



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 13, 2016

TIME: 3:00 PM

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

Mr. Dustin Savage, Chairman

AGENDA

- I. CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE
- II. NEW BPAC MEMBER INTRODUCTION (*Enclosure, page 4*)
- III. PUBLIC COMMENT/PARTICIPATION (*Length of time at the discretion of the Chairman*)
- IV. ACTION ITEMS
 - A. REVIEW AND APPROVAL OF NOVEMBER 11, 2015 BPAC MEETING MINUTES (*Contact: Marie Duda*) (*Enclosure, pages 5-16*)
 - B. REVIEW AND RECOMMEND APPROVAL OF CONTRACT FUNDING INCREASE FOR ADDITIONAL FIELD ENGINEERING REVIEWS ON THE SR/CR A1A PEDESTRIAN SAFETY & MOBILITY STUDY TASK ORDER (*Contact: Stephan Harris*) (*Enclosure, pages 17-21*)
 - C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2016-## AMENDING THE FY 2015/16 – 2019/20 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (*Contact: Robert Keeth*) (*Enclosure, pages 22-26*)

IV. ACTION ITEMS *(continued)*

- D. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2016-## REAFFIRMING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS** *(Contact: Stephan Harris) (Enclosure, pages 27-31)*
- E. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2016-## ESTABLISHING THE POLICY FOR THE ANNUAL ALLOCATION OF SURFACE TRANSPORTATION PROGRAM (STP) URBAN ATTRIBUTABLE (SU) FUNDING AND OTHER STATE AND FEDERAL FUNDS IDENTIFIED IN THE 2040 LONG RANGE TRANSPORTATION PLAN FOR LOCAL INITIATIVES** *(Contact: Stephan Harris) (Enclosure, pages 32-35)*
- F. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2016-## DEFINING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR PROJECTS PRIORITIZED FOR FUNDING BY THE TPO** *(Contact: Stephan Harris) (Enclosure, pages 36-39)*
- G. REVIEW AND RECOMMEND APPROVAL OF THE PRIORITY PROJECT APPLICATION FOR BICYCLE/PEDESTRIAN, TRANSPORTATION ALTERNATIVES, REGIONAL TRAILS AND LOCAL INITIATIVES PROJECTS** *(Contact: Stephan Harris) (Enclosure, pages 40-52)*
- H. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2016-## ADOPTING THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) REPORT** *(Contact: Jean Parlow) (Enclosure, pages 53-55)*
- I. APPOINTMENT TO THE UNIFIED PLANNING WORK PROGRAM (UPWP) SUBCOMMITTEE** *(Contact: Stephan Harris) (Enclosure, page 56)*

V. PRESENTATIONS AND DISCUSSION ITEMS

- A. PRESENTATION ON THE FY 2016/17 – 2017/18 UNIFIED PLANNING WORK PROGRAM (UPWP)** *(Contact: Lois Bollenback) (Enclosure, page 57)*
- B. PRESENTATION ON THE FDOT SIDEWALK GAP PROJECT** *(Contact: Deborah Tyrone, FDOT) (Enclosure, pages 58-65)*
- C. PRESENTATION ON THE 2015 FDOT ANNUAL WORK PROGRAM PUBLIC HEARING** *(Contact: Gene Ferguson, FDOT) (Enclosure, pages 66-71)*

- VI. STAFF COMMENTS (*Enclosure, page 72*)
- ® FDOT Safe Routes to School Call for Applications
 - ® R2CTPO Call for Projects
- VII. BPAC MEMBER COMMENTS (*Enclosure, page 72*)
- VIII. INFORMATION ITEMS (*Enclosure, pages 72-78*)
- ® BPAC Attendance Record
 - ® BPAC Project Review Subcommittee Meeting Summary
 - ® TPO Board Meeting Summary
 - ® TPO Board Retreat Flyer
 - ® 2016 TPO Board and Committee Meeting Schedule
- IX. ADJOURNMENT (*Enclosure, page 72*)

******The next meeting of the BPAC will be on Wednesday, February 10, 2016******

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 in any of its programs or services. To learn more about our commitment to nondiscrimination and diversity, visit our Title VI page at www.R2CTPO.org or contact our Title VI/Nondiscrimination Coordinator, Pamela Blankenship, at 386-226-0422, extension 20416, or pblankenship@r2ctpo.org.

SUMMARY SHEET
BPAC
JANUARY 13, 2016

II. NEW BPAC MEMBER INTRODUCTION

Background Information:

The Volusia County School Board has appointed Mr. Rob Brinson as their BPAC representative (non-voting).

The Flagler County Board of County Commissioners has appointed Ms. Wendy Hickey as the BPAC technical representative (non-voting) for Flagler County.

ACTION REQUESTED:

AS DIRECTED BY THE BPAC

SUMMARY SHEET
BPAC
JANUARY 13, 2016

IV. ACTION ITEMS

A. REVIEW AND APPROVAL OF NOVEMBER 11, 2015 BPAC MEETING MINUTES

Background Information:

Minutes are prepared for each meeting and must be approved by the BPAC. The November 11, 2015 BPAC meeting minutes are provided with this agenda packet for your review.

ACTION REQUESTED:

MOTION TO APPROVE THE NOVEMBER 11, 2015 BPAC MEETING MINUTES

Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
November 11, 2015

Members Present:

Doug Hall
Scott Leisen
Michelle Grenham
Paul Eik
Dustin Savage, Chairman
Nic Mostert
Phyllis Campbell
Colleen Nicoulin
Roy Walters
Alice Haldeman
Patricia Lipovsky
Bill Pouzar

Non-Voting Technical Appointees Present:

Gwen Perney
Aaron Van Kleeck
John Cotton

Members/Technical Appointees Absent:

John Schmitz
Jeff Hodge (excused)
Ted Wendler (excused)
Bob Storke, Vice Chairman (excused)
Ben Hogarth
Bob Owens
Deborah Tyrone (excused)

Others Present:

Marie Duda, Recording Secretary
Pamela Blankenship
Stephan Harris
Bob Keeth
Lois Bollenback
Jon Cheney
Jason Aufdenberg
Nancy Burgess-Hall
Mighk Wilson

Representing:

Daytona Beach
Deltona
Edgewater
Flagler Beach
Flagler County
New Smyrna Beach
Ponce Inlet
Port Orange
Volusia County, At Large
Volusia County, District 3
Volusia County, District 2
Volusia County, District 5

Representing:

Port Orange
Volusia County
Votran

Representing:

Daytona Beach Shores
DeBary
DeLand
Orange City
Flagler County
Flagler County Transit
FDOT

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Volusia County Traffic Engineering
Volusia County, At Large
Alternate, Volusia County, District 2
MetroPlan Orlando

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 3:02 p.m. by Chairman Dustin Savage. The roll was called and it was determined that a quorum was present. Mr. Savage asked that all members speak into the microphones.

II. Public Comment/Participation

There were no public comments.

III. Consent Agenda

A. Review and Approval of October 14, 2015 BPAC Meeting Minutes

Ms. Haldeman asked for clarification on page 14 regarding electric bicycles and if they are allowed on the East Central Regional Rail Trail.

Mr. Cheney replied that no motorized vehicles are permitted on trails.

Mr. Mostert asked about electric bicycles that are also pedal bicycles and if they are permitted.

Mr. Van Kleeck replied yes, if a bicyclist is not using the electric portion of the bicycle.

Mr. Savage asked about bicyclist pedal assist feature.

Mr. Van Kleeck replied that no motorized bicycles are permitted and only ADA equipment.

MOTION: A motion was made by Ms. Campbell to approve the October 14, 2015 BPAC meeting minutes. The motion was seconded by Mr. Mostert.

B. Reappointment of Selected BPAC Project Review and TIP Subcommittee Members

C. Cancellation of the December 9, 2015 BPAC Meeting

Mr. Savage noted that a motion was needed for the approval of the entire consent agenda.

Ms. Grenham clarified that all three items would be voted upon with one motion.

AMENDED MOTION: An amended motion was made by Ms. Campbell to approve all three consent agenda items. The amended motion was seconded by Mr. Eik and carried unanimously.

IV. Action Items

A. Review and Recommend Approval of Resolution 2015-## Amending the FY 2015/16 – 2019/20 Transportation Improvement Program (TIP)

Mr. Harris stated that Volusia County has requested additional funding for one of the TIP amendments: the Doyle Road paved shoulders project. The issue requires action this month.

Mr. Cheney gave the history of the project. In 2011, the submitted project limits were from Providence Boulevard to Saxon Boulevard, and two other segments, to add paved shoulders. Earlier, it was determined that some of the funding could not move forward. The TPO staff and FDOT came to Volusia County asking if they had a project that could be moved forward by the end of June 2016. This project was the one that was selected. When the vetting was in process, the original feasibility study field reviews indicated 10 foot lanes not 11. The question was should there be 12 foot lanes and 5 foot shoulders, which was thought to be a good idea. That is the request: to change the project scope to include additional funding to widen 10 foot lanes to 12 foot lanes.

Mr. Aufdenberg asked how many lanes there are.

Mr. Cheney replied two.

Mr. Aufdenberg asked what the speed limit is.

Mr. Cheney replied that it varies from 35 to 40 m.p.h.

Mr. Mostert asked if funds are available to do this so that it will not impact other projects.

Mr. Cheney replied that there are no projects ready this fiscal year and the TPO staff asked for clarification from FDOT on funding. The funding was available but has to be obligated by the end of the month.

Mr. Harris stated that the project is funded with ACSU funds which is like a loan that must be repaid next year. It is on a districtwide basis and additional money is received from ACSU funding. It can be used this fiscal year but will draw down the SU funds for next year. At this time, additional money is available.

Mr. Mostert asked if this will affect projects on the priority list.

Mr. Harris replied yes, because the ACSU funds draw down from the SU funds which are used for all of the projects on the Bicycle/Pedestrian list.

Mr. Cheney stated that this project is on the priority list for funding, and a request can still be made at a future date. Money was available this fiscal year because the project was construction ready.

Ms. Bollenback stated that ACSU are funds borrowed against the future. Another project on the priority list is the Dunlawton Avenue walk lights, and that cannot move forward. This releases \$500,000 of current year funding. The question is whether to use that funding instead of ACSU funding on this project. This is the only project that is available to move forward in this fiscal year. The other option is to keep the ACSU funding and advance Bicycle/Pedestrian projects with current year funding. The decision needs to be made whether to use ACSU or actual funding. There is less impact to other projects since the Dunlawton Walk Lights project dropped out.

Mr. Eik asked how Port Orange was notified.

Ms. Bollenback replied that it was through the FDOT Liaison.

Ms. Nicoulin asked what is happening on either side of the project.

Mr. Cheney replied that west of Providence Boulevard is a four lane divided highway; to the east of Saxon Boulevard there is a paved shoulder and curb widening project. There are two other segments where funding is available for paved shoulders. He stated that the request being made is for an additional \$600,000. The TPO and FDOT can work out the details on the best mix of funding. He reiterated that this is a Traffic Ops/Safety project request.

Mr. Mostert asked about the \$1.4 million for FY 2015/16 and if it is divided between the two years.

Mr. Harris stated that the TIP amendment in the agenda shows the total for the original funding request. This request is in addition to the \$1.4 million.

MOTION: A motion was made by Mr. Leisen to recommend approval of Volusia County's request for an additional \$600,000 in funding for the Doyle Road Paved Shoulders project. The motion was seconded by Ms. Grenham and carried unanimously.

Mr. Harris pointed out the next TIP amendment, resurfacing of US 1 at South Street in Oak Hill to Magnolia Avenue in Edgewater for a total of \$12 million.

Mr. Hall asked if this includes pedestrian signals: Accessible Pedestrian Signal (APS) or visual.

Mr. Harris replied that he does not know at this time.

Mr. Hall requested that Mr. Harris encourage them to make the signals APS.

Mr. Harris replied that he will look into this.

Mr. Eik asked if the action being taken on this item is in the same time frame as the previous one or if there is still more time.

Mr. Harris replied that these are in the current fiscal year for recommended approval and will go to the board later this month.

Mr. Eik asked if it is possible to include APS upon approval.

Mr. Harris replied that the TPO can request the information from FDOT but the BPAC will need to take action today if possible. The information from FDOT would be brought back at a future date.

Mr. Mostert asked why the figure went from \$10.2 million to \$12.8 million.

Mr. Harris replied that the amount included the improvements were previously mentioned. He also pointed out that the second project is the Doyle Road paved shoulders project with the original amount funding request. The BPAC has already recommended approval of the additional amount that Volusia County is asking for. The approval of the TIP amendment is for the original amount of the project.

MOTION: A motion was made by Mr. Leisen to recommend approval of Resolution 2015-## amending the FY 2015/16 – 2019/20 Transportation Improvement Program (TIP). The motion was seconded by Ms. Grenham and carried unanimously.

B. Review and Recommend Approval of Request to Increase Funding for the Design Phase of the West French Avenue Sidewalk

Mr. Harris advised that the West French Avenue Sidewalk project was submitted by Orange City. The feasibility study was completed in 2013 and estimated the design phase at \$40,755. The city hired a design consultant that later provided an estimate of \$98,179 for the design. The additional costs result from work that will be required such as biological site assessment, geotechnical evaluation, survey work, public involvement meetings and materials and right-of-way research to confirm certification. The original feasibility study did not provide enough information to produce a high level of confidence. When the consultants are developing right-of-way cost estimates for the feasibility studies they look at four components; at the time of the original feasibility study, very little detailed right-of-way information was available which accounts for some of the difference in costs.

Mr. Ken Hooper, Orange City Interim City Manager, stated that the consultant provided a fee scope proposal. Included in the proposal are some of the issues including right-of-way elevation changes, encroachment in the right-of-way by residents and public involvement. The project is on the east side of Valentine to Carpenter. Last night the Orange City Council approved the west side shared path Local Agency Program (LAP) agreement that goes from

Valentine Park to the Spring-to-Spring Trail. Orange City is requesting that both projects move forward.

Mr. Mostert asked if there was more than one bid on this project.

Mr. Hooper replied that these are not bids, they are proposals. They are selected based on qualifications, then the firm puts together the fee and scope; FDOT has been involved. The city also made a mistake at the start and did not look hard at the feasibility study. Negotiations are not a bid. Seven submittals were received, three were short listed and the council chooses one.

Mr. Harris stated that the design has not started yet and that \$40,755 is in the Work Program and ready to be used. The TPO has a policy that cost overruns are borne by the project sponsor, but the TPO also recognizes that projects can have extenuating circumstances.

Mr. Eik asked where the funds originate and if they are available if the project goes forward.

Mr. Harris replied that the funds are in a set aside box in the current fiscal year and that they are available.

MOTION: A motion was made by Ms. Grenham to recommend approval of the request to increase funding for the design phase of the West French Avenue sidewalk. The motion was seconded by Mr. Hall and carried unanimously.

V. Presentation and Discussion Items

A. Presentation on Revisions to the Project Prioritization Process

Mr. Keeth described new revisions regarding how the TPO will identify projects and prioritize them for funding. There is a call for projects each year, and those projects are reviewed, ranked and scored. Each year, the TIP and BPAC-Project Review Subcommittee reviews the process to see if changes are warranted. The two subcommittees met in a joint session and Mr. Keeth reviewed the final recommendations.

1. There was a consolidation of priority lists, currently 10 lists. The TPO will keep the Strategic Intermodal System (SIS) list, combine the Regionally Significant Non-SIS list with the Major Bridge Projects list; merge Traffic Operations/Safety and Local Initiatives lists; merge Bicycle/Pedestrian, Regional Trails and Transportation Alternatives Projects (TAP) lists and Local Initiatives list into one list; keep the Transit Projects and the Transportation Planning Studies lists separate.

2. The TPO will establish a funding cap for projects on the new Traffic Ops/Safety and Local Initiatives List of \$3 million per year; it will keep current cap on Bicycle/Pedestrian, Trails & TAP list of \$1.5 million year/\$3 million total for the project.

3. A local match will be set at 10% of the project cost with the additional consideration that projects on state highway system do not need to provide a match. This is for all projects not on the state highway system.

4. Concern was given to what will happen as projects merge. In response, the committees recommended that if a project is currently protected it will remain protected; new lists will have a protected threshold of 10 projects.

Mr. Keeth advised that he will update the project applications and resolutions.

Ms. Nicoulin asked regarding applications, if they will remain the same or be consolidated into one.

Mr. Keeth replied that they will be consolidated to match the lists, and will mostly remain unchanged.

Discussion continued regarding the criteria for different projects.

Mr. Eik asked about the possibility of smaller projects having difficulty being evaluated. He asked if there will be more information regarding smaller projects in January.

Mr. Keeth replied that the TPO has a draft priority list which merges projects; then it determines how each project scores under the criteria. These projects should score and compare fairly equally regardless of size.

Mr. Aufdenberg asked how the planning studies will be broken up.

Mr. Keeth replied that they are not sure specifically how it will work; however, the BPAC will be represented on the subcommittees that review the projects.

Ms. Nicoulin asked if there was any discussion towards applying an adjustment factor to the lists.

Mr. Keeth replied that this will be discussed at the January meeting.

Mr. Mostert asked if there was any discussion about committee members.

Mr. Keeth replied that having one subcommittee was discussed but they did not go that route; two subcommittees will remain.

Mr. Aufdenberg asked regarding the possibility of an email summary which would have one more column showing what committee will look at which lists.

Ms. Campbell asked about the merged categories and phasing them in by protecting those already protected.

Mr. Keeth replied that all currently protected projects will remain protected.

B. Presentation on the Volusia County Trails Program

Mr. Aaron Van Kleeck, Volusia County Parks, Recreation and Culture, gave a PowerPoint presentation on the Volusia County Trails Program. The trails system includes the Spring-to-Spring Trail, the SR 415 Trail and the East Central Regional Rail Trail (ECRRT). He noted that they have developed an application that encompasses all of the trails, parks and events in Volusia County. It will be updated once per quarter. Volusia County Parks and Trails is the name of the application and a presentation on that will be given in a month or two.

Mr. Mostert asked about the Grand Avenue completion date.

Mr. Van Kleeck replied that construction will start in 2016 and be complete in early 2017.

Mr. Mostert asked about the under road tunnel completion date.

Mr. Van Kleeck replied that it will be complete in early 2016.

Ms. Nicoulin asked about the timing with Brevard County on the extension of the trail into Titusville.

Mr. Van Kleeck replied that Brevard County is ahead of Volusia County by approximately 60-90 days.

Mr. Harris asked about the new section of the East Central Regional Rail Trail (ECRRT) and if the trailhead is open yet.

Mr. Van Kleeck replied that the parking lot is open but there are no restroom facilities yet.

Mr. Mostert asked about the trail from Detroit Terrace to US 17/92.

Mr. Van Kleeck replied that there will be a gap there.

C. Presentation on Pedestrian & Bicyclist Crash Analysis

Mr. Mighk Wilson, MetroPlan Orlando, gave a PowerPoint presentation on pedestrian and bicyclist crash analysis. He reviewed the environmental factors, location characteristics and behaviors for crashes. He also reviewed infrastructure as it relates to bicycle and pedestrian crashes.

Mr. Aufdenberg asked if the total number of injured bicyclists has gone up or if the environment has become more dangerous.

Mr. Wilson replied that different factors are involved such as low-income neighborhoods, and weekday rush hour. These indicate that there is more bicycling transportation.

Mr. Mostert asked if they look at drivers who do not want to give up space and are aggressive.

Mr. Wilson replied that the vehicle establishes the right-of-way by being in the lane and bicyclists learn their own strategies. He stated that regarding pedestrians, more work needs to be done.

Mr. Hall asked if roundabouts have been studied.

Mr. Wilson replied that there are not many roundabouts in the metro Orlando area and the ones they do have are for traffic calming. They are not in locations with significant pedestrian activity.

Mr. Hall asked if the study considered how disability statistics are included for injuries.

Mr. Wilson replied that it is included in the data, but with no specific references.

[Inaudible discussion]

Mr. Wilson replied that the design of the project is determined by the state or local government. He added that the first step might be a flashing beacon.

Mr. Savage asked if there is an age requirement to share the road as a bicyclist.

Mr. Wilson replied no.

Mr. Savage stated that many 18 year olds are unfamiliar with the rules of the road.

Mr. Wilson replied that in observing behavioral characteristics, the difference between adults and children is minimal. Because of this, children are not getting a good example from their parents.

VI. Staff Comments

® Update on the SunTrail Network

Mr. Harris stated that the SunTrail network was established by the Florida Legislature. The SunTrail network consists of paved land trails. The Florida Legislature mandated that FDOT allocate \$25 million a year to the SunTrail network. FDOT and the Florida Department of

Environmental Protection (DEP) are developing the policy to allocate the funding. The money for this year will roll over into next year. He explained the categories and priorities that will be developed regarding the trail network. FDOT will be making presentations statewide and reaching out to the MPOs for feedback. The River to Sea TPO is sitting down with partner governments to develop feedback on what policies should be developed as part of the SunTrail program. The TPO will recommend policies similar to the ones used by the TPO during its priority process as well as provision of local matches, setting aside of funding for feasibility studies and cost limits and overruns.

Mr. Harris announced that he attended the Trails Symposium yesterday and it was very productive.

VII. Information Items

- ® BPAC Attendance Record
- ® BPAC Project Review and TIP Subcommittee Meeting Summaries
- ® Save the Date: TPO Board Retreat on February 5, 2016
- ® Share the Road Celebration of Cycling Flyer

Ms. Nicoulin invited all members to attend the Share the Road Celebration of Cycling event on Friday, November 13.

It was noted that the SR 415 East Central Rail Trail has 1.5 miles of attractive polished aluminum railings.

Mr. Aufdenberg stated that there were six people who completed the Fix-a-Flat class at City Island Public Library. He added that the Cycling Savvy course was completed last Saturday and he hopes Embry Riddle University continues to support the class. He noted that March is bicycling month in Florida.

- ® TPO Board Meeting Summary
- ® 2016 TPO Board and Committee Meeting Schedule

VIII. BPAC Member Comments

Mr. Eik expressed his appreciation to Mr. Harris and Mr. Keeth regarding a project in the city of Flagler Beach: FDOT issued a work order for the safety project near the Funky Pelican Restaurant.

Mr. Savage stated that this past Monday he attended the Volusia Connector Forum. There will be two more and he urged members to attend. The Forum is seeking input from citizens who use buses, bicycles and trains. It is being held at the Halifax Council on Saturday, November 21 from 3:30 p.m. to 5:00 p.m.

Ms. Haldeman announced that the East Central Rail Trail Ribbon Cutting Ceremony in Edgewater was well attended. Bicycle helmets were given out to bicyclists by the TPO. She also stated that perhaps better signage is needed at Mission Road. The Park Avenue location has good signage but Mission Road does not. She stated that Council Member Denys noted that certain sections of the trails were fixed from flooding, but this is not so.

VIII. Adjournment

The BPAC meeting adjourned at 4:58 p.m.

River to Sea Transportation Planning Organization

**Mr. Dustin Savage, 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 11, 2015 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 13th day of January 2016.

**Marie Duda, Recording Secretary
River to Sea Transportation Planning Organization**

**SUMMARY SHEET
BPAC
JANUARY 13, 2016**

IV. ACTION ITEMS

B. REVIEW AND RECOMMEND APPROVAL OF CONTRACT FUNDING INCREASE FOR ADDITIONAL FIELD ENGINEERING REVIEWS ON THE SR/CR A1A PEDESTRIAN SAFETY & MOBILITY STUDY TASK ORDER

Background Information:

The SR A1A Pedestrian Safety & Mobility Study falls under Unified Planning Work Program (UPWP) Task 3.10 – General Planning Studies and Initiatives. The Pedestrian Safety and Mobility Study spans the entire length of SR/CR A1A within the Metropolitan Planning Area. The primary focus of this effort includes the core areas of Volusia County between Granada Blvd. in Ormond Beach and Dunlawton Blvd. in Daytona Beach Shores as well as the core area of activity in Flagler Beach to the north and south of SR 100. The project assesses the design of the corridor for accessibility, safety and walkability. It collects data regarding pedestrian demand and identifies high crash locations. It identifies barriers to accessibility and mobility for physically-challenged pedestrians and recommends improvements. The planning study includes compiling a catalogue of recent study activity, a collection and analysis of pedestrian activity and crash data, documentation of existing conditions throughout the corridor, including compliance with The Americans with Disabilities Act (ADA) requirements, and recommendations for safety improvements. Data collection and existing conditions address traffic speeds, street design, street connectivity, transit stops, lighting, availability of crosswalks, sidewalks (condition and width), major origins and destinations, traffic volumes, pedestrian counts, design features that will accommodate pedestrians with disabilities and an analysis of major intersections. The task order provided with this agenda packet consists of field engineering reviews for Focus Areas A, B and C. The contract funding increase is \$48,995.00

1. Focus Area A: 3rd Ave. to Peninsula Dr. (0.60 miles) in New Smyrna Beach
2. Focus Area B: Park Ave. to Frances Ter. (0.95 miles) in Daytona Beach Shores/Daytona Beach
3. Focus Area C: International Speedway Blvd. to just south of Earl St. (0.55 miles) and just north of Oakridge Blvd. to just north of University Blvd. (0.65 miles)

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF CONTRACT FUNDING INCREASE FOR ADDITIONAL FIELD ENGINEERING REVIEWS ON THE SR/CR A1A PEDESTRIAN SAFETY & MOBILITY STUDY TASK ORDER

DRAFT Task Work Order
River to Sea TPO
Additional Pedestrian/Bicycle Safety Reviews
as part of the
SR/CR A1A Pedestrian Safety & Mobility Study

Exhibit A: Scope of Work

Introduction

The River to Sea Transportation Planning Organization (TPO) is currently studying pedestrian safety and mobility on SR/CR A1A throughout the TPO's planning area. As part of this project, nine (9) focus areas were identified as candidates for potential pedestrian/bicycle safety reviews. During the first stakeholder meeting, three (3) of those focus areas were proposed to the group to be studied in further detail:

- Plaza Blvd. to Rockefeller Dr. (1.15 miles) in Daytona Beach and Ormond Beach
- Sandcastle Dr. to Holland Rd. (1.45 miles) in Ormond Beach and Ormond-by-the-Sea
- S 6th St. to N 13th St. (1.00 miles) in Flagler Beach

Questions arose during the meeting as to why only three focus areas were chosen, and a request was made by the stakeholder group to include three (3) additional focus areas on which pedestrian/safety reviews will take place. These three additional focus areas are identified below:

- Focus Area A: 3rd Ave. to Peninsula Dr. (0.60 miles) in New Smyrna Beach
- Focus Area B: Park Ave. to Frances Ter. (0.95 miles) in Daytona Beach Shores/Daytona Beach
- Focus Area C: International Speedway Blvd. to just south of Earl St. (0.55 miles) and just north of Oakridge Blvd. to just north of University Blvd. (0.65 miles)

This Scope of Work outlines the tasks to be performed as part of the pedestrian/bicycle safety reviews for the three (3) additional focus areas. This Scope of Work will be led by a TPO Staff project manager who will direct the TPO's General Planning Consultant, Kittelson & Associates, Inc. (CONSULTANT). As documented in Task 4 of this scope, the CONSULTANT will coordinate the review schedule with the SR/CR A1A Pedestrian Safety & Mobility Study project schedule.

Scope of Work

Task 1 – Safety Field Review Preparation

The purpose of this task is to prepare for the safety field reviews discussed in Task 2.

Task 1.1: Corridor Specific Data Collection

The CONSULTANT will obtain or collect the necessary data for each of the three (3) focus areas. The data collection efforts are summarized as follows:

- Obtain the following volume data:
 - Historical AADT volumes on the focus areas from 2009 through 2014 (study period).
 - Historical peak hour turning movement counts at intersections within the study corridor, if available.
- Utilize SOS GIS data to understand existing land uses and other trends.
- Obtain signalization phasing and timing plans.
- Obtain records of roadway and/or intersection improvements completed on the study corridors within the last 5 years.
- Obtain records of any near-term planned or programmed improvements within the study corridors.
- Utilize existing aerial photography to obtain additional geometric information not obtained from the County or FDOT.

Task 1.2: Historical Crash Analysis

A detailed review of every pedestrian or bicycle crash is critical to identifying location specific and systemic countermeasures. The CONSULTANT will review crash reports and summarize the crash data for the following metrics:

- Location;
- Time of day/day of week;
- Injury severity;
- Contributing causes;
- Segment/intersection characteristics (i.e. number of lanes, speed limit, surrounding land use, etc.)
- Pedestrian/motorist behavioral factors, as available;
- Pedestrian/bicycle direction of travel i.e. crossing the road at an intersection, mid-block, etc.;
- Specific crash type; and
- Zip code of the victim's home to identify possible tourist related crashes.

This analysis will culminate in a historical crash background summary document, which will be distributed amongst the field review team for the field reviews.

Task 1.3 Field Review Preparation

In addition to the historical safety analysis for each focus area, the following tasks will be completed by the CONSULTANT in preparation for the safety field review:

- Assemble a location-specific team of stakeholders relevant to the area, which will ideally consist of a TPO representative, a local jurisdiction law enforcement representative, an engineer from the local government, the FDOT bicycle/pedestrian coordinator, CONSULTANT staff, and FDOT traffic operations.

- Generate a PowerPoint summarizing the field review process and historical crash summary for each focus area.
- Create an existing conditions aerial displaying the mapped pedestrian/bicycle crashes.
- Generate tables with the existing pedestrian crossing times for each signalized intersection along each focus area.

The CONSULTANT will prepare, print, and distribute the following materials to the field review teams:

- Agenda for the field review;
- Aerial depicting pedestrian/bicycle crashes along corridor;
- Historical crash summary;
- Crash diagrams for focus area; and
- Crossing times for each signalized intersection.

It is assumed the TPO will be responsible for coordinating a meeting location near each of the focus areas.

Task 1 Deliverables

- *Field review package which includes the elements listed in Task 1.3.*

Task 2: Pedestrian/Bicycle Safety Field Reviews

The purpose of this task is to perform safety field reviews and provide potential safety improvements on the three (3) additional focus areas identified as part of the SR/CR A1A Pedestrian Safety & Mobility Study.

Task 2.1 Safety Field Review and Draft Report

Two members of the CONSULTANT team will lead each safety field review team in a field review for each focus area. It is anticipated each review will include a morning coordination meeting at a location near the focus area, an afternoon field review, a night field review (after dark), and a follow-up debriefing the next day at the same meeting location to discuss the field observations.

Based on this exercise and the CONSULTANT's independent field review, a draft safety field review report will be presented to the TPO and field review team. The outcome from the safety field review is a list of potential improvements for each of the three (3) focus areas. These improvements will be categorized as short-term (maintenance activity), near-term (can be included in an upcoming improvement project or conducted as a 3R project), and long-term improvements (needs to be added to a work program as a separate capital project).

The suggested improvements identified for these three (3) additional focus areas will be combined with the suggested improvements from the three (3) safety field reviews from the SR/CR A1A Pedestrian Safety & Mobility Study to be analyzed from a systemic perspective, as discussed in Task 3.

Task 2.2 Final Safety Field Review Report

The CONSULTANT will review comments received from the TPO and the field review team and incorporate their comments into the final safety field review report for each focus area.

Task 2 Deliverables

- *Three (3) stand-alone field review reports for TPO use.*

Task 3: Project Management

Project Schedule: The CONSULTANT will coordinate the field review schedule with the overall schedule from the SR/CR A1A Pedestrian Safety & Mobility Study. The beginning date of the services shall be the work order's authorization date. Any schedule changes necessitated by circumstances outside the CONSULTANT's control will be coordinated with TPO staff.

Invoices: Invoices shall be prepared in the TPO's prescribed format. The final invoice will be labeled "Final" and project close out procedures will be followed.

Budget: This work will be completed as a lump sum task order. A summary budget table by task and Focus Area is attached.

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IV. ACTION ITEMS

C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2016-## AMENDING
THE FY 2015/16 – 2019/20 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Background Information:

This proposed TIP amendment adds FM# 4356711 Lakeshore Shared Use Path for construction in FY 2015/16. Funding for the design was programmed in FY 2013/14.

The Volusia County Council approved an ECHO grant for the project. This will be Deltona's local matching fund contribution as required by the TPO.

The proposed amendment is more fully described in the enclosed Resolution 2016-## and Attachment "A".

ACTION REQUESTED:

***MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2016-## AMENDING THE FY
2015/16 – 2019/20 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)***

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2016-##

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FY 2015/16 TO FY 2019/20 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 2015/16 to FY 2019/20 TIP is hereby amended by adding a new project, FM# 4356711 Lakeshore Shared Use Path, as shown in Attachment "A" attached hereto and made a part of this resolution; and the
2. Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to submit the FY 2015/16 to FY 2019/20 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. Federal Aviation Administration (FAA) (through the Orlando Airport District Office).

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the 27th day of January, 2016.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL MEMBER PAT PATTERSON
CHAIRMAN, 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 27, 2016.

ATTEST:

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

ATTACHMENT "A"

Resolution 2016-##

Amending the

FY 2015/16 to FY 2019/20 Transportation Improvement Program (TIP)

January 27, 2016



4356711 - Lakeshore Shared-Use Path

Non-SIS



Work Summary: BIKE PATH/TRAIL

From: Thornby Park

To: Green Springs Park

Lead Agency: Florida Department of Transportation

Length: 0.601 mile

----- Current Adopted TIP -----							
Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
<hr/>							
Total							
----- Proposed Amended TIP -----							
Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
CST	TALU	494,375	0	0	0	0	494,375
CST	SU	17,127	0	0	0	0	17,127
CST	LF	66,745	0	0	0	0	66,745
Total		578,247	0	0	0	0	578,247

Prior Year Cost: \$47,074

Future Year Cost: \$0

Total Project Cost: \$625,321

Project Description: The project represents a 12-foot wide, 3,175 foot long bike/pedestrian trail spur that extends from Thornby Park to the lakeside entrance of Green Springs Park. The proposed trail links several public resources including Thornby Park, the Deltona Boat Ramp, the Deltona Community Center and Green Springs Park with the St. Johns River to Sea Trail Loop. Project length: 0.601 mile. (Reference 2035 Long Range Transportation Plan, pgs 63-73.).

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IV. ACTION ITEMS

D. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2016-## REAFFIRMING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS

Background Information:

Resolution 2014-38 defines the priority project categories and sets the TPO's policy for establishing and maintaining the transportation project priorities. This new resolution defines the new, merged project categories. The new categories are:

- Regionally Significant, Non-SIS Roadway Projects and Major Bridge Projects (combined Regionally Significant, Non-SIS Roadway Projects and Major Bridge Projects);
- Traffic Operations, Safety, and Local Initiatives Projects (added the new project category, Local Initiatives, to the Traffic Operations and Safety Projects; and
- Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Projects (combined Bicycle/Pedestrian Projects, Transportation Alternatives, Regional Trails, and added the new project category, Local Initiatives (bicycle/pedestrian focused)).

The Strategic Intermodal System (SIS) Projects list, the Public Transit Projects list and the Transportation Planning Studies list are not being changed.

The new resolution also provides that 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.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2016-## REAFFIRMING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION ~~2014~~2016-~~38~~-##

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 Program (STP) 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, ~~and~~ Safety, and Local Initiatives Projects;
 - d. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects;
 - ~~e. Regional Trails Projects;~~
 - ~~f. Transportation Alternative Program Projects~~
 - ~~g.e.~~ Public Transit Projects; and
 - ~~h. Major Bridge Projects~~
 - ~~i.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 three on the Prioritized List of Major Bridge 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;~~
 - ~~6.5.~~ Projects which are ranked one through eight on Tier “B” of the Prioritized List of Traffic Operations, ~~and~~ 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;
 - ~~7.6.~~ 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;
 - ~~8. Projects which are ranked one through eight on the Prioritized List of Transportation Alternatives Program (TAP) Projects (to be funded with the River to Sea TPO's allocation of TAP funds) 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;~~

~~9. Projects which are ranked one through eight on the Prioritized List of Regional Trail 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.~~

~~10-8.~~ The River to Sea TPO will not re-prioritize protected projects unless the TPO Board determines unusual circumstances dictate otherwise;

~~11-9.~~ 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;

~~12-10.~~ The River to Sea TPO shall, in its discretion, make all decisions regarding the final prioritized project lists that are annually submitted to FDOT;

~~13-11.~~ 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.

~~14-12.~~ The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and

~~15-13.~~ the Chairperson of the River to Sea TPO, (or his/her 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 ~~26th~~ day of ~~November 2014~~ 2016.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL MEMBER ~~PATRICIA NORTHEY~~ PAT PATTERSON
~~CHAIRPERSON~~ CHAIRMAN, 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 ~~November 26, 2014~~, 2016.

ATTEST:

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

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IV. ACTION ITEMS

- E. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2016-## ESTABLISHING THE POLICY FOR THE ANNUAL ALLOCATION OF SURFACE TRANSPORTATION PROGRAM (STP) URBAN ATTRIBUTABLE (SU) FUNDING AND OTHER STATE AND FEDERAL FUNDS IDENTIFIED IN THE 2040 LONG RANGE TRANSPORTATION PLAN FOR LOCAL INITIATIVES

Background Information:

Resolution 2015-06 prescribes the TPO's policy for allocating SU funding (40% to Traffic Operations/Safety Projects, 30% to Bicycle/Pedestrian Projects, and 30% to Transit Projects). It also prescribes funding caps for Traffic Operations and Safety Projects and Transportation Alternatives Projects.

This new resolution maintains the current allocation of SU funding. In addition, it provides for the allocation of the new Local Corridor Initiatives funding referenced in the 2040 LRTP. Fifty percent (50%) of the funds are to be used for Traffic Operations, Safety, and Local Initiatives (traffic operations focused) Project Priorities and 50% are to be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities.

The new resolution also removes the funding caps from the Traffic Operations, Safety, and Local Initiatives (traffic operations focused) Projects and the Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2016-## ESTABLISHING THE POLICY FOR THE ANNUAL ALLOCATION OF SURFACE TRANSPORTATION PROGRAM (STP) URBAN ATTRIBUTABLE (SU) FUNDING AND OTHER STATE AND FEDERAL FUNDS IDENTIFIED IN THE 2040 LONG RANGE TRANSPORTATION PLAN FOR LOCAL INITIATIVES

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION ~~2015~~2016-06##

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION ~~REAFFIRMING-ESTABLISHING~~ THE POLICY FOR THE ANNUAL ALLOCATION OF SURFACE TRANSPORTATION PROGRAM (STP) URBAN ATTRIBUTABLE (SU) FUNDING AND ~~TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDING~~ OTHER STATE AND FEDERAL FUNDS IDENTIFIED IN THE 2040 LONG RANGE TRANSPORTATION PLAN FOR LOCAL INITIATIVES

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 Program (STP) 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 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 within the River to Sea TPO's planning boundaries that are equitable for all areas of Volusia County and the cities of Beverly Beach and Flagler Beach in Flagler County; 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:

1. Annual set-asides of the River to Sea TPO's total Surface Transportation Program (STP) Urban Attributable (SU) funding will be made in the following manner: 40%

of the total SU funds will be used for Traffic Operations, ITS/Safety, and Local Initiatives (traffic operations focused) Project Priorities, 30% of the total SU funds will be used for Transit Project Priorities, and 30% of the total SU funds will be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities;

~~1-2.~~ Annual set-asides of other state and federal funds identified in the 2040 Long Range Transportation Plan for Local Initiatives will be made available in the following manner: 50% of the funds will be used for Traffic Operations, Safety, and Local Initiatives (traffic operations focused) Project Priorities and 50% will be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities;

~~2.~~ With regard to the 30% set-aside for bicycle/pedestrian projects: no more than \$1.5 million in SU funds will be awarded to any single project in any single application cycle, and no more than \$3 million in SU funds will be awarded toward the completion of any single project; waivers/exceptions may be granted by the Sea River to Sea TPO Board; project applications submitted for bicycle/pedestrian funds that contain more than a strictly bicycle/pedestrian component (i.e. roadway improvements, bridge replacements, etc.) may be funded in part with these funds. The limitations are as follows: a maximum of 10% of the total project cost may be funded with bicycle/pedestrian SU funds but that amount MAY NOT exceed 10% of the total annual allotment of bicycle/pedestrian SU funds;

~~3.~~ Notwithstanding, the language contained in item #3 above, any mixed project (defined as a project that is not a stand-alone bicycle or pedestrian project) submitted by a member local government will come before the TPO Board for final determination prior to being included in the TPO's list of Priority Projects for Bicycle/Pedestrian facilities;

~~4-3.~~ For projects funded with the VTPO's allocation of Transportation Alternative Program (TAP) funds for urbanized areas with over 200,000 population, no more than \$500,000 of such TAP funds may be awarded to any single project in any applications cycle; waivers/exceptions may be granted by the Volusia TPO Board;

The VTPO will also develop a Priority List for Regional Trails for projects to be submitted for funding with TAP funds allocated to the state and/or any other funds administered by the state for regional trails;

~~5-4.~~ Resolution ~~2014-08~~2015-06 is hereby repealed and replaced by this resolution;

~~6-5.~~ The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and

~~7-6.~~ The Chairman of the River to Sea TPO (or his 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 28th day of January 2015 2016.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL MEMBER, PAT PATTERSON
~~1ST VICE CHAIRPERSON~~ CHAIRMAN, 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 28, 2015 2016.

ATTEST:

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

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IV. ACTION ITEMS

F. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2016-## DEFINING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR PROJECTS PRIORITIZED FOR FUNDING BY THE TPO

Background Information:

Resolution 2015-05 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 20% local to 80% TALU funds. The new resolution revises the match requirement as follows:

- For Traffic Operations, Safety, and Local Initiatives Projects, except those on the State Highway System, the local match shall be 10% of the project cost;
- For Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Projects, except those on the State Highway System, the local match shall be 10% of the project cost;
- For Transportation Planning Studies, the local match shall be 10% of the study cost;
- Strategic Intermodal Systems (SIS) Projects, Regionally-Significant, Non-SIS Projects, and Transit Projects are specifically excluded from the local match requirement; and
- The current policy holding the project sponsor responsible for cost overruns, is maintained.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2016-## DEFINING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR PROJECTS PRIORITIZED FOR FUNDING BY THE TPO

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION ~~2015~~2016-05##

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO)
DEFINING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS
~~UTILIZING THE TPO'S URBAN ATTRIBUTAL FUNDS (SU) AND TRANSPORTATION ALTERNATIVES
PROGRAM (TAP) FUNDS 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 River to Sea TPO selects all Title 23- and Title 49-funded projects for funding and implementation in consultation with the Florida Department of Transportation (FDOT) and transit operators (except projects on the National Highway System and projects funded under the bridge and interstate maintenance programs which are selected by the Department in cooperation with the TPO.) Federal Lands Highway program projects are selected by the respective federal agency in cooperation with the TPO and FDOT. [23 C.F.R. 450.330(c)]; and

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

~~**WHEREAS**, the River to Sea TPO is designated and certified by the U.S. DOT as a "large MPO"; and~~

~~**WHEREAS**, as a result of the aforementioned designation the River to Sea TPO annually receives suballocations of federal Surface Transportation Funds (SU) and Transportation Alternatives Program Funds (TALU); and~~

~~**WHEREAS**, the River to Sea TPO maintains full authority over the programming and distribution of these SU and TALU funds; 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 benefit residents of and visitors to our planning area; and

WHEREAS, the River to Sea TPO wants to leverage ~~its annual allocations of SU and TALU~~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 ~~SU or TALU funds from the River to Sea TPO state and/or federal transportation funds for a project on any of the following Priority Project Lists~~ shall provide a local match ~~commitment~~ 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

~~1-3.~~ 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

~~2.~~ for project applications received after January 28, 2015, the governmental entity requesting the funds shall be required to match SU and TALU funds programmed on the project with local funds at the ratios of 90/10 (SU/local) and 80/20 (TALU/local); and

~~3-4.~~ the River to Sea TPO determines that "local match" shall be defined as non-~~state/non-~~federal cash match and/or in-kind services that advance the project in question; and

~~4-5.~~ 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~~ Board at the time the governmental entity requesting the funds commits to its amount of local match for the project; and

~~5-6.~~ 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

~~6-7.~~ the River to Sea TPO also reaffirms its policy that any cost overruns encountered on a project funded with ~~SU funds or TALU~~ 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

7.8. the River to Sea TPO Executive Director may authorize the use of state or federal funds to cover some or all of a cost overrun on any project phase up to and including 10% of the project cost estimate for that phase; and

8.9. the use of state or federal funds to cover cost overruns exceeding 10% of the project cost estimate for any phase may be authorized only by the River to Sea TPO Board; and

9.10. 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

10.11. the Chairman of the River to Sea TPO (or his 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 ~~28th~~ day of ~~January, 2015~~, 2016.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL MEMBER, PAT PATTERSON
~~1ST VICE-CHAIRMAN~~ CHAIRMAN, 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 28, 2015~~, 2016.

ATTEST:

PAMELA C. BLANKENSHIP, RECORDING SECRETARY

SUMMARY SHEET
BPAC
JANUARY 13, 2016

IV. ACTION ITEMS

G. REVIEW AND RECOMMEND APPROVAL OF THE PRIORITY PROJECT APPLICATION FOR BICYCLE/PEDESTRIAN, TRANSPORTATION ALTERNATIVES, REGIONAL TRAILS AND LOCAL INITIATIVES PROJECTS

Background Information:

The 2016 draft Priority Project Application for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails and Local Initiatives (bicycle/pedestrian-focused) Projects is provided with this agenda packet for your review. Additions are underlined in green and deletions are stricken in red.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF THE PRIORITY PROJECT APPLICATION FOR BICYCLE/PEDESTRIAN, TRANSPORTATION ALTERNATIVES, REGIONAL TRAILS AND LOCAL INITIATIVES (BICYCLE/PEDESTRIAN-FOCUSED) PROJECTS



2015 2016 Application for Project Prioritization

Bicycle/Pedestrian and B/P Local Initiatives Projects

January 2015 2016

General Instructions:

For the 2015 2016 Call for Projects, the R2CTPO is accepting applications for Feasibility Studies and Project Implementation.

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. When applying for Project Implementation, the applicant 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.

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**¹:

¹ 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;

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 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?

- 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.

- 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.

Award Limits:

~~No more than \$1.5 million in SU funds will be awarded to any single project in any single application cycle, and no more than \$3 million in SU funds will be awarded over multiple years toward the completion of any single project. Waivers/exceptions may be granted by the R2CTPO Board. Other funds (in addition to SU funds) may be used to fund project phases or overall costs above these limits.~~

Local Match Requirement:

~~R2CTPO Resolution 2015-## provides that the governmental entity requesting SU funds shall be required to match those funds programmed on the project with local funds at the ratios of 90/10 (SU/local). The local 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 applicant (project originator) shall be responsible for any cost overruns encountered on a project funded with SU funds unless the project is on the state highway system, in which case, the State DOT shall be responsible for any cost overruns. Projects whose sponsors are willing and able to provide a local match **greater than 90/10 (SU/local)** will be awarded additional points.~~

R2CTPO Resolution 2016-## 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 applicant (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:

~~Project applications submitted for bicycle/pedestrian funds that contain more than a strictly bicycle/pedestrian component (i.e. roadway improvements, bridge replacements, etc.) may be funded in part with SU funds. The limitations are as follows: a maximum of 10% of the total project cost may be funded with bicycle/pedestrian SU funds, but that amount MAY NOT exceed 10% of the total annual allotment of bicycle/pedestrian SU funds. These projects will be ranked separately and only the top two (2) projects will be recommended for funding in a given year. 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 be submitted through our FTP site, as an attachment to email, on a CD, DVD or USB flash drive.

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 to any member local government that requests it.



~~2015~~ **2016** Application for Project Prioritization – FEASIBILITY STUDY

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

Project Title: _____

Applicant (project sponsor): _____ **Date:** _____

Contact Person: _____ **Job Title:** _____

Address: _____

Phone: _____ **FAX:** _____

E-mail: _____

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

[If not the same as Applicant, attach letter of support for 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 applicant's responsibility will be.]

Priority of this proposed project relative to other applications submitted by the Applicant: _____

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;
- ☐ 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 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 ~~30~~ 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 ~~30~~ 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 10 points will be assessed.

Commentary:



2015 2016 Application for Project Prioritization – PROJECT IMPLEMENTATION

Bicycle/Pedestrian and B/P Local Initiatives Projects

Project Title: _____

Applicant (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	30 20
(2) Connectivity and Accessibility	30 20
(3) Safety/Security	25 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%	10
(9) Value-Added Tie Breaker (if necessary)	variable
Total (excluding Value-Added Tie Breaker)	100

Criterion #1 – Proximity to Community Assets (~~30~~ 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 ~~30~~ 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: ~~a one (1) mile radius for Shared Use Path projects or a one-half (½) mile radius for Sidewalk projects.~~ and describe in the space provided.

Proximity to Community Assets	Check All that Apply	Max. Points
Residential developments, apartments, community housing	<input type="checkbox"/>	5 4
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers, <u>trade/vocational schools, colleges, universities</u>	<input type="checkbox"/>	5 4
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5 4
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5 4
School bus stop <u>(K-12)</u>	<input type="checkbox"/>	5 2
Schools <u>(K-12)</u>	<input type="checkbox"/>	5 2
Maximum Point Assessment		30 20

Criterion #1 Description (if needed): _____

Criterion #2 – Connectivity and Accessibility (~~30~~ 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 ~~document~~ space provided.

Network Connectivity <u>and Accessibility</u>	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"/>	10 5
Project has been identified as “needed” in an adopted document (e.g., comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10 5
Maximum Point Assessment		30 20

Criterion #2 Description (if needed): _____

Criterion #3 – Safety/Security (~~25~~ 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/ <u>Security</u>	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"/>	15 <u>10</u>
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. <u>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> If applicable, provide documentation such as photos or video of current situation/site or any supportive statistics or studies.	<input type="checkbox"/>	10
Maximum Point Assessment		25 <u>20</u>

Criterion #3 Description (if needed): _____

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:

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 #4 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"/>	5
Maximum Point Assessment	<input type="checkbox"/>	5

Criterion #4 7 Description (if needed): _____

Criterion #5 8 – Local Matching Funds > 10% of Total Project Cost (10 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"/>	1
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4

20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10
Maximum Point Assessment		10

Criterion #5 8 Description (if needed): _____

Criterion #6 9 – Value-Added Tie Breaker (if necessary) (variable points)

Projects with equal scores after evaluations using the ~~five~~ 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.

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 13, 2016**

IV. ACTION ITEMS

H. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2016-## ADOPTING THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) REPORT

Background Information:

The LRTP is the guiding document that identifies the transportation projects that may be pursued in the TPO area over the next 25 years and outlines the transportation mobility vision for the TPO planning area. Development of the LRTP is a lengthy and complex process that involves a variety of technical analyses and includes significant input from the public and partner governments. At the September 23, 2015 meeting of the TPO Board, the 2040 Long Range Transportation Plan (LRTP) Plan, Cost Feasible Plan and Executive Summary was adopted.

At the November 25, meeting of the TPO Board, the 2040 Long Range Transportation Plan (LRTP) Report (draft) was approved. It was subsequently distributed to FHWA and FDOT for review and posted online for public review. This report is a compilation of all the adopted elements and technical reports completed for the 2040 LRTP. The report outlines a strategic approach to developing a comprehensive system of transportation options. It can be viewed online at <http://www.r2cmobility2040.com/Documents-6-19.html>.

The River to Sea Transportation Planning Organization (R2CTPO) will conduct a public hearing during its regular TPO Board meeting on Wednesday, January 27, 2016 at 9:00 a.m. in the River to Sea TPO Conference room located at 2570 W. International Speedway Blvd. Suite 100, Daytona Beach, FL. Public comments are welcomed during the public hearing or they may be submitted directly to the TPO office prior to the public hearing.

Members from the consultant team will be presenting an overview of the 2040 LRTP final report.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2016-## ADOPTING THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) REPORT

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2016-##

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) REPORT

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 metropolitan planning organization 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; and 23 CFR 450.322 require that each metropolitan planning organization shall prepare and update a transportation plan for its metropolitan planning area that addresses at least a 20-year planning horizon; the River to Sea TPO's 2040 LRTP has developed a 25-year planning horizon plan; and

WHEREAS, the River to Sea TPO 2040 Long Range Transportation Plan is consistent with the Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) and the local governments' comprehensive plans; and

WHEREAS, the River to Sea TPO's Technical Coordinating Committee (TCC), Citizens' Advisory Committee (CAC), Bicycle/Pedestrian Advisory Committee (BPAC), and Transportation Disadvantaged Local Coordinating Board (TDLCB) have been participating in the development of this plan and utilized a subcommittee called the 2040 Long Range Transportation Plan Subcommittee; and

WHEREAS, the BPAC, TCC and CAC have reviewed the 2040 Long Range Transportation Plan Report and have recommended its approval by the Board of the River to Sea TPO; and

WHEREAS, the 2040 Long Range Transportation Plan Report has been available for public review and comment under a legally required time period of 30 days and has been made available for public review at various workshops conducted at key points throughout the development of the Plan; and

WHEREAS, all public comments received regarding the 2040 Long Range Transportation Plan have been reviewed, documented, incorporated as appropriate, and responded to;

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

1. the 2040 Long Range Transportation Plan is consistent with MAP-21 and the local governments' comprehensive plans; and
2. the public and the local governments and agencies have been actively involved in the development of the 2040 Long Range Transportation Plan; and
3. the 2040 Long Range Transportation Plan Report is hereby endorsed and adopted; and
4. the River to Sea TPO Chairman (or his designee) is hereby directed and authorized to submit the 2040 Long Range Transportation Plan to:
 - a. the Governor, State of Florida;
 - b. the Florida Department of Transportation;
 - c. the Federal Highway Administration, via the Florida Department of Transportation;
 - d. the Federal Transit Administration, via the Florida Department of Transportation; and the
 - e. the Division of Community Development.

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the 27th day of January, 2016.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL MEMBER PAT PATTERSON
CHAIRMAN, 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, 2016.

ATTEST:

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

SUMMARY SHEET
BPAC
JANUARY 13, 2016

IV. ACTION ITEMS

I. APPOINTMENT TO THE UNIFIED PLANNING WORK PROGRAM (UPWP) SUBCOMMITTEE

Background Information:

Every other year, the River to Sea TPO committee members take part in the development of the Unified Planning Work Program (UPWP). The UPWP outlines the annual activities and funding for the TPO over a two-year period. The UPWP Subcommittee is responsible for assisting staff in developing the yearly update to the TPO's UPWP. Staff is looking for at least one BPAC member for the UPWP Subcommittee, which will meet twice prior to the adoption of the next UPWP in February.

ACTION REQUESTED:

MOTION TO APPOINT ONE OR MORE BPAC MEMBERS TO THE UNIFIED PLANNING WORK PROGRAM (UPWP) SUBCOMMITTEE

SUMMARY SHEET
BPAC
JANUARY 13, 2016

V. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION ON THE FY 2016/17 – 2017/18 UNIFIED PLANNING WORK PROGRAM (UPWP)

Background Information:

The Unified Planning Work Program (UPWP) outlines the annual activities and funding for the TPO over a two-year period. TPO staff will deliver a presentation on the FY 2016/17 – 2017/18 UPWP.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC

SUMMARY SHEET
BPAC
JANUARY 13, 2016

V. PRESENTATIONS AND DISCUSSION ITEMS

B. PRESENTATION ON THE FDOT SIDEWALK GAP PROJECT

Background Information:

The FDOT Sidewalk Gap Project began in 2010. The project is an effort to document all missing segments in the current District 5 sidewalk network and provide a list of all gaps for future prioritization.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC



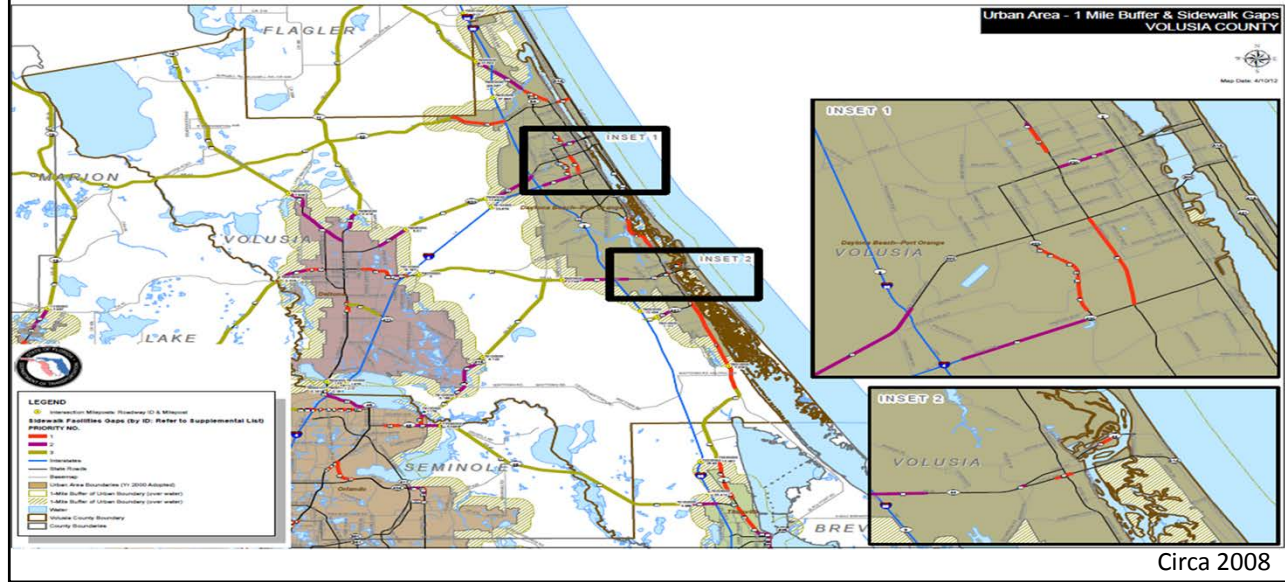
Sidewalk Gap Mapping and Analysis

Florida Department of Transportation – District 5

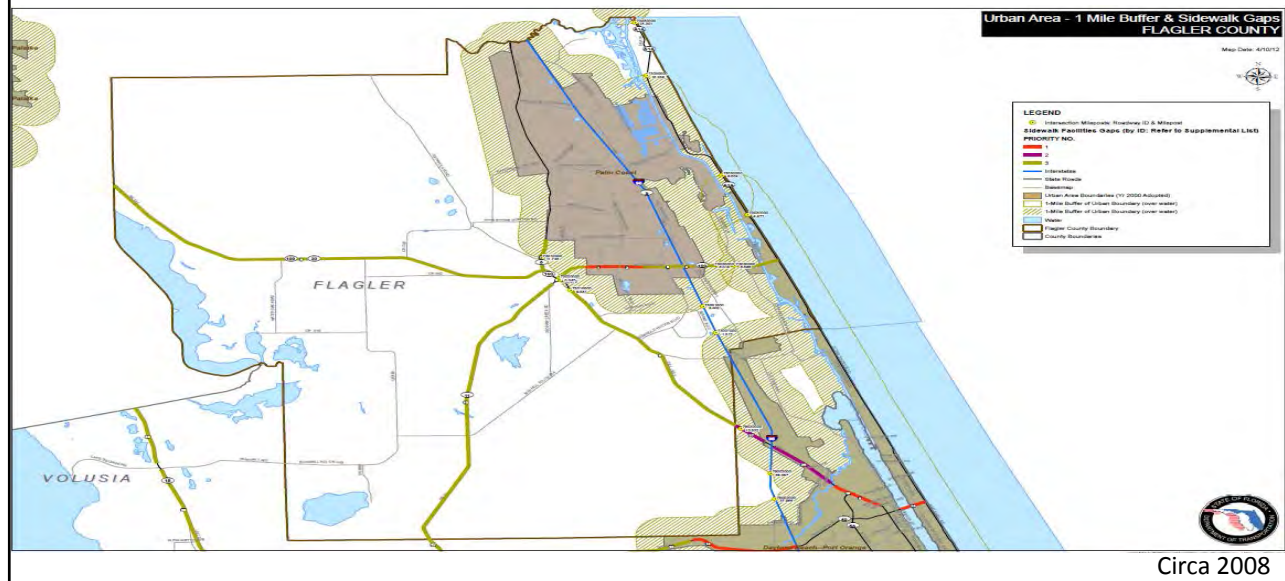


The purpose of this effort is to document all missing segments in the district's sidewalk network and provide a list of all gaps for future prioritization.

Volusia County



Flagler County

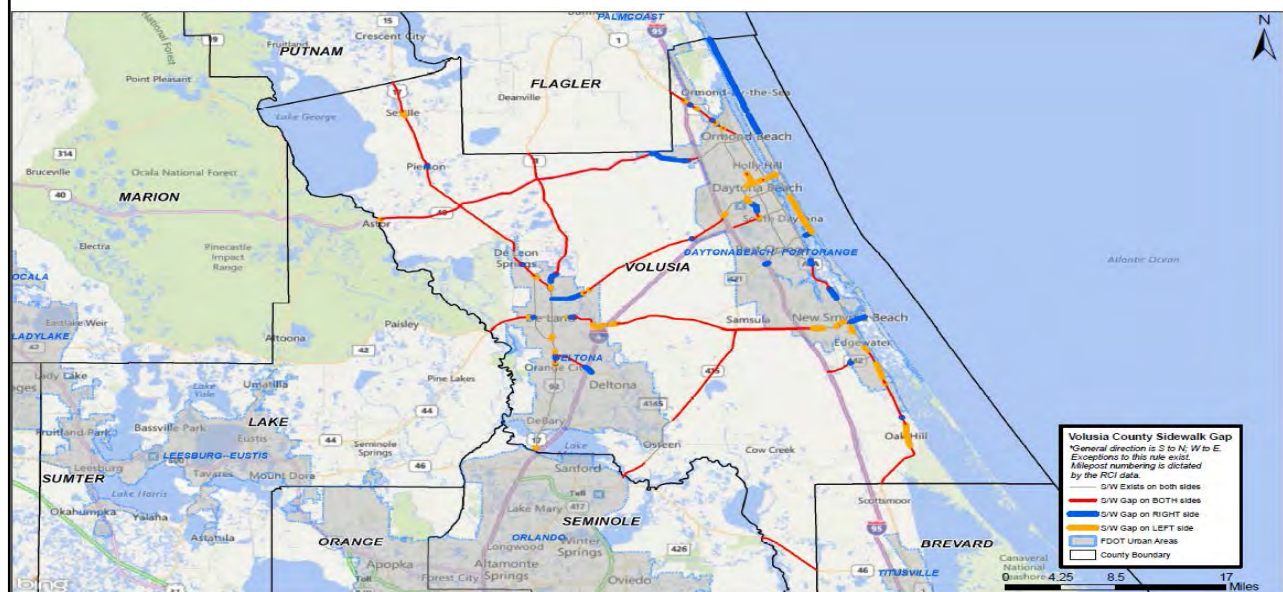


Priority List

SECTION #	STATE ROAD NAME	FROM MILE POST	TO MILE POST	LENGTH (MILE)	Comments	Priority
Priority 1 Group						
79010000	5	21	24.77	3.77	On County Priority List	1
79010000	5	24.97	25.08	0.11	On County Priority List, school in area	1
79030000	5	6	7.97	1.97	School in area. Gap from mp 6.08 to 6.2 (south bound) and mp 5.8 to 6.2 (north bound) to be filled by project 428689-1 (FY 2013).	1
79040000	SR 600	8.82	9.28	0.46	School in area	1
79040000	SR 600	9.5	9.87	0.37	Identified as a priority by LMU	1
79040101	SR 600	0	0.11	0.11	Identified as a priority by LMU	1
79070000	44	2.45	3.36	0.91	School in area	1
Priority 2 Group						
79001000	SR 400	0	2.17	2.17	School on east end	2
79030000	5	8.17	11	2.83		2
79030000	5	11.46	12.8	1.34		2
79050000	15	1.17	5.17	4		2
79050000	15	5.9	7.84	1.94	410251-1 to fill gap from 5.88 to 6.67.	2
Priority 3 Group						
79010000	5	0	7.2	7.2	Rural	3
79020000	46	0	0.1	0.1	Rural	3
79050000	15	7.85	22.41	14.56		3

Circa 2008

Revised Volusia County Sidewalk Gaps



Revised Volusia County Sidewalk Gaps

Sidewalk Gap Number	Roadway ID	State Road	Roadside (Gap)	Sidewalk Gap Begin MP	Sidewalk Gap End MP	Length of S/W Segment (mi)	Total Length of S/W Gap (mi)	Within Urban	Within 1 Mile of Urban	Within Rural	Comments/Notes
1	7901000	400	GAP	0.000	2.157	2.157	4.314	Yes			
2	7901000	5	GAP	0.000	4.842	4.842	9.684			Yes	
3	7901000	5	LEFT	4.842	6.121	1.279	1.279			Yes	
4	7901000	5	GAP	6.121	6.267	0.146	0.292			Yes	
5	7901000	5	LEFT	6.267	6.985	0.718	0.718			Yes	
6	7901000	5	GAP	6.985	7.697	0.712	1.424		Yes	Yes	
7	7901000	5	RIGHT	7.697	7.733	0.036	0.036		Yes	Yes	
8	7901000	5	GAP	7.733	11.275	3.542	7.084	Yes	Yes		
9	7901000	5	LEFT	11.275	11.292	0.017	0.017	Yes			
10	7901000	5	GAP	11.292	11.923	0.631	1.262	Yes			



Application of Data



Florida Transportation Plan Elements

- Community Livability
- Mobility and Connectivity
- Safety and Security
- Economic Competitiveness
- Environmental Stewardship
- Maintenance and Operations

GIS Mapping Tool

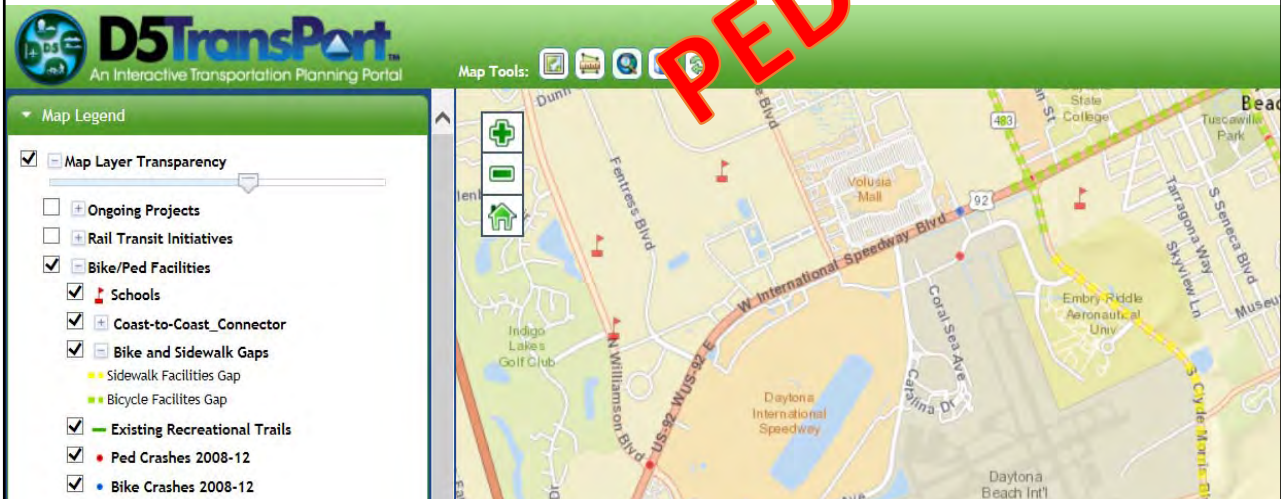


TransPort

An interactive GIS mapping and analysis tool that serves as a one-stop-shop for transportation planning

<http://cfgis.org/FDOT-Resources/TransPort.aspx>

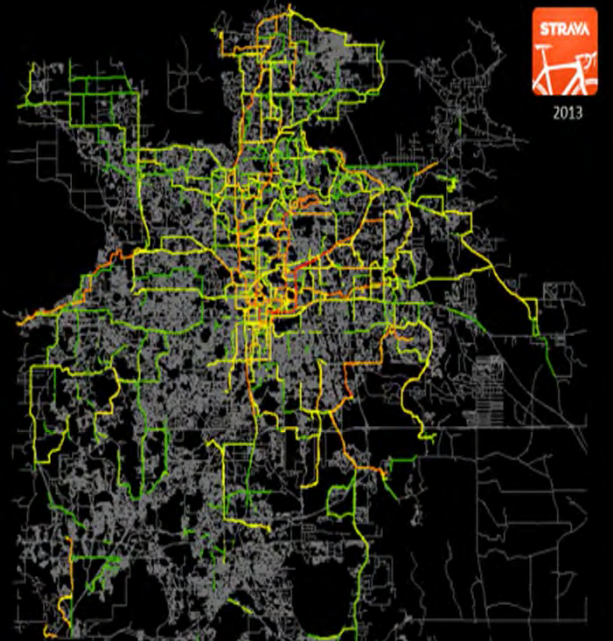
D5 TransPort Tool



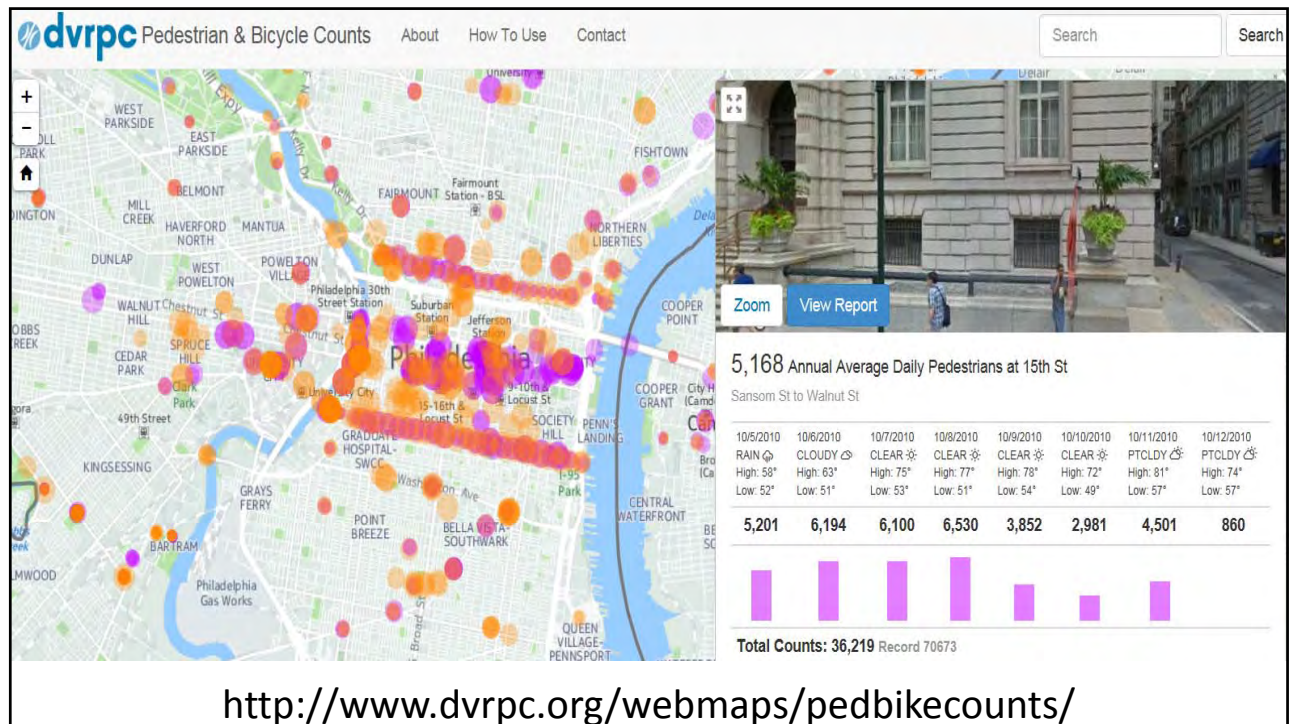
<http://cfgis.org/FDOT-Resources/TransPort.aspx>

Strava Metro

Strava Metro is a data service providing "ground truth" on where people ride and run. Millions of GPS-tracked activities are uploaded to Strava every week from around the globe. In denser metro areas, nearly one-half of these are commutes. These activities create billions of data points that, when aggregated, enable deep analysis and understanding of real-world cycling and pedestrian route preferences.

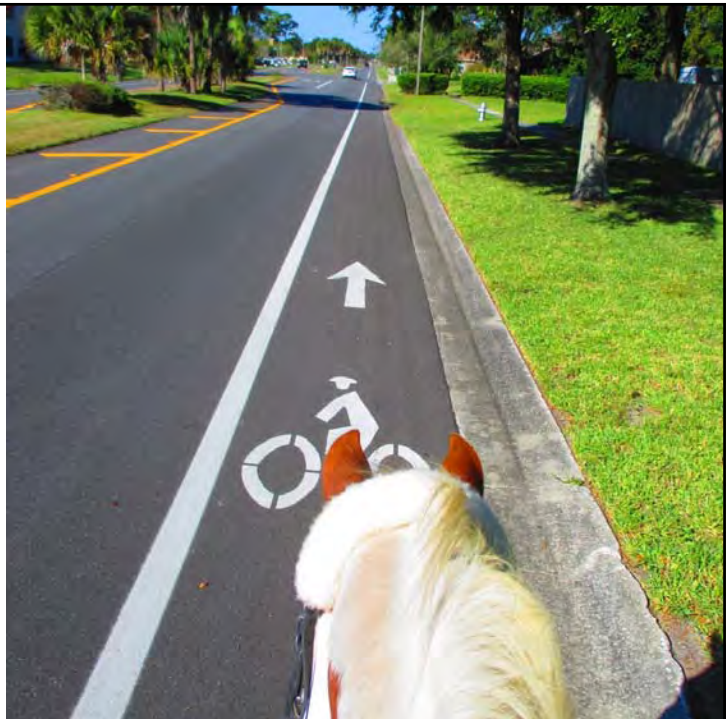


<http://metro.strava.com/>



Deborah.Tyrone@dot.state.fl.us

FDOT, District 5
Bicycle/Pedestrian Coordinator
(407) 482-7897



**SUMMARY SHEET
BPAC
JANUARY 13, 2016**

V. PRESENTATIONS AND DISCUSSION ITEMS

C. PRESENTATION ON THE FDOT 2015 ANNUAL WORK PROGRAM PUBLIC HEARING

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 needed for upcoming transportation system improvements scheduled for the next five years.

The development of this Work Program involves extensive 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 MPOs and local governments. The implementation process results in the Work Program, which includes financial information about transportation projects.

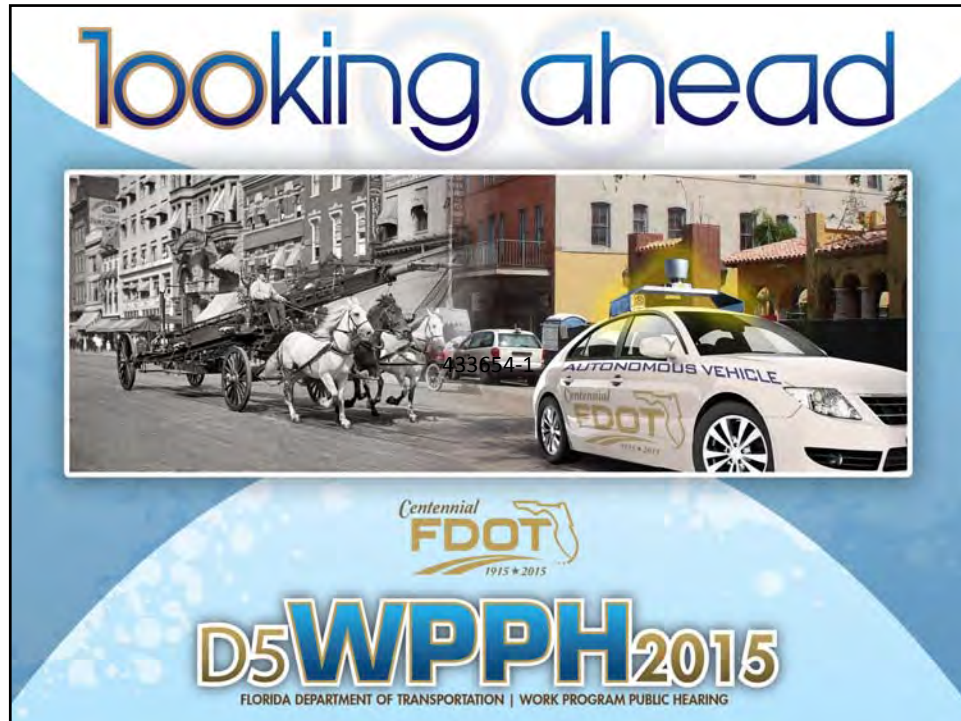
Each year, new projects are added to the program in the fifth year of the cycle ensuring that the financial balance forecast for the first four years is maintained. As a new fifth year is added to the cycle, the current year drops out of the plan and a new Five Year Work Program is introduced.

Public hearings are held in each of the seven transportation districts 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.

FDOT bases the Work Program on sound, multimodal transportation concepts and the best available forecasts of costs and funding. As such, FDOT has the financial capacity to embark on projects as they are planned. However, any diversion of state revenues dedicated to transportation-related purposes could limit FDOT's ability to finance and deliver the current Work Program.


ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC



Project "A"

SR 483 (Clyde Morris Boulevard)



- FM No.: 408178-1
- Work Mix: Add Lanes
- **From: Beville Road**
- **To: US 92**
- Phase: ROW
- Years Funded: 2018-2021
- Cost: \$12.1 Million

Project "B" Flagler Avenue



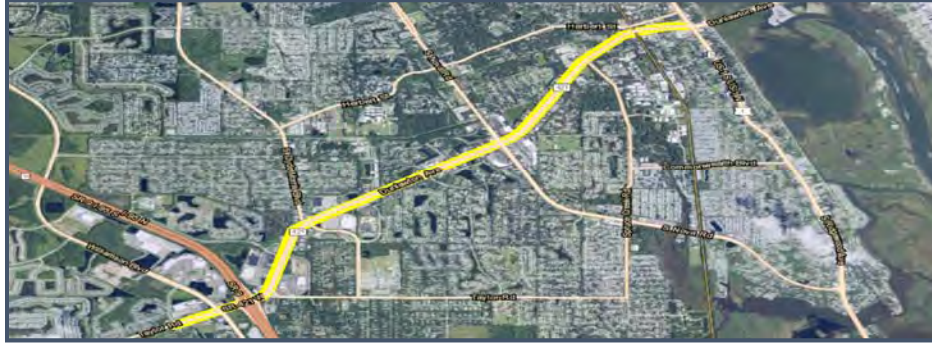
- FM No.: 435487-1
- Work Mix: Sidewalk
- **From: 12th Street**
- **To: Park Avenue**
- Phase: Construction
- Years Funded: 2018
- Cost: \$373,500

Project "C" Old Kings Road - Phase II



- | | |
|---------------------------------------|-----------------------------|
| ▪ FM No.: 435561-1 | ▪ To: Old Kings Road |
| ▪ Work Mix: New Road Construction | ▪ Phase: Construction |
| ▪ From: Matanzas Woods Parkway | ▪ Year Funded: 2019 |
| | ▪ Cost: \$4.5 Million |

Project "D" SR 421 (Dunlawton Avenue)



- FM No.: 435591-1
- Work Mix: Installing Walk Lights
- **From: Ridgewood Avenue**
- **To: Summer Trees Road**
- Phase: Construction
- Year Funded: 2018
- Cost: \$576,314

Project "E" Beach Street – Phase I



- FM No.: 436139-1
- Work Mix: Path/Trail
- **From: Wilder Boulevard**
- **To: Shady Place**
- Phase: Construction
- Years Funded: 2019
- Cost: \$462,378

Project "F" Donnelly Place



- FM No.: 438983-1
- Work Mix: Bike Path/Trail
- **From: Shady Place**
- **To: Bellevue Avenue**
- Phase: Construction
- Years Funded: 2018
- Cost: \$191,425


Project "G" Beville Road



- | | |
|-------------------------------------|-------------------------------|
| ▪ FM No.: 439037-1 | ▪ Phases: Design/Construction |
| ▪ Work Mix: Path/Trail | ▪ Years Funded: 2018/2021 |
| ▪ From: Williamson Boulevard | ▪ Costs: \$126,800/\$850,000 |
| ▪ To: Clyde Morris Boulevard | |


Project "H"


Spring to Spring Trail – Phase 3A



- FM No.: 439039-1
- Work Mix: Trail
- **From: Detroit Terrace**
- **To: US 17/92**
- Phase: Design
- Year Funded: 2018
- Cost: \$396,000

looking ahead





D5WPPH2015

FLORIDA DEPARTMENT OF TRANSPORTATION | WORK PROGRAM PUBLIC HEARING

SUMMARY SHEET
BPAC
JANUARY 13, 2016

VI. STAFF COMMENTS

- ® FDOT Safe Routes to School Call for Applications
- ® R2CTPO Call for Projects

VII. BPAC MEMBER COMMENTS

VIII. INFORMATION ITEMS

- ® BPAC Attendance Record
- ® BPAC Project Review Subcommittee Meeting Summary
- ® TPO Board Meeting Summary
- ® TPO Board Retreat Flyer
- ® 2016 TPO Board and Committee Meeting Schedule

IX. ADJOURNMENT

****The next meeting of the BPAC will be on Wednesday, February 10, 2016****

<i>Name</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>July</i>	<i>Aug</i>	<i>Sep</i>	<i>Oct</i>	<i>Nov</i>	<i>Notes</i>
Holly Ryan/Doug Hall	x	exc	C	x	x	x	C	x	x	x	x	Daytona Beach (appt. 3/12) (alt. appt. 02/14)
John Schmitz	exc	abs	A	exc	x	exc	A	exc	x	exc	abs	Daytona Beach Shores (appt. 8/12)
Jeff Hodge			N	x	exc	x	N	exc	exc	abs	exc	DeBary (appt. 3/15)
Ted Wendler	exc	x	C	x	x	x	C	x	abs	x	exc	DeLand (appt. 05/11) (appt. 6/14)
Scott Leisen	abs	x	E	x	x	x	E	x	x	exc	x	Deltona (appt. 12/12)
Michelle Grenham	x	exc	L	x	x	x	L	exc	exc	exc	x	Edgewater (appt. 1/08)
Paul Eik	x	x	L	exc	x	x	L	x	x	x	x	Flagler Beach (appt. 7/14)
Dustin Savage (Chairman)	x	x	E	x	abs	x	E	x	x	x	x	Flagler County (appt 8/15)
Nic Mostert	x	exc	D	x	x	x	D	x	x	x	x	New Smyrna Beach (appt. 03/15)
Bob Storke (Vice Chairman)	x	x		x	x	x		x	x	x	exc	Orange City (appt. 12/07)
Phyllis Campbell	x	x	C	x	x	abs	C	x	x	abs	x	Ponce Inlet (appt. 11/06)
Colleen Nicoulin	x	x	A	x	x	exc	A	x	x	exc	x	Port Orange (appt. 7/11)
Bill Pouzar	abs	x	N	x	x	exc	N	x	x	abs	x	Volusia County (appt. 12/10) D-5 (Lowry)
Roy Walters/Jason Aufdenberg	x	x	C	x	x	x	C	x	x	x	x	Volusia County At-Large (appt. 03/05) (alt. appt 07/12)
Patricia Lipovsky/Nancy Burgess-Hall	exc	abs	E	abs	abs	abs	E	abs	abs	x	x	Volusia County (app 2/14) D-2 (Wagner)(alt. appt 09/15)
Alice Haldeman	x	x	L	x	x	x	L	x	x	x	x	Volusia County (appt. 04/13) D-3 (Denys)
<u>NON-VOTING MEMBERS</u>												
Ben Hogarth	x	x	L	x	x	exc	L	x	x	x	abs	Flagler County (appt. 09/15)
Heidi Petito/Bob Owens	abs	abs	E	abs	abs	exc	E	abs	abs	abs	abs	Flagler County Transit (appt 9/14)
Gwen Perney	x	x	D	x	x	x	D	x	x	x	x	Large City - Port Orange (appt. 10/13)
John Cotton/Rickey Mack	exc	x		exc	x	x		x	x	exc	x	Votran (appt. 07/13)
Melissa Winsett/Aaron VanKleeck	exc	x		x	x	x		x	x	x	x	Volusia County (02/14) (alt. appt 08/15)
Deborah Tyrone	x	x		x	x	x		x	x	x	exc	FDOT (appt 12/13)
QUORUM	Y	Y		Y	Y	Y		Y	Y	Y	Y	

Vacancies
Bunnell
Beverly Beach
Flagler County School Board
Holly Hill
Lake Helen
Oak Hill
Ormond Beach
Palm Coast
Pierson
Small City Alliance
South Daytona
Volusia County District 1
Volusia County School Board



**BPAC Project Review Subcommittee
Meeting Summary
December 17, 2015**

- Approved a motion to recommend the draft merged List of Prioritized Bicycle/Pedestrian Projects, Transportation Alternatives Program Projects, Regional Trails Projects and Local Alternatives (bicycle and pedestrian-focused)
- Approved a motion to recommend draft Resolution 2016-## establishing the policy for the annual allocation of Surface Transportation Program (STP) Urban Attributable (SU) Funding and other state and federal funds identified in the 2040 Long Range Plan for Local Corridor Initiatives
- Approved a motion to recommend draft Resolution 2016-## reaffirming the policy for Establishing and Maintaining Transportation Priority Projects
- Approved a motion to recommend draft Resolution 2016-## defining the Local Match Requirements placed on member local governments for projects prioritized for funding by the TPO
- Approved a motion to recommend the draft Bicycle/Pedestrian Project Application for Feasibility Studies with modifications
- Approved a motion to recommend the draft Bicycle/Pedestrian Project Application for Project Implementation with modifications
- Discussed the draft 2016 Priority Project Process Schedule
- Discussed the FDOT Safe Routes to School Call for Applications



**River to Sea TPO Board
November 25, 2015
Meeting Summary**

- Approved the consent agenda including the approval of the October 28, 2015 TPO Board meeting minutes, approval of the Executive Director evaluation and recommendation for retention, and the cancellation of the December Executive Committee and TPO Board meeting
- Approved the 2016 River to Sea TPO Legislative Priorities
- Approved Resolution 2015-23 amending the FY 2015/16 to 2019/20 Transportation Improvement Program (TIP) with an additional \$600,000 programmed for construction on the Doyle Road Paved Shoulders Project
- Approved request for additional funding for the West French Avenue sidewalk
- Approved the 2040 Long Range Transportation Plan (LRTP) documentation report
- Received a presentation on the 2015 FDOT Work Program Public Hearing
- Reviewed and discussed proposed changes to the call for projects process and reached a consensus to avoid placing funding caps on the priority list projects; agreed to maintain protection of projects as is; and agreed to leave the bonus points system as it currently is
- Received the FDOT report
- Received Executive Director's report reminding the board of the TPO Board Retreat on Friday, January 5, 2016; provided an update on current year funding and the programming of priority projects; and an update on the development of the SunTrail network
- Directed TPO staff to draft and send a letter to FDOT and the Department of Environmental Protection (DEP) encouraging them to follow the policies the TPO has in place for ranking priority projects for SunTrail network projects

Items Requiring Follow Up:

- TPO staff to provide a draft example of the merged Bicycle/Pedestrian/Regional Trails/Transportation Alternatives Program/Local Initiatives Priority List to TPO Board and committee members
- TPO staff to draft and send a letter to FDOT and the DEP encouraging them to follow the policies the TPO has in place for ranking priority projects for the SunTrail network projects

The next River to Sea TPO Board meeting will be on Wednesday, January 27, 2016



SAVE THE DATE

Friday

February 5, 2016



Please mark your calendar for the annual
River to Sea TPO Board Retreat
9:00 a.m. to 12:00 noon

Additional information will be provided at a later date.

2016 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)
2016	4 th Wed. @9:00 a.m.	1 st Wed. @ 8:30 a.m.	3 rd Tues. @ 3:00 p.m.	3 rd Tues. @ 1:30 p.m.	2 nd Wed. @ 3:00 p.m.	2 nd Wed. every other month @ 11:00 a.m. **
January	January 27, 2016	January 6, 2016	January 19, 2016	January 19, 2016	January 13, 2016	January 13, 2016
February	February 24, 2016	February 3, 2016	February 16, 2016	February 16, 2016	February 10, 2016	
March	March 23, 2016	March 2, 2016	March 15, 2016	March 15, 2016	March 9, 2016	March 9, 2016
April	April 27, 2016	April 6, 2016	April 19, 2016	April 19, 2016	April 13, 2016	
May	May 25, 2016	May 4, 2016	May 17, 2016	May 17, 2016	May 11, 2016	May 11, 2016
June	June 22, 2016	June 1, 2016	June 21, 2016	June 21, 2016	June 8, 2016	
July	July 27, 2016*	July 6, 2016*	July 19, 2016*	July 19, 2016*	July 13, 2016*	July 13, 2016
August	August 24, 2016	August 3, 2016	August 16, 2016	August 16, 2016	August 10, 2016	
September	September 28, 2016	September 7, 2016	September 20, 2016	September 20, 2016	September 14, 2016	September 14, 2016
October	October 26, 2016	October 5, 2016	October 18, 2016	October 18, 2016	October 12, 2016	
November	November 23, 2016	November 2, 2016	November 15, 2016	November 15, 2016	November 9, 2016	November 9, 2016
December	December 28, 2016*	December 7, 2016*	December 20, 2016*	December 20, 2016*	December 14, 2016*	

* These meetings are typically cancelled

** TDLCB Meetings are at Votran