEMBER 14, 2018 BPAC MEETING MINUTES**  
*(Contact: Debbie Stewart) (Enclosure, pages 4-14)*
  - B. **REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)** *(Contact: Lois Bollenback) (Enclosure, pages 15-33)*
  - C. **REVIEW AND RECOMMEND APPROVAL OF THE 2019 BICYCLE/PEDESTRIAN AND B/P LOCAL INITIATIVES APPLICATIONS FOR PROJECT PRIORITIZATION** *(Contact: Stephan Harris) (Enclosure, pages 34-46)*

**III. ACTION ITEMS** *(continued)*

- D. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR PROJECTS PRIORITIZED FOR FUNDING BY THE TPO** *(Contact: Stephan Harris) (Enclosure, pages 47-50)*
- E. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS** *(Contact: Stephan Harris) (Enclosure, pages 51-55)*
- F. REVIEW AND RECOMMEND APPROVAL OF A REQUEST FROM DELAND TO INCREASE FUNDING FOR THE ALABAMA MULTIUSE TRAIL (MINNESOTA AVENUE TO US 92)** *(Contact: Stephan Harris) (Enclosure, pages 56-65)*
- G. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE FY 2018/19 – 2022/23 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** *(Contact: Stephan Harris) (Enclosure, pages 66-68)*

**IV. PRESENTATIONS AND DISCUSSION ITEMS**

- A. PRESENTATION AND DISCUSSION OF THE ST. JOHNS RIVER TO SEA LOOP TRAIL PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY: US 1 FROM KENNEDY PARKWAY TO DALE AVENUE** *(Contact: Stephan Harris) (Enclosure, page 69)*
- B. PRESENTATION AND DISCUSSION OF THE DRAFT WORK PROGRAM PROPOSED BY FDOT** *(Contact: Lois Bollenback) (Enclosure, page 70)*
- C. PRESENTATION AND DISCUSSION OF THE UPDATED DRAFT BICYCLE SUITABILITY MAP** *(Contact: Stephan Harris) (Enclosure, page 71)*

**V. STAFF COMMENTS** *(Enclosure, page 72)*

→ River to Sea TPO new staff members

**VI. INFORMATION ITEMS** *(Enclosure, pages 72-84)*

- BPAC Attendance Record
- November and December 2018 TPO Outreach & Activities
- SR 40 Black Bear Trail Corridor Planning Open House
- SR 44 Bridge Public Meeting
- TPO Board Meeting Report
- 2019 Priority Project Process Schedule
- 2019 TPO Board and Committee Meeting Schedule

**VII. BPAC MEMBER COMMENTS** (*Enclosure, page 72*)

**VIII. ADJOURNMENT** (*Enclosure, page 72*)

***\*\*\*The next meeting of the BPAC will be on Wednesday, February 13, 2019\*\*\****

NOTE: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the River to Sea TPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, Florida 32114-8145; (386) 226-0422, extension 20416, at least five (5) working days prior to the meeting date.

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

NOTE: The River to Sea TPO does not discriminate on the basis of race, color, national origin, sex, age, religion, disability and family status. Those with questions or concerns about nondiscrimination, those requiring special assistance under the Americans with Disabilities Act (ADA) of 1990, or those requiring language assistance (free of charge) should contact Pamela Blankenship at 386.226.0422 or pblankenship@r2ctpo.org.

**SUMMARY SHEET  
BPAC  
JANUARY 9, 2019**

**III. ACTION ITEMS**

**A. REVIEW AND APPROVAL OF THE NOVEMBER 14, 2018 BPAC MEETING MINUTES**

**BACKGROUND INFORMATION:**

Minutes are prepared for each meeting and must be approved by the BPAC. The November 14, 2018 BPAC meeting minutes are provided with this agenda packet for your review.

***ACTION REQUESTED:***

***MOTION TO APPROVE THE NOVEMBER 14, 2018 BPAC MEETING MINUTES***

**Bicycle/Pedestrian Advisory Committee (BPAC)**  
**Meeting Minutes**  
**November 14, 2018**

**Members Present:**

Doug Hall  
Ted Wendler  
Paul Eik, Vice Chairperson  
Larry Coletti  
Nic Mostert  
Bob Storke, Chairperson  
Christy Gillis  
Patrick McCallister  
Nancy Burgess-Hall  
Alice Haldeman  
Roy Walters

**Non-Voting Technical Appointees Present:**

Gwen Perney  
Frank Alvarez  
Mike Ziarnek

**Members/Technical Appointees Absent:**

Scott Leisen (excused)  
Michelle Grenham (excused)  
Wendy Hickey (excused)  
Heidi Petito/Bob Owens  
Gilles Blais (excused)  
Gayle Belin  
Danielle Anderson (excused)  
Robert Bullard  
Rob Brinson

**Others Present:**

Debbie Stewart, Recording Secretary  
Stephan Harris  
Pamela Blankenship  
Lois Bollenback  
Colleen Nicoulin  
Aarti Sharma  
Bob Finck  
Andrew Holmes  
Julia Holtzhausen  
David Graeber  
Andrew Dodzik  
Maggie Ardito  
Chris Daun  
Jason Aufdenberg  
Jon Cheney

**Representing:**

Daytona Beach  
DeLand  
Flagler Beach  
Flagler County  
New Smyrna Beach  
Orange City  
South Daytona  
Volusia County, District 1  
Volusia County, District 2  
Volusia County, District 3  
Volusia County, At-Large

**Representing:**

Port Orange  
Votran  
FDOT

**Representing:**

Deltona  
Edgewater  
Flagler County  
Flagler County Public Transportation  
Holly Hill  
Ormond Beach  
Palm Coast  
Ponce Inlet  
Volusia County School Board

**Representing:**

TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
Aim Engineering & Surveying  
City of Daytona Beach  
FDOT  
FDOT  
Flagler County Alternate  
St. Johns River to Sea Loop Alliance  
Volusia County, District 2 Alternate  
Volusia County At Large Alternate  
Volusia County Traffic Engineering

**I. Call to Order / Roll Call / Determination of Quorum / Pledge of Allegiance**

The meeting of the River to Sea Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 3:00 p.m. by Chairperson Bob Storke. The roll was called and it was determined that a quorum was present.

Chairperson Storke introduced Mr. Robert Bullard, new BPAC representative for Ponce Inlet.

**II. Public Comment/Participation**

There were no public comments.

**III. Action Items**

**A. Review and Approval of October 10, 2018 BPAC Meeting Minutes**

***MOTION: A motion was made by Ms. Haldeman to approve the October 10, 2018 BPAC meeting minutes. The motion was seconded by Mr. Hall and carried unanimously.***

**B. Review and Approval to Change the Start Time of Regularly Scheduled BPAC Meetings from 3:00 pm to 2:00 pm**

***MOTION: A motion was made by Mr. Mostert to approve changing the start time of regularly scheduled BPAC meetings from 3:00 pm to 2:00 pm. The motion was seconded by Mr. Coletti.***

Ms. Haldeman asked if there were any members that could not make a 2:00 pm meeting.

Mr. McCallister replied that since he bikes or rides the bus it would cut deeper into his work day and be inconvenient for him.

Mr. Eik stated he does not have a problem with changing the start time but he has noticed that the committee has had a lot of extensive presentations and discussions that have been time consuming. He asked if there should be a cut-off time for presentations and if the motion is for the meeting to be from 2:00 pm to 5:00 pm.

Chairperson Storke replied the meeting would begin at 2:00 pm and end when it ends. Generally, the presentations are within 10 minutes but it is the discussion that prolongs it. Members are passionate about the subject and he does not like to cut anyone off unless they start to repeat themselves. The motion is to change the meeting start time from 3:00 pm to 2:00 pm.

Mr. Aufdenberg asked if the meeting time change would begin in January.

Chairperson Storke replied yes.

***The motion carried with one "no" vote.***

**C. Review and Recommend Approval of Resolution 2018-## Amending the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP)**

Ms. Nicoulin stated at the time the agenda was prepared, the TPO was waiting on information from FDOT regarding this amendment. This amendment is for a project that is on the priority list and is looking to program current year dollars on it. A representative from the city of Daytona Beach is in attendance to answer any questions. FDOT is trying to coordinate the schedule of the project with the city before they can program these funds. The hope is to have that information prior to the TPO Board meeting later this month.

Chairperson Storke asked what the purpose of the project is.

Mr. Harris replied it is to fill in sidewalk gaps in the area around Derbyshire Park; there are two sidewalks bundled into a single project. One sidewalk is along Vine Street, from Brentwood Drive to 5<sup>th</sup> Street and the other is along 3<sup>rd</sup> Street, from Vine Street to Nova Road; it is project #18 on the Tier B list.

Mr. Daun commented that this area serves the Golden Center which provides summer and after school programs for children; this project would connect to it.

Mr. Aufdenberg stated Vine Street is one of his regular commuting routes and he often sees pedestrians walking and pushing strollers in the road so there is a definite need for a sidewalk there. He referred to the perpendicular route on 3<sup>rd</sup> Street that will connect with the new buffered bike lanes.

Mr. Mostert mentioned there is also a large apartment complex in the area that serves several hundred people; he agreed there is a definite need for a sidewalk there.

Mr. Eik commented that the amount of the request is \$570,000 above what was projected for this project; he asked where the funds would come from and if they are available in this fiscal year.

Mr. Harris replied the funds will come from the SU funds in the set aside box for bicycle and pedestrian projects and possibly Advanced Construction (AC) funds.

Mr. Eik asked for confirmation that the city of Daytona Beach would increase their match requirement so that the 10% match stays in place.

Mr. Harris replied yes; the city will have to contribute a 10% local match.

Mr. Cheney asked if these are new funds or is this is a project on the priority list that is requesting funding to be moved forward into implementation and if the \$570,000 is a cost overrun or money to fund the project.

Ms. Nicoulin replied the project is currently not funded; it will move from Tier B to Tier A; it is not an overrun but programming of the project.

Mr. Eik asked what number the project would be assigned on Tier A once it is moved from Tier B.

Ms. Nicoulin replied projects on Tier A are not numbered; it will move into the Work Program and be assigned an FM number.

Discussion continued.

**MOTION:** *A motion was made by Ms. Burgess-Hall to recommend approval of Resolution 2018-## amending the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP). The motion was seconded by Mr. Mostert and carried unanimously.*

**D. Review and Recommend Approval of a Draft Amendment to the 2040 Long Range Transportation Plan (LRTP) for Public Comment**

Ms. Bollenback stated this item is not to recommend approval of an amendment of the Long Range Transportation Plan (LRTP) but to support the TPO going forward with public outreach to meet the 45 day public comment requirement for an amendment. Currently, there are four interchange projects in the 2040 Long Range Transportation Plan (LRTP) that are listed as unfunded needs; these interchanges are all along I-95. Three are existing interchanges and one new one. The TPO identifies unfunded needs to help FDOT build their Strategic Intermodal System (SIS) plan. There is a PD&E study underway for the Pioneer Trail interchange and an Interstate Modification Report (IMR) underway for the LPGA Boulevard interchange. In order for these projects to move forward into the design phase, they will have to be funded in the LRTP. Planning studies can be done unfunded but cannot move forward with any additional work until they are in the 2040 LRTP. FDOT

was able to find funding for these two projects and they are included as funded in their updated SIS Cost Feasible Plan. The US 1 interchange is also funded but there is no activity right now so it will be added when the LRTP is updated. These studies will wrap up in the spring which necessitates developing and approving a 2040 LRTP amendment to continue with the design phase. Performance measures are now required to be incorporated into the LRTP. No other MPO/TPO has done this yet, so there is not much guidance on the level of effort expected. The language will likely be similar to what was incorporated into the TIP where it is recognized the performance measures are needed and it is a process that is still evolving. The TPO is looking for authorization to finalize the materials needed to amend the LRTP and advertise for public input and bring that back in January for review and a recommendation of approval.

Mr. Cheney asked if there was a way to piggyback off of the FDOT projects to include county roads that are being impacted by said FDOT projects; specifically, LPGA Boulevard. FDOT's preliminary analysis shows the interchange needs to be six lanes; a double cross diamond interchange. The six lanes will then narrow to two lanes across the bridge. He asked if Volusia County could adjust their portion of the LRTP to fund the widening of LPGA Boulevard and if the public comment could be done at the same time.

Ms. Bollenback stated if funding was available to do the work, then the TPO could modify the county's portion of the LRTP.

Mr. Cheney replied the county has \$45 million for a bridge it can allocate to LPGA Boulevard from Timber Creek Road to Williamson so that it is consistent with the FDOT project and have the public comment period at the same time. Then, when the Long Range Transportation Plan (LRTP) is updated, the county can put the bridge back. He believes that LPGA Boulevard is of a more critical nature due to the development happening there.

Ms. Bollenback replied she does not think there will be a problem including that. As mentioned earlier, there is an IMR study underway by FDOT. She does not want the planning and administrative work to be confused with the actual work. When there is an opportunity to communicate, the TPO wants to give the public all the information available. If it is the consensus of this committee, the TPO will bring that forward also.

Mr. Mostert asked if the IMR being done is due to the development in the area.

Ms. Bollenback replied an IMR is required when making an upgrade to an interchange and it is being driven primarily by the development in the area. When the 2040 LRTP was developed, none of that development was known.

Discussion continued.

Ms. Burgess-Hall stated given that the jobs in the area are retail or low-wage jobs, she asked if there will be an option for increasing Votran's access to these locations and if it can be brought up at the time.

Mr. Cheney replied it was discussed by the Volusia County Council when the Tanger Outlets were moving forward.

Ms. Burgess-Hall replied it was turned down at that time but they continue to expand and it needs to be looked at again.

Discussion continued.

**MOTION:** *A motion was made by Mr. Eik to recommend approval of a draft amendment to the 2040 Long Range Transportation Plan (LRTP) for public comment and to include public comment for Volusia County's portion of the LRTP to widen LPGA Boulevard. The motion was seconded by Mr. Hall and carried unanimously.*



**E. Cancellation of the December 12, 2018 BPAC Meeting**

**MOTION:** *A motion was made by Mr. Eik to cancel the December 12, 2018 BPAC meeting. The motion was seconded by Mr. Coletti and carried unanimously.*

Mr. Aufdenberg asked if the TPO would host a Holiday Open House this year.

Ms. Blankenship replied yes; the TPO's Annual Holiday Open House and Toy Drive will be on Wednesday, November 28, 2018 from 3:00 to 5:00 pm. She will be sending out more information soon.

**IV. Presentation and Discussion Items**

**A. Presentation and Discussion of the St. Johns River to Sea Loop Trail Project Development & Environment (PD&E) Study: Lake Beresford Park to Grand Avenue**

Mr. Bob Finck, consultant to FDOT, introduced Ms. Julia Holtzhausen, FDOT, and gave a PowerPoint presentation on the St. Johns River to Sea Loop Trail PD&E study. He stated this is being funded through SUN Trail as part of the Florida Greenways and Trails System; the St. Johns River to Sea Loop Trail was selected as their second highest priority trail in 2016. The project is a gap in the trail system located in DeLand that will connect with existing trails at Grand Avenue to those within Lake Beresford Park. He reviewed the project goals and explained the PD&E process. He reviewed two alternative trail corridors; one to the west (Alternative 1) and one to the east (Alternative 2). Both alternatives will share the trail segment to the south of Lake Beresford Road and the segment to the north at SR 44 along Grand Avenue and Minnesota Avenue. These are the alternatives that will be presented at the public alternatives meeting on December 5, 2018. One of the challenges is crossing SR 44 but they expect to use the existing pedestrian crossing at the new roundabout.

Mr. McCallister commented that he has been through that roundabout and it is scary; the speed limit is 45 miles per hour (mph) but drivers go through it at 55 mph. He asked if some type of pedestrian activated lighting was being considered there.

Mr. Finck replied yes; the same challenge is occurring around the state regarding bicycle and pedestrian safety through roundabouts. During the PD&E phase of the process they are trying to find a viable alternative and are confident that the design phase will incorporate safety features including lighting.

Discussion continued.

Mr. Finck continued with the presentation and stated the goal is to utilize existing right-of-way wherever possible and that the proposed alternatives were chosen based on the availability of right-of-way as a priority factor. He reviewed the environmental analysis portion of the PD&E study, the evaluation matrix and the public involvement previously done; he announced the next public meeting will be December 5, 2018 at the Sanborn Center in DeLand. He reviewed the project schedule and stated additional project information can be found on the [www.cflroads.com](http://www.cflroads.com) website or by contacting FDOT Project Manager, Ms. Mary McGehee or himself.

Mr. McCallister suggested posting the public meeting notice at the Spring-to-Spring Trail community bulletin board at Lake Beresford Park.

Mr. Finck thanked him for that suggestion and added that they will get a notice posted there.

**B. Presentation and Discussion of Recommended Changes to the R2CTPO Policy Resolutions for the Annual Call for Projects**

Mr. Harris stated the draft priority process schedule begins on page 43 of the agenda followed by the three resolutions that guide the process; he reviewed the draft schedule. The first resolution defines the local

match requirements for local governments; there were no changes last year but there are proposed changes this year. The BPAC Project Review Subcommittee met on October 24, 2018 and suggested some changes. Changes to the first resolution include the addition of eligible and ineligible costs and the definitions of a cost overrun versus a cost increase.

Mr. Daun asked if the subcommittee considered a national average; that way if competing estimates are received that exceed the national average a cap be put on it.

Mr. Cheney replied there is a mechanism in place; these go to FDOT for review and if there is a cost anomaly, a justification can be made on how to proceed.

Mr. Harris continued reviewing the proposed changes to the resolution including the addition of a statement of hardship or justification by the project sponsor along with supporting documentation that includes a detailed justification of a change in cost. The next resolution establishes the allocation of funding identified in the 2040 Long Range Transportation Plan (LRTP). Currently, the TPO sets aside approximately \$5.5 million and divides that into 40% for Traffic Operations/Safety projects, 30% for Bicycle/Pedestrian projects and 30% for Transit projects. It was suggested at the BPAC Project Review Subcommittee meeting to switch the 40% from Traffic Operations to Bicycle/Pedestrian projects. The TIP Subcommittee met and passed a motion to keep the resolution and allocations as is. The case for doing so is that trail projects have funding streams that are not applicable to roadway projects. For example, there is not only 30% set aside but also Transportation Alternative funds that the TPO receives each year which can only be used for bicycle and pedestrian projects.

Mr. Cheney asked if that is a policy decision because they can be used for traffic operations such as street scaping projects because those are alternative projects.

Mr. Harris replied correct, it is a policy decision.

Mr. Cheney commented there are more eligible types of projects because that is where the transportation enhancement projects used to come from; they are now wrapped into the new category with the federal bill of transportation alternatives. He believes the TPO decided to use those funds for bicycle and pedestrian projects and he wants to make sure that the category was narrowed down from a broader category.

Mr. Harris replied yes; those funds are used by this TPO for bicycle/pedestrian projects. He stated that state funds are received from the SUN Trail program and that funding is just for trail projects. Regarding local funds, Volusia County has set aside \$1 million a year for the ECHO program which is also just for trail projects. The largest of those funding sources for trails is the SUN Trail program. In the five-year Work Program for SUN Trail, there is approximately \$38.2 million programmed on Volusia County trail projects and for this year, approximately \$6.2 million is programmed. None of that money can be used for roadway projects. If the committee is looking to make a change in funding allocations, it is not a strong case to make because to increase the federal funding allocation for Bicycle/Pedestrian would be at the expense of Traffic Operations/Safety projects. The TIP Subcommittee approved a motion to keep the distribution as it is.

Mr. Mostert stated he would like to see an analysis of those numbers. The proposal to change the allocation was for a couple of reasons; one, there seemed to be a desire to take dollars away from bicycle/pedestrian projects to apply it to other projects. The other reason has been a recurring theme in that there are a high number of bicycle/pedestrian fatalities in the area. He would like to see the data to see what will be lost as opposed to what would be gained.

Mr. Cheney stated he is a proponent of keeping the allocation as is unless there is evidence to show trails or bicycle/pedestrian is underfunded or not funded fairly. From what Mr. Harris just explained, there is much more availability of funds to be used for bicycle/pedestrian projects. He added that traffic operations projects cost more than sidewalks. There is also the issue of cities not being able to get LAP certified. It would be interesting to see the numbers if an analysis is done.

Discussion continued.

Mr. Harris continued reviewing the proposed changes to Resolution 2017-32 and the addition of language to item 14 which states the R2CTPO shall use the project prioritization process to support the development of regional priority lists for trails, transit, Transportation System Management and Operations (TSM&O) and planning studies.

Mr. Daun asked if the TSM&O included technology for computerized signals.

Ms. Nicoulin replied yes and that these would be for regional projects with the hopes of getting on a regional list to be eligible for additional funding that does not come through the TPO.

Mr. Cheney asked what the consensus is on what to do with the allocation of the funding; to retain the existing allocation or change it.

Mr. Harris replied this is a discussion item but it would help to have a consensus on whether to keep the allocation as is or switch it.

Mr. Daun asked what the current allocation breakdown is.

Mr. Harris replied the current allocation is 40% is for Traffic Operations projects, 30% for Bicycle/Pedestrian projects and 30% for Transit projects. The BPAC Project Review Subcommittee proposed to switch it to have 40% for Bicycle/Pedestrian projects and 30% for Traffic Operations projects.

Mr. Cheney commented that the TIP Subcommittee approved a motion to retain the current allocations.

Discussion continued.

Chairperson Storke asked for a consensus on whether to maintain the current allocation or to change it as suggested by the BPAC Project Review Subcommittee.

Mr. Mostert asked to defer taking a consensus until the committee can look at the actual numbers to see what the impact would be.

Discussion continued.

Mr. Harris replied staff can bring additional information to consider but the TPO will have to have a recommendation and take action in January.

**C. Presentation and Discussion of the Priority Project Applications for Bicycle/Pedestrian and B/P Local Initiatives Projects**

Mr. Harris stated the changes to the applications are in strikethrough/underline format. He stated the only significant change is on the bottom of page 58 of the agenda in the General Instructions; the requirement that electronic documents must be submitted through the TPO's file transfer site; one hard copy is also required. He continued reviewing the changes to the applications; the BPAC Project Review Subcommittee suggested that items that ask for a description be required and not "as needed" as the prior applications state. Also, under criterion 3, for Safety and Security, language was added that if the project helps meet or exceed adopted Transportation Safety Targets, additional points could be awarded. It was discussed making a change to the hazardous walk/bike zones; currently, an applicant must refer to Volusia or Flagler County Student Transportation Services. It was discussed to refer to the TPO's school safety studies but TPO staff decided not to move forward with that because the most recent study was completed in 2015; a lot of the data is old and not current.

Ms. Haldeman referred to page 60 of the agenda and commented that the purpose and need statement where it states “should” address all priority criteria; she would like it to state it is required to address all priority criteria.

Mr. Harris replied that is a good suggestion.

Mr. McCallister commented that he would like to understand how the cities and counties decide what bicycle related projects are needed; trails are great for him and recreational riders but do not do anything for the necessity riders. His concern is the amount of money spent on recreational riding versus necessity riding.

Discussion continued.

**D. Presentation and Discussion of Options for Current Year Surface Transportation Program (STP) Urban Attributable (SU) Set Aside Funding**

Ms. Bollenback stated the TPO receives funding each year for traffic operations projects, bicycle/pedestrian projects and transit projects and is under pressure each fiscal year to make sure all of the money is drawn down or obligated. If it is not, then in subsequent years the TPO’s spending authority can be reduced. A project was deferred this year that was approximately \$1.8 million in the traffic operations box. The TPO is working with FDOT to advance an intersection improvement project at SR 44 and Kepler Road in DeLand; that project was at one time in the Work Program but dropped out because the money was diverted somewhere else. FDOT will advance the design for this project which is \$1.2 million leaving approximately \$600,000. The Connector Study between I-95 and SR 417 did not move forward and a little over \$300,000 is left from that. Not all local agencies can access current year dollars because they must be Local Agency Program (LAP) certified. Only two local agencies are LAP certified continuously; Daytona Beach and Volusia County. Volusia County is not eligible for this because it was their project that was deferred. The Derbyshire Park sidewalk project discussed earlier is the only project available to capitalize on current year funds. There is still \$750,000 remaining that is not obligated and there are no other projects to put it on. FDOT asked if that money could be used to help advance the design phase for the Pioneer Trail interchange. That is not in keeping with the TPO’s set aside policy and but it is available money and there is no other place to put it. The question is to obligate this money on a project that is not within the policy or take a chance on not having the money obligated. If the Derbyshire Park sidewalk project does not move forward, there will be even more money left. FDOT is building their Work Program now and has set aside \$1.5 million for the advancement of the Pioneer Trail interchange design work. If the TPO can obligate this left over money with AC funds, that project can get folded into the Work Program once the PD&E study is completed. The TPO is looking for feedback from the advisory committees and TPO Board on this effort.

Mr. Cheney asked which project is further along; the I-95 at Pioneer Trail interchange project or the I-95 and LPGA Boulevard interchange project. He asked if funding has been allocated for the LPGA Boulevard project.

Ms. Bollenback replied there has not been funding allocated for LPGA Boulevard; she cannot answer which one is further along.

Mr. Daun asked if some of the money could be used for safety improvements to existing trails, county or state roads. For example, the Sea Breeze Bridge is not marked for pedestrians or bicyclists.

Ms. Bollenback replied the challenge is the money has to be used in the current year and that requires LAP certification and the project must be ready to go. The city has everything FDOT requires ready for the Derbyshire Park sidewalk project so it can be obligated. FDOT is always under pressure to deliver a project in the year they have it programmed. The challenge now is the next chance to advance a project would be January.

Discussion continued.

Ms. Bollenback stated this will be discussed at the TPO Board meeting and the TPO will most likely bring a TIP amendment in January.

**V. Staff Comments**

→ River to Sea TPO Staff Update

Mr. Harris stated the TPO is in the process of filling two open positions. Mr. Herb Seely, TPO CFO, is retiring after 41 years of service and the transit planner position is also being filled. He will have more information at the next meeting.

**VI. Information Items**

- BPAC Attendance Record
- BPAC Subcommittee Report
- Light Up Midtown Health Fair
- October 2018 TPO Outreach and Activities
- St. Johns River to Sea Loop Trail PD&E Study Public Meetings
- TPO Board Meeting Report

**VII. BPAC Member Comments**

Mr. Frank Alvarez, Votran Transit Planner, announced a public meeting tomorrow at Deltona City Hall concerning route changes and the addition of a new route to the Crown Center in Orange City and another public meeting next week in Orange City Council Chambers.

Mr. McCallister stated he noticed the southern end of the Spring to Spring Trail segment from Lake Beresford to Orange City is being expanded.

Mr. Cheney replied the construction is from Detroit Terrace south. It is included in the Volusia County Construction report in the CAC/TCC agenda as under construction.

Mr. McCallister asked when it would be completed.

Mr. Cheney replied it is show as “under construction”; the best source for an update is the Volusia County website under either “Capital Improvements Program” or the Master Plan. Every quarter the county gives an update on all projects and will show a completion date.

Ms. Nicoulin stated it is segment 3-A from Detroit Terrace to Don Smith Boulevard.

Mr. Aufdenberg announced he and Mr. Wendler distributed 20 bike lights to cyclists without lights on Clyde Morris Boulevard and Aerospace Boulevard. He thanked Mr. Ziarnek and FDOT for quickly repairing the street lighting at Aerospace Boulevard and Clyde Morris Boulevard as the lights were not illuminating the crosswalk and now it does. He saw a webinar from Ped-Bike Info on left-turn pedestrian/motorists crashes and safety improvements including leading pedestrian signals. They used a lot of data from North Carolina which has nine different crash types for bicycle/pedestrian crashes which helps identify situations bicycle/pedestrians can get into. Left-turn crashes are more frequent in the day than at night. This is something that traffic operations funding can fund; the only leading pedestrian signal in Volusia County is at US 1 and Mason Avenue. He would like to see more of them especially at Clyde Morris where there are students crossing the road.

Mr. Cheney stated it is called a “leading pedestrian interval” signal (LPI).

Mr. Aufdenberg commented he would like to have more information on the costs of these signals and where Volusia County and FDOT are in making them more available.

Mr. Cheney replied typically it is sending his guys out to re-signal the controls.

Ms. Burgess-Hall stated the same problem is at Nova Road and Beville Road where drivers are making right-hand turns.

Mr. Hall thanked everyone that participated in White Cane Awareness Day and Mobility Week.

Ms. Haldeman announced the city of Edgewater has approved a co-op agreement with the Volusia County to put flashing push button signals at the East Central Regional Rail Trail on Mission Road. There are meetings tonight and tomorrow regarding trails being planned to fill gaps. Tonight's meeting is at the Daytona Community Center to discuss alternative possibilities; tomorrow's meeting is in New Smyrna Beach. The information is included in the agenda packet.

Mr. Cheney stated the Volusia County Council adopted impact fees as recommended by the consultant; for example, a residential single-family dwelling will go from \$2,200 to \$5,300. They agreed to implement the increase in two phases; 75% of the recommended fee and the following year 100%; thereafter, they will be indexed to the FDOT construction cost index with a minimum of 3% and a maximum of 8% of that index.

Mr. Mostert commended TPO staff for fitting helmets at the Halifax Art Festival; his brother's granddaughter was fitted for a helmet.

Mr. Ziarnek reminded the committee that [www.cflroads.com](http://www.cflroads.com) has all FDOT projects lists and is a great resource.

#### **IX. Adjournment**

The BPAC meeting adjourned at 5:10 p.m.

**River to Sea Transportation Planning Organization**

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**Mr. Robert Storke, Chairman  
Bicycle/Pedestrian Advisory Committee (BPAC)**

#### **CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of the minutes of the November 14, 2018 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 9<sup>th</sup> day of January 2019.

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**Debbie Stewart, Recording Secretary  
River to Sea Transportation Planning Organization**

**SUMMARY SHEET  
BPAC  
JANUARY 9, 2019**

**III. ACTION ITEMS**

**B. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)**

**BACKGROUND INFORMATION:**

The River to Sea TPO is seeking to amend the 2040 LRTP to reflect updated funding of the following two (2) projects as included in the updated Florida Department of Transportation (FDOT) Strategic Intermodal System (SIS) Long Range Cost Feasible Plan dated June 25, 2018:

- I-95 Interchange at Pioneer Trail -- this project is a proposed interchange at I-95 and Pioneer Trail. A Project Development and Environmental (PD&E) study is currently underway and is expected to be completed in 2019.
- I-95 Interchange at LPGA Boulevard -- this project involves improvements needed to the interchange at I-95 and LPGA Boulevard. An Interchange Modification Report (IMR) study is currently underway and is expected to be completed in 2019.

Since adoption of the 2040 LRTP in January 2016, the Florida Department of Transportation (FDOT) updated their long range revenue estimates and updated the "cost feasible" SIS plan that extends out to the year 2045. In that updated plan, funding for the two interchange projects was identified. The interchange projects were identified as needed, but unfunded, in the TPO plan.

In addition, as a result new requirements for transportation planning and Transportation Performance Management (TPM), the TPO will also be required to develop an amendment that incorporates the new planning requirements and performance measures into the LRTP. Resolution 2019-## and 2040 LRTP Amendment #1 are provided with this agenda packet for your review.

***ACTION REQUESTED:***

***MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)***

## RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

### RESOLUTION 2019-##

#### RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) TO REFLECT UPDATED FUNDING OF THE I-95 INTERCHANGES AT PIONEER TRAIL AND LPGA BOULEVARD AND TO INCLUDE NEW REQUIREMENTS FOR TRANSPORTATION PLANNING AND TRANSPORTATION PERFORMANCE MANAGEMENT (TPM)

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**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 River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

**WHEREAS** 23 C.F.R. 450.300 through 450.324 provides that the River to Sea TPO shall annually endorse, and amend as appropriate, the plans and programs required, among which is the Long Range Transportation Plan (LRTP); and

**WHEREAS** the River to Sea TPO Board has solicited public comment during an open public hearing on November 28, 2018 regarding the proposal to amend its 2040 LRTP as prescribed herein; and

**WHEREAS**, after due consideration of the recommendations of its staff and advisory committees and input from the public, the board has determined that approval of these amendments are necessary and/or appropriate.

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

1. The River to Sea TPO's 2040 LRTP is hereby amended as described below and more particularly shown in "Amendment 1":
  - a. Moving the I-95 Interchange at Pioneer Trail from the Unfunded SIS Needs Projects List (Table 32) to the SIS Cost-Feasible Projects List (Table 28);
  - b. Moving the I-95 Interchange at LPGA Boulevard from the Unfunded SIS Needs Projects List (Table 32) to the SIS Cost-Feasible Projects List (Table 28);
  - c. Incorporating FAST ACT requirements into the 2040 LRTP (Appendix N).



2. The Chairperson of the River to Sea TPO (or his designee) is hereby authorized and directed to submit the 2040 LRTP as amended to the:
  - a. Florida Department of Transportation;
  - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
  - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

**DONE AND RESOLVED** at the regular meeting of the River to Sea TPO held on the **23rd** day of **January 2019**.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

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**COMMISSIONER ROBERT GILLILAND  
ACTING CHAIRPERSON, RIVER TO SEA TPO**

**CERTIFICATE:**

The undersigned, duly qualified and acting Recording Secretary of the River to Sea TPO, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the River to Sea TPO held on January 23, 2019.

**ATTEST:**

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**DEBBIE STEWART, RECORDING SECRETARY  
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

# **River to Sea Transportation Planning Organization (R2CTPO)**

## **2040 Long Range Transportation Plan (LRTP)**

### **Amendment 1**

#### **Overview**

The River to Sea TPO adopted the 2040 Long Range Transportation Plan (LRTP) report in January 2016. As part of the LRTP development process, transportation projects were identified to address the transportation demand forecasted in the year 2040. The cost of these projects was compared to the funding estimated to be available and a “Cost Feasible” list of projects was included in the final report. Four (4) projects on the Strategic Intermodal System (SIS) were identified as needed, but there was insufficient funding projected to support their advancement. In June 2018, the Florida Department of Transportation (FDOT) approved an update to the State’s Cost Feasible 2045 Long Range Plan for the Strategic Intermodal System (SIS). This updated plan advances funding for projects in the River to Sea TPO planning area that are currently identified as unfunded needs in the 2040 LRTP.

Two of these projects are currently under analysis to identify possible construction alternatives and, upon completion of the study efforts, each of the projects will be ready for engineering design. Federal requirements state that a project moving into the design phase must be included in the LRTP and identified as cost feasible. In an effort to support the continued advancement of projects identified as needed by the River to Sea TPO and considered by FDOT to be projects of statewide significance, an amendment is needed to the River to Sea TPO 2040 LRTP. The materials attached recognize the updated funding estimates and amend the adopted River to Sea TPO 2040 LRTP to move the following SIS projects from the “SIS Needs Projects” listing to the “SIS Cost Feasible Projects List”:

- I-95 Interchange at LPGA Boulevard; and
- I-95 Interchange at Pioneer Trail

#### **Planning Rule Changes and Transportation Performance Management**

In addition to changes that reflect the advancement of funding for transportation infrastructure projects on the SIS, amendments to LRTP must also reflect changes to the Planning Rule and the establishment of Transportation Performance Management required as part of Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued in the Fixing America’s Surface Transportation (FAST) Act. More specifically, the amendment must:

- Incorporate System Resiliency and Reliability into Transportation Planning
- Include the Needs of Transportation and Tourism in the Planning Process
- Consider Additional Planning Activities and Stakeholders in the Public Outreach Efforts
- Incorporate Safety Performance Measures and Target Setting
- Recognize Transit Asset Management (TAM) Plans and Set Transit Related Targets

The attached materials are being provided for public review in support of an amendment to the River to Sea TPO 2040 LRTP. The first two tables reflect modifications to the existing LRTP report regarding the SIS projects. Following that, is an additional appendix proposed as an addition to the adopted report.

Table 28 – 2040 LRTP SIS Cost Feasible Projects List (State/Federal Funding)

Map No.	Facility	From	To	Source	ROW Cost <sup>1</sup>	CST Cost <sup>1</sup>	Project Cost <sup>1</sup>	2019-2020 <sup>2</sup>		2021-2025 <sup>2</sup>		2026-2030 <sup>2</sup>		2031-2040 <sup>2</sup>		Y.O.E. Project Cost Total <sup>2</sup>
					(PDC)	(PDC)	(PDC)	ROW	CST	ROW	CST	ROW	CST	ROW	CST	
1	I-4 widen to 10 Lanes (I-4 Beyond the Ultimate) <sup>3</sup>	Seminole County	SR 472	SIS	\$46.36	\$372.07	\$418.43					\$71.39	\$572.99			\$644.38
2	SR 472 widen from 4 to 6 lanes <sup>3</sup>	Graves Ave	Kentucky/MLK Blvd	SIS		\$40.48 <sup>4</sup>	\$40.48						\$62.34			\$62.34
3	Saxon Blvd Ramp/Roadway <sup>3</sup>	I-4	Normandy Blvd	SIS		\$35.38 <sup>4</sup>	\$35.38						\$54.49			\$54.49
4	Rhode Island Extension <sup>3</sup>	Veterans Memorial	Normandy Blvd	SIS		\$34.87 <sup>4</sup>	\$34.87						\$53.70			\$53.70
5	SR 15 (US 17) widen to 4 lanes	Ponce De Leon Blvd	SR 40	SIS		\$39.40	\$39.40								\$77.62	\$77.62
6	SR 40 - widen to 6 lanes	Williamson Blvd	Breakaway Trails	SIS	\$7.43	\$22.99	\$30.42							\$14.64	\$45.29	\$59.93
7	SR 40 - widen to 4 lanes	Cone Rd	SR 11	SIS	\$2.30	\$41.50	\$43.80							\$4.39	\$79.27	\$83.66
8	SR 40 - widen to 4 lanes	SR 11	SR 15 (US 17)	SIS	\$7.50	\$30.40	\$37.90							\$14.33	\$58.06	\$72.39
9	SR 100 - widen to 6 lanes	Old Kings Rd	Belle Terre Parkway	SIS	\$3.17	\$31.70	\$34.87							\$6.05	\$60.55	\$66.60
10	I-95 Interchange (Farmton Interchange) <sup>5</sup>	At Maytown Rd		SIS												
11	I-95/LPGA Blvd Interchange Modifications	Williamson Blvd	Tymber Creek Ext.	SIS		\$20.00	\$20.00								\$32.50	\$32.50
12	I-95/Pioneer Trail New Interchange	At Pioneer Trail		SIS		\$18.50	\$18.50								\$30.06	\$30.06
<b>Notes:</b> <sup>1</sup> In millions; shown in present day costs (PDC)/"constant" 2013, 2014 or 2015 dollars (Added projects 11 & 12 are in 2017 dollars) <sup>2</sup> In millions; inflated to year of expenditure (YOE) dollars per Revenue Forecast Handbook <sup>3</sup> Part of the I-4 Beyond the Ultimate Project <sup>4</sup> Cost estimates were sourced from the FDOT SR 400 (I-4) PD&E Study, Preliminary Engineering Report for I-4 Beyond the Ultimate, Segment 4 (December 2014) <sup>5</sup> Developer Funded - \$12.9 million (informational purposes) Amendment 1: Per Resolution 2019-##, the 2040 LRTP was amended by the River to Sea TPO Board on <Insert Date> moving two projects from the Unfunded Needs List (Table 32) to the SIS Cost-Feasible Projects List (above)							\$715.55 \$754.05	\$0.00	\$0.00	\$0.00	\$0.00	\$71.39	\$743.51	\$39.41	<del>\$320.78</del> \$383.35	
<b>Total By Period</b>								\$0.00		\$0.00		\$814.91		<del>\$360.19</del> \$422.76		<del>\$1,175.10</del> \$1,237.67

## 2040 Long Range Transportation Plan

**Table 32 – SIS Needs Projects<sup>1</sup>**

Project	Limits	Est. Present Day Cost (in millions)	Notes
SR 15 (US 17) Preliminary Design and Engineering (PD&E)	SR 40 to Putnam Co. Line	\$2.00	Safety Study
I-95/US 1 Interchange Modifications	At I-95 & SR 5 (US 1)	\$28.00	Interchange Improvements/Safety & Capacity
<del>I-95/LPGA Blvd Interchange Modifications</del>	<del>Williamson Blvd to Tymber Creek Ext</del>	<del>\$20.00</del>	<del>Interchange Improvements/Safety &amp; Capacity</del>
I-95/SR 44 Interchange Modifications	At I-95 & SR 44	\$15.00	Interchange Improvements/Safety & Capacity
<del>I-95/Pioneer Trail New Interchange</del>	<del>At Pioneer Trail</del>	<del>\$22.00</del>	<del>Interchange Justification Report (IJR) underway by FDOT</del>

<sup>1</sup> Unfunded

Amendment 1: Per Resolution 2019-##, the 2040 LRTP was amended by the River to Sea TPO Board on <Insert Date> moving two projects from the Unfunded Needs List (above) to the SIS Cost-Feasible Projects List (Table 28).





## Appendix N

# INCORPORATING FAST ACT REQUIREMENTS INTO THE LONG RANGE TRANSPORTATION PLAN





## Background of the Transportation Planning Rule

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation (FAST) Act enacted in 2015, state Departments of Transportation (DOTs) and Metropolitan/Transportation Planning Organizations (M/TPOs) must incorporate certain planning activities into the planning processes of the organization and they must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan/Metropolitan Transportation Planning Final Rule (The Planning Rule). This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the incorporation of new planning factors, planning activities and transportation performance management provisions. Additional guidance has been provided by the FHWA Florida Division and the Florida DOT Office of Policy Planning.

### Long Range Planning Activities

During development of the 2040 LRTP, the River to Sea TPO considered eight planning factors as established by federal requirements. Goals established in the plan were linked to these planning factors (*See Chapter 2 – Table 2, Page 13*). At that time, the new planning rules had been established, however, guidance had not been provided regarding the implementation of these new requirements. The new planning factors include:

- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance travel and tourism

Additional planning activities are also required by the new planning rule. These include:

- Incorporating intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers.
- Including public ports and intercity bus operators, and employer-based commuting programs, such as carpool or vanpool programs, transit benefit programs, parking cash-out programs, shuttle programs, or telework programs, to the list of interested parties for the MPO's Public Participation Plan.
- Add tourism and natural disaster risk reduction agencies to the list of agencies the MPO should consult with when developing the LRTP and TIP.

The following few sections of this appendix address the planning factors, as well as the additional planning considerations as they've been incorporated into the planning activities of the River to Sea TPO.

### **Improving Resiliency and Reliability**

The River to Sea TPO planning area is shaped by the presence of water; the Atlantic Ocean, Intracoastal Waterway, St. Johns River and numerous canals, springs and lakes weave through our communities. Proximity to these beautiful waterways is what attracts many of us to live here and encourages so many others to visit. In planning for our communities, it's important that we monitor, predict, plan for, and live with the water that surrounds us.

In October 2016, the coastal area was hit by Hurricane Matthew. The resulting storm surge caused significant damage to SR A1A in Flagler County and northern Volusia County, which left the road impassable in many locations. Emergency management organizations responded immediately to secure the area. FDOT also worked quickly to stabilize the shoreline, construct temporary travel lanes and re-open the road in record time. The damage caused by Hurricane Matthew and the subsequent response provide a valuable example of effective cooperation, communication and action.

Severe weather events are predicted to become more commonplace in future years. If these predictions are correct, the strength and success of our community will be defined by our ability to respond effectively to unpredictable and potentially disruptive events. Severe weather events include flooding from rising tides and extreme rainfall, significant fluctuations in temperature, high winds, heatwaves, droughts and windstorms (including tornadoes and tropical storms). The consequences of these events can include damage and deterioration of existing infrastructure, interference with evacuation plans, reduced effectiveness of storm water systems, limited access to property and reduced bridge clearances for vessels. Preparing for future events will require adaptation and resiliency. Adaptation involves changing or modifying our community to suit new conditions in order to reduce potential negative effects. Resiliency is the ability to anticipate, prepare for, and withstand changing conditions and recover rapidly from disruptions.

Creating more adaptive and resilient communities will require a variety of actions involving planning efforts, infrastructure changes, operations and response activities, and proactive governance. The River to Sea TPO has been proactive in addressing issues of transportation resiliency and reliability including the following activities:

- **Project Ranking Criteria in the 2040 LRTP (January 2016)** – Emergency evacuation in response to crisis events has been an emphasis area for the River to Sea TPO for many years. In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for improvements to evacuation routes identified by local emergency agencies (see Chapter 6, Table 21 and Appendix I).
- **2016 Sea Level Rise Vulnerability Assessment (August 2016)** – In partnership with the East Central Florida Regional Planning Council, the River to Sea TPO completed an initial and conservative assessment of the potential vulnerabilities of the planning area for issues associated with sea level rise.
- **River to Sea TPO Fiscal Year 2015/16 Annual Report (December 2016)** – In a follow-up to coastal damage resulting from flooding and storm surge, the annual report was used as a mechanism to promote awareness of resiliency and system reliability.
- **River to Sea TPO Annual Planning Retreat (March 3, 2017)** - In partnership with Volusia/Flagler Association for Responsible Development (V/FCARD), the River to Sea TPO held a planning workshop to discuss transportation issues associated with sea level rise.
- **2017 Resilient Volusia County Assessment (September 2017)** - In partnership with the East Central Florida Regional Planning Council, the River to Sea TPO analyzed impact areas resulting from 100-year coastal flooding levels inclusive of storm surge based on sea level rise projections from the Sea Level Scenario Sketch Planning Tool, identified a resiliency stakeholder working group, and identified implementation strategies and educational materials to enhance community resiliency.
- **2018 Resilient Flagler County Assessment (September 2018)** - In partnership with the Northeast Florida Regional Council, the River to Sea TPO analyzed impact areas resulting from 100-year coastal

flooding levels inclusive of storm surge based on sea level rise projections from the Sea Level Scenario Sketch Planning Tool, identified a resiliency stakeholder working group, and identified implementation strategies and educational materials to enhance community resiliency.

- **Interagency Partnering (Ongoing)** – The River to Sea TPO continues to partner with local Emergency Management agencies/departments, local governments, regional planning councils, and other agencies that meet periodically to review and assess resiliency efforts.
- **Incorporation of Resiliency in Project Ranking Criteria (January 2019)** – In updates currently being considered by the TPO transportation improvement projects that address resiliency have been added to the project application criteria used to rank projects during the annual call for projects.

### **Enhancing Travel and Tourism**

Tourism represents a significant portion of the local and state economy. The River to Sea TPO has considered tourism as an integral part of the transportation planning efforts of the organization and actively partners with local tourism agencies during the development of the LRTP. The following activities represent the efforts of the River to Sea TPO to ensure transportation matters involving travel and tourism are considered in the transportation planning activities of the TPO:

- Considerations in the 2040 LRTP (January 2016)
  - Project Ranking Criteria for access and connectivity to Activity Centers has been an emphasis area for the River to Sea TPO for many years. In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for multimodal improvements to corridors providing access to designated activity centers.
  - Presentations and Stakeholder involvement for agencies directly related to tourism such as the Convention and Visitors Bureau and the Lodging & Hospitality Association.
- Partnering with the Lodging & Hospitality Association in the dissemination of the “Tell the TPO Survey”
- Presentations regarding Tourism in Transportation to the River to Sea TPO Board and the International Speedway Boulevard Coalition
- Participation and support in various events such as: the Annual Tourism and Travel Recognition Celebration and the Annual Bike Florida Tour event.
- Participation in the Central Florida Regional Visitor Study (estimated completion Spring 2019)

### **Additional Planning Considerations**

The River to Sea TPO recognizes the value of integrating additional planning considerations into the planning activities of the organization. The following information outlines the planning activities pursued by the River to Sea TPO with regards to the planning considerations.

### **Incorporating Intermodal Facilities**

Intercity Bus, Intercity/Commuter Rail and Commuter Vanpools are important elements in supporting a healthy transportation system. These services provide important intercity travel choices for residents and visitors. They also help play a role in reducing congestion, pollution, and energy consumption through automobile vehicle trip reductions, fuel savings and lower emissions. Identifying intermodal facilities that support intercity transportation, including intercity buses, intercity bus facilities and commuter vanpool



providers can be important to the long term success of these services. The River to Sea TPO has been engaged in efforts to support these services as follows:

- **Participation in the Intermodal Transit Station Study (March 2014)** – Completed by Florida Department of Transportation (FDOT) in collaboration with Votran, the City of Daytona Beach, Volusia County, International Speedway Boulevard (ISB) Coalition and other stakeholders to support the development of an integrated multimodal transportation system which is economically efficient and safely moves people and goods in an energy-efficient manner.
- **Considerations were included in the 2040 LRTP (January 2016)** - In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for projects that improved access and connectivity to the Designated Intermodal Terminal.
- **Partnering with ReThink Your Commute (Ongoing)** – The River to Sea TPO collaborates with reThink Your Commute to promote ridesharing transportation solutions and to incorporate ride sharing into the planning processes of the TPO.
- **Participation in the Volusia County Transit Connector Study (February 2017)** - Completed by FDOT in collaboration with Votran, Volusia County, and other stakeholders to evaluate the potential for developing a premium transit connection between SunRail and Daytona Beach (including a multimodal hub).
- **Outreach to various providers (Ongoing)** – The R2CTPO maintains an open dialogue with existing service providers such as SunRail, Greyhound, and Daytona Beach International Airport as well as potential service providers such as Brightline.

#### **Expanding the Stakeholders in Public Participation**

Additional planning considerations include involving intercity bus operators and commuting programs such as carpool or vanpool programs in the planning activities of the TPO and adding them to the list of interested parties as part of the TPO's Public Participation Plan. Public outreach requirements also include adding tourism and natural disaster risk reduction agencies to the list of agencies the MPO should consult with when developing the LRTP.

As stated previously, the River to Sea TPO has routinely collaborated with reThink Your Commute, with the Lodging & Hospitality Association and with the Convention and Visitors Bureau on planning activities, including the development of the 2040 LRTP. These activities are documented in Chapter 5 of the 2040 LRTP titled "Public Outreach" and in Appendix E. As a key component of the local economy, tourism activities (including the employees who support the industry) are central to many of the transportation considerations in the planning area. The TPO has also worked with emergency management teams from Volusia and Flagler Counties as part of resiliency planning efforts. Members of emergency management are also represented on the Technical Coordinating Committee, an advisory committee of the TPO board. The TPO has had limited communication with intercity bus providers who often communicate with FDOT Central Office staff regarding state-wide planning needs and capital funding opportunities.

Long range transportation planning activities will begin in 2019 as the River to Sea TPO updates the metropolitan transportation plan and extends the planning horizon to the year 2045. The update will continue to build on previous practices of the TPO in considering the added planning factors of resiliency and tourism. In keeping with the spirit and intent of the FAST Act, the public outreach activities will be expanded and more clearly documented to demonstrate the inclusion of interested parties such as intercity bus operators, commuter program managers, tourism agencies and natural disaster risk reduction agencies.

## Transportation Performance Management

Performance Management is a strategic approach to connect investment and policy decisions in order to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) required State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to national goals including:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own.

There are several milestones related to the required content of the System Performance Report:

- In any LRTP adopted on or after May 27, 2018, the System Performance Report must reflect Highway Safety (PM1) measures;
- In any LRTP adopted on or after October 1, 2018, the System Performance Report must reflect Transit Asset Management measures

The River to Sea TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including:

- **Project Ranking Criteria in the 2040 LRTP (January 2016)** – Improving transportation safety has been an emphasis area for the River to Sea TPO for many years. In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for improvements that address safety concerns on the transportation network (see Chapter 2 and 6 of the 2040 LRTP).
- **Incorporation of Measures in Project Ranking Criteria (Ongoing)** – The TPO has a long history of emphasizing safety in the prioritization of transportation projects as a weighted factor in the criteria used to rank projects during the annual call for projects.
- **Interagency Partnering (Ongoing)** – For many years, the River to Sea TPO has participated in various partnerships to promote safety awareness and to identify and address safety concerns throughout the community. This includes involvement in the Community Traffic Safety Teams and Safe Kids Coalition.

- **Congestion Management Process and Plan (October 2018)** - The congestion management process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs. In addition to congestion resulting from traffic volume, this report incorporated additional transportation measures used in performance management.
- **Roadway Safety Evaluation & Improvement Study (September 2018)** – Building upon a crash analysis performed in 2017, this study developed a process to identify and mitigate the causes of crashes at high crash locations throughout the planning area.

### **Safety Performance Measures (PM-1)**

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100M VMT.

The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) Annual Report documents the statewide interim performance measures that move the state toward the vision of zero deaths. The River to Sea Transportation Planning Organization has had a longstanding commitment to improving transportation safety, which is demonstrated through planning and programming activities. Activities included in the Unified Planning Work Program (UPWP), such as the completion of school safety studies for all elementary and middle schools within the planning area, pedestrian law enforcement training and exercises, health and safety partnerships with local agencies, participation on the Community Traffic Safety Teams and helmet distribution programs, have led to increased safety awareness and project specific recommendations to reduce injuries and fatalities throughout the planning area.

In January 2018, the River to Sea TPO adopted safety performance targets in support of FDOT's 2018 safety targets. The TPO targets include a decrease in each of the safety measurements of 2% per year. In order to achieve the reduction established by the safety targets, the TPO has evaluated projects that fall into specific investment categories established by the TPO in the project application, evaluation, and ranking process. The River to Sea TPO recognizes the limitations of their role in affecting transportation safety. At this point, the TPO has not set long range targets for crash reduction, but has signaled support for the FDOT goal of zero.

The TPO has long utilized an annual project ranking criteria that identifies and prioritizes projects aimed at improving transportation safety. The ranking criteria are updated annually and are included in the appendices of the TIP. Going forward, the project evaluation and prioritization processes used in the LRTP and the TIP will continue to use a data-driven strategy that considers stakeholder input to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes. The following information reflects the data and goals approved by the River to Sea TPO in January 2018.

**Fatalities:** This target reflects a two percent (2%) annual reduction in the number of fatalities from the year 2016. This sets a target of reducing the annual fatalities to 136 with a resulting five-year rolling average of 123.3 in 2018.

**Number: 136**

**5-Year Rolling Average: 123.3**

**Serious Injuries:** This target reflects a two percent (2%) annual reduction in the number of serious injuries from the year 2016. This sets a target of reducing the annual serious injuries to 743 with a five-year rolling average of 722.0 in 2018.

**Number: 743**

**5-Year Rolling Average: 722.0**

**Fatalities Rate\*:** This target reflects a two percent (2%) annual reduction in the fatalities rate from the year 2016. This sets a target of reducing the fatality rate to 1.929 with a five-year rolling average of 1.783 in 2018.

**Number: 1.929**

**5-Year Rolling Average: 1.783**

**Serious Injuries Rate\*:** This target reflects a two percent (2%) annual reduction in the serious injuries rate from the year 2016. This sets a target of reducing the serious injuries rate to 10.343 with a five-year rolling average of 10.256 in 2018.

**Number: 10.343**

**5-Year Rolling Average: 10.256**

**Non-Motorized Serious Injuries and Fatalities:** This target reflects a two percent (2%) annual reduction in the number of non-motorized serious injuries and fatalities from the year 2016. This sets a target of reducing the non-motorized serious injuries and fatalities to 108 with a five-year rolling average of 102.9 in 2018.

**Number: 108**

**5-Year Rolling Average: 102.9**

*\*VMT specific to the planning area is not currently available, which includes all of Volusia County and a portion of Flagler County. As such, the fatalities rate was calculated using the data available for the entirety of Volusia and Flagler County, pending the provision of data at the planning area level.*

The TPO's goal of reducing fatal and serious injury crashes is linked to the LRTP and the TIP and the process used in prioritizing the projects is consistent with federal requirements.

## Transit Asset Performance Measures

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and sub-recipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement Transit Asset Management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories as shown in the following table. The rule became effective on October 1, 2018.

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

To support progress towards TAM performance targets, transit investment and maintenance funding in the River to Sea TPO 2040 LRTP totals \$265.9 million, approximately 14 percent of total LRTP funding. In addition, the TPO allocates 30% of the Transportation Management Area (TMA) funding or roughly \$31 million to assist local transit agencies in meeting their State of Good Repair (SGR) goals.

### ***TAM Plans and Targets***

The Transit Asset Management (TAM) rule requires that every transit provider receiving federal financial assistance under 49 U.S.C. Chapter 53 develop a TAM plan or be a part of a group TAM plan prepared by a sponsor (i.e. FDOT). As part of the TAM plan, public transportation agencies are required to set and report transit targets annually. Transit providers or their sponsors must also share these targets with each M/TPO in which the transit provider’s projects and services are programmed in the M/TPOs TIP. M/TPOs can either agree to support the TAM targets, or set their own separate regional TAM targets for the M/TPOs planning area.

The River to Sea TPO planning area is served by three (3) transit service providers: Flagler County Public Transportation (FCPT), Votran, and SunRail. Votran and SunRail are considered Tier I providers and, as such, each must develop a TAM Plan. FCPT is considered a Tier II provider and thus is included in a group TAM plan developed by the FDOT Public Transit Office in Tallahassee.

The River to Sea TPO will continue to collaborate in transit planning activities and provide support to transit providers including continued inclusion in long range planning activities and transit asset management. The following tables represent the transit data reported by each transit agency for each of the applicable Asset Categories along with the 2019 targets.

**FDOT – Statewide Tier II Group Report**  
**Flagler County Public Transportation – Bus Service**

Asset Category Performance Measure	Asset Class	Asset Class Condition	2019 Target	2020 Target
<b>Rolling Stock</b>				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	55%	55%	45%
	Bus	15%	15%	13%
	Cutaway Bus	28%	28%	28%
	Mini-Bus	31%	31%	28%
	Mini-Van	13%	13%	11%
	SUV	0%	0%	0%
	Van	47%	47%	34%
<b>Equipment</b>				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	67%	67%	67%
	Trucks and other Rubber Tire Vehicles	50%	50%	40%
	Maintenance Equipment	50%	50%	50%
	Route & Scheduling Software	100%	100%	100%
<b>Facilities</b>				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	0%	9%
	Maintenance	6%	6%	12%

NOTE: FCPT inventory includes one revenue service vehicle in poor condition (an automobile)

## Votran – Bus Service

Asset Category Performance Measure	Asset Class	Asset Class Condition	2019 Target	2020 Target
<b>Rolling Stock</b>				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus	28%	23%	20%
	Cutaway Bus	32%	23%	20%
	Mini-Van	0%	1%	1%
<b>Equipment</b>				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	100%	10%	10%
	Trucks and other Rubber Tire Vehicles	100%	10%	1%
	Route & Scheduling Software	86%	15%	15%
	Maintenance Equipment/Hardware	92%	20%	20%
	Security	100%	20%	20%
<b>Facilities*</b>				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	4.0	10%	10%
	Maintenance	2.1	10%	10%
	Parking Structures	3.3	10%	10%
	Passenger Facilities	3.6	10%	10%
	Administration/Maintenance	3.0	10%	5%
	Storage	3.5	10%	2%

\*The Votran TAM plan lists the Transit Economic Requirements Model (TERM) rating but not the % at or above the target

## SunRail – Fixed Guideway

Asset Category Performance Measure	Asset Class	Useful Life Benchmark	Asset Class Condition	2019 Target
<b>Rolling Stock</b>				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Locomotives	43 years	23 years	0%
	Coach Cars	39 years	3 years	0%
	Cab Cars	39 years	3 years	0%
<b>Equipment*</b>				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	n/a	n/a	n/a
	Trucks & Other Rubber Tire Vehicles	n/a	n/a	n/a
<b>Infrastructure</b>				
% of track segments with performance restrictions (as applicable)	Rail fixed guideway track	n/a	2% DRM with speed restriction**	< 3% DRM with speed restriction
<b>Facilities</b>				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	n/a	n/a	n/a
	Maintenance & Operating Center	> 3 on TERM Scale	New	100% ≥ 3
	Maintenance (VSMLF)***	> 3 on TERM Scale	New	100% ≥ 3
	Stations	> 3 on TERM Scale	New	100% ≥ 3
	Park & Ride Lots	> 3 on TERM Scale	New	100% ≥ 3

\*Equipment is provided through the operations contract and is not reported as a federally funded asset.

\*\*DRM is Directional Route Miles

\*\*\*VSMLF is the Vehicle Storage & Light Maintenance Facility

In support of the transit providers, the River to Sea TPO adopted these targets on October 24, 2018. Adoption of the transit asset targets represents an agreement by the TPO to plan and program projects in the LRTP and the TIP that will, once implemented, make progress toward achieving the transit provider targets.



The TPO's goal of supporting local transit providers to achieve transit asset condition targets is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

### **Closing Statements**

The River to Sea TPO recognizes that ongoing efforts must be made to continue incorporating new planning requirements and transportation system performance into the institutional decision-making and documents of the organization. This includes expanding stakeholder involvement, documenting the added planning factors of resiliency and tourism, and further incorporating transportation performance management. The TPO will continue to coordinate with FHWA, FTA, FDOT, and area transit providers to take the actions to further incorporate performance measures as they are established and are more fully understood. As further guidance is provided and transportation data reports are developed, the TPO expects to continue expanding its planning and public outreach activities and strengthening the connection between project programming and improved performance of the transportation system as required.

**SUMMARY SHEET  
BPAC  
JANUARY 9, 2019**

**III. ACTION ITEMS**

**C. REVIEW AND RECOMMEND APPROVAL OF THE 2019 BICYCLE/PEDESTRIAN AND  
B/P LOCAL INITIATIVES APPLICATIONS FOR PROJECT PRIORITIZATION**

**BACKGROUND INFORMATION:**

The 2019 draft General Instructions and Bicycle/Pedestrian and B/P Local Initiatives Applications for Project Prioritization (feasibility study and project implementation) are provided with this agenda packet for your review. Additions are underlined and deletions are stricken.

***ACTION REQUESTED:***

***MOTION TO RECOMMEND APPROVAL OF THE 2019 BICYCLE/PEDESTRIAN AND B/P  
LOCAL INITIATIVES APPLICATIONS FOR PROJECT PRIORITIZATION***



## **2018 2019 Application for Project Prioritization**

# **Bicycle/Pedestrian and B/P Local Initiatives Projects**

January ~~2018~~ 2019

### **General Instructions:**

For the ~~2018~~ 2019 Call for Projects, the R2CTPO is accepting applications for Feasibility Studies and Project Implementation.

Feasibility studies assess the engineering and planning characteristics of bicycle/pedestrian projects. Feasibility studies must include, but not be limited to, the determination of available right-of-way, documentation and identification of the solutions of obstacles that may impede the project's constructability, permitting and socioeconomic constraints, landscaping, drainage and an engineer's estimate of related planning, design, right-of-way and construction costs.

The R2CTPO has two different application forms for Bicycle/Pedestrian and B/P Local Initiatives Projects. One is to be used when applying for a Feasibility Study; the other is to be used when applying for Project Implementation. For a given project, applications for Feasibility Study and Project Implementation must be submitted in separate application cycles.

When applying for Project Implementation, the applying agency will also be required to submit a completed copy of FDOT's Project Information Application Form. No project will advance beyond a Feasibility Study unless the R2CTPO receives an application for prioritization of the Project Implementation phase. Applications for prioritization of the Project Implementation phase will be accepted only if a Feasibility Study has already been completed or if the project does not require a Feasibility Study.

Applications will be ranked based on the information supplied in the application. The TPO is not obliged to consider information pertaining to the project request that is not included in the project application. However, applying agencies are encouraged to be present for the evaluation of their applications to provide clarification, if needed. Updated cost estimates for projects on the bicycle/pedestrian list of prioritized projects are to be submitted with a letter of continuing support by ~~April 30, 2018~~ March 29, 2019.

**Incomplete applications will not be accepted.**

### **Eligible Project Sponsors for Transportation Alternatives Funds**

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**<sup>1</sup>:

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

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<sup>1</sup> It is the River to Sea TPO's intent to extend eligibility to all of the activities included within the meaning of the term "Transportation Alternatives" pursuant to 23 U.S.C. 101(a)(29) except the following:

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

rules and procedures governing federally funded transportation projects. Certified Local Agencies comply with all applicable Federal statutes, rules and regulations.

**Initial Project Screening:**

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

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

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

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

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

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

Is this an activity that can be funded with **Transportation Alternatives Funds**?

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

**Local Match Requirement:**

R2CTPO Resolution 2016-01 provides that the governmental entity requesting state and/or federal transportation funds shall be required to match those funds programmed on the project with local funds at the ratio of 10% local funds to 90% state and/or federal funds. The match shall be by project phase for each programmed phase including feasibility study. A non-federal cash match is required for a feasibility study. For all other phases, the local match is defined as non-federal cash match and/or in-kind services that advance the project. This resolution also reaffirms the R2CTPO's policy that the applying agency (project originator) shall be responsible for any cost overruns encountered on a project funded with state and/or federal transportation funds unless the project is on the state highway system, in which case, the State DOT shall be responsible for any cost overruns.

**Other Funding Requirements:**

All project applications are subject to approval by the R2CTPO Board. Other funds (in addition to SU funds) may be used to fund project phases or overall costs.

**Electronic and "Hard Copy" Submittal Requirements:**

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

1. Applications and supporting documentation shall be submitted as digital media in Portable Document Format (PDF), compatible with MS Windows and Adobe Acrobat® Version 9.5 or earlier.
2. Electronic documents ~~may~~ **must** be submitted through our FTP site, ~~as an attachment to email, on a CD, DVD or USB flash drive.~~ <https://www3.mydocsonline.com/cupload.aspx?id=R2CTPO>
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 **Transportation Alternatives Activities** 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.

**Projects that contribute directly to the completion or enhancement of the following trail systems may be eligible for inclusion as Regional Trail Projects:**

1. SunTrail Network
2. Priority and Opportunity Land Trails of the Florida Greenways and Trails System (FGTS) Plan

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

R2CTPO staff will provide assistance in completing an application  
at the request of any member local government.



~~2018~~ **2019** Application for Project Prioritization – **FEASIBILITY STUDY**

## **Bicycle/Pedestrian and B/P Local Initiatives Projects**

Project Title: \_\_\_\_\_

Applying Agency (project sponsor): \_\_\_\_\_ Date: \_\_\_\_\_

Contact Person: \_\_\_\_\_ Job Title: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ FAX: \_\_\_\_\_

E-mail: \_\_\_\_\_

Does the Applying Agency expect to be certified by FDOT to perform work under the Local Agency Program (LAP) process? ☐ YES ☐ NO

If not, what local government agency will perform the work on behalf of the Applying Agency? \_\_\_\_\_

*[Attach a letter of intent from the agency that will perform the work.]*

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

*[If not the same as Applying Agency, attach letter of support for the 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 applying agency's responsibility will be.]*

Priority of this proposed project relative to other applications submitted by the Applying Agency: \_\_\_\_\_

Project Description: \_\_\_\_\_

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

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

- ☐ the proposed improvement is located on the Federal-aid system. (Reference the Federal Aid Road Report at <http://www.fdot.gov/planning/statistics/fedaid/>);
- ☐ the proposed improvement is **not** located on the Federal-aid system, but qualifies as a type of improvement identified in 23 U.S.C. §133 that is not restricted to the Federal-aid system.

**Project Purpose and Need Statement:**

In the space provided below, describe the purpose and need for this proposed project. It is very important that the Purpose and Need Statement is clear and complete. It will be the principle consideration in ranking the project application for a feasibility study. It must convince the public and decision-makers that the expenditure of funds is

necessary and worthwhile and that the priority the project is being given relative to other needed transportation projects is warranted. The Purpose and Need Statement will also help to define the scope for the feasibility study, the consideration of alternatives (if appropriate), and project design.

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

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

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

1. **Proximity to Community Assets:** this measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 20 points will be assessed.
2. **Connectivity and Accessibility:** this measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities. A maximum of 20 points will be assessed.
3. **Safety/Security:** this measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns. A maximum of 25 points will be assessed.
4. **Contribution to “Livability” and Sustainability in the Community:** this measure considers factors that have an impact on “livability” and sustainability in the community. A maximum of 10 points will be assessed.
5. **Enhancements to the Transportation System:** this measure considers the demonstrated and defensible relationship to surface transportation. A maximum of 10 points will be assessed.
6. **Public Support/Special Considerations:** describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria. A maximum of 5 points will be assessed.
7. **Local Matching Funds > 10%:** if local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail. A maximum of 20 points will be awarded.

**Commentary (required):**

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## 2018 ~~2019~~ Application for Project Prioritization – PROJECT IMPLEMENTATION

# Bicycle/Pedestrian and B/P Local Initiatives Projects

**Project Title:** \_\_\_\_\_

**Applying Agency (project sponsor):** \_\_\_\_\_ **Date:** \_\_\_\_\_

[Attach a copy of the completed Feasibility Study, or explain in the space provided below for commentary why a Feasibility Study is not attached.]

**Commentary:** \_\_\_\_\_

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

### **Criteria Summary:**

Priority Criteria	Points
(1) Proximity to Community Assets	20
(2) Connectivity and Accessibility	20
(3) Safety/Security	20
(4) Contribution to "Livability" and Sustainability in the Community	10
(5) Enhancements to the Transportation System	10
(6) Project Readiness	5
(7) Public Support/Special Considerations	5
(8) Local Matching Funds > 10%	20
(9) Value-Added Tie Breaker (if necessary)	variable
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>110</b>

### **Criterion #1 – Proximity to Community Assets (20 points maximum)**

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 and **Transportation Alternatives Activities** or a one-half (½) mile radius for Sidewalks. A maximum of 20 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 and describe in the space provided.

Proximity to Community Assets	Check All that Apply	Max. Points
Residential developments, apartments, community housing	<input type="checkbox"/>	4
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers, trade/vocational schools, colleges, universities	<input type="checkbox"/>	4
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	4
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	4
School bus stop (K-12)	<input type="checkbox"/>	2
Schools (K-12)	<input type="checkbox"/>	2
<b>Maximum Point Assessment</b>		<b>20</b>

**Criterion #1 Description (~~if needed~~ required):** \_\_\_\_\_

### Criterion #2 – Connectivity and Accessibility (20 points maximum)

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. Does the project enhance mobility or accessibility for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled?

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 space provided.

Network Connectivity and Accessibility	Check All that Apply	Max. Points
Project provides access to a transit facility	<input type="checkbox"/>	5
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	5
Project has been identified as “needed” in an adopted document (e.g., comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	5
<b>Maximum Point Assessment</b>		<b>20</b>

**Criterion #2 Description (~~if needed~~ required):** \_\_\_\_\_

### Criterion #3 – Safety/Security (20 points maximum)

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

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

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

Safety/Security	Check All that Apply	Max. Points
The project is located in an area identified as a hazardous walk/bike zone by Volusia or Flagler County School District Student Transportation Services and within the River to Sea TPO planning area. If applicable, provide documentation.	<input type="checkbox"/>	10
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. The project eliminates or abates a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study. <u>The project helps the River to Sea TPO meet or exceed adopted Transportation Safety Targets for Non-Motorized Serious Injuries and Fatalities.</u> If applicable, provide documentation such as photos or video of current situation/site or any supportive statistics or studies.	<input type="checkbox"/>	10
<b>Maximum Point Assessment</b>		<b>20</b>

Criterion #3 Description (~~if needed~~ required): \_\_\_\_\_

#### Criterion #4 Contribution to “Livability” and Sustainability in the Community (10 points maximum)

This measure considers 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 and describe in the space provided.

##### Contribution to “Livability” and Sustainability in the Community (Maximum 10 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 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 motor 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 the travel experience via walking and biking
- Project improves transportation system resiliency and reliability
- Project reduces (or mitigates) the stormwater impacts of surface transportation

Criterion (4) Describe how this project contributes to the “Liveability” and Sustainability of the Community:

### Criterion #5 Enhancements to the Transportation System (10 points maximum)

This measure 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 and describe in the space provided.

#### Enhancements to the Transportation System (Maximum 10 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?
- 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 the project conform to Transit Oriented Development principles?
- Is the project an extension or phased part of a larger redevelopment effort in the corridor/area?

**Criterion #5 Describe how this project enhances the Transportation System:**

### Criterion #6 Project "Readiness" (5 Points maximum)

This measure considers the state of project readiness. Describe project readiness in the space provided.

#### Project Readiness (Maximum 5 Points)

- Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?
- Is the project completed through the design phase?
- Is right-of-way readily available and documented for the project?

**Criterion #6 Describe the state of Project "Readiness":**

### Criterion #7 – Public Support/Special Considerations (5 points maximum)

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

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

**Criterion #7 Description (if-needed required):** \_\_\_\_\_

**Criterion #8 – Local Matching Funds > 10% of Total Project Cost (20 points maximum)**

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

	Check One	Max. Points
Is the Applicant committing to a local match greater than 10% of the estimated total project cost?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	2
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	4
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	6
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	8
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	10
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	12
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	14
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	16
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	18
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	20
<b>Maximum Point Assessment</b>		<b>20</b>

**Criterion #8 Description (if needed required):** \_\_\_\_\_

**Criterion #9 – Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the eight 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.



## **2018 ~~2019~~ Priority Process for Bicycle/Pedestrian and B/P Local initiatives Projects**

### Feasibility Studies

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

### Project Implementation

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

**SUMMARY SHEET  
BPAC  
JANUARY 9, 2019**

**III. ACTION ITEMS**

**D. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR PROJECTS PRIORITIZED FOR FUNDING BY THE TPO**

**BACKGROUND INFORMATION:**

Resolution 2019-## sets the TPO's policy pertaining to local match requirements placed on member local governments for projects prioritized for funding by the TPO. The current match requirement is 10% local to 90% SU funds and 10% local to 90% TALU funds. Additions to Resolution 2019-## are underlined and deletions are stricken.

***ACTION REQUESTED:***

***MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR PROJECTS PRIORITIZED FOR FUNDING BY THE TPO***

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION ~~2016-01~~2019-##**

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO)  
DEFINING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR  
PROJECTS PRIORITIZED FOR FUNDING BY THE TPO**

---

**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 River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the designated Metropolitan Planning Area (MPA) comprised of Volusia County and the urbanized areas of Flagler County including the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

**WHEREAS**, the FDOT funds projects in the Work Program based on the plans and priorities set by the TPO; and

**WHEREAS**, the River to Sea TPO desires to provide, whenever possible, financial assistance to governmental entities to allow them to pursue transportation projects and programs which are consistent with the TPO's plans and priorities and benefit residents of and visitors to our planning area; and

**WHEREAS**, the River to Sea TPO wants to leverage the state and federal transportation funds programmed on transportation projects in TPO's MPA and ensure a measure of local financial commitment to transportation projects and programs utilizing these funds;

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

1. Every governmental entity receiving state and/or federal transportation funds for a project on any of the following Priority Project Lists shall provide a local match at the ratio of 10% local funds to 90% state and/or federal funds:
  - a. Traffic Operations, Safety, and Local Initiatives Projects;
  - b. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects.

This match requirement shall not apply to projects on the State Highway System; and

2. Every governmental entity receiving state and/or federal transportation funds for a project on the TPO's Priority List of Transportation Planning Studies shall provide a local match at the ratio of 10% local funds to 90% state and/or federal funds; and



3. A local match shall not be required for any project on the TPO's Priority Lists of Strategic Intermodal System (SIS) Projects, Regionally-Significant, Non-SIS Roadway Projects, or Transit Projects, subject to the any other funding program requirements that may apply (e.g., Transportation Regional Incentive Program); and
4. the River to Sea TPO determines that "local match" shall be defined as non-state/non-federal cash match and/or in-kind services of eligible costs that advance the project in question; and
5. notwithstanding the terms prescribed in subparagraph 2, above, the required local match shall not exceed the ratio required in the current policy of the TPO Board at the time the governmental entity requesting the funds commits to its amount of local match for the project; and
6. the River to Sea TPO reserves the right to waive or adjust the local match requirements if the TPO Board deems there exists sufficient reason or circumstance; and
7. the River to Sea TPO defines a cost overrun as an increase in the amount of the cost of any programmed project phase due to a change in scope, project limits or project approach that could have reasonably been foreseen or is the result of an incomplete, insufficient or out of date cost estimate; and
- ~~7.8.~~ the River to Sea TPO ~~also~~ reaffirms its policy that any cost overruns encountered on a project funded with state and/or federal transportation funds will be the responsibility of the governmental entity identified as the project originator with the following exception: if the project is on the state highway system and the State DOT is the project manager of record then the state shall be responsible for any cost overruns utilizing state dollars; and
9. the River to Sea TPO defines a cost increase as an increase in the cost of any programmed project phase due to unforeseen market changes or a change in requirements and/or standards for projects that have current and complete cost estimates; and
10. Requests for additional state and/or federal funds must be submitted to the TPO and include a statement of hardship or justification by the governmental entity identified as the project sponsor along with supporting documentation that includes detailed justification of the change in cost; and
- ~~8.11.~~ the River to Sea TPO Executive Director may authorize the use of state and/or federal funds to cover some or all of a ~~cost overrun~~ cost increase on any project phase up to and including 10% of the project cost estimate for that phase; and
- ~~9.12.~~ the use of state and/or federal funds to cover cost ~~overruns~~ increases exceeding 10% of the project cost estimate for any phase may be authorized only by the River to Sea TPO Board; and
- ~~10. the River to Sea TPO deems that a cost overrun shall be the difference between the amount programmed on any project phase and the actual cost for that phase; and~~
- ~~11.13.~~ the ~~Chairman~~ Chairperson of the River to Sea TPO (or ~~his~~ their designee) is hereby authorized and directed to submit this resolution to the:

- a. Florida Department of Transportation;
- b. Federal Transit Administration (through the Florida Department of Transportation);
- c. Federal Highway Administration (through the Florida Department of Transportation); and
- d. Councils, Commissions, and Managers of the TPO Member Local Governments.

**DONE AND RESOLVED** at the regularly convened meeting of the River to Sea TPO held on the ~~27<sup>th</sup>~~  
~~day~~23<sup>rd</sup> day of January ~~2016~~2019.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

~~VOLUSIA COUNTY COUNCIL MEMBER, PAT~~  
~~PATTERSON~~COMMISSIONER ROBERT GILLILAND  
~~CHAIRMAN~~Acting ChairPERSON, RIVER TO SEA TPO

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January ~~27~~23, ~~2016~~2019.

**ATTEST:**

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

**SUMMARY SHEET  
BPAC  
JANUARY 9, 2019**

**III. ACTION ITEMS**

**E. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS**

**BACKGROUND INFORMATION:**

Resolution 2019-## defines the priority project categories and sets the TPO's policy for establishing and maintaining the transportation project priorities. Additions to Resolution 2019-## are underlined and deletions are stricken.

***ACTION REQUESTED:***

***MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS***

## **RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

### **RESOLUTION 2019-##**

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

---

**WHEREAS**, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that every urbanized area with a population of 50,000 or more, as a condition to the receipt of federal capital or operating assistance, shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

**WHEREAS**, the River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the designated Metropolitan Planning Area (MPA) comprised of Volusia County and the urbanized areas of Flagler County including the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

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

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

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

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

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

1. The project application and evaluation criteria approved by the River to Sea TPO Board shall be used to solicit and evaluate projects for priority ranking in the transportation program categories listed below:
  - a. Florida Strategic Intermodal System (SIS) Projects;
  - b. Regionally Significant, Non-SIS Roadway Projects and Major Bridge Projects;

- c. Traffic Operations, Safety, and Local Initiatives Projects;
  - d. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects;
  - e. Public Transit Projects; and
  - f. Transportation Planning Studies.
2. River to Sea TPO projects that were previously ranked and have a Financial Management (FM) number and are in the Florida Department of Transportation Work Program will automatically be prioritized above projects that are not currently in the FDOT Five-Year Work Program;
  3. Projects which are ranked one through five on the Prioritized List of Florida Strategic Intermodal System (SIS) Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
  4. Projects which are ranked one through five on the Prioritized List of Regionally Significant, Non-SIS Roadway Projects and Major Bridge Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
  5. Projects which are ranked one through eight on Tier "B" of the Prioritized List of Traffic Operations, Safety, and Local Initiatives Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
  6. Projects which are ranked one through three on Tier "B" of the Prioritized List of Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
  7. If, at any time, two or more lists of prioritized projects are merged into a new list, every project that was protected prior to the merger shall retain its protected status, and no new or previously unprotected project shall be deemed to be protected unless and until it advances to the protected rank prescribed for the new, merged list.
  8. The River to Sea TPO will only re-prioritize or add projects when the TPO Board determines: a) unusual circumstances support such action, b) the circumstances are not of a recurring nature, c) the circumstances do not result from the actions of the project sponsor, and d) the proposed reprioritization or addition will not be contrary to the public interest;
  9. Requests to change the priority or to add a project must include a statement of hardship by the requestor along with supporting documentation that includes

detailed justification of need and an assessment of the impacts to the programming of prioritized projects;

10. It is the responsibility of the River to Sea TPO and FDOT staffs to provide the River to Sea TPO members with current information and data on project status and to assist the members in their efforts to make informed decisions regarding the prioritized projects lists;
11. The River to Sea TPO shall, in its discretion, make all decisions regarding the final prioritized project lists that are annually submitted to FDOT;
12. Once a project has attained protected status, it should be programmed within 3 years. If it has not been programmed during that time due to inactivity on the part of the project sponsor, then the project will be removed from the list of priority projects. The project sponsor may resubmit the project for open ranking on any subsequent call for projects.
13. Per the approved the Annual Call for Projects schedule, the project sponsor shall annually submit a letter to the River to Sea TPO affirming their continued support to retain each project on the priority list and provide updated cost estimates.
14. The River to Sea TPO shall use this project prioritization process to support the development of Regional Priority Lists in the areas of Trails, Transit, Transportation Systems Management and Operations (TSM&O), and Planning Studies
15. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and
16. the Chairperson of the River to Sea TPO, (or their designee) is hereby authorized and directed to provide a copy of this resolution to the:
  - a. Florida Department of Transportation (FDOT);
  - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
  - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation)

**DONE AND RESOLVED** at the regular meeting of the River to Sea TPO held on the 23rd day of January 2019.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

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**COMMISSIONER ROBERT GILLILAND  
ACTING CHAIRPERSON, RIVER TO SEA TPO**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January 23, 2019.

**ATTEST:**

---

**DEBBIE STEWART, RECORDING SECRETARY  
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**SUMMARY SHEET  
BPAC  
JANUARY 9, 2019**

**III. ACTION ITEMS**

**F. REVIEW AND RECOMMEND APPROVAL OF A REQUEST FROM DELAND TO INCREASE FUNDING FOR THE ALABAMA MULTIUSE TRAIL (MINNESOTA AVENUE TO US 92)**

**BACKGROUND INFORMATION:**

The City of DeLand is requesting \$255,227 in additional funds for the construction phase of the Alabama Multiuse Trail (FM #430217-2). The city submitted an application for project implementation this month. \$1,344,112 is programmed in the tentative FDOT five-year work program for FY 2019/20. The city has submitted a revised cost estimate of \$1,599,339. Resolution 2016-01 defines a cost overrun as the difference between the amount programmed on any project phase and the actual cost for that phase. Draft Resolution 2019-## defines a cost overrun as an increase in the amount of the cost of any programmed project phase due to a change in scope, project limits or project approach that could have reasonably been foreseen or is the result of an incomplete, insufficient or out of date cost estimate. Both resolutions also reaffirm the TPO's policy that any cost overruns encountered on a project funded with state and/or federal transportation funds will be the responsibility of the governmental entity identified as the project originator (City of DeLand).

**Alabama Multiuse Trail**

\$1,599,339 Actual Construction Cost

-1,344,112 Total Funds Programmed for Construction in FY 2019/20

\$255,227 Funding Request (Cost Overrun)

***ACTION REQUESTED:***

***AS DIRECTED BY THE BPAC***

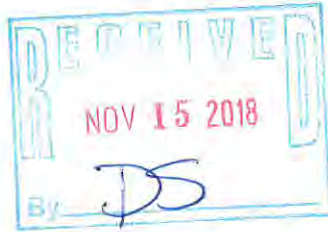




# City of DeLand

"The Athens of Florida"

[www.deland.org](http://www.deland.org)



120 South Florida Avenue  
DeLand, Florida 32720-5481  
Telephone: (386) 626-7000  
Fax: (386) 626-7140

November 7, 2018

Lois Bollenback  
Executive Director  
River To Sea Transportation Organization  
2570 West International Speedway Blvd.  
Suite 100  
Daytona Beach, FL 32114-8145

Re: 430217-2 Alabama Multiuse Trail – Minnesota Ave to SR 600 – Request for Additional Funding

Dear Ms. Bollenback:

As you know, \$1,194,082 is programmed by the TPO for construction of the referenced project in FY2020. This amount was based on a cost estimate dated July 31, 2015 of \$1,295,567.89. We have recently submitted a revised cost estimate (copy attached) in the amount of \$1,599,538.78, a cost difference of \$405,256.78. In addition to the estimated construction cost escalation, the City estimates that it will incur approximately \$120,000 to "freshen" plans, renew permits and to provide construction engineering inspection (CEI) services. The purpose of this letter is to request that the TPO approve and support additional funding for this project in the amount of at least \$405,000. These funds are needed because local funds are not available to pay for the escalated construction costs, especially in light of the cost the City will incur for additional engineering, permitting and CEI services.

This project is important to our region because it will complete a segment of trails which currently run from the south of the City limits, north through the downtown area, through the Stetson University campus to the current trail terminus at East Minnesota and Garfield Avenues. This project, if completed, will extend the trail segment from its current terminus to connect to an existing trail on International Speedway Boulevard. We note that approximately 50% of the project route is outside the limits of the City of DeLand and will serve both City residents and those in the unincorporated area.

You are also probably aware that the School Board has recently authorized a major upgrade to George Marks Elementary School which lies along the proposed trail route. Increased attendance at the school is anticipated, and construction of the proposed trail

November 7, 2018

Page 2 of 2

Re: 430217-2 Alabama Multiuse Trail – Minnesota Ave to SR 600 – Request for Additional Funding

will enhance pedestrian safety for school children and their families. The subject trail segment design also incorporates a number of drainage improvements along the Garfield Avenue corridor which, if constructed, will improve functionality of the pedestrian corridor.

Sincerely,



Robert F. Apgar  
Mayor – Commissioner

cc: City Commission  
Ed Kelley, Chair Volusia County Council  
George Rectenwald, Acting County Manager  
Linda Cuthbert, Chair School Board  
Tom Russell, Superintendent of Schools  
Michael Pleus, ICMA-CM, City Manager

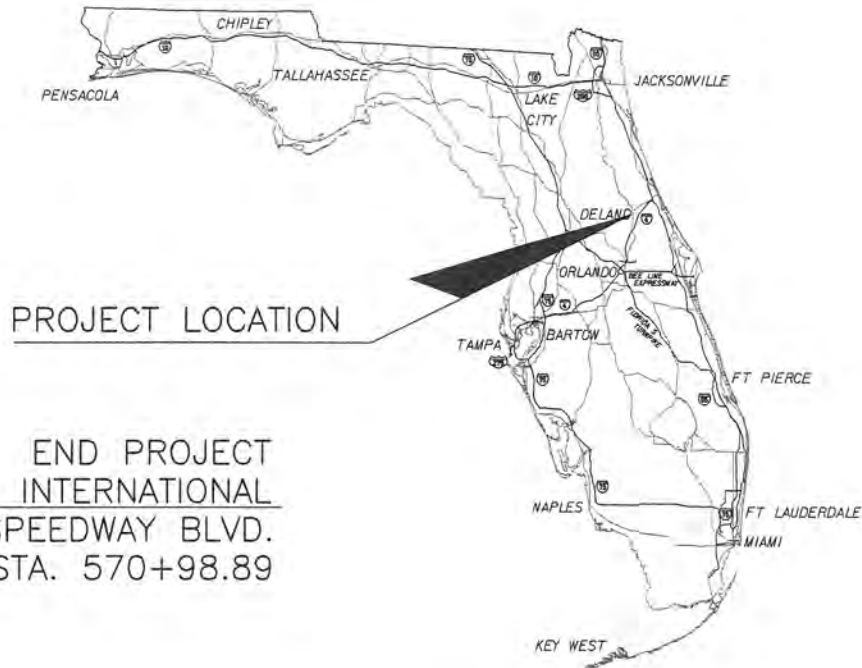
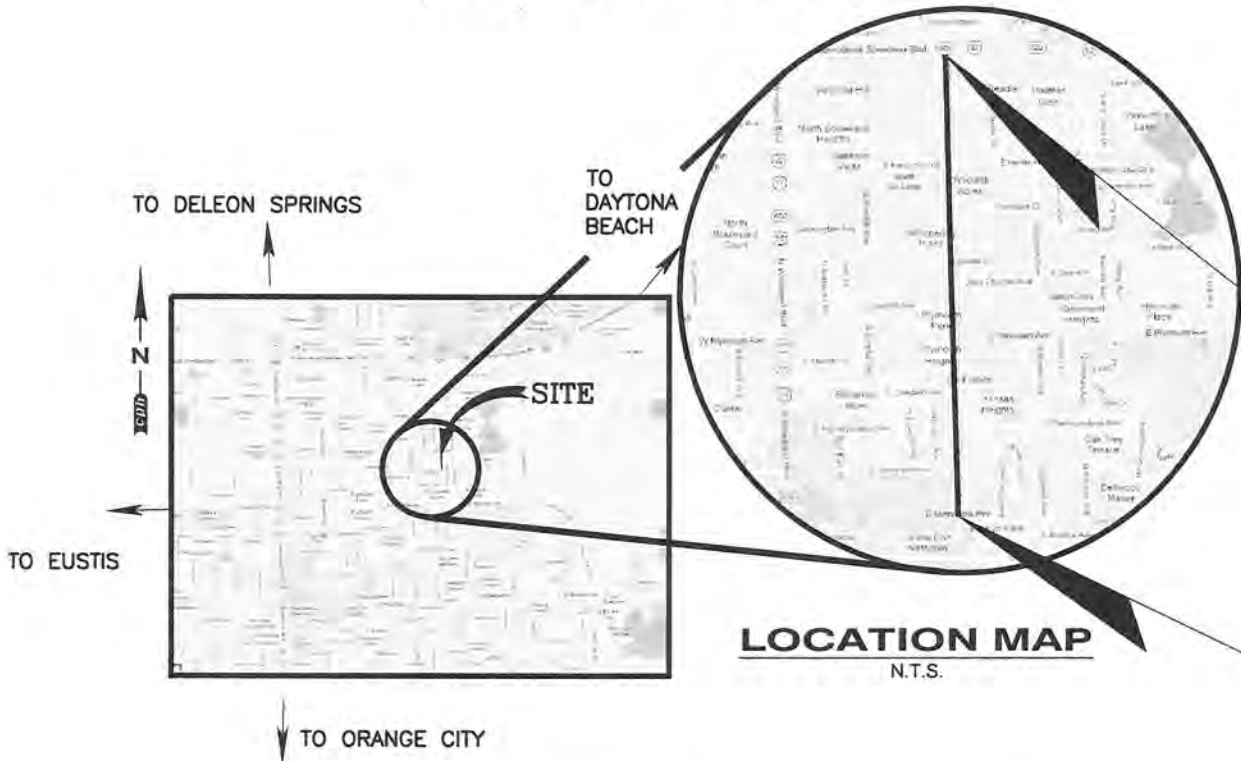
**MULTI-PURPOSE TRAIL CONSTRUCTION PLANS  
FOR  
CITY OF DELAND  
DELAND GREENWAY TRAIL NORTH EXTENSION**

(FROM INTERSECTION OF MINNESOTA & GARFIELD AVENUES TO INTERNATIONAL SPEEDWAY BOULEVARD)

**CPH PROJECT No. D0918**  
**FINANCIAL PROJECT ID: 430217-2-38-01**  
**FEDERAL AID NUMBER: 7777-182-A**  
**(FEDERAL FUNDS)**

**INDEX OF MULTI-PURPOSE TRAIL PLANS**

SHEET NO.	DESCRIPTION
1	KEY SHEET
2	SUMMARY OF PAY ITEMS & QUANTITIES
3 - 5	SUMMARY OF DRAINAGE STRUCTURES
6	GENERAL NOTES
7	TYPICAL SECTIONS
8	GENERAL DETAILS
9	PROJECT LAYOUT
10	LINE & CURVE DATA
11 - 34	PLAN & PROFILE
35 - 58	CROSS SECTIONS
59 - 60	SWPPP NOTES
S-1 - S-14	SIGNING & PAVEMENT MARKINGS PLANS



PROJECT LOCATION

END PROJECT  
INTERNATIONAL  
SPEEDWAY BLVD.  
STA. 570+98.89

PLANS PREPARED BY:

BEGIN PROJECT  
MINNESOTA AVENUE  
STA. 500+89.57

**cph** Engineers  
Planners  
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www.cphengineers.com  
101 N. Woodland Blvd., Suite 305, DeLand, FL 32724  
Phone: 386.736.4142 Fax: 386.736.4412  
CERTIFICATE OF AUTHORIZATION NO. 3215

ATTENTION IS DIRECTED TO THE FACT THAT THESE PLANS MAY HAVE BEEN REDUCED IN SIZE BY REPRODUCTION. THIS MUST BE CONSIDERED WHEN OBTAINING SCALED DATA.

GOVERNING STANDARDS & SPECIFICATIONS: FLORIDA DEPARTMENT OF TRANSPORTATION, DESIGN STANDARDS FISCAL YEAR 2016, AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED 2016.

APPLICABLE DESIGN STANDARDS REVISIONS: FOR DESIGN STANDARDS REVISIONS CLICK ON "DESIGN STANDARDS" AT THE FOLLOWING WEB SITE: <http://www.dot.state.fl.us/rddesign/>.

ALL CONSTRUCTION ACTIVITIES SHALL COMPLY WITH LATEST AMERICANS WITH DISABILITIES ACT (A.D.A.) STANDARDS FOR ACCESSIBLE DESIGN.

LENGTH OF PROJECT		
	LINEAR FEET	MILES
ROADWAY / MULTI-PURPOSE PATH	7,009.32	1.327
BRIDGES	N/A	N/A
NET LENGTH OF PROJECT	7,009.32	1.327
EXCEPTIONS	N/A	N/A
GROSS LENGTH OF PROJECT	7,009.32	1.327

REVISIONS		
BY	DATE	DESCRIPTION

JULY 31, 2015

MATTHEW C. CUSHMAN, P.E.  
FL P.E. No. 73150

PLANS PREPARED FOR: CITY OF DELAND

MAYOR  
ROBERT F. APGAR

CITY COMMISSIONERS  
CHARLES PAIVA - SEAT 2  
JESSICA DAVIS - SEAT 3  
CHRISTOPHER CLOUDMAN - SEAT 4  
LEIGH MATUSICK - SEAT 5

CITY ENGINEER  
KEITH D. RIGER, P.E.

SHEET  
NO.

1

Summary of Pay Items - Cost Estimate							CPH ESTIMATE			
City of DeLand - DeLand Greenway Trail - North Extension							FDOT ITEM AVERAGE UNIT COST*	UNIT COST		
ITEM NO.	PAY ITEM DESCRIPTION			UNIT	QUANTITY				BID COST	
					PLAN	FINAL				
101	1	MOBILIZATION			LS	1		-	\$133,278.23	
102	1	MAINTENANCE OF TRAFFIC			LS	1		-	\$133,278.23	
104	10	3	SEDIMENT BARRIER			LF	7,000	\$1.06	\$7,420.00	
104	18	INLET PROTECTION SYSTEM			EA	20		\$109.88	\$2,197.60	
110	1	1	CLEARING & GRUBBING			AC	3.2	\$11,618.93	\$37,296.77	
110	4	10	REMOVAL OF EXISTING CONCRETE PAVEMENT			SY	4,121	\$15.06	\$62,064.82	
110	7	2	MAIL BOX (RELOCATE)			EA	20	\$180.49	\$3,609.80	
120	1	REGULAR EXCAVATION			CY	413	\$4.59	\$1,895.67		
120	6	EMBANKMENT			CY	564	\$8.04	\$4,534.56		
160	4	TYPE B STABILIZATION (LBR 40) (12")			SY	226	\$4.27	\$965.02		
162	1	11	PREPARED SOIL LAYER, FINISH SOIL LAYER, 6"			SY	4,667	\$0.93	\$4,340.31	
285	709	OPTIONAL BASE GROUP 09 (10")			SY	226	\$14.41	\$3,262.14		
334	1	11	SUPERPAVE ASPH CONC, TRAF A			TN	38	\$114.32	\$4,344.16	
400	0	11	CONCRETE CLASS NS, GRAVITY WALL			CY	63.2	\$436.45	\$27,583.64	
425	1	311	INLETS (CURB) (P-1) (<10) (4' ROUND)			EA	2	\$4,523.86	\$9,047.72	
425	1	351	INLETS (CURB) (P-5) (<10)			EA	2	\$5,290.46	\$10,580.92	
425	1	411	INLETS (CURB) (J-1) (<10) (4' ROUND)			EA	2	\$7,348.42	\$14,696.84	
			INLETS (CURB) (J-1) (<10) (4'X4')			EA	1	\$7,348.42	\$7,348.42	
			INLETS (CURB) (J-1) (<10) (5'X4')			EA	2	\$8,400.00	\$16,800.00	
			INLETS (CURB) (J-1) (<10) (6'X4')			EA	7	\$9,400.00	\$65,800.00	
			INLETS (CURB) (J-1) (<10) (8'X4')			EA	4	\$11,400.00	\$45,600.00	
425	1	421	INLETS (CURB) (J-2) (4'X4') (<10')			EA	1	\$6,490.88	\$6,490.88	
			INLETS (CURB) (J-2) (5'X4') (<10')			EA	1	\$6,490.88	\$6,490.88	
425	1	425	INLETS (CURB) (J-2) (PARTIAL)			EA	1	\$2,634.17	\$2,634.17	
425	1	525	INLETS (DT BOT) TYPE C, (PARTIAL)			EA	1	\$2,229.60	\$2,229.60	
425	1	910	CLOSED FLUME INLET			EA	1	\$3,767.46	\$3,767.46	
425	2	41	MANHOLES, P-7, <10' (4'X4')			EA	2	\$4,567.88	\$9,135.76	
425	2	71	MANHOLES, J-7, <10' (4'X4')			EA	11	\$8,209.16	\$90,300.76	
			MANHOLES, J-7, <10' (8'X4')			EA	1	\$8,209.16	\$8,209.16	
425	2	73	MANHOLES, J-7, (MODIFY)(PARTIAL)			EA	1	\$4,287.14	\$4,287.14	
430	175	115	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 15"S/CD			LF	44	\$153.88	\$6,770.72	
430	175	118	PIPE CULVERT OPTIONAL MATERIAL, ROUND, 18" S/CD			LF	725	\$82.81	\$60,037.25	
430	175	130	PIPE CULVERT OPTIONAL MATERIAL, ROUND, 30" S/CD			LF	272	\$99.92	\$27,178.24	
430	175	218	PIPE CULVERT OPTIONAL MATERIAL, OTHER, 18" S/CD			LF	77	\$90.03	\$6,932.31	
430	984	125	MITERED END SECTION (OPTIONAL ROUND) (18") (SD)			EA	1	\$1,088.73	\$1,088.73	
430	984	133	MITERED END SECTION (OPTIONAL ROUND) (30") (SD)			EA	1	\$3,000.00	\$3,000.00	
443	70	5	FRENCH DRAIN 30"			LF	1,241	\$140.00	\$173,740.00	
515	2	321	PED./BICYCLE RAILING, ALUM. ONLY, (54" TYPE 1) PICKET INFILL PANEL			LF	708	\$60.00	\$42,480.00	
520	1	10	CONCRETE CURB & GUTTER, TYPE F			LF	9,618	\$18.85	\$181,306.84	
522	1	SIDEWALK CONCRETE, 4" THICK			SY	6,734	\$37.20	\$250,510.01		
522	2	SIDEWALK CONCRETE, 6" THICK			SY	1,018	\$57.60	\$58,655.23		
527	2	DETECTABLE WARNINGS			SF	850	\$28.17	\$23,944.50		
570	1	2	PERFORMANCE TURF, SOD			SY	4,667	\$2.54	\$11,853.42	
700	1	50	SINGLE POST SIGN, RELOCATE			AS	14	\$247.70	\$3,467.80	
700	1	60	SINGLE POST SIGN, REMOVE			AS	6	\$34.14	\$204.84	
710	11	100	PAINTED PAVEMENT MARKINGS, YELLOW, SOLID, 4"			LF	1,601	\$0.50	\$800.50	
710	11	123	PAINTED PAVEMENT MARKINGS, WHITE, SOLID, 12"			LF	48	\$0.65	\$31.20	
711	11	123	THERMOPLASTIC, STD, WHITE, SOLID, 12"			LF	1,235	\$2.01	\$2,482.35	
711	11	125	THERMOPLASTIC, STD, WHITE, SOLID, 24"			LF	212	\$4.18	\$886.16	
711	15	101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"			GM	0.163	\$4,558.62	\$743.06	
711	15	201	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"			GM	0.063	\$4,468.80	\$281.53	
711	17	THERMOPLASTIC, PAVEMENT MARKINGS (REMOVE)			SF	1,848	\$7.28	\$13,453.44		
TOTAL BID PRICE -						\$	\$1,599,338.78			
(DeLand Greenway Trail - North Extension - Construction Project)										

\* Current 6 Month Moving Statewide Average





## 2018 Application for Project Prioritization – **PROJECT IMPLEMENTATION**

# Bicycle/Pedestrian and B/P Local Initiatives Projects

**Project Title:** DeLand Greenway Trail North Extension

**Applying Agency (project sponsor):** City of DeLand

**Date:** 12/20/18

[Attach a copy of the completed Feasibility Study, or explain in the space provided below for commentary why a Feasibility Study is not attached.]

**Commentary:** A feasibility study was not required when the project was designed and permitted in 2015. Project has been programmed in FDOT/TPO Work Program for funding in 2020. Additional funds are needed to construct the project due to escalated costs since design.

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

### **Criteria Summary:**

Priority Criteria	Points
(1) Proximity to Community Assets	20
(2) Connectivity and Accessibility	20
(3) Safety/Security	20
(4) Contribution to "Livability" and Sustainability in the Community	10
(5) Enhancements to the Transportation System	10
(6) Project Readiness	5
(7) Public Support/Special Considerations	5
(8) Local Matching Funds > 10%	20
(9) Value-Added Tie Breaker (if necessary)	variable
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>110</b>

### **Criterion #1 – Proximity to Community Assets (20 points maximum)**

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 and **Transportation Alternatives Activities** or a one-half (½) mile radius for Sidewalks. A maximum of 20 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 and describe in the space provided.

Proximity to Community Assets	Check All that Apply	Max. Points
Residential developments, apartments, community housing	<input checked="" type="checkbox"/>	4
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers, trade/vocational schools, colleges, universities	<input checked="" type="checkbox"/>	4
Parks, trail facilities, recreational facilities	<input checked="" type="checkbox"/>	4
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	4
School bus stop (K-12)	<input checked="" type="checkbox"/>	2
Schools (K-12)	<input checked="" type="checkbox"/>	2
<b>Maximum Point Assessment</b>		<b>20</b>

**Criterion #1 Description (if needed):** *This project will complete a missing link between the Alabama Avenue Greenway Trail to the south and the multi use trail on International Speedway Blvd. It's southern terminus at Garfield and Minnesota Avenues is located within the Stetson University Campus. The trail will extend north along Garfield Avenue past Geroqe Marks Elementary School to International Speedway Blvd. Access to the YMCA, DeLand Municipal Airport, shopping, dining, and recreational facilities will be enhanced. The entire route will pass through residential areas. The proposed trail segment will serve and connect all Community Assets checked above.*

### Criterion #2 – Connectivity and Accessibility (20 points maximum)

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. Does the project enhance mobility or accessibility for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled?

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 space provided.

Network Connectivity and Accessibility	Check All that Apply	Max. Points
Project provides access to a transit facility	<input checked="" type="checkbox"/>	5
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input checked="" type="checkbox"/>	5
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input checked="" type="checkbox"/>	5
Project has been identified as “needed” in an adopted document (e.g., comprehensive plan, master plan, arterial study)	<input checked="" type="checkbox"/>	5
<b>Maximum Point Assessment</b>		<b>20</b>

**Criterion #2 Description (if needed):** *This trail segment will provide a long planned critical link between existing trail segments and connect out community in accordance with the City's Strategic Plan.*

### Criterion #3 – Safety/Security (20 points maximum)

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

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

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

Safety/Security	Check All that Apply	Max. Points
The project is located in an area identified as a hazardous walk/bike zone by Volusia or Flagler County School District Student Transportation Services and within the River to Sea TPO planning area. If applicable, provide documentation.	<input type="checkbox"/>	10
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. The project eliminates or abates a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study. If applicable, provide documentation such as photos or video of current situation/site or any supportive statistics or studies.	<input checked="" type="checkbox"/>	10
<b>Maximum Point Assessment</b>		<b>20</b>

**Criterion #3 Description (if needed):** *This project will enhance the walkability of the Garfield Avenue corridor which serves Stetson University, George Marks Elementary School, and numerous residential subdivisions.*

#### **Criterion #4 Contribution to “Livability” and Sustainability in the Community (10 points maximum)**

This measure considers 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 and describe in the space provided.

##### **Contribution to “Livability” and Sustainability in the Community (Maximum 10 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 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 motor 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 the travel experience via walking and biking

**Criterion (4) Describe how this project contributes to the “Liveability” and Sustainability of the Community:** Garfield Avenue is a gateway corridor identified in the City of DeLand's Comprehensive Plan. Areas with non-ADA compliant sidewalks or no sidewalks will be served with a 10' to 12' wide multi-purpose trail with improved line-of-sight, clear zone setbacks, improved drainage and ADA accessibility. Users will be able to bike, walk or run from their homes to shopping, bus stops and other destinations. The proposed trail will provide a pleasant corridor routed near mature tree canopy.

#### **Criterion #5 Enhancements to the Transportation System (10 points maximum)**

This measure 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 and describe in the space provided.

##### **Enhancements to the Transportation System (Maximum 10 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?
- 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 the project conform to Transit Oriented Development principles?
- Is the project an extension or phased part of a larger redevelopment effort in the corridor/area?

**Criterion #5 Describe how this project enhances the Transportation System:** *This project is included in the City's Transportation Plan. Sidewalks must be constructed within the City limits by new developers. The trail will facilitate travel by bike or foot between residential, institutional (Stetson), school (George Marks), and commercial land uses. As mentioned previously, the trail will connect existing multi-use trail segments. Clearly, it will further facilitate Transit Oriented Development.*

#### **Criterion #6 Project “Readiness” (5 Points maximum)**

This measure considers the state of project readiness. Describe project readiness in the space provided.

##### **Project Readiness (Maximum 5 Points)**

- Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?
- Is the project completed through the design phase?
- Is right-of-way readily available and documented for the project?

**Criterion #6 Describe the state of Project “Readiness”:** *The City of DeLand will maintain all of the proposed trail when complete. The project has been designed and permitted (permits will need to be refreshed) and sufficient existing right-of-way is available.*



**Criterion #7 – Public Support/Special Considerations (5 points maximum)**

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

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

**Criterion #7 Description (if needed):** \_\_\_\_\_

**Criterion #8 – Local Matching Funds > 10% of Total Project Cost (20 points maximum)**

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

	Check One	Max. Points
Is the Applicant committing to a local match greater than 10% of the estimated total project cost?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	2
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	4
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	6
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	8
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	10
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	12
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	14
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	16
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	18
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	20
<b>Maximum Point Assessment</b>		<b>20</b>

**Criterion #8 Description (if needed):** *The City is willing to match funds up to 10%. The City is also willing to pay the cost to freshen plans and permits and for CEI Services.*

**Criterion #9 – Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the eight 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.

**SUMMARY SHEET  
BPAC  
JANUARY 9, 2019**

**III. ACTION ITEMS**

**G. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING  
THE FY 2018/19 – 2022/23 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**BACKGROUND INFORMATION:**

This proposed amendment to the FY 2018/19 - 2022/2023 TIP revises funding for the following projects as follows:

- Additional funding for the design phase of the Tomoka Elementary Connector Sidewalk (FM #440852-1).
- Additional funding for the design phase of the Williamson Boulevard Pedestrian Improvements (FM #440853-1).

The proposed amendment is more fully described in the enclosed Resolution 2019-##. Attachment “A” will be provided under separate cover.

***ACTION REQUESTED:***

***MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE FY  
2018/19 – 2022/23 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)***

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2019-##**

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION  
AMENDING THE FY 2018/19 TO FY 2022/23  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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**WHEREAS**, the River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach and portions of Palm Coast and Bunnell; and

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

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

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

**WHEREAS**, the Florida Department of Transportation has provided additional information to the River to Sea TPO regarding the FDOT adopted Five-Year Work Program.

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

1. River to Sea TPO's FY 2018/19 to FY 2022/23 TIP is hereby amended as shown in Attachment "A" attached hereto and made a part of this resolution; and the
2. Chairperson of the River to Sea TPO (or his/her designee) is hereby authorized and directed to submit the FY 2018/19 to FY 2022/23 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. Department of Economic Opportunity.

**DONE AND RESOLVED** at the regularly convened meeting of the River to Sea TPO held on the 23rd day of January 2019.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

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**\_ COMMISSIONER ROBERT GILLILAND  
Acting CHAIRPERSON, RIVER TO SEA TPO**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January 23, 2019.

**ATTEST:**

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**DEBBIE STEWART, RECORDING SECRETARY  
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**SUMMARY SHEET  
BPAC  
JANUARY 9, 2019**

**IV. PRESENTATIONS AND DISCUSSION ITEMS**

**A. PRESENTATION AND DISCUSSION OF THE ST. JOHNS RIVER TO SEA LOOP TRAIL PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY: US 1 FROM KENNEDY PARKWAY TO DALE AVENUE**

**BACKGROUND INFORMATION:**

The St. Johns River to Sea Loop Trail (FM #439862-1) Kennedy Parkway to Dale Avenue Project Development & Environment (PD&E) Study is being conducted to evaluate a multi-use trail in east Volusia County that will close the 13 mile gap between the Merritt Island National Wildlife Refuge to the south and an existing trail in Edgewater to the north. The St. Johns River to Sea Loop is a 260-mile trail system that will link together several communities including St. Augustine, Daytona Beach, Titusville, DeLand, and Palatka. Two alternative routes are being evaluated and considered as part of this study:

- **Alternative A** runs along the east side of US 1; continues west on Roberts Road and north on Juniper Drive, then north along kumquat Drive and Mango tree Drive, then west on W. Park Avenue, ending at Dale Avenue.
- **Alternative B** runs along the east side of US 1; continues west on SR 442 (Indian River Blvd.), north on Juniper Drive, west on 16th Street, then north on Mango Tree Drive and W. Park Avenue, ending at Dale Avenue.

The PD&E Study will be completed in the spring of 2019. A link to the presentation can be found here:

<https://www3.mydocsonline.com/Share.aspx?-415fjnroHWxTYIguFOTVgPpUA>

***ACTION REQUESTED:***

***NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC***

**SUMMARY SHEET  
BPAC  
JANUARY 9, 2019**

**IV. PRESENTATIONS AND DISCUSSION ITEMS**

**B. PRESENTATION AND DISCUSSION OF THE DRAFT WORK PROGRAM PROPOSED BY FDOT**

**BACKGROUND INFORMATION:**

Each year, FDOT develops the Five Year Work Program in accordance with Section 339.135, Florida Statutes. The Five Year Work Program is an ongoing process that is used to forecast the funds available and allocate those to transportation system improvements over a five year period.

The development of this Work Program involves coordination with local governments, including Metropolitan Planning Organizations and other city and county officials. In urbanized areas, Metropolitan Planning Organizations (MPOs) have the responsibility to develop transportation plans and prioritize transportation needs. In non-metropolitan areas, county commissions establish priorities. FDOT implements the transportation improvements identified by the TPOs and local governments. During the process, new projects are added and existing projects may be advanced or deferred based on the updated financial forecast. As a new fifth year is added to the cycle, the current year drops out of the plan and a new Five Year Work Program is introduced.

Public hearings are held in each of the seven transportation districts, including a week-long online public hearing, and a statewide public hearing is held by the Florida Transportation Commission. The Florida Transportation Commission then performs an in-depth review of the Work Program and presents the results to the Executive Office of the Governor.

A link to the presentation of the FDOT District 5 Work Program Public Hearing can be found here:

<https://www3.mydocsonline.com/Share.aspx?-448kgSJ5Md5BqqvMzQ%2BB145Wg>

***ACTION REQUESTED:***

***NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC***

**SUMMARY SHEET  
BPAC  
JANUARY 9, 2019**

**IV. PRESENTATIONS AND DISCUSSION ITEMS**

**C. PRESENTATION AND DISCUSSION OF THE UPDATED DRAFT BICYCLE SUITABILITY MAP**

**BACKGROUND INFORMATION:**

The Bicycle Suitability Map is a graphic representation of bicycle routes suitable for cycling in the River to Sea TPO planning area. The map is intended to be used as a navigation tool by the general public. It replaces the 2014 Volusia County Bicycling Map for the Experienced Cyclist. The final draft map is the result of several months of refinements since the August 8, 2018 presentation.

A link to the Updated Draft Bicycle Suitability Map presentation can be found here:

<https://www3.mydocsonline.com/Share.aspx?-1640dTymJNo%2FVhpy2fHel22yA>

***ACTION REQUESTED:***

***NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC***

**SUMMARY SHEET  
BPAC  
JANUARY 9, 2019**

**V. STAFF COMMENTS**

→ River to Sea TPO new staff members

**VI. INFORMATION ITEMS**

→ BPAC Attendance Record  
→ November and December 2018 TPO Outreach & Activities  
→ SR 40 Black Bear Trail Corridor Planning Open House  
→ SR 44 Bridge Public Meeting  
→ TPO Board Meeting Report  
→ 2019 Priority Project Process Schedule  
→ 2019 TPO Board and Committee Meeting Schedule

**VII. BPAC MEMBER COMMENTS**

**VIII. ADJOURNMENT**



## BPAC Attendance Record 2018

Name	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	Oct	Nov	Notes
Holly Ryan/Doug Hall	x	exc	x	x	x	x		exc	exc	x	x	Daytona Beach (appt. 3/12) (alt. appt. 02/14)
Ted Wendler	exc	x	exc	abs	exc	exc		abs	abs	abs	x	DeLand (appt. 05/11) (appt. 6/14)
Scott Leisen	x	abs	abs	exc	abs	abs		x	x	x	exc	Deltona (appt. 12/12)
Michelle Grenham	exc	x	x	exc	x	x		exc	x	x	exc	Edgewater (appt. 01/17)
Paul Eik (17/18 Vice Chairman)/Charles Morro	x	x	x	x	x	x		x	x	x	x	Flagler Beach (appt. 7/14) (alt appt 9/18)
Larry Coletti/Andrew Dodzik	x	x	xx	x	xx	xx		xx	x	xx	xx	Flagler County (appt 2/16)
Gilles Blais	x	x	x	x	x	x		x	x	x	abs	Holly Hill (appt 3/17)
Nic Mostert	x	x	x	x	exc	x		x	x	x	x	New Smyrna Beach (appt. 03/15)
Bob Storke (17/18 Chairman)	x	x	x	x	x	x		x	x	x	x	Orange City (appt. 12/07)
Gayle Belin	x	exc	x	x	x	x		x	x	x	abs	Ormond Beach (appt. 01/15 - 07/16)
Danielle Anderson	x	abs	exc	x	abs	exc		exc	x	abs	exc	Palm Coast (Appt. 02/16)
Robert Bullard											abs	Ponce Inlet (Appt 10/18)
Christy Gillis	exc	exc	exc	x	x	exc		exc	exc	exc	x	South Daytona (appt. 01/16)
Patrick McCallister	abs	x	x	exc	x	x		x	x	exc	x	Volusia County District 1 (appt. 10/16)(Patterson)
Roy Walters/Jason Aufdenberg	x	x	x	x	xx	x		x	xx	x	xx	Volusia County At-Large (appt. 03/05) (alt. appt 07/12)
Nancy Burgess-Hall/Chris Daun	x	exc	x	x	x	x		x	x	x	xx	Volusia County (app 2/14) D-2 (Wheeler)(alt. appt 3/18)
Alice Haldeman	x	x	x	x	x	x		x	x	x	x	Volusia County (appt. 04/13) D-3 (Denys)
<b><u>NON-VOTING MEMBERS</u></b>												
Wendy Hickey	exc	exc	x	x	exc	x		x	x	exc	exc	Flagler County (appt. 12/15)
Heidi Petito/Bob Owens	abs	abs	abs	abs	abs	abs		abs	abs	abs	abs	Flagler County Transit (appt 9/14)
Gwen Perney	x	x	exc	x	x	x		x	exc	x	x	Large City - Port Orange (appt. 10/13)
John Cotton/Edie Biro	x	exc	abs	x	x	exc		x	abs	x	x	Votran (appt. 07/13)(alt. appt. 02/16)
Melissa Winsett/Terri Bergeron	x	x	x	x	x	x		x	x	x	abs	Volusia County (02/14) (alt. Appt. 09/16)
Rob Brinson/Eric Kozielski	abs	abs	abs	x	x	abs		abs	abs	abs	abs	Volusia County School Board (appt. 01/16)
Mike Ziarnek	x	exc	x	exc	x	x		x	exc	x	x	FDOT (appt 8/17)
<b>QUORUM</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>		<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	

Vacancies
Beverly Beach
Bunnell
Daytona Beach Shores
DeBary
Flagler County School Board
Flagler County Traffic Engineering
Lake Helen
Oak Hill
Pierson
Port Orange
Volusia County D-2
Volusia County Chair

# November 2018 TPO Outreach & Activities

## 1 Palm Coast Nature Walk/Presentation/Helmet Fitting

Date: Thursday, November 1, 2018

Location: Palm Coast

Description: TPO staff gave a presentation trails and fit and donated 30 bicycle helmets.

## 2 Halifax Arts Festival Helmet Fitting

Date: Saturday, November 3, 2018

Location: Daytona Beach

Description: TPO staff provided a booth and gave away safety promo items in addition to fitting and donating 128 bicycle helmets.



**HALIFAX ARTS FESTIVAL**

## 3 Geographical Information Systems GIS DAY

Date: Tuesday, November 13, 2018

Location: Volusia County Courthouse

Description: TPO staff provided a booth highlighting the ways we utilize GIS

## 4 Annual TPO Toy Drive/Open House

Date: Thursday, November 28, 2018

Location: River to Sea TPO Office

Description: TPO staff held a toy drive for the Children's Home Society and an open house for committee members and colleagues. The TPO donated 121 toys.



**ANNUAL TPO HOLIDAY TOY DRIVE**

### DECEMBER EVENTS:

- 4: SJR2C Trail PD&E Open House, Edgewater City Hall
- 5: Presentation on Transportation & the TPO to Daytona Beach Association of Realtors Commercial Investment Division, Daytona Beach
- 7: Flagler County Legislative Delegation Meeting, Bunnell
- 10-14: Online FDOT Work Program Public Hearing
- 11: FDOT Work Program Public Hearing, DeLand
- 11: FDOT Public Meeting on SR-5/US-1 Resurfacing, O.B. Performing Arts Center
- 17: VC Legislative Delegation Meeting, DeLand
- 19: TPO Presentation to D.B. Econ. Dev. Committee

### OTHER UPCOMING EVENTS:

- Jan 7: Roundtable of Volusia County Elected Officials, D.B. International Airport
- Jan 28: TPO Presentation to VCLWV on Trans. Funding
- Jan 31: Central Florida Commuter Rail Commission Meeting, MetroPlan Orlando

### ONGOING PROJECTS & STUDIES:

- Annual Call for Projects Review of Process
- Development of 2017/18 TPO Annual Report
- Development of an Amendment to the 2040 LRTP
- Development of Bicycle Suitability Map
- Central Florida Visitors Study
- Regional Truck Parking Study
- Golfview Blvd. Shared-Use Path Feasibility Study
- Central Florida Regional Planning Model Update
- US 17/92 @ Dirksen Drive Feasibility Study
- Madeline Ave. Trail Feasibility Study, Phase 1 & 2
- Willow Run Boulevard Sidewalk Feasibility Study
- Development of 2045 Long Range Transportation Plan Scope of Services

## December 2018 TPO Outreach & Activities

### **1 TPO Presentation on Transportation and the TPO to DB Association of Realtors Commercial Investment Division**

Date: Wednesday, December 5, 2018

Location: Daytona Beach

Description: TPO staff gave a presentation on transportation and the TPO to the DB Association of Realtors

### **2 Holly Hill School Career Day**

Date: Thursday, December 6, 2018

Location: Holly Hill

Description: TPO staff gave a presentation on TPO careers 100 middle school students

### **3 Light Up Midtown Health Fair**

Date: Saturday, December 8, 2018

Location: Daytona Beach

Description: TPO staff provided a booth and fit and donated 84 bicycle helmets

### **4 FDOT Work Program Public Hearing**

Date: Tuesday, December 11, 2018

Location: DeLand

Description: TPO staff attended FDOT's Work Program Public Hearing

### **5 Volusia County Legislative Delegation Meeting**

Date: Monday, December 17, 2018

Location: DeLand

Description: TPO staff spoke about the TPO's Legislative Priorities at the VC Legislative Delegation Meeting



**LIGHT UP MIDTOWN HEALTH FAIR**



### **JANUARY EVENTS:**

- 7: Roundtable of Volusia County Elected Officials, D.B. International Airport
- 10: Transportation and Civil Engineering (TRAC) Training, TPO Office
- 28: TPO Presentation to VC League of Women Voters on Transportation Funding
- 31: Central Florida Commuter Rail Commission Meeting, MetroPlan Orlando

### **OTHER UPCOMING EVENTS:**

Feb 25-March 2: Not So Noisy Bike Week

March TBD: Annual TPO Retreat

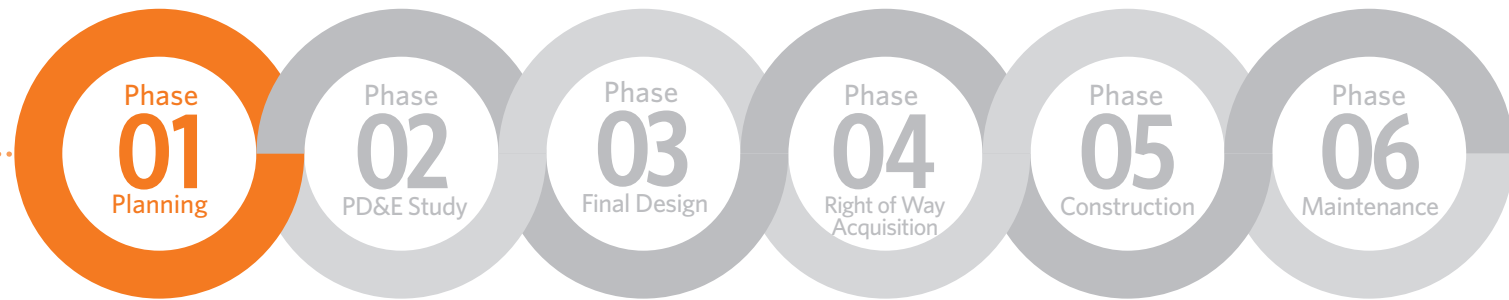
### **ONGOING PROJECTS & STUDIES:**

- Annual Call for Projects Review of Process
- Development of 2017/18 TPO Annual Report
- Development of an Amendment to the 2040 Long Range Transportation Plan
- Development of Bicycle Suitability Map
- Central Florida Visitors Study
- Regional Truck Parking Study
- Central Florida Regional Planning Model Update
- US 17/92 @ Dirksen Drive Feasibility Study
- Madeline Ave. Trail Feasibility Study, Phase 1-2
- Willow Run Blvd. Sidewalk Feasibility Study
- Regional Resiliency Action Plan
- Development of 2045 Long Range Transportation Plan Scope of Services

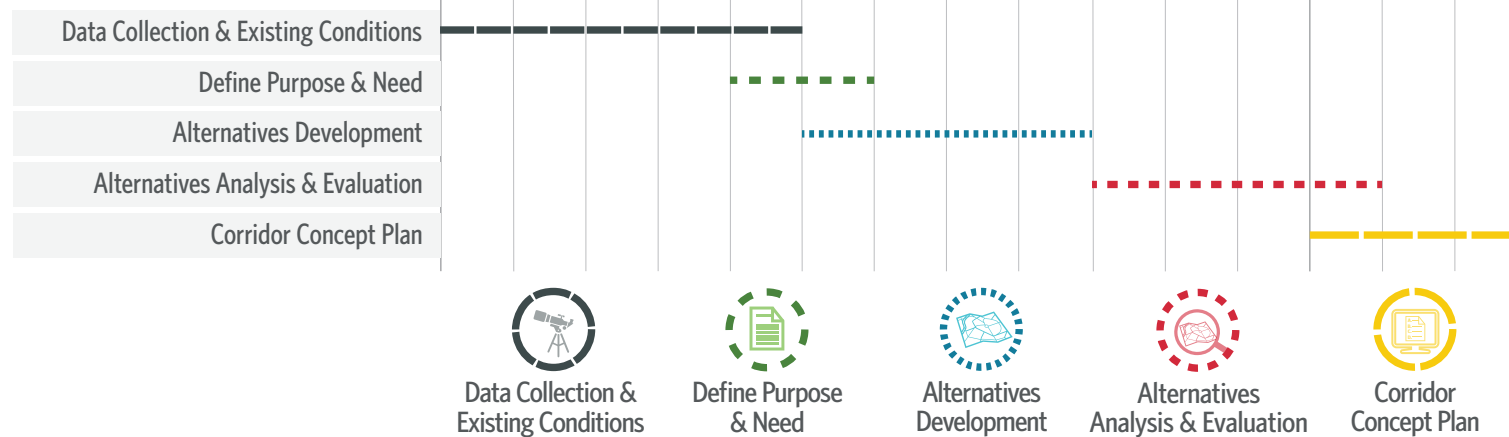


## PROJECT PROCESS

The PD&E Study process, which addresses state and federal requirements, is a combination of transportation planning, engineering evaluations, environmental analysis, and public involvement. We are currently in Phase I of the project process.



### Phase 01 PLANNING



### PROVIDE FEEDBACK

Your feedback is important to the success of these projects. Please fill out a comment form available at the sign-in table and drop it in the comment box before you leave. You may also take it home and mail or email it to us by **February 3, 2019**.

### STAY INFORMED

Please visit our project websites at [www.cflroads.com](http://www.cflroads.com), and search by the FPID.

#### S.R. 40 BLACK BEAR TRAIL WEBSITE

[www.cflroads.com/project/436360-1](http://www.cflroads.com/project/436360-1)

#### NORTH LAKE TRAIL PHASE 3 WEBSITE

[www.cflroads.com/project/441626-1](http://www.cflroads.com/project/441626-1)

### CONTACT US

#### S.R. 40 BLACK BEAR TRAIL

**Julia Holtzhausen**  
 Florida Department of Transportation  
 District Five  
 719 S. Woodland Blvd.  
 DeLand, Florida 32720-6834  
 Phone: 386-943-5058  
 E-mail: [Julia.Holtzhausen@dot.state.fl.us](mailto:Julia.Holtzhausen@dot.state.fl.us)

#### NORTH LAKE TRAIL PHASE 3

**Judy Pizzo, MSURP**  
 Florida Department of Transportation  
 District Five  
 719 S. Woodland Blvd.  
 DeLand, Florida 32720-6834  
 Phone: 386-943-5167  
 E-mail: [Judy.Pizzo@dot.state.fl.us](mailto:Judy.Pizzo@dot.state.fl.us)

# WELCOME!

to the

## CORRIDOR PLANNING OPEN HOUSE



**Thursday, Jan. 24, 2019**  
**5:30 p.m. to 7 p.m.**



**Astor Community Association**  
**24148 Ann Street**  
**Astor, FL 32102**

Welcome to the Corridor Planning Open House for the **S.R. 40 BLACK BEAR TRAIL** and the **NORTH LAKE TRAIL PHASE 3**. The Florida Department of Transportation (FDOT) is conducting this meeting to explain the study process, present the study alternatives, and gain public input regarding the proposed improvements.

The purpose of these studies are to help provide safe, comfortable, and accessible paved facilities for bicyclists, pedestrians, and other non-motorized users of all ages and abilities. Both projects are also part of an effort to enhance local trail facilities and provide connections to the regional trail network.

These studies will identify and evaluate trail alternatives that may be carried forward to the Project Development and Environment (PD&E) study phase.

The meeting is an informational open house. Project overview videos and study documents are available for review throughout the meeting. Staff are available to discuss the projects and answer questions. The materials shown at the meeting are also available on the project websites.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator at [jennifer.smith2@dot.state.fl.us](mailto:jennifer.smith2@dot.state.fl.us).



**STATE ROAD (S.R.) 40**  
**BLACK BEAR TRAIL**  
**FINANCIAL PROJECT ID**  
**(FPID) # 436360-1**

Levy Hammock Road  
 to U.S. 17  
*Lake, Marion, and  
 Volusia County, FL*



**NORTH LAKE**  
 TRAIL

**NORTH LAKE TRAIL**  
**PHASE 3**  
**FINANCIAL PROJECT ID**  
**(FPID) # 441626-1**

County Road (C.R.) 450 to  
 State Road (S.R.) 40  
*Lake and Marion County, FL*



# WHAT IS A MULTI-USE TRAIL?

A multi-use trail is a paved, shared use path, that is typically 12 feet wide. Trails are meant for non-motorized travel, such as by pedestrians and bicyclists, and may also be used to accommodate other forms of travel including equestrian.

## KEY BENEFITS



SAMPLE RURAL TRAIL



SAMPLE URBAN TRAIL





# FDOT S.R. 44 Over St. Johns River Design Project

District Five  
FPID: 429556-1

From West of County Road (C.R.) 42 in Lake County to  
East of Ed Stone Park in Volusia County



## UPCOMING MEETING

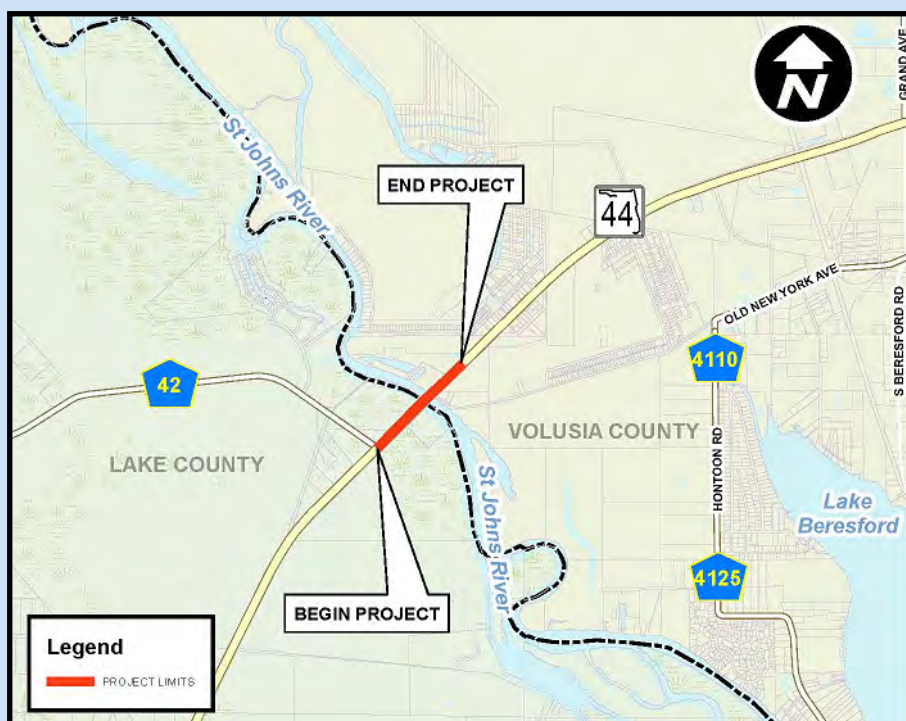
The Florida Department of Transportation (FDOT) invites you to attend a public meeting regarding proposed improvements along State Road (S.R.) 44 from west of County Road (C.R.) 42 in Lake County to east of Ed Stone Park in Volusia County. The total project length is approximately 0.8 miles.

The meeting begins as an open house and will be **5:30-7:30 p.m. Tuesday, Jan. 15, 2019** at the **Sanborn Activity and Event Center, 815 South Alabama Avenue, DeLand, FL 32724**. The purpose of this public meeting is to present information and receive public input regarding the proposed design. During the open house, displays and other project information will be available for review. Staff will also be available to discuss the project and receive comments. Following the open house will be a presentation at 6:30 p.m.

## PROJECT OVERVIEW

The proposed improvements include construction of a new fixed-span bridge over the St. Johns River, which will be designed to accommodate a future 12-foot multi-use trail, and reconstructing the two-lane rural roadway bridge approaches, south of the existing bridge. In addition, the signal at the S.R. 44 and C.R. 42 intersection will be replaced and the access road to Pier 44 Marina will be relocated. Access changes to Ed Stone Park, St. Johns Marina, Old New York Avenue, and Shady Oaks will be included as part of this design project. Improvements also include new stormwater ponds and safety enhancements.

The proposed improvements will enhance safety and access along S.R. 44. The design is scheduled for completion in Fall 2019. Right of way acquisition is currently funded in Fiscal Years (FY) 2018 and 2019, and construction is currently funded in FY 2020.



PROJECT LOCATION MAP

Florida Department of Transportation  
District Five  
719 South Woodland Boulevard, MS 542  
DeLand, Florida 32720

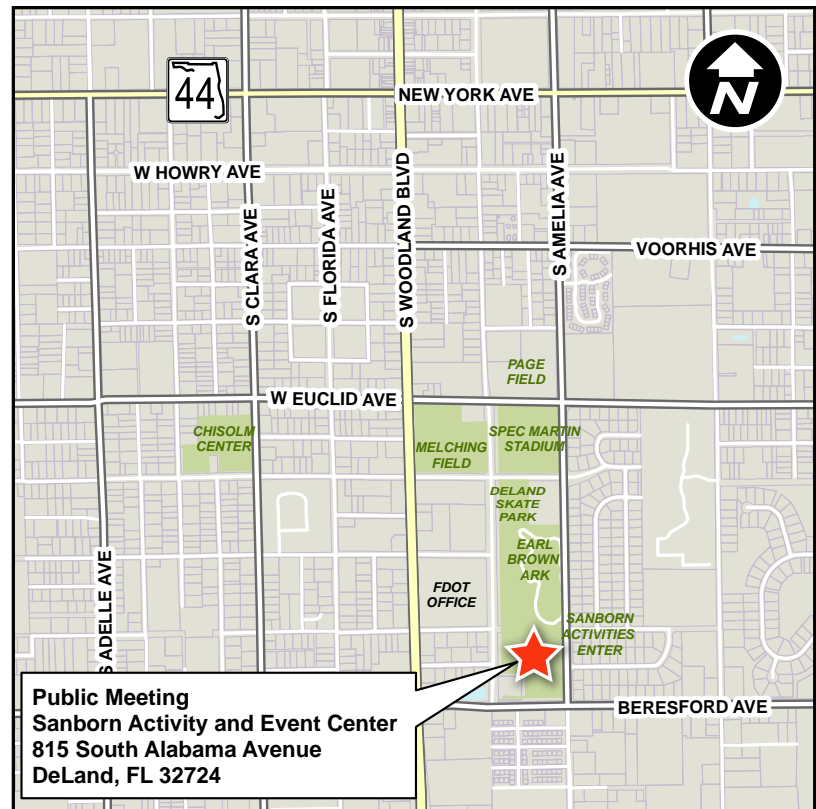


## PUBLIC INVOLVEMENT

Persons with disabilities who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Kathleen Enot, FDOT project manager, by phone at 386-943-5149 or via email at [kathleen.enot@dot.state.fl.us](mailto:kathleen.enot@dot.state.fl.us) at least seven (7) days prior to the meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator at [jennifer.smith2@dot.state.fl.us](mailto:jennifer.smith2@dot.state.fl.us).

For more information about this project, please contact Kathleen Enot, FDOT project manager, whose contact information is provided above. Information can also be found on [www.CFLRoads.com](http://www.CFLRoads.com) by searching the project number **429556-1**.



MEETING LOCATION MAP



## River to Sea TPO Board Meeting Summary November 28, 2018

- Recognized outgoing TPO Board Members, Volusia County Council Members Pat Patterson, Joyce Cusack, and TPO Chairperson Lita Handy-Peters, Vice Mayor of DeBary
- Approved consent agenda including approval of the October 24, 2018 TPO Board meeting minutes; the Executive Director's overall evaluation result and recommendation for retention; approval of expenditure for US 17/92 at Dirksen Drive Traffic Operations Feasibility Study (\$38,800); and cancellation of December Executive Committee and TPO Board meetings
- Approved the River to Sea TPO's 2019 Legislative Positions
- Approved a motion to approve Resolution 2018-28 amending the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP) retroactively in January to advance the Derbyshire Park sidewalk project not to exceed \$600,000 if LAP agreement is approved by FDOT
- Approved the R2CTPO to move forward with a public comment period for a draft amendment to the 2040 Long Range Transportation Plan (LRTP) moving to interchange projects to the Cost Feasible listing of the plan
- Received a staff presentation of changes being considered to the R2CTPO policy resolutions for the annual Call for Projects and reached a consensus for the funding allocations to remain as they currently are
- Received a staff presentation of the priority project applications for Traffic Operations/Safety and Local Initiatives projects, Transportation Planning Studies, and Bicycle/Pedestrian and B/P Local Initiatives projects
- Received a PowerPoint presentation of the St. Johns River to Sea Loop Trail PD&E Study (Lake Beresford Park to Grand Avenue)
- Received a PowerPoint presentation of the Regional Trails Program
- Received a staff presentation on current fiscal year (FY) SU funding and approved a motion to support FDOT's request to place \$1 million in current year SU funds on the design phase of the I-95 and Pioneer Trail interchange



- Received the FDOT report and announced a public hearing on the Five-Year Work Program for District 5 on December 5, 2018 from 4:30 pm to 6:30 pm at the District 5 office in DeLand; the on-line public hearing will be from December 10 -14, 2018
- Received the Executive Director's Report including an update of the Roundtable of Volusia County Elected Officials
- Announced the R2CTPO's Annual Open House and Toy Drive, today, from 3:00 pm to 5:00 pm

***The next River to Sea TPO Board meeting will be on Wednesday, January 23, 2019***

## 2019 Priority Project Process Schedule

January						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1		3	4	5
6	7	8		10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	2

Issue Call for  
Projects/"Notice of  
Funding Availability"  
(9-1/2 weeks long)

February						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24		26	27	28	1	2

TCC Meeting/Priority  
Project Process  
Workshop

March						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Deadline for Project Applications  
and Updated Cost Estimates

April						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	1	2	3	4
5	6	7	8	9	10	11

TIP Subcommittee and BPAC Subcommittee meet separately to score/rank applications

May						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1

BPAC reviews preliminary rankings

CAC/TCC review preliminary rankings; 30-day legal notice for adoption hearing

TPO Board reviews recommended preliminary rankings

30-day public notice/invitation to comment (post in area newspapers and on TPO website);

June						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

BPAC reviews/recommends rankings

CAC/TCC review/recommend rankings

TPO Board reviews/approves final rankings

## 2019 Meeting Schedule of the River to Sea TPO Board and Committees

	River to Sea TPO Board	Executive Committee	Technical Coordinating Committee (TCC)	Citizens Advisory Committee (CAC)	Bicycle/Pedestrian Advisory Committee (BPAC)	Trans. Disadvantaged Local Coordinating Board (TDLCB)
<b>2019</b>	4 <sup>th</sup> Wed. @9:00 a.m.	1 <sup>st</sup> Wed. @ 8:30 a.m.	3 <sup>rd</sup> Tues. @ 3:00 p.m.	3 <sup>rd</sup> Tues. @ 1:15 p.m.	2 <sup>nd</sup> Wed. @ 2:00 p.m.	2 <sup>nd</sup> Wed. every other month @ 11:00 a.m. **
January	January 23, 2019	<b>Friday January 4, 2019</b>	January 15, 2019	January 15, 2019	January 9, 2019	January 9, 2019
February	February 27, 2019	February 6, 2019	February 19, 2019	February 19, 2019	February 13, 2019	
March	March 27, 2019	March 6, 2019	March 19, 2019	March 19, 2019	March 13, 2019	March 13, 2019
April	April 24, 2019	April 3, 2019	April 16, 2019	April 16, 2019	April 10, 2019	
May	May 22, 2019	May 1, 2019	<b>May 21, 2019</b>	<b>May 21, 2019</b>	May 8, 2019	May 8, 2019
June	June 26, 2019	June 5, 2019	June 18, 2019	June 18, 2019	June 12, 2019	
July	July 24, 2019*	July 3, 2019*	July 16, 2019*	July 16, 2019*	July 10, 2019*	July 10, 2019
August	August 28, 2019	August 7, 2019	August 20, 2019	August 20, 2019	August 14, 2019	
September	September 25, 2019	September 4, 2019	September 17, 2019	September 17, 2019	September 11, 2019	September 11, 2019
October	October 23, 2019	October 2, 2019	October 15, 2019	October 15, 2019	October 9, 2019	
November	November 27, 2019	November 6, 2019	November 19, 2019	November 19, 2019	November 13, 2019	November 13, 2019
December	December 25, 2019*	December 4, 2019*	December 17, 2019*	December 17, 2019*	December 11, 2019*	

\* These meetings are typically cancelled

\*\* TDLCB Meetings are at Votran