



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 12, 2022

TIME: 2:00 P.M.

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

NOTE:

Microsoft Teams has been established for remote participation.

Masks are requested to be worn by those physically present according to CDC guidelines.

BPAC
Wednesday, January 12, 2022 2:00 PM (EDT)

Join the BPAC Meeting on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

+1 561-484-5911 251538904# United States, West Palm Beach

Phone Conference ID: 251 538 904#

[Find a local number](#) | [Reset PIN](#)

Dr. Jason Aufdenberg, 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 10, 2021 BPAC MEETING MINUTES**
(Contact: Debbie Stewart) (Enclosure, pages 4-11)

IV. PRESENTATIONS AND DISCUSSION ITEMS

- A. PRESENTATION AND DISCUSSION OF FDOT'S SAFETY PROGRAM** *(Contact: Stephan Harris) (Enclosure, page 12)*
- B. PRESENTATION AND DISCUSSION OF UPDATED SAFETY DATA AND TARGETS**
(Contact: Colleen Nicoulin) (Enclosure, page 13)
- C. PRESENTATION AND DISCUSSION OF UPDATED TRANSIT SAFETY DATA AND TARGETS** *(Contact: Stephan Harris) (Enclosure, page 14)*

V. STAFF COMMENTS *(Enclosure, pages 15-21)*

- DeBary SUN Trail Project Ribbon Cutting Event
- Votran Service Changes
- 2021 Bipartisan Infrastructure Law
- 2022 Call for Projects

VI. INFORMATION ITEMS *(Enclosure, pages 15, 22-30)*

- BPAC Attendance Record
- SR A1A Safety Improvements Project Public Meeting
- TPO Board Report
- TPO Outreach & Activities
- 2022 TPO Meeting Schedule
- 2023-2027 FGTS Plan Update

VII. BPAC MEMBER COMMENTS *(Enclosure, page 15)*

VIII. ADJOURNMENT *(Enclosure, page 15)*

*****The next meeting of the BPAC will be on Wednesday, February 9, 2022*****

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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 12, 2022**

III. ACTION ITEMS

A. REVIEW AND APPROVAL OF THE NOVEMBER 10, 2021 BPAC MEETING MINUTES

BACKGROUND INFORMATION:

Minutes are prepared for each meeting and must be approved by the BPAC. The November 10, 2021 BPAC meeting minutes are provided with this agenda packet for your review.

ACTION REQUESTED:

MOTION TO APPROVE THE NOVEMBER 10, 2021 BPAC MEETING MINUTES

Bicycle/Pedestrian Advisory Committee (BPAC)

Meeting Minutes November 10, 2021

Members Physically Present:

Terry Lodge
Ted Wendler, Vice Chairperson
Luis Leal
Paul Eik
Larry Coletti
Nic Mostert
Bob Storke
Gayle Belin
Andrew Dodzik
Nancy Epps
Christy Gillis
Chris Daun
Roy Walters
Jason Aufdenberg, Chairperson
Melissa Winsett (non-voting)
Stephanie Moss (non-voting)

Members Virtually Present:

Doug Hall
Tom Ryan
Patrick McCallister
Nancy Burgess-Hall
Tim Grigsby

Non-Voting Technical Appointees Virtually Present:

Gwen Perney
Terri Bergeron
John Cotton

Members/Technical Appointees Absent:

Adam Mengel
Rob Brinson
John Cotton

Others Physically Present:

Stephan Harris
Colleen Nicoulin

Others Virtually Present:

Debbie Stewart, Recording Secretary
Pam Blankenship
Richard Hamilton
Jay Williams
Jon Cheney

Representing:

DeBary
DeLand
Deltona
Flagler Beach
Flagler County
New Smyrna Beach
Orange City
Ormond Beach
Palm Coast Alternate
Ponce Inlet Alternate
South Daytona
Volusia County Council Chair
Volusia County At-Large
Volusia County At-Large Alternate
Volusia County
FDOT

Representing:

Daytona Beach Alternate
Holly Hill
Volusia County, District 1
Volusia County, District 2
Volusia County, District 4

Representing:

Port Orange
Volusia County Alternate
Votran

Representing:

Flagler County
Volusia County School Board
Votran

Representing:

TPO Staff
TPO Staff

Representing:

TPO Staff
TPO Staff
Citizen
Volusia County
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 2:00 p.m. by Chairperson Jason Aufdenberg. The roll was called and it was determined that a quorum was physically present. Due to the COVID-19 virus, the meeting was held in a hybrid format with 13

voting and three non-voting members physically present; five voting and three non-voting members were virtually present.

The Pledge of Allegiance was given.

Chairperson Aufdenberg stated the members participating virtually are doing so as a result of social distancing restrictions associated with COVID-19. Rulings from the Florida Attorney General require that the members physically present take a vote to allow virtual participation due to “extraordinary circumstances”.

MOTION: *A motion was made by Mr. Storke to allow members attending virtually to participate and vote. The motion was seconded by Mr. Mostert and carried unanimously.*

II. Public Comment/Participation

There were no public comments.

III. Action Items

A. Review and Approval of October 13, 2021 BPAC Meeting Minutes

MOTION: *A motion was made by Mr. Eik to approve the October 13, 2021 BPAC meeting minutes. The motion was seconded by Mr. Daun and carried unanimously.*

B. Review and Recommend Approval of the 2022 Bicycle/Pedestrian Priority Project General Instructions and Schedule

Mr. Harris stated the only notable change over what was presented last month is additional links were added to the links page by request; he reviewed those links. Also, a sentence was added to direct applicants that are unable to upload an application to the TPO’s file transfer site to contact staff.

Mr. Daun stated he had requested a couple of specific links to be added to the links page that were not included; one was a link to the Florida Scenic Highways Program.

Mr. Harris replied he will add it.

Mr. Mostert referred to the list of eligible sponsors and asked if the school districts and educational institutions included both public and private schools.

Mr. Harris replied they can be public or private schools but either would have to partner with a local government to submit the application because the local government would be the maintaining agency for the project; the local government would also have to be Local Agency Program (LAP) certified.

Mr. Daun stated the other link he had requested be added was for the Florida Urban Forestry Grant Program which provides grants for planting trees on trails or along roadways; it has to do with the beautification of trails and roadways.

Chairperson Aufdenberg referred to Transportation Alternative (TA) funds and items that are not supported by this program and asked if there was a way to cross-reference these instructions to the Traffic Operations/Safety application.

Ms. Nicoulin replied some traffic operations projects have bicycle/pedestrian components but are primarily traffic operations projects. If it is a project specific to bicycle/pedestrian, the application should come through a bicycle/pedestrian application.

Chairperson Aufdenberg asked if he wanted to install a protected bike lane on a roadway, which category should he apply to.

Ms. Nicoulin replied if it is a bike lane, the bicycle/pedestrian application. She explained there are a number of paved shoulder projects on the traffic operations list and the justification of those projects for traffic operations is for safety concerns; to provide additional pavement for vehicles that may potentially weave but they act as a bicycle/pedestrian facility as well. If it is a project specific to bicycle/pedestrian safety, it would be a bicycle/pedestrian application. She noted that the local governments will discuss their projects with TPO staff before submitting applications.

Mr. Harris noted that there were no changes to the schedule over last month.

MOTION: *A motion was made by Mr. Lodge to recommend approval of the 2022 Bicycle/Pedestrian Priority Project General Instructions and schedule with the additional links. The motion was seconded by Mr. Walters and carried unanimously.*

C. Review and Recommend Approval of the 2022 Bicycle/Pedestrian Priority Project Applications

Mr. Harris stated the applications were presented last month; the only change is the link to where applications are to be uploaded was updated.

MOTION: *A motion was made by Ms. Belin to recommend approval of the 2022 Bicycle/Pedestrian priority project applications. The motion was seconded by Mr. Coletti and carried unanimously.*

D. Review and Recommend Approval of Resolution 2021-## Reaffirming the Policy for the Annual Allocation of Surface Transportation Block Grant (STBG) Urban Attributable (SU) Funding and Other State and Federal Funds Identified in the 2045 Long Range Transportation Plan (LRTP) for Local Initiatives

Ms. Nicoulin stated this year the TPO Board tasked staff with identifying self-imposed restrictions within the guiding resolutions that may make it difficult to access funding. The TIP Subcommittee met in early October and provided recommended changes that were presented to the advisory committees and TPO Board; she reviewed the annual allocations and stated there were no changes. The change is to the wording; these allocations are the goals and they are looked at over a five-year rolling average. Paragraph 5 was added and states any remaining funds will be reallocated for other projects on the priority list or to cover cost increases.

Mr. Eik asked what happens to those remaining funds if there is not another project to allocate them to; if they rollover to the following year or if they have to be returned to the state or federal government.

Ms. Nicoulin replied there is no rollover; unused funds become advanced construction (ACSU) funds that other districts are able to capture.

Mr. Lodge referred to the five-year rolling average of funds and asked if a bicycle/pedestrian project was able to take advantage of funding returned if that meant the next year those funds would go to a road project to balance out the five-year average.

Ms. Nicoulin replied the TPO's goal is to program 40% to traffic operations, 30% to bicycle/pedestrian and 30% to transit annually; if there is an expensive project we are able to fund by borrowing from one allocation, we do so and pay it back the following year.

Mr. Daun referred to the minutes approved earlier and his request that specifies remaining funds should go to a like project or the next project on the priority list; he would like to ask that that language be added.

Ms. Nicoulin replied the first paragraph spells that out; the set allocations are done first. Once that process is completed then any remaining funds are distributed.

Mr. Daun commented he wanted the language to be specific that a pedestrian project would be replaced with another pedestrian project first.

Ms. Nicoulin replied Paragraph 1 speaks to that but that language can be added.

Mr. Eik commented that because we are looking for a way for staff to have flexibility with programming funds, he is opposed to the word “shall” and would rather use “should”.

Chairperson Aufdenberg asked if the TA funds are wrapped into this policy.

Ms. Nicoulin replied the TA funds are only spent on bicycle/pedestrian projects and not on traffic operations.

MOTION: *A motion was made by Mr. Eik to recommend approval of Resolution 2021-## reaffirming the policy for the annual allocation of Surface Transportation Block Grant (STBG) Urban Attributable (SU) funding and other state and federal funds identified in the 2045 Long Range Transportation Plan (LRTP) for local initiatives as amended adding language that any remaining funds in a current fiscal year be allocated to a like project. The motion was seconded by Mr. Wendler and carried unanimously.*

E. Review and Recommend Approval of Resolution 2021-## Defining the Local Match Requirements Placed on Member Local Governments for Projects Prioritized for Funding by the TPO

Ms. Nicoulin stated this resolution was also reviewed last month as presented with the changes recommended by the TIP Subcommittee. Discussion was held last month at the advisory committees and TPO Board regarding Paragraph 11 and the threshold for the Executive Director to approve cost overruns. The resolution currently reads the Executive Director has the authority to approve a cost increase up to 10% of a project phase; the TIP Subcommittee identified that this creates a limitation and recommended removing the threshold and allowing the Executive Director to have authority to approve a justified cost increase. She explained a cost increase is not the fault of the project sponsor noting that it must be current year and the TPO must have the additional funding available. The discussions amongst the advisory committees and TPO Board expressed concern over not having a threshold but the consensus was that a 10% threshold was too low; however, a threshold percentage was not recommended. The TPO Board asked staff to get a recommendation from the advisory committees and bring it back to them.

Discussion was held regarding the threshold and what the percentage should be.

Mr. Cheney commented that bicycle/pedestrian projects are less expensive than traffic operations projects; therefore, a cost increase on a bicycle/pedestrian project may be less significant than a traffic operations project. He suggested considering two thresholds; 25% for traffic operations and 50% for bicycle/pedestrian projects.

Discussion continued and the consensus was that a threshold should be put in place but it was left undefined as to what the threshold should be.

MOTION: *A motion was made by Mr. Daun to recommend approval of Resolution 2021-## defining the local match requirements placed on member local governments for projects prioritized for funding by the TPO to include a threshold for the Executive Director's approval of a cost increase leaving that threshold undefined. The motion was seconded by Ms. Epps and carried by a roll call vote of ten “yes” votes to seven “no” votes.*

F. Review and Recommend Approval of Resolution 2021-## Reaffirming the Policy for Establishing and Maintaining Transportation Priority Projects

Ms. Nicoulin stated there are no changes to this resolution it is reaffirming the policy for establishing and maintaining transportation priority projects.

MOTION: *A motion was made by Ms. Belin to recommend approval of Resolution 2021-## reaffirming the policy for establishing and maintaining transportation priority projects. The motion was seconded by Mr. Walters and carried unanimously.*

G. Appointment of Unified Planning Work Program (UPWP) Subcommittee Members

Ms. Nicoulin explained the Unified Planning Work Program (UPWP) is the two-year program of activities, events and deliverables for the TPO and it identifies funding sources. The TPO is in the second year of the current UPWP which goes through June 30, 2022; the new UPWP will take effect July 1, 2022. The UPWP Subcommittee helps identify work activities; some activities are required such as the Transportation Improvement Program (TIP) and the annual Call for Projects. The TPO anticipates the UPWP Subcommittee meeting once in December or early January and perhaps once more in the spring of 2022.

Mr. Daun asked which agency is responsible for a master road plan; the county or the TPO.

Ms. Nicoulin replied the TPO is currently undergoing an update to the Congestion Management Process (CMP) and is coordinating with the local governments, Volusia County and Flagler County; it is a federal requirement.

Ms. Belin and Mr. Daun volunteered for the UPWP Subcommittee.

MOTION: A motion was made by Mr. Eik to appoint Ms. Belin and Mr. Daun to the Unified Planning Work Program (UPWP) Subcommittee. The motion was seconded by Ms. Gillis and carried unanimously.

H. Cancellation of the December 8, 2021 BPAC Meeting

MOTION: A motion was made by Mr. Mostert to cancel the December 8, 2021 BPAC meeting. The motion was seconded by Ms. Belin and carried unanimously.

IV. Presentation and Discussion Items

A. Presentation and Discussion of the FDOT FY 2022/23 to 2026/27 Tentative Work Program

Mr. Harris showed a video of FDOT's FY 2022/23 to 2026/27 Tentative Work Program which will become effective July 1, 2022 once it is adopted. He reviewed the bicycle/pedestrian projects and funding that are included in the new Work Program. All of these projects will be amended into the Transportation Improvement Program (TIP).

Ms. Epps asked what the total amount is for all of these projects.

Mr. Harris replied he does not have that information with him but will get it and email to the BPAC members.

Mr. Lodge asked if the Five-Year Work Program was a five-year program of funding that is updated each year or if it is revisited every five years.

Mr. Harris replied it is updated each year; the current year drops off and a new fifth year is added. It is tentative until the Governor signs it into law in the spring and will become effective July 1, 2022.

V. Staff Comments

→ Daytona Beach Area Coalition Community Event

Mr. Harris announced the Daytona Beach Area Coalition Community Event will take place today from 5:30 pm to 7:00 pm at the Ocean Center. This event is part of a study being conducted to evaluate proposed transportation solutions for segments of SR A1A, East International Speedway Boulevard, Main Street, Seabreeze Boulevard and Oakridge Boulevard.

→ TPO Annual Holiday Open House & Toy Drive

Ms. Blankenship announced the TPO's annual Holiday Open House and Toy Drive will be Wednesday, December 8, 2021 from 4:00 pm to 6:00 pm. She asked members to RSVP to her. The TPO is accepting new, unwrapped toy donations, gift cards, etc. for infant, children and teenagers. The donations will benefit the Department of Children and Families (DCF) of Volusia and Flagler Counties.

→ Update on US 92 (SR 600) at Lockhart Street Pedestrian Crossing

Mr. Harris stated a meeting was held last week regarding the proposed pedestrian crossing at US 92 and Lockhart Street; this pedestrian crossing will be a full signal as opposed to a hybrid pedestrian beacon like in front of Mainland High School. The intersection will be equipped with accessible pedestrian equipment and pedestrian interval timing; additional lighting will also be installed. The project is fully funded; there is some minor right-of-way needed and FDOT will be working with Bethune Cookman University to resolve that. This will be a big improvement for pedestrian safety in the area.

VI. Information Items

- BPAC Attendance Record
- TPO Outreach and Activities
- TPO Board Reports
- 2022 R2CTPO Meeting Schedule

VII. BPAC Member Comments

Mr. Daun stated he attended FDOT's in-person Work Program open house in DeLand and was unaware that US 92 from Kepler Road to I-4 has no shoulders; he noticed because there was a deluge of rain and there was no place to pull over and wait it out. FDOT should look at this as a safety issue; there is no breakdown lane. He announced the Florida Scenic Highways from Fernandina Beach to Ponce Inlet, including the Halifax Scenic Byway, are holding a garage sale on Saturday, November 20, 2021 from 8:00 am to 2:00 pm; booths are available for \$20 if anyone is interested. On Monday, November 15, 2021 the city of Daytona Beach will hold a public meeting at City Hall from 5:00 pm to 6:00 pm regarding CR 4040 (Fairview Avenue) and Beach Street and the possibility of installing a roundabout. The Lake Nona Medical Compound is using a driverless shuttle, BEEP, which could be a possible transportation remedy for the tourist corridor on SR A1A and ISB. There are federal grants available; however, it was not included in the Long Range Transportation Plan (LRTP) or the Votran Transit Development Plan (TDP). We will see if there is interest in the community and if so, the TPO will need to start including it in the planning process.

Mr. Dodzik stated the city of Palm Coast has started installing emergency 911 signs along the bike trails and pedestrian walkways; they have the mile marker and a code so that first responders can find you. They intend to install them on all the trails.

Mr. Lodge thanked Ms. Stephanie Moss, FDOT, for the great job she does; he is now certified to fit bike helmets. FDOT has 50,000 helmets each year to give away but they do not have the office to do it in so we could provide an opportunity to be a part of getting bike helmets to kids. He reminded members that the Love to Ride Challenge is currently going on. There are two groups; a work place TPO group and a regular tpo group.

Ms. Belin stated there are 11 people on our team and listed them. We are second in most commuting days, most rides, most riders, third in most collective days ridden. We are defending our championship and she encouraged members to join the team.

Chairperson Aufdenberg stated Monday was the sixth annual intervention in fitting unlit bicycles with lights; the numbers are down as they only fitted six bikes. It could be due to the success of Embry Riddle Aeronautical University's shuttle program.

Ms. Burgess-Hall stated she virtually attended FDOT's public hearing on the Work Program and she has some concerns regarding widening roads such as Hand Avenue, Clyde Morris Boulevard and Williamson Boulevard. These are areas that are expected to be developed and she suggested that bike paths should be included in the development. The response she received is that urban areas would include sidewalks or bike lanes separated by curbs; however, the areas deemed not urban would maybe get a shoulder but nothing else. The roads being discussed are not urban at

the moment but will be in the future. She has been told in the past that bike lanes or sidewalks cannot be added now because it is an existing road but when major work is done to the roadway, then they can be installed. She was told at the public hearing that this is not the case; she asked staff for clarification.

Mr. Harris replied that he would look into it and get back to her.

Ms. Belin stated she has been working with the city of Ormond Beach's engineer and pushing him to submit a sidewalk project on Hand Avenue between Clyde Morris Boulevard and Williamson Boulevard to the TPO during the Call for Projects. There was a fatality there in July that was a neighbor of hers. It should not take a fatality to get a sidewalk. Hand Avenue is a county road and she is hoping they will be successful.

Mr. McCallister stated Jim and Maggie Ardito made the cover of this week's Veteran's Voice Newspaper; he did a profile about them connected to their Facebook page and the St. Johns River to Sea Loop. He will get extra copies and send to the TPO.

Chairperson Aufdenberg added that the St. Johns River to Sea Loop Alliance also won a HALO award in DeLand.

VIII. Adjournment

The BPAC meeting adjourned at 3:43 p.m.

River to Sea Transportation Planning Organization

**Dr. Jason Aufdenberg, Chairperson
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 10, 2021 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 12th day of January 2022.

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

**SUMMARY SHEET
BPAC
JANUARY 12, 2022**

IV. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF FDOT'S SAFETY PROGRAM

BACKGROUND INFORMATION:

As part of FDOT's Vital Few, safety is the top priority for the Department. As we strive to reduce fatalities and serious injuries in the Central Florida region, we all have a part to play in changing mindsets through education, enforcement and engineering.

Ms. Loreen Bobo, P.E., FDOT District 5 Safety Administrator will provide an overview of the recently created District 5 Safety Office and their mission to reach Target Zero, zero fatalities and serious injuries on all roadways in the nine counties that make up District 5. A link to the presentation is provided below:

https://www.r2ctpo.org/wp-content/uploads/D5-Office-of-Safety-R2CTPO_12.01.2021.pdf

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC

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IV. PRESENTATIONS AND DISCUSSION ITEMS

B. PRESENTATION AND DISCUSSION OF UPDATED SAFETY DATA AND TARGETS

BACKGROUND INFORMATION:

The Federal Highway Administration (FHWA) issued final rules on the transportation performance measures required for the State Departments of Transportation (DOTs) and Metropolitan/Transportation Planning Organizations (M/TPOs). The final rule requires targets to be set for the following five safety performance measures:

- Number of Fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of Non-Motorized Fatalities and Serious Injuries

TPO staff will discuss and present the data used to update the safety targets.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC

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BPAC
JANUARY 12, 2022**

IV. PRESENTATIONS AND DISCUSSION ITEMS

C. PRESENTATION AND DISCUSSION OF UPDATED TRANSIT SAFETY DATA AND TARGETS

BACKGROUND INFORMATION:

The Federal Transit Administration (FTA) issued a final Public Transportation Agency Safety Action Plan (PTASP) rule on July 19, 2018. The rule requires certain recipients and sub-recipients of FTA grants that operate public transportation to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTASPs is anticipated to help ensure that public transportation systems are safe nationwide. A key component of the PTASP rule is a requirement for transit providers to annually establish transit safety performance targets. MPOs, including the R2CTPO, also must establish transit safety targets for the metropolitan planning area and incorporate transit safety into the metropolitan transportation planning process. R2CTPO approved Votran's 2020 PTASP on January 27, 2021.

In 2012, the Moving Ahead for Progress Act (MAP-21) mandated the FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Plan Final Rule 49 USC 625 became effective October 1, 2016 and established four performance measures to approximate the State of Good Repair (SGR) for four categories of capital assets. Calculating performance measures helps transit agencies to quantify the condition of their assets, which facilitates setting targets that support local funding.

TPO staff will deliver a presentation on the PTASP and TAM Plan updates.

ACTION REQUESTED:

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BPAC
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V. STAFF COMMENTS

- DeBary SUN Trail Project Ribbon Cutting Event
- Votran Service Changes
- 2021 Bipartisan Infrastructure Law
- 2022 Call for Projects

VI. INFORMATION ITEMS

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VII. BPAC MEMBER COMMENTS

VIII. ADJOURNMENT

******The next meeting of the BPAC will be on Wednesday, February 9, 2022******

Votran implements temporary service changes

News releases

Posted On: December 15, 2021

Just like many transit agencies throughout the country, Votran is experiencing challenges maintaining pre-pandemic staffing levels. To prevent a disruption in service to customers, Votran will implement temporary service adjustments.



Effective immediately, the service window for Votran's paratransit, call-ahead curb service will change from one hour to 90 minutes for in-town trips and from two hours to three hours for cross-county trips.

Additionally, paratransit transportation disadvantaged service will be prioritized based on the purpose of the trip, with medical trips and riders with ADA needs receiving first priority. The need to prioritize paratransit trips will be evaluated on a daily basis, based on the availability of personnel and the number of trips scheduled. During these temporary changes, every effort will be made to complete every trip requested.

Effective Saturday, Jan. 8, fixed route Saturday service will transition from 30-minute intervals to 60-minute intervals. This temporary change will affect routes 3, 4, 7, 10, 11, 15, 20 and 60, as the other routes already operate on a 60-minute service on Saturdays.

There are no changes to the trips provided under the American with Disabilities Act programs.

"Over the past year, transit agencies statewide have had to adjust service due to staffing shortages and hiring difficulties," said Votran General Manager Kelvin Miller. "Votran is committed to providing safe, reliable service to customers and we're working diligently to address these challenges and resume regular service as quickly as possible."

Other measures being implemented to help address the staffing shortage include a \$1,000 employee hiring bonus and retention bonuses. These proactive measures, along with the interim service modifications, are designed to ensure service continues to operate smoothly while actively recruiting additional staff.

Due to the situational nature of these changes, printed bus schedules may not reflect the most current operations while service adjustments are in effect. For real-time

information, customers should visit Votran.org/take-a-trip. Riders may also select the “Join” button at the bottom of the homepage to sign up for timely notices about bus service changes. The website also provides up-to-date alerts and real-time bus information. Riders can also download the free MyStop Mobile app from the Apple App Store or Google Play Store.



The Bipartisan Infrastructure Law Will Deliver for Florida

President Biden and Vice President Harris's Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in Florida is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for Florida.** For decades, infrastructure in Florida has suffered from a systemic lack of investment. In fact, the American Society of Civil Engineers gave Florida a C on its infrastructure report card. The historic Bipartisan Infrastructure Law will make life better for millions of Florida residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In Florida there are 408 bridges and over 3,564 miles of highway in poor condition. Since 2011, commute times have increased by 11.6% in Florida, and on average, each driver pays \$425 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, Florida would expect to receive approximately \$13.3 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 26% more than the State's Federal-aid highway formula funding under current law (1). Florida can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. Florida can also expect to receive approximately \$320 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$364 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America's Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, Florida will receive approximately \$100 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels. Local and tribal governments in Florida will also be eligible to compete for \$6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these entities to support their efforts to advance "vision zero" plans and other improvements to reduce crashes

and fatalities, especially for cyclists and pedestrians. In addition, Florida can expect to receive approximately \$103.7 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP) formula grant (3). This represents about a 65% increase in funding compared to FAST Act levels (4). Florida will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified. Florida also includes communities that will be eligible to apply for grants to community owned utilities to support the repair or replacement of leaky and unsafe cast iron and bare steel natural gas distribution pipelines, some of which are over 100 years old.

Improve healthy, sustainable transportation options for millions of Americans. Floridians who take public transportation spend an extra 77.9% of their time commuting and non-White households are 3.5 times more likely to commute via public transportation. 16.1% of transit vehicles in the state are past useful life. **Based on formula funding alone, Florida would expect to receive about \$2.8 billion over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 33% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, Florida would expect to receive about \$198 million over five years to support the expansion of an EV charging network in the state (6). Florida will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes \$66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, and \$12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, Florida will be eligible to compete for \$5 billion for rail improvement and safety grants and \$3 billion for grade crossing safety improvements.

Improve our nation's airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in Florida would receive approximately \$1.2 billion for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation's airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **Port Infrastructure Development Program (\$2.25B, expanded)** – BIL will increase investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.
- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.

- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.5B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.

- (1) *These values are estimates and may change based on updated factor data each fiscal year.*
- (2) *These values are estimates and may change based on updated factor data each fiscal year.*
- (3) *These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in “equal amounts for each fiscal year 2022 through 2026”. This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) *These values are estimates and may change based on updated factor data each fiscal year.*
- (5) *Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA’s National Transit Database.*
- (6) *These values are estimates and may change based on updated factor data each fiscal year.*
- (7) *Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.*

###

BPAC Attendance Record 2021

Name	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Notes
Holly Ryan/Doug Hall	x p	xp xv	exc	xp xv	exc xv	exc xv		exc	x v	x v	x v		Daytona Beach (appt. 3/12) (alt. appt. 02/14)
Terry Lodge	exc	x p	x p	x p	x p	x p		x p	x p	x p	x p		DeBary (appt 8/2020)
Ted Wendler	x p	x p	x p	x p	x p	x p		x p	x p	abs	x p		DeLand (appt. 05/11)
Luis Leal											x p		Deltona (appt 11/2021)
Paul Eik (19/20 Chairman)	x p	x p	x p	x p	x p	x p		exc	x p	x p	x p		Flagler Beach (appt. 7/14) (alt appt 9/18)
Larry Coletti (19/20 Vice Chairman)	x p	x p	x p	x v	x p	x p		x p	x p	exc	x p		Flagler County (appt 2/16)
Ned Wolfarth/Thomas Ryan	x v	abs	abs	exc	abs	x p		x v	abs	x p	x v		Holly Hill (appt 9/19) (alt appt 5/2021)
Nic Mostert	x p	x p	x p	x p	x p	x p		x p	x p	exc	x p		New Smyrna Beach (appt. 03/15)
Bob Storke	x p	x p	x p	exc	x p	x p		x p	x p	x p	x p		Orange City (appt. 12/07)
Gayle Belin	x p	x p	x p	x p	exc	x p		x p	x p	x p	x p		Ormond Beach (appt. 01/15 - 07/16)
Danielle Anderson/Andrew Dodzik	x p	x p	x p	x p	exc	exc		x p	x p	x p	x p		Palm Coast (Appt. 02/16) (Alt appt 9/19)
Mark Oebbecke/Nancy Epps	x p	exc	exc	x p	x p	x p		x p	xp xv	x p	x p		Ponce Inlet (Appt 12/2020) (alt appt 8/2021)
Christy Gillis	exc	x v	x v	x v	exc	x v		x v	exc	exc	x p		South Daytona (appt. 01/16)
Roy Walters/Jason Aufdenberg	x p	x p	xv xp	x p	xp xp	x p		x p	x p	xp xp	xp xp		Volusia County At-Large (appt. 03/05) (alt. appt 07/12)
Patrick McCallister	exc	x v	x v	x v	x v	exc		x v	exc	x v	x v		Volusia County D-1 (appt. 10/16)
Nancy Burgess-Hall	x p	xv xp	exc	x v	x v	x v		exc	x v	x v	x v		Volusia County D-2 (appt 2/14) (alt. appt 3/18)
Tim Grigsby					abs	x v		x v	x v	x v	x v		Volusia County D-4 (appt 4/2021)
Chris Daun	x p	x p	x p	x p	x p	x p		x p	x p	x p	x p		Volusia County Chair (appt 3/2021)
Adam Mengel (non-voting)								abs	abs	abs	abs		Flagler County (appt. 8/15/2021)
Gwen Perney (non-voting)	x v	x v	x v	x v	x v	x v		x v	x v	x v	x v		Large City - Port Orange
John Cotton/Edie Biro (non-voting)	x v	x v	x v	x v	x p	abs		x v	abs	abs	x v		Votran (appt. 07/13)(alt. appt. 02/16)
Melissa Winsett/Terri Bergeron (non-voting)	x p	x v	xp xv	xp xv	xp xv	xv xv		x v	xp xv	x v	x p		Volusia County (02/14)
Rob Brinson (non-voting)	abs	abs	abs	abs	abs	abs		abs	abs	abs	abs		Volusia County School Board (appt. 01/16)
Stephanie Moss (non-voting)	x v	x v	x v	x v	x v	x v		x v	x v	x v	x p		FDOT (appt 11/19)
PHYSICAL QUORUM	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y		

Vacancies

Beverly Beach
 Bunnell
 Daytona Beach Shores
 Edgewater
 Flagler County School Board
 Flagler County Transit
 Lake Helen
 Oak Hill
 Pierson
 Port Orange
 Volusia County D-3
 Volusia County D-5

LEGEND

x = present
 p = present physically
 v = present virtually
 abs = absent (unexcused)
 exc = excused



S.R. A1A Safety Improvements from Milsap Road to Granada Boulevard (S.R. 40)

Volusia County

Financial Project Identification (FPID) No.: 443512-1



Project Description

The Florida Department of Transportation (FDOT) proposes to enhance safety and improve operations on State Road (S.R.) A1A from Milsap Road to Granada Boulevard (S.R. 40) in Ormond Beach. The project is approximately 1.5 miles in length.

The project plans to construct mid-block crossings in eight locations: Milsap Road, Benjamin Drive, River Beach Drive, Rockefeller Drive, Arlington Way, Ormond Parkway, Osceola Avenue, and Bosarvey Drive. All mid-block crossings, with the exception of Rockefeller Drive, will be equipped with Rectangular Rapid Flashing Beacons (RRFBs), Audible Pedestrian Signals (APS), overhead lighting, and in-road lighting. Rockefeller Drive will be equipped with a Pedestrian Hybrid Beacon (PHB).



The project also plans to construct raised islands in three short segments (85 to 110 feet long) to encourage slower driving speeds and help enhance safety for pedestrians crossing S.R. A1A. Locations for the raised islands are north of Wren Road, north of Northshore Drive, and north of Byron Ellis Drive.

Other improvements include repaving, driveway modifications, sidewalk and pedestrian curb ramp reconstruction, updated signage and striping, and drainage improvements.

Project Status and Estimated Costs*

Design:	Completion - spring 2022	\$ 720,000
Right of Way:	Within existing	—
Construction:	Funded - summer 2022	\$ 3.3 Million

*subject to change

Contact:

Ty Garner
FDOT Project Manager
386-943-5299
ty.garner@dot.state.fl.us



River to Sea TPO Board Meeting Summary December 1, 2021

Due to COVID-19 the meeting was held as a hybrid meeting in accordance with AGO 2003-41 with 14 voting and one non-voting members physically present; and with two non-voting members attending remotely

- Approved a motion allowing members attending remotely to participate and vote due to COVID-19 precautions
- Received public comment regarding the need to find funding for road improvements such as a new sales tax
- Approved the Consent Agenda including approval of: October 27, 2021 meeting minutes; MPOAC Report; Executive Director's timesheet review report; expenditure for the Flagler County Public Transit Block Grant Technical Assistance (\$31,663.00); and cancellation of the December 22, 2021 TPO Board meeting
- Approved Resolution 2021-22 amending the policy for the annual allocation of Surface Transportation Block Grant (STBG) Program Urban Attributable (SU) funding and other state and federal funds identified in the 2045 Long Range Transportation Plan (LRTP)
- Approved Resolution 2021-23 amending the policy for defining the local match requirements placed on member local governments for projects prioritized for funding by the TPO including increasing the threshold percentage of cost increases authorized by the Executive Director to 50%
- Approved Resolution 2021-24 reaffirming the policy for establishing and maintaining transportation priority projects
- Approved the priority project applications for Traffic Operations/Safety and Local Initiatives projects, Transportation Planning studies, and Bicycle/Pedestrian projects
- Approved the 2022 R2CTPO Legislative Positions
- Received a PowerPoint presentation of FDOT's Tentative Five-Year Work Program for FY 2022/23 to 2026/27
- Received a PowerPoint presentation of FDOT's Safety Program
- Discussed the two-year Unified Planning Work Program (UPWP) for FY 2022/23 and 2023/24
- Discussed an amendment to the Unified Planning Work Program (UPWP) for FY 2020/21 and 2021/22

- Received the FDOT report; announced a three-day closure of the westbound LPGA Boulevard ramp to southbound I-95 from Monday, November 29, 2021 through Thursday, December 2, 2021
- Received the Interim Executive Director's report on transportation legislation; and an update on the Executive Director search

The next River to Sea TPO Board meeting will be on Wednesday, January 26, 2022 at 9:00 am

November/December 2021 TPO Outreach & Activities

COVID-19 UPDATES

In response to the COVID-19 pandemic, core planning activities continue as required:

- As conditions continue to change, the TPO will monitor and update business practices, assess participation in public events and in-person presentations, and continue to operate with caution, placing health and safety at the center of all of our decisions
- The TPO office remains closed to walk-in visitors; however, we open our doors for all meetings and appointments to ensure public access
- All visitors to the TPO offices are requested to wear masks at all times due to the high transmission rates in Volusia and Flagler Counties per the Centers for Disease Control (CDC) Guidelines [Your Guide to Masks | CDC](#)
- TPO staff has resumed our standard office presence during regular business hours
- TPO Board and committee meetings continue to require that a quorum be physically present; all other participants are being asked to attend TPO meetings remotely
- All public meetings are held using Microsoft Teams and the meeting information and links to join are posted on the TPO website at www.R2CTPO.org
- For the most current information regarding meetings and activities, please visit the TPO website or contact TPO staff



2022 Annual Call for Projects Open

The River to Sea TPO is now accepting transportation project funding applications for the 2022 Priority Project Process. Applications will be used by the R2CTPO and the Florida Department of Transportation to qualify and prioritize proposed projects for funding. Applications are due on Friday, February 25, 2022 at 2:00 p.m. For additional information and project applications:

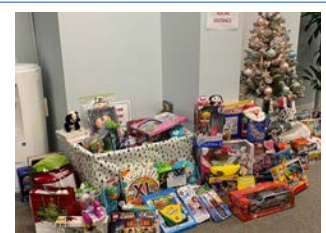
<https://www.r2ctpo.org/2021/12/03/2022-call-for-projects-open/>



TPO Annual Holiday Open House & Toy Drive

The River to Sea TPO held its annual open house and toy drive on Wednesday, December 8, 2021. Many of our committee members, consultants and the public came out to celebrate the holidays. More than 155 toys and gift cards were collected and donated to the Department of Children & Families this year.

Thank you to all who attended and donated!



November/December 2021 TPO Outreach & Activities

JANUARY EVENTS:

6-7: Florida Metropolitan Planning Partnership (FMPP) Meeting Webinar

27: MPOAC Meeting; Orlando

FEBRUARY EVENTS:

Feb. 4: Central Florida MPO Alliance (CFMPOA) Meeting; MetroPlan Orlando

Feb. 25: Annual Call for Projects Deadline @ 2:00 p.m.

ONGOING PROJECTS, STUDIES, ACTIVITIES

- Develop Non-Motorized Traffic Count Program
- Update of the Congestion Management Process (CMP) and Performance Measures Report
- Regional Resiliency Action Plan Implementation
- Update to the TPO Purchasing Manual
- FY 2020/2021 Annual TPO Audit
- TPO Executive Director Search
- Unified Planning Work Program (UPWP) Amendment
- Development of FY 2022/23 and 2023/24 UPWP
- FY 2020/21 TPO Annual Report
- 2022 Tell the TPO Survey
- 2022 Annual Call for Projects Priority Process
- Update to 2022 TPO Safety Targets
- Peninsula Drive Sidewalk & Signage Feasibility Study (FS) (PO)
- Madeline Ave Turn Lane Improv. @ Nova Rd FS (PO)
- North Causeway Pedestrian Crossing FS (NSB)
- Magnolia Avenue Shared Use Path FS (SD)
- South Street Multiuse Trail FS (NSB)
- Technical Assistance and Training to Flagler County Transit

The House Next Door Helmet Fitting

The River to Sea TPO gave an interactive presentation on bicycle and pedestrian safety to The House Next Door in DeLand; this was followed by fitting the children for bicycle helmets.



VCARD Icebreaker

The River to Sea TPO participated in the Volusia County Association for Responsible Development's (VCARD) Icebreaker event on November 18, 2021. The TPO staffed a booth focused on clean mobility. Many great connections were made!



FPZA Award

The River to Sea TPO was recently recognized with the Outstanding Planning Study Award from the FPZA Surfcoast Chapter. This recognition, which emphasizes innovative, state-of-the-art planning methods, was awarded to the TPO for our Paratransit Service Analysis. Congratulations to Stephan Harris, TPO Project Manager for the analysis.



2022 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)
2022	4 th Wed. @9:00 a.m.	1 st Wed. @ 9:00 a.m.	3 rd Tues. @ 3:00 p.m.	3 rd Tues. @ 1:15 p.m.	2 nd Wed. @ 2:00 p.m.	2 nd Wed. the first month of every quarter @ 11:00 a.m. **
January	January 26, 2022	January 5, 2022	January 18, 2022	January 18, 2022	January 12, 2022	January 12, 2022
February	February 23, 2022	February 2, 2022	February 15, 2022	February 15, 2022	February 9, 2022	
March	March 23, 2022	March 2, 2022	March 15, 2022	March 15, 2022	March 9, 2022	
April	April 27, 2022	April 6, 2022	April 19, 2022	April 19, 2022	April 13, 2022	April 13, 2022
May	May 25, 2022	May 4, 2022	May 17, 2022	May 17, 2022	May 11, 2022	
June	June 22, 2022	June 1, 2022	June 21, 2022	June 21, 2022	June 8, 2022	
July	July 27, 2022*	July 6, 2022*	July 19, 2022*	July 19, 2022*	July 13, 2022*	July 13, 2022
August	August 24, 2022	August 3, 2022	August 16, 2022	August 16, 2022	August 10, 2022	
September	September 28, 2022	September 7, 2022	September 20, 2022	September 20, 2022	September 14, 2022	
October	October 26, 2022	October 5, 2022	October 18, 2022	October 18, 2022	October 12, 2022	October 12, 2022
November	November 23, 2022	November 2, 2022	November 15, 2022	November 15, 2022	November 9, 2022	
December	December 28, 2022*	December 7, 2022*	December 20, 2022*	December 20, 2022*	December 14, 2022*	

* These meetings are typically cancelled

** TDLCB Meetings are at Votran

2023-2027 FGTS Plan Update

OGT is seeking your input! The Office of Greenways and Trails (OGT) is updating the Florida Greenways and Trails System (FGTS) Plan, and the Opportunity and Priority maps.

This will be the third update to the Florida Greenways and Trails System Plan since Connecting Florida's Communities laid the groundwork in 1998 to implement the many greenways and trails programs and projects that exist today. The [FGTS Plan and Priority Maps](#) were last updated in 2018 and the visioning maps (Opportunity Maps) updated in 2015. The updated FGTS Plan and maps will guide implementation of the connected statewide trail system from 2023 through 2027. Keep tabs on the update process through the [OGT FGTS Update Page](#).

The FGTS Plan and maps are being updated in 2021 through 2022. OGT is reaching out to you and others involved in trail planning to receive input on both the Opportunity and Priority Land and Paddling Trail maps. The FGTS Plan ties together the local, regional and state plans and collaborative efforts for greenways and trails, bicycle and pedestrian, master plans and other plans of communities, agencies and non-profits throughout Florida to create two levels of FGTS maps:

Level 1 - The Vision: Land Trail and Paddling Trail Opportunity Maps.

Level 2 - Priority Trails Map: The spine of a statewide system identified from the Opportunity Maps

To assist in this effort, please utilize one of the tools below:

1. Look at the 2018 Priority Maps and 2015 Opportunity Maps interactively through FDEP's [Florida Greenways & Trails System-Five Year Map Update Application](#) (<https://fdep.maps.arcgis.com/apps/MapSeries/index.html?appid=2531c4f10b31420692a77b94e35d917b>) . Help documents for this tool are available by clicking on the "How to Use the App" button that appears at the top of the Map Direct window in your web browser.
2. Visit the [OGT FGTS Update Page](#) to view maps of the draft Priority and Opportunity maps, current as of the date of this announcement.
3. Download shapefiles of the draft Priority and Opportunity Trails, also available on the [OGT FGTS Update Page](#).

To submit updates, OGT prefers to receive maps and shapefiles electronically, along with a narrative of the status and need for each corridor. Please submit files, or if you have questions, please contact your OGT Regional Coordinator [Map](#):

Justin Baldwin Justin.Baldwin@FloridaDEP.gov 850-245-2063 for North

Allison Beaty Allison.Beaty@FloridaDEP.gov 850-245-2054 for Central

Katie Bernier Katherine.Bernier@floridadep.gov 863-314-8439 for South

Please provide your updates on or before **May 31, 2022**. We look forward to working with you on the update to the FGTS Plan, Opportunity and Priority maps. See the update schedule below.

Please reach out to me if you have questions or need clarification. I look forward to hearing from you!



Allison Beaty

East/Central Regional Coordinator
Office of Greenways and Trails
Florida Department of Environmental Protection
Allison.Beaty@FloridaDEP.gov
Office: (850) 245-2054

2023-2027 FGTS Plan Update Schedule

2021

July 1	Begin updates to the Florida Greenways and Trails System Plan and Opportunity/Priority Trail Maps
October 15	Mapping tool will go live for partners and stakeholders to discuss proposed edits to the Priority and Opportunity Maps
October 21-22	Florida Greenways and Trails Council meeting - Discuss Goals and objectives and Mapping tool

2022

May 31	Comment period closed for partners and stakeholders
June 1-August 30	Staff will prepare DRAFT of proposed edits to the Priority and Opportunity Maps
September	Public meetings (potentially virtual) throughout state to gather comments on written 5-Year plan and DRAFT of proposed Priority and Opportunity maps
November 1	Close public comments on the written 5-Year plan and DRAFT of proposed Priority and Opportunity maps
December	Florida Greenways and Trails Council meeting – exact date and location TBD - Final DRAFT 2023-2027 Florida Greenways and Trails System Plan presented for approval

2023

January	Produce and distribute hardcopies of the 2023-2027 Florida Greenways and Trails System Plan
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