

**Bicycle/Pedestrian Advisory Committee (BPAC)**  
**Meeting Minutes**  
**February 12, 2020**

**Members Present:**

Doug Hall  
Joan Sandler  
Ted Wendler  
Paul Eik, Chairperson  
Larry Coletti, Vice Chairperson  
Ned Wolfarth  
Nic Mostert  
Bob Storke  
Gayle Belin  
Andrew Dodzik  
Nancy Burgess-Hall  
Chris Daun  
Jason Aufdenberg

**Non-Voting Technical Appointees Present:**

Stephanie Moss  
Wendy Hickey  
Gwen Perney  
Melissa Winsett

**Members/Technical Appointees Absent:**

Scott Leisen  
Heidi Petito  
Jeff Martindale  
Christy Gillis (excused)  
Patrick McCallister (excused)  
Rob Brinson  
John Cotton (excused)

**Others Present:**

Debbie Stewart, Recording Secretary  
Pam Blankenship  
Stephan Harris  
Colleen Nicoulin  
Lois Bollenback  
Crystal Mercedes  
Andrew Holmes  
Doug Robinson  
Paul Haydt

**Representing:**

Daytona Beach  
DeBary  
DeLand  
Flagler Beach  
Flagler County  
Holly Hill  
New Smyrna Beach  
Orange City  
Ormond Beach  
Palm Coast Alternate  
Volusia County, District 2  
Volusia County, District 2 Alternate  
Volusia County At-Large Alternate

**Representing:**

FDOT  
Flagler County  
Port Orange  
Volusia County

**Representing:**

Deltona  
Flagler County Public Transportation  
Port Orange  
South Daytona  
Volusia County, District 1  
Volusia County School Board  
Votran

**Representing:**

TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
Daytona Beach  
H.W. Lochner  
Citizen of Palm Coast

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

The meeting of the River to Sea Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 2:00 p.m. by Chairperson Paul Eik. The roll was called and it was determined that a quorum was present.

**II. Public Comment/Participation**

There were no public comments.

### III. Action Items

#### A. Review and Approval of January 8, 2020 BPAC Meeting Minutes

Mr. Daun referred to the discussion regarding the preferred alternative for the I-95 interchange at Pioneer Trail and stated Volusia County has a proposed trail at this project site that was not considered by FDOT; this was not reflected in the minutes; he wanted to make sure it is.

Chairperson Eik replied his comment is noted and he will ask Ms. Stewart to review the record to see if it was accurate or if it needs to be amended and report back next month.

**MOTION:** *A motion was made by Mr. Dodzik to approve the January 8, 2020 BPAC meeting minutes as noted. The motion was seconded by Mr. Hall and carried unanimously.*

#### B. Review and Recommend Approval of Resolution 2020-## Amending the FY 2019/20 to 2023/24 Transportation Improvement Program (TIP)

Mr. Harris stated this TIP amendment adds funding to the Work Program for the Derbyshire neighborhood sidewalks project. This project is a bundle of two sidewalks; an east/west segment on 3<sup>rd</sup> Street from Vine Street to Nova Road and a north/south segment on Vine Street from Brentwood Drive to 4<sup>th</sup> Street. This is for the current fiscal year and adds funds for construction and construction, engineering and inspection (CEI); local funds are also being added for the required 10% local match. The city of Daytona Beach completed the design using local funds.

Mr. Daun noted this project will service the Yvonne Scarlet Golden Cultural and Educational Center which is located at 3<sup>rd</sup> Street and Vine Street and will assist students in getting to the ball courts and programs they have there.

Mr. Aufdenberg commented there is a great need for this project; it is a nice bike route and there is a lot of pedestrian activity in the area.

Ms. Burgess-Hall noted there are also several visually impaired citizens that live in that area.

**MOTION:** *A motion was made by Mr. Storke to recommend approval of Resolution 2020-## amending the FY 2019/20 to 2023/24 Transportation Improvement Program (TIP). The motion was seconded by Mr. Coletti and carried unanimously.*

#### C. Review and Recommend Approval of Revenues and Tasks for Development of the Draft FY 2020/21 and 2021/22 Unified Planning Work Program (UPWP)

Ms. Bollenback stated each task is listed with the deliverables in the agenda. Staff forecasts their time by task which is how the financial forecast is built for the UPWP. She reviewed the tasks and deliverables as well as the revenue forecast. The proposed budget for year one is approximately \$1.5 million and \$1.4 million for year two. The proposed revenues are based on Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds received as well as funds carried over from the existing UPWP and local funds. Pending approval by the TPO Board, staff will use this information to build the overall document to send to FDOT and FHWA for review and comment; the full document will be presented to the BPAC in April or May for a recommendation of approval.

Mr. Dodzik referred to the breakdown of the cost that goes to Task 2.08 but the task summary goes to Task 2.10; he asked why Task 2.07 is not listed.

Ms. Bollenback replied a couple of tasks were combined with other existing tasks and so they were deleted; the table was not renumbered as it should be. She will correct this before the next meeting.

Mr. Aufdenberg asked if the Long Range Transportation Plan (LRTP) task was just for year 1 and not the second year of the UPWP.

Ms. Bollenback replied correct.

Ms. Belin asked if the UPWP was done in a two-year cycle.

Ms. Bollenback replied yes; every other year.

Ms. Belin asked what the percentage of change is from the last time; she assumes there is an increase.

Ms. Bollenback replied there is not an overall increase because when the LRTP is developed there are more SU dollars in planning so those dollars that are typically available to build projects are flexed over to the LRTP. The overall budget is little less than the existing UPWP. The amount for General Administration increased because all overhead expenses have been combined; FWHA and FTA were separated but now are combined.

Ms. Belin asked if consultant fees have increased.

Ms. Bollenback replied no; staff will be doing more work directly and less work will be done under a consultant.

Mr. Mostert asked what a "COOP" exercise is.

Ms. Bollenback replied it is the Continuity of Operations Plan; it dictates what happens if the building is on fire or a storm is coming. It is an in-depth plan of various scenarios; the Chief Financial Officer (CFO) schedules a COOP drill once a year.

Mr. Aufdenberg asked what category new bicycle maps are in.

Ms. Bollenback replied it is in the budget under printing.

Mr. Aufdenberg asked if every MPO in the country is required to send this document to FHWA.

Ms. Bollenback replied yes; the TPO has a FHWA liaison that works with us directly; Mr. Jim Martin who was previously the FDOT Liaison.

**MOTION:** *A motion was made by Mr. Daun to recommend approval of revenues and tasks for development of the draft FY 2020/21 and 2021/22 Unified Planning Work Program (UPWP). The motion was seconded by Mr. Wendler and carried unanimously.*

**D. Review and Recommend Approval of Resolution 2020-## Updating the Transportation Safety Performance Targets**

Ms. Mercedes stated a presentation of the updated transportation safety performance targets was given last month; she asked if anyone had questions.

Mr. Storke asked if there have been any changes since then.

Ms. Mercedes replied no.

**MOTION:** *A motion was made by Mr. Storke to recommend approval of Resolution 2020-## updating the Transportation Safety Performance Targets. The motion was seconded by Ms. Belin and carried unanimously.*

**E. Appointment/Reappointment of 2020 BPAC Project Review Subcommittee Members**

Mr. Harris stated the BPAC Project Review Subcommittee assists TPO staff with developing the priority list for bicycle/pedestrian projects. Currently, there are eight subcommittee members and all are eligible for reappointment if they wish to continue to serve; new volunteers can also be appointed. The annual Call for Projects is currently open and will close March 31, 2020; once the subcommittee members are chosen he will reach out to them to schedule the subcommittee meetings to evaluate and rank the project applications received from the Call for Projects. The subcommittee will meet in April at least twice; a third meeting will depend on how many project applications are received.

Mr. Aufdenberg, Mr. Wendler, Ms. Burgess-Hall and Ms. Belin volunteered to remain on the subcommittee.

Mr. Mostert commented he can remain on the subcommittee but if anyone else would prefer to serve in his place that will be fine.

Mr. Coletti agreed with Mr. Mostert.

Ms. Sandler volunteered to serve on the subcommittee.

Chairperson Eik commented there are two subcommittee members that are not in attendance today; Mr. McCallister and Mr. Walters. Mr. Harris will contact them to see if they are interested in remaining on the subcommittee.

**MOTION:** *A motion was the 2020 made by Mr. Daun to appoint Ms. Sandler to BPAC Project Review Subcommittee. The motion was seconded by Mr. Mostert and carried unanimously.*

**MOTION:** *A motion was made by Ms. Burgess-Hall to reappoint Mr. Aufdenberg, Mr. Wendler, Mr. Mostert, Mr. Coletti, Ms. Burgess-Hall, Ms. Belin, Mr. McCallister and Mr. Walters to BPAC Project Review Subcommittee. The motion was seconded by Mr. Storke and carried unanimously.*

**F. Appointment/Reappointment of 2020 Transportation Improvement Program (TIP) Subcommittee Members**

Chairperson Eik stated the TIP Subcommittee includes members from the other TPO advisory committees; he asked if the BPAC members currently on the TIP Subcommittee would like to continue to serve.

Mr. Storke replied yes, he would like to remain on the TIP Subcommittee.

Chairperson Eik stated he would as well.

Ms. Nicoulin asked if anyone else would like to volunteer for the TIP Subcommittee which reviews the ITS/Traffic Operations/Safety and Local Initiatives project applications as opposed to just Bicycle/Pedestrian project applications. There is representation from all the advisory committees; the BPAC, CAC and TCC.

Mr. Coletti referred to the list of current TIP Subcommittee members and noted that Mr. Gilles Blais is no longer a member of the BPAC.

Ms. Nicoulin replied that is correct; however, Mr. Blais is a member of the CAC. Mr. Scott Leisen from the BPAC is not in attendance and she will contact him to see if he is still interested in serving on the TIP Subcommittee. He has not attended the last several BPAC meetings so she wants to be sure he is still interested.

Chairperson Eik asked if anyone had any comments; otherwise, the committee can move ahead and have Ms. Nicoulin contact Mr. Leisen and report back at the next BPAC meeting if he is interested.

**MOTION:** *A motion was made by Mr. Daun to table appointments to the 2020 Transportation Improvement Program (TIP) Subcommittee.*

Ms. Nicoulin asked why he wanted to table this item.

Mr. Daun replied because there are BPAC representatives not in attendance that may not want to continue to serve on the subcommittee.

Ms. Nicoulin replied the BPAC has the ability to reappoint the current subcommittee members and she can follow up and confirm if Mr. Leisen is interested.

Mr. Hall volunteered to serve on the TIP Subcommittee.

Chairperson Eik stated there is no reason for this item not to proceed with action; if Mr. Leisen does not want to or cannot participate on the TIP Subcommittee it can come back for further volunteers.

**MOTION:** *A motion was made by Mr. Storke to appoint Mr. Hall to the 2020 Transportation Improvement Program (TIP) Subcommittee. The motion was seconded by Mr. Coletti and carried unanimously.*

**MOTION:** *A motion was made by Mr. Storke to reappoint Mr. Storke, Mr. Eik and Mr. Leisen to the 2020 Transportation Improvement Program (TIP) Subcommittee. The motion was seconded by Ms. Belin and carried unanimously.*

*Mr. Daun withdrew his motion to table this action item.*

#### IV. Presentation and Discussion Items

##### A. Presentation and Discussion of the Development of the 2045 Long Range Transportation Plan (LRTP)

(Handout)

Ms. Nicoulin stated the revenue forecast and proposed tasks were presented and discussed last month. A set of scenarios for the 2045 LRTP is being developed; these will be used to understand the potential influence of alternative futures or things that may happen. The 2045 LRTP will focus on three scenarios; technology, resiliency and funding. She reviewed the methodologies of these scenarios and explained how they will be analyzed; whatever is decided for technology and resiliency will have an impact on funding.

Mr. Mostert asked about the consideration of technology for a vehicle miles travelled (VMT) tax.

Ms. Nicoulin replied there has been discussion regarding that and whether it could be done each year when vehicles are registered. This is a potentially fair way to tax the users of the road versus the gas tax. It is currently being tested on the west coast in Portland, Oregon; she believes it is a voluntary program.

Mr. Aufdenberg referred to the resiliency scenario and asked if it included resiliency of the rail corridor.

Ms. Nicoulin replied yes, it includes all modes of transportation. The other component of the 2045 LRTP they are working on is the preliminary needs assessment. As part of that they are reviewing the projects that are currently on the priority lists in the 2040 LRTP and are pulling together a series of maps to help identify those. She will provide those to members when completed. There is a regional trails map which identifies the regional trail priorities in this area; what currently exists, what segments are funded and challenges or gaps. The TPO sets aside 30% of its set aside funding each year specifically for local bicycle and pedestrian projects that come in through the annual Call for Projects; this list changes each year as new projects come in and completed projects drop off. There is also the availability of safety funds through the state as well as Safe Routes to School funds. The TPO coordinates with FDOT on resurfacing projects to identify other projects such as sidewalks or bike lanes that can be incorporated into larger projects. They are hoping to identify policies of how to incorporate smaller pedestrian projects through the development of the 2045 LRTP; there is not a formal policy for the local governments to look at sidewalk gaps or incorporate smaller bicycle or pedestrian projects into larger projects.

Mr. Daun referred to the formation of a policy and commented he is concerned that applications for new projects do not clearly define how to rate projects for specific attributes; they do a good job regarding economic development but do not define quality of life or environmental impacts. He asked if and when environmental impacts trump economic development and how to define it better so that can be determined when new projects are submitted; we need to know what the community has determined as a priority. There are requests for more capacity and there is more development and sprawl but we are not defining when environment issues or quality of life trumps economic development; it should be spelled out in the application.

Ms. Nicoulin replied as part of the development of the 2045 L RTP they will identify criteria to rank projects. There are more needs than there is funding so ways to narrow it down have to be determined. The applications are reviewed each year to identify the criteria used to rank and score project applications.

Mr. Aufdenberg referred to the maps being created and commented FDOT D-5 has a Bicycle/Pedestrian Master Plan with information on where sidewalks are etc.

Chairperson Eik referred to the resiliency scenario and that there are two organizations looking at Volusia County and Flagler County; he asked how much communication there is between those two organizations. Flagler County has released a report from the Army Corp of Engineers regarding the renourishment program that is supposed to commence soon; it is extensive and will specifically address the issue of sea level rise. He would like this committee to be able to review that information.

Ms. Nicoulin replied coordination meetings and conference calls have been held and noted Mr. Harris heads up the TPO's resiliency program. The East Central Florida Regional Planning Council collected the data for Volusia County; the Northeast Regional Planning Council collected data for Flagler County and are currently updating that data. The difference between the Flagler County and Volusia County data is approximately a half-foot of sea level rise. The TPO is trying to ensure there is consistent data; this is a scenario of what could potentially happen to our infrastructure.

Mr. Aufdenberg commented there was a report last year of all the coastlines in the world and some of the numbers have changed; he does not know if that data has been incorporated for the state of Florida. There is new data coming in to get the coastlines right.

Ms. Nicoulin replied that the previously high curve for sea level rise is now the low curve.

#### **B. Presentation and Discussion of 2020 "Tell the TPO" Survey Campaign**

Ms. Blankenship introduced Mr. Doug Robinson, H.W. Lochner, to give the presentation on the 2020 "Tell the TPO" survey campaign which is done every other year.

Mr. Robinson gave a PowerPoint presentation of the 2020 "Tell the TPO" survey and stated the 2020 survey will build on the 2018 survey. He reviewed the survey goals and approach; the target goal this year is 3,000 responses. He reviewed the marketing plan and announced an ambassador challenge for each advisory committee as well as the TPO Board. Hard copies of the survey will be distributed at public libraries and Votran as well as online. He explained the proposed questions for the survey including questions addressing safety, technology, transit and funding. He reviewed the schedule and next steps; the survey is scheduled to launch March 30, 2020 and be live for two months. It will conclude in May and the final report will be adopted in August.

Mr. Daun commented he would like the TPO to be diligent to be inclusive of populations that have been marginalized or overlooked; this area has a lot of halfway houses, homeless, etc. that are reliant on transit. He would like to ensure people that live under the poverty level or are transportation challenged are included.

Ms. Blankenship replied yes; during the last survey the TPO partnered with the Flagler Rotary who does food drops in Pierson; it is a large Spanish speaking community and they included the Spanish version of the survey in the food bags.

Discussion continued regarding possible survey questions and ways to get the public to participate.

Mr. Mostert commented he would like to see the impact of urban sprawl and biodiversity included; there is the endangered gopher tortoise and other animals that are adversely affected by transportation. He asked if there are any examples of the applications of data collected from the previous surveys that mitigate some of the problems we are experiencing or will experience. He asked where the data analyzed from the survey is applied.

Ms. Blankenship replied some of the information collected was used in the development of the Community Safety Action Plan (CSAP). It has also broadcast the TPO's name which is one of the goals of the survey; to have the public become familiar with the TPO and what we do. Regarding safety, the survey may ask the public's opinion on what they think will increase safety; if there needs to be more education, if they have a grasp on what the issues are, etc. It is important to know what people think the problems are so we can look at solutions.

Ms. Bollenback explained the idea of the survey is to make it easy to complete, keep some of the same questions in order to monitor trends and compare results to previous surveys. The answers for how people get around and for biking and walking have remained steady so we do not need to ask those questions again. This survey will drill down into other areas such as technology and Uber/Lyft use. The TPO uses the survey results to inform decision making and to recognize what the community feels is a high priority. The survey aids outreach efforts and reaffirms that the TPO has a pulse on what the community thinks. The questions are designed to encourage public thinking about technology, safety, congestion and to remember there are not unlimited resources.

Discussion continued.

**C. Presentation and Discussion of Resolution 2020-## Authorizing the Execution of a Supplemental Agreement to the Metropolitan Planning Organization (MPO) Agreement for the Use of Transportation Planning (PL) and Urban Attributable (SU) Funds and Amending the FY 2018/19 to 2019/20 Unified Planning Work Program (UPWP)**

Ms. Bollenback stated this amendment to the existing Unified Planning Work Program (UPWP) is to include additional funds in the amount of \$26,262 from the Federal Transit Administration (FTA). The TPO does its planning based on the state's fiscal year which runs from July to June but the federal fiscal years begins in October runs through September; therefore, an adjustment to federal funds must be made. These additional FTA funds also have a state and local match. She explained how these additional funds will be assigned and reviewed the changes to the existing UPWP.

**D. Presentation and Discussion of Resolution 2020-## Authorizing the De-Obligation of Transportation Planning (PL) and Urban Attributable (SU) Funds for the Current Federal Fiscal Year**

Ms. Bollenback explained de-obligation is when all available funds in the Work Program are not spent and so are released from the existing UPWP and reprogrammed to be available in the first year of the new UPWP on July 1, 2020. The funds for the 2045 LRTP task will not be spent down by the end of the fiscal year because it will not be completed until September. If we do not de-obligate the funds they will not be available until the second year of the UPWP. The de-obligation process is very specific; the information is sent to FDOT to ensure the TPO can meet its obligations by not spending these funds and release them for the first year of the new UPWP.

Mr. Daun referred to the \$14,817 in SU funds under Task 3.02, Bicycle/Pedestrian Project Feasibility Studies, and asked for an explanation of what it is for.

Ms. Bollenback replied the TPO sets aside \$100,000 each year for studies of projects that are submitted for the List of Priority Projects (LOPP); it is not a requirement for the local governments to have the TPO do these studies but some local governments do not have the staff or time. TPO staff does a planning estimate with the city and FDOT to ensure there are no fatal flaws with a project and that the cost estimate is good. If issues are found that may stop a project moving forward, before FDOT programs funds those hurdles must be overcome. The

UPWP is being amended and is attached to an agreement with FDOT which allows them to program the funds; the agreement as well as the UPWP must be amended.

#### **E. Presentation and Discussion of Sea Level Rise Planning Horizons and Projections**

Mr. Harris gave a PowerPoint presentation on sea level rise planning horizons and projections and stated conditions resulting from climate change include higher temperatures, increased precipitation and/or severe drought and an overall rise in sea levels across the globe. The state of Florida is on the frontline of these effects because it has a long coastline. The TPO is part of a collaboration with many agencies; both regional planning councils, the University of Florida, FDOT and others. The current federal transportation bill expands the focus on the resiliency of the transportation system and requires strategies to reduce the vulnerability of existing transportation infrastructure to natural disasters as well as the state directive that sea level rise be addressed. He reviewed the strategic approaches to sea level rise including retreat, accommodation and protection. The goal is to increase the ability of local and regional stakeholders to implement resiliency and climate adaptation strategies across disciplines. He explained the coastal flooding/surge modeling methods, sea level rise impacts and areas of assessment for Volusia and Flagler Counties as well as sea level rise impacts to stormwater systems. He reviewed the financial exposure for the low, medium and high rate curves; the high rate curve of 2100 can reach approximately \$11 billion. The TPO wants to implement policies and procedures to address sea level rise and adopt those into the LRTP and other programs moving forward. The TPO made changes to the project applications that give local governments the opportunity to earn extra points if a project addresses sea level rise and resilience issues. The TPO collaborates with stakeholders and the regional planning councils to implement strategies on a regional basis; the planning horizons for the Resilient Volusia and Flagler assessments were based on the years 2040, 2070 and 2100 with the focus on 2040 as it is within the planning horizon of the 2045 LRTP. He reviewed the projection rate curves used for the Resilient Volusia and Resilient Flagler Counties assessments developed by the Army Corp of Engineers; the high curve projects sea level rise at just over five feet for year 2100; this high curve is the same as the low curve used as the projection for the 2045 LRTP as Ms. Nicoulin mentioned earlier.

#### **V. Staff Comments**

(Handout)

Mr. Harris thanked Ms. Stephanie Moss, FDOT, for providing FDOT's Mission and Vision Statement to the BPAC.

→ 2020 Priority Process Schedule

Mr. Harris announced the annual Call for Projects is underway; it began January 15, 2020 and will close March 31, 2020. He reviewed the 2020 Priority Process Schedule and stated the BPAC Project Review Subcommittee will meet in April; the dates will depend on subcommittee members' availability; he is anticipating two meetings in April.

#### **VI. Information Items**

- BPAC Attendance Record
- January Outreach and Activities
- TPO Board Meeting Report
- 2045 LRTP Subcommittee Report
- 2045 LRTP Survey

#### **VII. BPAC Member Comments**

Mr. Daun stated he requested FDOT's Mission and Vision Statement last month so BPAC members were aware of what is important to FDOT; during the discussion on the 2045 LRTP he mentioned weighing what is important to quality of life versus economic development. FDOT has determined that this is their mission so when projects are submitted for funding we ensure they meet these standards. The TPO does a good job of it but as a body we can use this information

on a case-by-case basis to ensure FDOT is meeting their own standards. He announced the Southeast Conference for Trails will convene in Jacksonville the first of April; he will send Ms. Stewart the link to register for those members that are interested.

Ms. Belin congratulated Ms. Bollenback on her appointment as Chairperson of the Metropolitan Planning Organization Advisory Council (MPOAC) Staff Directors Committee.

Mr. Coletti referred to the new roundabout still under construction on US 1 and Old Dixie Highway and stated FDOT will be installing a flashing sign that alerts vehicles that bicycles will be using the northbound lane as there is not a bike lane; he would like the same type sign heading southbound. It will be safer for bicyclists, pedestrians and motor vehicles as there are bike lanes before and after the roundabout.

Mr. Wendler asked if the signs would be temporary or permanent.

Mr. Coletti replied permanent.

Ms. Moss announced this past Monday, FDOT's Director of Transportation Development, Ms. Loreen Bobo, gave a presentation at the Space Coast TPO in conjunction with the City of Satellite Beach on safety improvements that will be implemented along SR A1A in Satellite Beach; that presentation was recorded and is available on YouTube. The link is available on the Space Coast TPO website or it can be Googled. FDOT also recently came across a group of elementary and middle school students that are part of the first Lego League Team that are called The Gator Bots; they are from Brevard County and have an interesting proposed solution to crosswalk safety. They have been presenting to the local governments in their area and communicating with FDOT; their information is available on Facebook. She thought this area may be interested in having them give a presentation; they are very engineering and civic minded; she would like to see the community support them.

Mr. Harris asked what their idea is.

Ms. Moss replied to improve crosswalk safety with lighting; FDOT is having them give a presentation at the Transplex Conference in a few weeks. She announced tomorrow is the 6<sup>th</sup> Annual Transportation Safety Bike Ride in New Smyrna Beach. She also announced FDOT Central Office will be conducting a High Visibility Enforcement Pilot Project from February 27, 2020 to March 8, 2020 in Orange, Seminole, Brevard, and Volusia Counties; the locations have not yet been set but the proposed location for this area International Speedway Boulevard from Nova Road to Beach Street. FDOT D-5 will be undertaking the creation of a Bicycle/Pedestrian Master Plan; she will be in contact with the BPAC in the coming months for input on how to inform projects, fix roads, etc.

Mr. Daun asked if the plan will have a GIS layer.

Ms. Moss replied yes.

Ms. Winsett stated she followed up with the Volusia County Parks and Recreation Department and Engineering Department regarding the proposed trail on Pioneer Trail that Mr. Daun mentioned earlier and they do not have a trail planned there.

Mr. Daun replied it was brought up during a previous discussion.

Mr. Harris replied the TPO conducted a feasibility study in 2012 at the request of the city of New Smyrna Beach; they wanted to build a trail along Pioneer Trail. The city does not have an adopted master plan but has an idea of where they want trails; that is one roadway they are interested in. He does not know the current status; but it is a city project on a county road. It was discussed during the I-95 and Pioneer Trail interchange presentation because the proposed trail runs through the study area of the interchange. He will follow up on the status prior to the next BPAC meeting.

Mr. Hall stated the 2020 Census is directly related to transportation and it is critical all members complete it. Federal funding and our representation is based on how many people complete the census. There will be a public meeting

Monday, February 17, 2020 at the Daytona Beach Police Department at 6:00 pm to discuss the census; he encouraged everyone to complete the census.

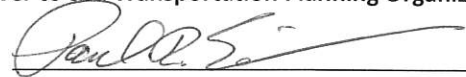
Mr. Aufdenberg announced the Florida Bicycle Tourism Conference in Titusville on March 18, 2020; the St. Johns River to Sea Loop Summit in Titusville on March 19 -20, 2020; and the "Spring to Spring" ride and trail celebration on March 1, 2020 in West Volusia. The cost is \$30 and includes guided rides and a BBQ lunch. He recently rode the trail in Port Orange along Dunlawton Avenue and US 1; it is a beautiful trail and is part of the East Coast Greenway. He referred to the bus routes and the balance between ridership and coverage and recommended members read Mr. Jarrett Walker's book "Human Transit"; he is a transit consultant who works with communities to help them balance ridership with coverage and better connections. He gave kudos to the city of Daytona Beach and FDOT for repairing the push pedestrian button at Nova Road and Beville Road; when pushed it said "set ID" so he reported it to Ms. Moss and it has since been fixed. He noted a pedestrian was recently killed on Nova Road at night; it is a 50 mile per hour (mph) road with three bus stops, no sidewalks and no marked crosswalks between Beville Road and Bellevue Avenue. A night bus runs through there so there is the potential for harm to pedestrians.

Ms. Burgess-Hall commented she came upon that accident and because of the lack of lighting in the area it was difficult to see where the emergency vehicles were until she was on top of them; emergency personnel handled the situation poorly as she could have hit a police car.

**VIII. Adjournment**

The BPAC meeting adjourned at 4:17 p.m.

**River to Sea Transportation Planning Organization**



**Mr. Paul Eik, Chairperson  
Bicycle/Pedestrian Advisory Committee (BPAC)**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of the minutes of the February 12, 2020 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 11<sup>th</sup> day of March 2020.



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

## CONNECT 2045 SCENARIO CONCEPTS

- As transportation planning organizations develop long-range plans, it is important to consider the potential effects of possible future conditions.
- Scenario analysis can be a useful tool to better understand the potential influence of alternative futures, aiding development of policies and prioritization of projects.
- The use of scenarios for development of long-range transportation plans (LRTP) is encouraged but not required.
- The River to Sea Transportation Planning Organization (TPO) will be implementing scenarios for Connect 2045 from three perspectives:
  - Technology (page 2)
  - Resiliency (page 3)
  - Funding (page 5)
- Certain factors in the technology and resiliency scenarios are related to the funding scenario. For example, more electric vehicles mean lower gas tax revenues while flooding and storm threats can lead to higher transportation infrastructure costs.
- The final findings of these scenarios will be presented to the BPAC/CAC/TCC and Board in April.

## TECHNOLOGY SCENARIO

Technology is transforming transportation in new ways and the pace of change is accelerating. Recognizing the importance of technology, the TPO has completed an *Intelligent Transportation System (ITS) Master Plan* and *Transportation System Management and Operations (TSM&O) Master Plan* that include and recommend technology-related strategies. It is more important than ever to understand how emerging technologies will shape transportation in the TPO area. The increase in automated, connected, electric and shared (ACES) vehicles is becoming an important focus. The approach to technology for the LRTP will focus on ACES through a few key components:

- Analyze results of the ACES Scenario from the Central Florida Regional Planning Model (CFRPM) version 7. The ACES Scenario was newly created by FDOT District 5 to support TPOs/MPOs with LRTP development. The results of that scenario run were provided by FDOT provided in mid-January and are currently being evaluated. The **ACES Scenarios** include **five possible futures** as proposed by the Federal Highway Administration and advanced by FDOT through recent LRTP guidance. These futures range from “slow roll” with the least change to “robotaxis” projecting the most rapid change. The results will be analyzed to determine the appropriate scenarios to inform the LRTP.
- Identify and prioritize corridors for implementation
  - Prioritize corridors based on the needs assessment from the ITS/TSM&O Master Plans and, as appropriate, the results of the ACES Scenarios
  - Key corridors will be placed into prioritized tiers for purposes of identifying focus areas and potential future pilot projects
- Consider future action steps that are appropriate to continually analyze ACES such as implementation of an ACES Task Force and/or Committee
  - Made up of TPO, local agencies, private sector interests, and public entities
  - Evaluate opportunities as they occur
  - Make recommendations on potential ACES impacts – help to inform policy-basis for assumptions that the TPO will use

A few resources for more information on technology:

- FDOT – Guidance for Assessing Planning Impacts and Opportunities of ACES ([https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot\\_mpoguidebook\\_20181005.pdf?sfvrsn=7d194ed6\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot_mpoguidebook_20181005.pdf?sfvrsn=7d194ed6_2))
- USDOT – Preparing for the Future of Transportation: Automated Vehicles 3.0 (<https://www.transportation.gov/av/3/preparing-future-transportation-automated-vehicles-3>)
- USDOT – Connected Vehicle Videos (<https://www.its.dot.gov/communications/video.htm>)

## RESILIENCY SCENARIO

Resiliency reflects the ability to anticipate, prepare for, and adjust to changing conditions, and recover rapidly after disruptive events such as flooding, hurricane damage, or major traffic incidents. It is important for the transportation system to be resilient in the face of these disruptions to ensure reliable movement of people and goods.

To understand the vulnerability of transportation infrastructure to disruptive events and changes, the TPO has participated in assessments of sea level rise (SLR) and 100-year storm surge within the planning area. These studies (*Sea Level Rise Vulnerability Assessment - 2016*, *Resilient Volusia - 2017* and *Resilient Flagler - 2018*) provide significant data that can be useful to evaluate the impact of SLR, 100-yr storm surge in the future. In addition, the East Central Florida Regional Planning Council (ECFRPC) is leading the Regional Resiliency Action Plan (RRAP). The RRAP recommends the upper and lower boundaries to plan for SLR based upon US Army Corps of Engineers (USACE) and National Oceanic and Atmospheric Administration (NOAA) data (see chart). This data is available for Volusia County since it is in the boundary of the ECFRPC.

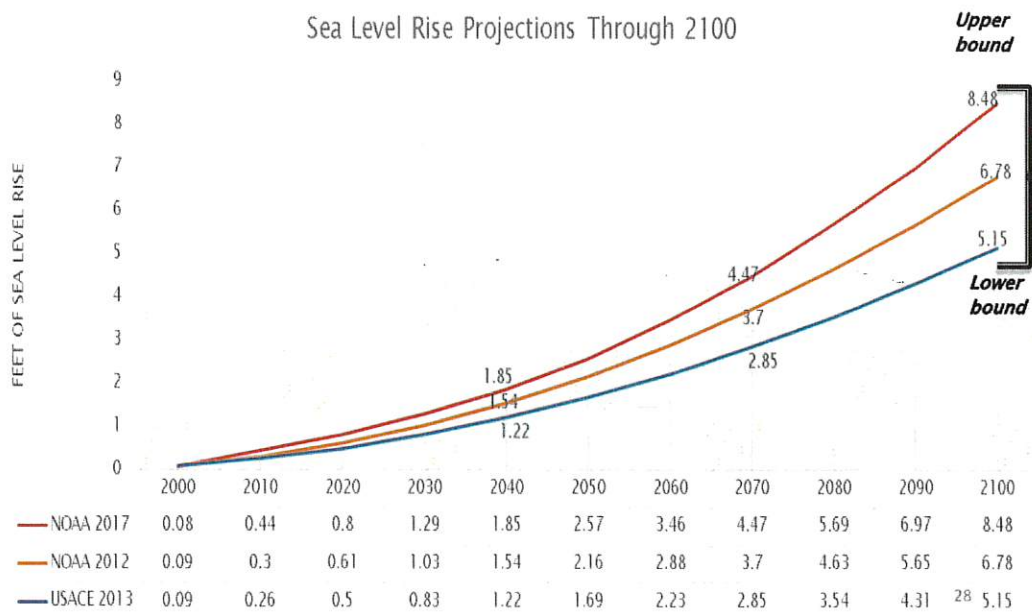


Chart source: East Central Florida Regional Planning Council

The Northeast Florida Regional Council does not presently have similar data for Flagler County.

Consistent data is being pursued for the entire TPO area but if that is not successful, two separate scenarios will be run for Volusia and Flagler, respectively. The horizon year to be used for both will be 2040 because it is the furthest data year within the LRTP horizon. For Volusia, both upper and lower SLR boundaries will be used. For Flagler, only lower boundary will be used unless the data becomes available.

Regardless of the specific approach taken, the analysis will compare the inundation area(s) from the selected approach with the projects identified through the Needs Assessment portion of the study. The results of this analysis will be an identified set of potentially impacted projects that will inform planning decisions and prioritization in the development of Connect 2045.

A few resources for more information on resilience:

- USDOT – White Paper: Integrating Resilience into the Transportation Planning Process ([https://www.fhwa.dot.gov/environment/sustainability/resilience/ongoing\\_and\\_current\\_research/planning/integrating\\_resilience.cfm](https://www.fhwa.dot.gov/environment/sustainability/resilience/ongoing_and_current_research/planning/integrating_resilience.cfm))
- USDOT – Resilience (<https://www.fhwa.dot.gov/environment/sustainability/resilience/webinars/>)
- NPR – Storm Clouds and Sunshine: How Florida Prepares for Climate Change (<https://the1a.org/shows/2019-02-11/storm-clouds-and-sunshine-how-florida-prepares-for-climate-change>)

## FUNDING SCENARIO

The TPO provides priorities for FDOT to program the TMA (Transportation Management Area is MPO with population greater than 200,000) and Other Arterials funds. Each update, FDOT estimates the amount of these funds expected to be available over the LRTP planning period. This time, while the TMA funds are generally consistent with previous updates, the Other Arterials are approximately double previous update estimates.

Therefore, it is proposed that the funding scenario will compare two alternatives (LOW and HIGH) in relation to the baseline 2045 Revenue Forecast to be used for development of the Connect 2045 Cost Feasible Plan (CFP) (this 2045 forecast was discussed with the TPO Board and Committees in January).

The LOW and HIGH scenarios will provide an opportunity to evaluate how these alternative futures might impact the program of projects included in the CFP. More specifically, the lesser funding of LOW will be used to determine what projects would potentially be excluded from the Connect 2045 CFP, while the greater funding of HIGH will be used to determine Needs Assessment projects that could potentially be added to the CFP. Here is a summary of the baseline and two scenarios:

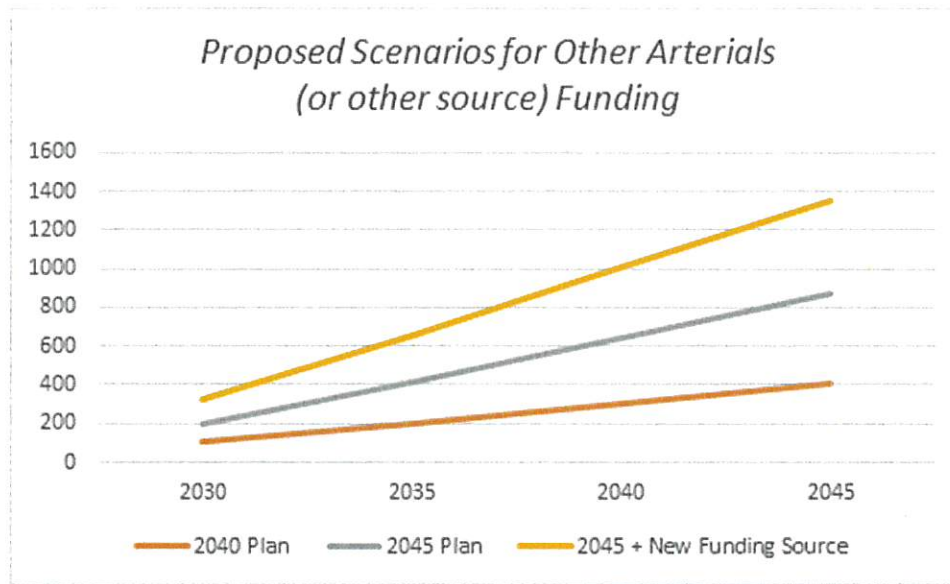
2045 Plan / BASELINE – *Other Arterials Funding* amount is from Connect 2045 Revenue Forecast.

2040 Plan / LOW Scenario – *Other Arterials Funding* amount is from 2040 LRTP Revenue Forecast. Because the 2040 Revenue Forecast was developed when recessionary effects were still impacting long-range financial outlook, it acts as an appropriate surrogate for a more constrained financial situation. The potential factors that could drive a more constrained financial future include:

- growing shortfalls in federal transportation funding due to highway fuel tax remaining at the same level since 1993
- projected reductions in fuel tax revenue due to increasing vehicle fuel economy
- projected reductions in fuel tax revenue due to growth in sales of electric vehicles

2045 + New Funding Source / HIGH Scenario – *Other Arterials Funding* is amount from Connect 2045 Revenue Forecast supplemented by hypothetical new source of funding. For purposes of developing the specific threshold, the figure is based on the estimate of 25% of a 1 cent sales tax going to transportation. This is not a policy recommendation. This was used to develop a scenario above the BASELINE that mirrors how much the LOW Scenario is below. The potential factors that could drive a more abundant financial future include:

- increase in federal highway fuel tax
- a new local sales tax
- increase in state funding
- implementation of a new revenue source that based on miles driven rather than gallons of fuel sold



A few resources for more information on funding:

- Congressional Research Service – Report: Funding and Financing Highways and Public Transportation (<https://fas.org/sgp/crs/misc/R45350.pdf>)
- FDOT/CUTR – Report: Autonomous Vehicle (AV) and Alternative Fuel Vehicle (AFV) Florida Market Penetration Rate and VMT Assessment Study (<https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/research/reports/fdot-bdv25-977-48-rpt.pdf>)
- FDOT – Report: Florida's Transportation Tax Sources – A Primer ([https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/comptroller/2019-transportation-tax-source-primer.pdf?sfvrsn=43ccaffd\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/comptroller/2019-transportation-tax-source-primer.pdf?sfvrsn=43ccaffd_2))



## **OUR VALUES**

### **One FDOT**

We are one agency, one team.

### **INTEGRITY**

We always do what is right.

### **RESPECT**

We value diversity, talent and ideas.

### **COMMITMENT**

We do what we say we are going to do.

### **TRUST**

We are open and fair.

## **OUR MISSION**

The department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

## **OUR VISION**

As one FDOT team, we serve the people of Florida by providing a transportation network that is well planned, supports economic growth, and has the goal of being congestion and fatality free.

## **VITAL FEW**

Safety, Innovation, Mobility, Attract,  
Retain & Train