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, June 12, 2019

TIME: 2:00 P.M.

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

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Mr. Bob Storke, Chairperson

AGENDA

I. CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE

II. PUBLIC COMMENT/PARTICIPATION (Length of time at the discretion of the Chairperson)

III. ACTION ITEMS

A. REVIEW AND APPROVAL OF THE MAY 8, 2019 BPAC MEETING MINUTES (Contact: Debbie Stewart) (Enclosure, pages 4-16)

B. NOMINATION AND ELECTION OF BPAC CHAIRPERSON (Contact: Stephan Harris) (Enclosure, page 17)

C. NOMINATION AND ELECTION OF BPAC VICE CHAIRPERSON (Contact: Stephan Harris) (Enclosure, page 18)

D. APPOINTMENT OF MEMBERS TO THE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) SUBCOMMITTEE (Contact: Colleen Nicoulin) (Enclosure, page 19)
III. ACTION ITEMS (continued)

E. REVIEW AND RECOMMEND APPROVAL OF THE DRAFT LIST OF PRIORITIZED BICYCLE/PEDESTRIAN AND B/P LOCAL INITIATIVES PROJECTS (Contact: Stephan Harris) (Enclosure, pages 20-24)

F. REVIEW AND RECOMMEND APPROVAL OF THE DRAFT LIST OF SHARED USE NONMOTORIZED (SUN) TRAIL PROJECTS (Contact: Stephan Harris) (Enclosure, pages 25-27)

G. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## ADOPTING THE FY 2019/20 TO 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (Contact: Colleen Nicoulin) (Enclosure, pages 28-30)

H. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## SUPPORTING THE EAST CENTRAL FLORIDA REGIONAL RESILIENCE ACTION PLAN (Contact: Stephan Harris) (Enclosure, pages 31-34)

I. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## ADOPTING THE R2CTPO PUBLIC PARTICIPATION PLAN (PPP) (Contact: Pamela Blankenship) (Enclosure, pages 35-37)

J. CANCELLATION OF THE JULY 10, 2019 BPAC MEETING (Contact: Debbie Stewart) (Enclosure, page 38)

IV. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF THE DEVELOPMENT OF A COMMUNITY SAFETY ACTION PLAN (Contact: Pamela Blankenship) (Enclosure, page 39)

B. PRESENTATION AND DISCUSSION OF FY 2019/20 BICYCLE AND PEDESTRIAN SAFETY EVENTS (Contact: Pamela Blankenship) (Enclosure, pages 40-41)

V. STAFF COMMENTS

→ River to Sea TPO staff member update

VI. INFORMATION ITEMS (Enclosure, pages 42-55)

→ BPAC Attendance Record
→ Federal Certification Review Public Meeting Announcement
→ TPO Board Meeting Report
→ TPO Information Sheets
→ TPO Outreach & Activities
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VII. BPAC MEMBER COMMENTS
(Enclosure, page 42)

VIII. ADJOURNMENT
(Enclosure, page 42)

***The next meeting of the BPAC will be on Wednesday, August 14, 2019***

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

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

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

A. REVIEW AND APPROVAL OF THE MAY 8, 2019 BPAC MEETING MINUTES

BACKGROUND INFORMATION:

Minutes are prepared for each meeting and must be approved by the BPAC. The May 8, 2019 BPAC meeting minutes are provided with this agenda packet for your review.

ACTION REQUESTED:

MOTION TO APPROVE THE MAY 8, 2019 BPAC MEETING MINUTES
Members Present:  
Joan Sandler  
Paul Eik, Vice Chairperson  
Larry Coletti  
Gilles Blais  
Nic Mostert  
Bob Storke, Chairperson  
Gayle Belin  
Robert Bullard  
Christy Gillis  
Patrick McCallister  
Chris Daun  
Roy Walters

Representing:  
DeBary  
Flagler Beach  
Flagler County  
Holly Hill  
New Smyrna Beach  
Orange City  
Ormond Beach  
Ponce Inlet  
South Daytona  
Volusia County, District 1  
Volusia County, District 2 Alternate  
Volusia County At Large

Non-Voting Technical Appointees Present:  
Wendy Hickey  
Gwen Perney  
Mike Ziarnek  
John Cotton  
Melissa Winsett

Representing:  
Flagler County  
Port Orange  
FDOT  
Votran  
Volusia County

Members/Technical Appointees Absent:  
Doug Hall (excused)  
Ted Wendler (excused)  
Scott Leisen  
Michelle Grenham (excused)  
Heidi Petito  
Danielle Anderson  
Jeff Martindale (excused)  
Nancy Burgess-Hall (excused)  
Eric Kozieliski

Representing:  
Daytona Beach  
DeLand  
Deltona  
Edgewater  
Flagler County Public Transportation  
Palm Coast  
Port Orange  
Volusia County, District 2  
Volusia County School Board

Others Present:  
Debbie Stewart, Recording Secretary  
Stephan Harris  
Pamela Blankenship  
Colleen Nicoulin  
Kimberly Dixon  
David Graeber  
Hugh Harling  
Bruce Landis  
Joyce Case  
Tim Baylie  
Terri Bergeron

Representing:  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
Daytona Beach  
FDOT  
East Central Florida Planning Council  
Landis Evans and Partners  
Health Planning Council of Northeast Florida  
Volusia County Parks and Recreation  
Volusia County Parks and Recreation

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 Bob Storke. 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 April 10, 2019 BPAC Meeting Minutes

Chairperson Storke stated when the March meeting minutes were reviewed last month there was a change at the request of a BPAC member and the minutes were approved as amended. Upon further research and a review of the recording, the amendment was found to be in error and the originally presented minutes are correct. The audio of the March meeting is available if members would like to listen to it. A motion is needed to amend the motion that was made at April 10, 2019 meeting to amend the March 13, 2019 meeting minutes by striking the words “as amended” and inserting the words “as presented”.

**MOTION:** A motion was made by Mr. Daun to amend the motion to approve the March 13, 2019 BPAC meeting minutes by striking the words “as amended” and inserting the words “as presented”.

The motion was seconded by Mr. Walters and carried with one opposing vote.

Mr. Bullard stated he has two corrections to the April 10, 2019 minutes; first, he would like a single sentence inserted into the minutes that a lengthy discussion ensued between Mr. Bullard and Mr. Diaz following Mr. Diaz’s presentation. The other correction is a comment made by Mr. Blais on page 11; he described Riverside Drive as eastbound and westbound but he believes it is northbound and southbound.

Mr. Daun stated he interprets it as being on the east side going north.

Ms. Blankenship replied it depends on what was actually said; if it is what was said, the minutes will reflect what is said and not what is intended. Staff will review the recording and correct the statement if it is in error. It could be east side and west side of Riverside Drive.

Chairperson Storke asked where the first correction is in the minutes.

Mr. Bullard replied it was Presentation Item A, so anywhere on page 8 would be adequate.

Mr. Blais referred to the proposed correction on page 11 and clarified his statement referred to the east side of Riverside Drive which is northbound; the west side is southbound.

Chairperson Storke asked Mr. Bullard to restate the sentence he wanted added into the March minutes.

Mr. Bullard stated the sentence he wants added is “following Mr. Diaz’s presentation, Mr. Bullard and Mr. Diaz had a lengthy discussion”.

Chairperson Storke asked if this was during the meeting.

Mr. Bullard replied yes.

Mr. Eik asked if a conclusion was reached regarding the other proposed amendment to the minutes.

Chairperson Stork replied staff will listen to the audio of the meeting and if the statement is what is presented in the minutes, the minutes will remain the same. If it is different, the minutes will be amended to reflect the correction.

**MOTION:** A motion was made by Mr. Bullard to approve the April 10, 2019 BPAC meeting minutes as amended. The motion was seconded by Mr. Gilles. After a hand count vote, the motion failed.
MOTION: A motion was made by Mr. Eik to approve the April 10, 2019 BPAC meeting minutes as presented. The motion was seconded by Ms. Belin and carried unanimously.

B. Review and Recommend Approval of Resolution 2019-## Adopting the 2019 Bicycle Suitability Map

Mr. Harris stated this is the most recent draft of the Bicycle Suitability Map. Since the last time the draft map was presented, the TPO has been working with the consultant to address the comments and feedback received from the BPAC and the TPO Board. Some of the revisions made are reflected on page 16 of the agenda; he reviewed these changes which include rearranging the comfort levels from high to low. The statement of purpose was also revised. The conflict areas are not shown as staff found that in the GIS files the Average Annual Daily Traffic (AADT) counts were not consistent. If these AADT levels are incorrect, the suitability level would also likely be incorrect. The roads in conflict were removed from the map as suitability/comfort levels; the roadway is shown but without a designated suitability comfort level. One of the most useful tools added to the map are the blue boxes on each side that show the criteria used to determine the suitability level. TPO staff and the consultant did their best to address the feedback received within the constraints that existed. This is a revision of the existing map which has been modified to address the entire planning area and to give more roadway condition data to the user.

Mr. Mostert commented the change to the colors of the suitability levels is a positive change. He asked when these maps will be available.

Mr. Harris replied the TPO has a budget for printing hard copies of the map but he does not know how many hard copies can be printed within that budget yet. In addition to the pdf files there will be the GIS files, Google Earth files, and others that will be available on the website that will allow the user to zoom and pan. Once final approval by the board is made, hard copies could be available within two months.

Mr. Walters commented that the famous “Loop” in Ormond Beach is not correct; although John Anderson Drive is shown it has people going onto SR A1A when it should be John Anderson Drive all the way to the bridge.

Mr. Harris replied that is one of the segments that had to be removed; as explained earlier, the AADT data was incorrect and a suitability level could not be assigned to John Anderson Drive. The roadway is shown but the benefit of a suitability level is not available.

Mr. Walters stated the “Loop” has been around a long time and is a famous and easy ride.

Mr. Harris replied they did not assign suitability levels to trails but they are shown on the map as blue lines.

Mr. Bullard stated we need to think of who the likely consumer will be; where they come from and who they are. People that live here know the situation but we are probably aiming at people not familiar with the area who want to come here with their bicycles. The mention of the “Loop” is important as it is one of the premier touring opportunities in the area; it does require good bicyclists as there are no bike lanes and it is tight on Walter Boardman Lane. He suggested adding another distance bar scale under miles for kilometers.

Mr. McCallister stated he is one of the people that helped to create this map and he is not going to vote to recommend approval of it because he thinks it needs more work. The reason he will not vote to approve this is because certain errors stand out. For example, according to the map, US 92 East is a four-lane divided highway with a wide shoulder that is extremely low comfort until Tomoka Farms Road. From Kepler Road in DeLand to Tomoka Farms Road in Daytona Beach it is a four-lane divided highway with no cross traffic; at Tomoka Farms Road there is a three-point contact with traffic. There is traffic from the left coming onto Tomoka Farms Road, traffic merging behind onto Tomoka Farms Road and also traffic from the right onto Tomoka Farms Road. Past that, there is traffic entering I-4; at I-4 there is no shoulder so a cyclist is pushed into the lane of traffic. That is the point on the map that shows the comfort level has improved when it is actually the opposite. It has gone from a relatively comfortable ride on US 92 to being pushed into traffic in the shadows. He feels the map needs additional work. He discussed this with a friend who is a traffic planner.
and avid cyclist in California and asked him if anyone has a program to create a good bicycle map. The response was no and he does not use any maps because none of them are good. It is not just this map, but apparently it is endemic. He believes the map can reflect reality more accurately but it needs additional work.

Mr. Daun referred to the routes that could not have a comfort level assigned due to the data and asked if another color for those routes could be used to signify there was not enough data to assign a comfort level. This is a much greater step forward from the previous map and he commends the TPO for the transparency used; it makes the data more credible and over time perhaps these situations can be resolved.

Ms. Sandler asked if the map would be kept up-to-date on the website and show new trails when they are completed.

Mr. Harris replied yes; every update will be reflected on the website. Any major changes will go through the BPAC.

Ms. Sandler asked if the new trails would be shown on the website.

Mr. Harris replied yes; once this map is approved, it will be updated going forward. It is always a work in progress and this will not be the last version of the map.

Ms. Sandler commented that the map does not show public restrooms.

Mr. Harris replied those are assumed to be at the trailheads; there is not a separate icon for restrooms.

Ms. Winsett asked if Mr. Harris received an e-mail from the Volusia County Parks and Recreation division requesting an additional trailhead be added to the map.

Mr. Harris replied yes.

Mr. Eik referred to Mr. Daun’s comment and asked if in the process of creating this map if there was any way the problem areas that we do not have sufficient data for can be identified for a suitability comfort level.

Mr. Harris replied there is a disclaimer on the west side of the map under the Florida Statutes that covers the entire map.

Mr. Mostert referred to the 2014 map and stated it was an excellent tool. This is not a comprehensive, error free map; it is an excellent tool for local residents and tourists. Mr. Daun’s suggestion of another color for the routes not assigned a suitability comfort level is a great idea. This is a huge improvement over the prior map; it is not ever going to be a perfect map. If we keep delaying this, we will never have a map.

Mr. Blais referred to the comfort level and commented that the boundaries could be tested by police officers on bicycles within their jurisdictions for the police chief to approve the comfort levels for safety.

Ms. Winsett commented that not all Volusia County trailheads have restrooms. The county will have an electronic map available by the end of the month that will show which trailheads do have restrooms.

Mr. Harris replied the locations of restrooms are not reflected on this map; the trailhead locations are on the map but they may or may not have restrooms.

Mr. McCallister commented that more work is necessary for this map; he sees dangerous advice on it. He sees roads in Deltona that are marked relatively comfortable but that as an experienced cyclist himself, he will not ride; the odds of being struck by a car are too high. There are places on the map that give bad advice and he would like to keep working on it until we feel good about it; he does not feel good about it as it is.
Mr. Mostert replied that it is subjective; he mentioned that Mr. McCallister had mentioned SR 44 is a safe road but he, himself, will not ride on it. People have different ideas of what is safe and what is not.

**MOTION:** A motion was made by Mr. Daun to recommend approval of Resolution 2019-## adopting the 2019 Bicycle Suitability Map and adding a separate color to signify the routes not documented for a suitability comfort level. The motion was seconded by Mr. Mostert and passed with two opposing votes.

### IV. Presentation and Discussion Items

#### A. Presentation and Discussion of the US 17 Project Development and Environment (PD&E) Study

Mr. David Graeber, FDOT, stated he is the Project Manager for the PD&E Study for the shared use trail along US 17 from SR 40 to the Putnam County line. The project has been ongoing since December 2017 and they have evaluated a number of alternatives and announced a public involvement alternatives meeting will be held May 30, 2019. He introduced Mr. Bruce Landis, Landis Evans and Partners, to give the presentation.

Mr. Landis gave a PowerPoint presentation of the US 17 PD&E Study and gave a project overview. This project will close an existing trail gap in the St. Johns River to Sea Loop approximately 14 miles between SR 40 to the Volusia/Putnam County line. It will be a 12’ wide trail; however, some areas are highly constrained to 8’ wide. He reviewed what the SUN Trail Program is and that it is a part of the Florida Greenways and Trails System. He explained the purpose and need of the project and gave a summary of the challenges which include the proximity to multiple rail lines. There is also the potential for conflicts at driveways and side street crossings along the US 17 corridor. He reviewed Alternatives A and B for both typical rural and urban sections and explained where these sections would be along the trail. He reviewed the alternatives evaluation matrix and stated it would be displayed at the Public Alternatives Workshop later this month. He reviewed the schedule and stated the study would be completed in early 2020. Future phases include design, which is partially programmed for 2021; right-of-way and construction are currently not funded.

Mr. McCallister asked where and when the public alternatives meeting would be held.

Mr. Landis replied May 30, 2019 in Pierson at the Community Center at the Chipper Jones Family Sports Complex.

Mr. McCallister asked if the city of Pierson has been receptive to this.

Mr. Landis replied yes.

Mr. McCallister commented he cannot envision where this trail will go in Pierson and asked what time the public meeting will be.

Mr. Landis encouraged him to attend the public meeting which is from 5:30 pm to 7:30 pm.

Mr. Bullard referred to land easements and eminent domain which do not seem high on FDOT’s or the St. John’s Water Management District’s radar. They need to buy the land as opposed to approaching creative easements; he asked why.

Mr. Landis replied FDOT’s policy is not to use eminent domain to get land for the trail; they will use existing right-of-way or willing sellers.

Mr. Bullard asked if they had discussed an easement as an option.

Mr. Graeber replied FDOT is aware an easement can be done. He can provide a contact if there are specific questions regarding right-of-way considerations and processes. It is still early in the planning process and before they get to the right-of-way phase.
Mr. Cotton stated Votran has Route 24 that goes to the Putnam County line and is about to spend $56,000 to install concrete pads at the bus stops. He asked if the trail will provide access to the bus stop pads.

Mr. Graeber asked when the concrete pads would be constructed.

Mr. Cotton replied work is about to begin now. Bicyclists may ride to a certain point on the trail and decide to take Votran back and he wants to make sure there will be connectivity to the trails.

Mr. Graeber replied there are strategies for those connections and as the project moves toward design, they will mark that design connection in the report so FDOT is aware of it. Also, those design segments are not fully funded yet. He asked if Votran was going the entire length of US 17.

Mr. Cotton replied Votran is going from Barberville to the Putnam County line.

Mr. Daun asked if the campgrounds at the trail head were being incorporated into this trail. One of the best benefits of utilizing this area of the SUN Trail is for groups like the Boy Scouts.

Mr. Landis replied identifying trail heads is part of the scope of this study; however, the SUN Trail System does not fund trail heads.

Mr. Daun asked if they had a memorandum of understanding with Pierson regarding easements.

Mr. Landis replied they will be working with Volusia County on a memorandum of understanding at the end of the PD&E for maintenance, etc.

B. Presentation and Discussion of the Draft FY 2019/20 to 2023/24 Transportation Improvement Program (TIP)

Ms. Bollenback stated the Transportation Improvement Program (TIP) is a comprehensive document that outlines five years of transportation spending; primarily state and federal dollars but local dollars as well in our planning area. It represents a half billion dollars of transportation funding. When updating the TIP, the TPO produces a comparison report to reflect the changes. She encouraged members to review the projects that are important to them or the area they serve; to make sure the project is still in the TIP, funding is what is expected and adequate. She reviewed some of the new projects noting one big concern is the US 17 widening project in the northwest part of Volusia County has been deferred from 2021 to 2030; it is a $23 million project. FDOT explained it was deferred in part because funds have been diverted to repair areas damaged by the hurricane. This is likely to be repeated in the future as the state comes under continued pressure to address sea level rise and storm damage which will also have to be addressed in the 2045 Long Range Transportation Plan (LRTP) Another thing that puts pressure on the Work Program is when local governments go for direct appropriations; it disrupts the Work Program and circumvents the TPO process. Ten to twenty percent of the first year funding could be deferred to make room for direct appropriation projects. She continued to review the funding and projects in the updated TIP. The Work Program is for FDOT and the TIP is for the public and needs to be presented in a way the average person can see what is being funded. The document is out for review this month and will be back next month for a recommendation for final adoption; it will go into effect with the new fiscal year in July.

Mr. Bullard asked how quickly right-of-way can be acquired ahead of final plans for construction.

Ms. Bollenback replied it depends on what agency is building the project; Volusia County took the stance acquiring right-of-way when building a road; she used Williamson Boulevard as an example. It started as a two-lane road but they knew it would go to a four-lane arterial road and so they acquired the right-of-way in the beginning. FDOT does not have that option; they have to wait until 60% or 90% of the project is planned before acquiring right-of-way. Their rules are different for acquiring right-of-way because they are using public tax dollars and other projects could get deferred.
C. **Presentation and Discussion of the Draft List of Prioritized Bicycle/Pedestrian and B/P Local Initiatives Projects**

(Handout)

Mr. Harris stated the BPAC Project Review Subcommittee met on May 2, 2019 to finish scoring the project applications. He reviewed the current adopted priority list and explained what projects were removed; he explained the US 17 widening project has been deferred nine years as Ms. Bollenback previously stated. The US 17 Trail project is being constructed in conjunction with the widening so it has also been moved out of the Work Program and off the priority list. He continued reviewing the projects from the adopted priority list. The Coast to Coast Trail Wayfinding Signage Improvements project has been funded through construction; construction is anticipated to be completed within a few months. Mr. Tim Baylie, Volusia County Parks and Recreation Director, is in attendance and he asked Mr. Baylie for confirmation.

Mr. Baylie replied it has been through the review process and the county is waiting on one final comment from FDOT before putting the project out for bid. All signs should be in the ground by August or September.

Mr. Harris continued reviewing the changes to the projects on the priority list.

Mr. Daun asked if members are familiar with “REDI” funding; rural economic development funding from the state. Towns under 25,000 in population are eligible and perhaps this program could help Holly Hill or Pierson with their projects.

Mr. Harris replied yes and continued reviewing the priority list and projects that have dropped off Tier C. He then began reviewing the new draft 2019 priority list and stated there has been a slight change to the format; a column for performance measures has been added. Some of the column headings have also changed; he reviewed those changes. He reviewed the projects on the draft list. The TPO received five feasibility study applications and nine applications for project implementation; all the project implementation projects are in Tier B and are ready for funding and arranged by score. He referred to project #6, SR A1A National Scenic and Historic Coastal Byway Beautification project, Phase 1, and stated the TPO did not receive a letter of continuing support by the March 29, 2019 deadline but received it last week. Normally, this project would drop off the list since the letter of continuing support was not received by the deadline but staff would like feedback from the BPAC as to whether it should remain on the priority list.

Mr. Mostert referred to the project limits of N. 10th Street to S. 10th Street and the comment that project is to be completed in the reconstruction of SR A1A, but of that ten block area, only two blocks are within the construction area.

Mr. Harris replied this is a separate project from the reconstruction of SR A1A; the whole project is within the corridor and some of it is within the construction area. Expectations are it will be completed by the time the reconstruction is complete.

Mr. Mostert commented that project will take a year or more and that the funding for landscaping seems conservative.

Mr. Harris replied that landscaping was originally part of the project but it is ineligible for federal funding and has been removed; the funding only includes the hardscaping of the project. Normally, the project would be removed from the priority list because the letter of support was not received by the deadline; the TPO is asking for feedback from the BPAC.

Mr. Daun asked if there was a guideline or policy that addresses this situation that spells out the procedure to follow and what it states.

Mr. Harris replied a memo is sent when the Call for Projects is opened that gives the deadline; March 29, 2019 was the deadline to receive new applications, letters of continuing support and for updated cost estimates.
There are three guiding resolutions for the Call for Projects; one of those states a letter of continuing support is required and the memo states when that is required.

Ms. Nicoulin agreed and stated there is a deadline but the TPO does not always receive them in time. In this case, a letter of support was received but it was after the deadline. Staff does reach out to the local governments to keep projects on the list; the TPO does not want to be the agency that removes projects from the list. The policy does not spell out what happens if it is not received on time. If a response is not received after reaching out to the local governments then the project will be removed; however, in this case, a letter of support was received.

Mr. Daun asked if this has happened in the past and if the request was granted.

Ms. Nicoulin replied yes.

Mr. Harris stated rather than it be a staff decision the TPO would like a recommendation to come from this committee.

Mr. McCallister asked if a reason was given for the delay.

Ms. Nicoulin replied they did not state a reason but the deadline was moved up a month this year; it may not have been on the radar of local municipalities that did not submit an application for a new project. TPO staff does reach out to the local governments to make sure the projects advance.

Mr. McCallister asked about previous years and if this was a long-standing requirement.

Ms. Nicoulin replied this is the second year the TPO has had this requirement.

**MOTION:** A motion was made by Mr. Daun to recommend retaining the SR A1A National Scenic and Historic Coastal Byway Beautification project, Phase 1, on the 2019 List of Prioritized Projects (LOPP). The motion was seconded by Mr. Blais and carried unanimously.

Mr. Eik commented that he cannot speak for the city of Flagler Beach as to why the letter was not delivered within the deadline but there will probably not be any objection from the city as to the removal of the sidewalk project because of difficulties that will arise from it. The city is working hard with FDOT to keep the project on SR A1A going as smoothly as possible. He reminded the members of how many projects that the TPO puts money into for Volusia County as opposed to how many projects are done in Flagler County and the amount being requested is not much.

Mr. McCallister referred to the CR 3 shared use path for Pierson which falls in the area of the SUN Trail presentation just presented; he does not know if this would be a conflict but SUN Trail is looking at the same piece of real estate that is here.

Mr. Harris replied not really; the SUN Trail presentation received earlier was on US 17 and this is on CR 3 which runs parallel to US 17.

Mr. McCallister commented that the SUN Trail will not be able to run on US 17 through Pierson; he does not see where a 12’ trail could go so they will have to go west along CR 3.

Mr. Harris replied the SUN Trail plan is to put the trail on the east side of US 17; there is an existing trail from Washington Avenue to the elementary school. FDOT is proposing to extend that trail north to the county line.

Mr. Bullard asked if once a project on Tier B receives funding if it will receive the funding on a rock solid schedule by which the project will be developed or if the schedule is flexible; how fast and what time do they have to use the money.
Mr. Harris replied it can only go into the Work Program in a fiscal year (FY) that has funding available for it. Once it is in the Work Program the project sponsor has to develop a new schedule based on the FY of when that funding is available. The TPO asks project sponsors to submit a project schedule with the application when they apply for funding but the reality is the projects going onto the list now may not get funded for several years. Once a project is funded the project sponsor must submit a new project schedule; also once in the Work Program, the project needs to be developed within ten years.

Mr. Bullard asked if a project gets removed from the list if it will get ranked again.

Mr. Harris replied once projects are ranked and on the priority list they are not re-ranked; they stay on Tier B until they are funded or are withdrawn from the list.

Ms. Nicoulin the other option is the local government can withdraw a project and resubmit an application.

D. Presentation and Discussion of the Draft List of Shared Use Non-Motorized (SUN) Trail Projects

(Handout)

Mr. Harris referred to the handout and reviewed the projects that will come off the current adopted SUN Trail priority list including the East Central Florida Rail Trail Phase 4A and all six of the Daytona Beach trail gap projects; all were funded through construction. He reviewed the changes, removal and additions to the draft list. The Spring to Spring Trail Phase 3C from US 17/92 to DeBary Plantation is not currently shown; staff will add this project to the list.

Mr. Baylie referred to the Spring to Spring Gap in DeLeon Springs from Baxter Street to SR 15 and stated it is funded and in his budget next year to maintain. Volusia County is getting ready to open it for bid and to build it and it should be completed by September or October of next year.

Mr. Harris replied he will check on it and it may also drop off the list.

Mr. Baylie stated the gap from Highbanks Road to Dirkson Road in the US 17/92 area is also moving forward; the county is looking for a potential bid in the next couple of months and it will go into construction.

F. Presentation and Discussion of the East Central Florida Regional Resilience Action Plan

The meeting proceeded to Presentation Item F.

Mr. Harris stated the TPO has undertaken several studies to assess the resilience of the area in both Volusia and Flagler Counties. This is a regional project that involves the East Central Florida Regional Planning Council (ECFRP); he reviewed the project goals. It involves the two coastal counties of Volusia and Brevard and is targeted toward the stakeholders of these two counties. The plan is being rolled out now in both counties and a link to the report was provided in the agenda. He explained the definition of resiliency. We have a lot of exposure and low-lying areas prone to flooding and that flooding is exacerbated by changes in sea level rise. The plan is to take the existing infrastructure and make it heartier and more able to withstand the effects of those large storms. Several stakeholder meetings were held in both counties and separate listening sessions were targeted toward elected officials and staff members from both counties. He explained the framework of the plan and reviewed the goals. He reviewed the matrix table of the report that shows what agency or department is responsible for particular tasks and the years those tasks are expected to be completed. Socioeconomic demographic data was gathered from both counties to see who is more vulnerable and where they are located. He reviewed the possible financial losses between now and 2100 due to the effects of sea level rise; $30.9 million average annually for Volusia County losses due to natural disasters.

Mr. Daun asked what the time frame was for the $30.9 million loss.
Mr. Harris replied it is based on 2018 data. He continued with the presentation and reviewed the projections for sea level rise through 2100. The resiliency plan has been discussed with the local governments and stakeholders within Volusia and Brevard Counties. The ECFRP, the city of Cocoa Beach, the Space Coast TPO and Brevard County have all adopted the plan; this will be back next month for a recommendation for adoption.

Ms. Hickey asked what happened to Flagler County.

Mr. Harris replied Flagler County is not part of the ECFRPC's planning area. The TPO also did a resiliency study in Flagler County; Flagler County and the Northeast Florida Regional Council have an action plan of their own that is similar to this. They are taking the same steps toward increasing resiliency in Flagler County.

Mr. Mostert referred to the definition of resiliency and commented that it was comprehensive and broad; what stood out is one of the objectives is to grow but is showing an 8' sea level rise. He commented that maybe we should not grow in these areas that are impacted.

E. **Presentation and Discussion of the 2019 Regional List of Priority Projects (LOPP) for the Central Florida MPO Alliance (CFMPOA)**

*The meeting returned to Presentation Item E.*

(Handout)

Ms. Bollenback stated the TPO is part of the Central Florida region; there are other MPOs in the nine-county region that make up FDOT District 5. There are some projects that are regional in nature such as interstate projects, SUN Trail projects and transit projects. The BPAC is interested in particularly the SUN Trail projects. The region identifies the SUN Trails as they were identified by the state; on the Tier 1 system is the Coast to Coast Trail that runs from St. Petersburg to Titusville and is almost complete. The Tier 1 list is getting shorter as projects are completed and fall off. The Tier 2 list represents projects in the Central Florida MPO Alliance (CFMPOA) planning area and currently all are R2CTPO projects. The third list is the Tier 3 list. The state has $25 million it sets aside for trails projects that is divided among the three tiers. This region is very fortunate because we have both Tier 1 and Tier 2; the Tier 3 is a variety of applications sent to the state and they decide what can be funded with the remaining money after funding Tier 1 and Tier 2 projects. This TPO does not submit many projects through the region for prioritization on Tier 1 because we have so many projects on Tier 2. The state divides the $25 million into $8 million for Tier 1 projects, $8 million for Tier 2 projects, and the remaining funds for Tier 3 projects. This list is a draft and she does not expect projects to change but some of the details of the funding may be updated as the CFMPOA does not meet until May 30, 2019. The MPOs are committed as a region that the priorities on this list will mirror local priorities; whatever the BPAC decides on the trail priorities will feed into this regional list. This is a compilation of all of the local lists to build a connected system with deference to the priorities set locally. An adopted list will be provided next month after the CFMPOA meets.

V. **Staff Comments**

Mr. Harris announced the Federal Highway Administration (FHWA) will be holding a federal certification review public meeting will be held on June 11, 2019 at 3:00 pm at the TPO.

Ms. Blankenship encouraged members to attend the federal certification review public meeting and provide feedback to FHWA and the Federal Transit Administration (FTA) on the TPO and its planning process, relationship with the committees and the public, and how the TPO is doing. It is a vital part of the TPO's federal certification and occurs every four years.

> Update on the draft R2CTPO Public Participation Plan (PPP)
Ms. Blankenship stated the draft Public Participation Plan (PPP) is available on the TPO website and is open for public comment; it will remain open for comment until June 26, 2019. It will be back for a recommendation of approval next month.

Ms. Blankenship referred to the federal certification review public meeting and stated if members are unable to attend the public meeting, comments can be provided in writing or by phone or email. Comments will be accepted until July 11, 2019.

Mr. Daun asked if there is a link on the TPO website to provide comments for the federal certification review.

Ms. Blankenship replied not yet but will be within the next week; an email will be sent to committee members when the link is up.

VI. Information Items

→ April 2019 TPO Outreach and Activities
→ BPAC Attendance Record
→ BPAC Project Review Subcommittee Reports
→ Cycle de Mayo Bike to Work Day
→ TPO Board Meeting Report
→ FDOT Press Release

VII. BPAC Member Comments

Mr. Bullard referred to last month’s meeting and his concern about SR A1A from Milsap Road to Granada Boulevard; there is an issue with the design incorporated into that project. People that come onto SR A1A from the west cannot go north without turning right to go south then quickly cross two lanes of traffic to make a left turn or U-turn opportunity to go north. It is that way at every intersection and the proposed crosswalks are right in the bull’s eye of drivers getting in the left hand turn lane. He cannot as an engineer imagine how this will work safely for pedestrians; this is a big issue.

Mr. Blais announced he attends the Neighborhood Watch and also Coffee with a Cop each month and he talks to bicyclists to find out the good and bad points of biking in the city of Holly Hill and tries to sell it to the commissioners for improvements.

Mr. Coletti stated he did the Flagler Rotary Century Ride from the Flagler Airport to Ponce Inlet and back; the Ormond Loop was part of it. The roads were safe and there were no issues.

Mr. Ziarnek stated FDOT D-5 released the 2018 Annual Short Term Bicycle Counts; the report has been finalized including two appendixes. It is available on the D-5 TransPed tool or contact Mr. Harris or himself for a link to the report.

Chairperson Storke asked members when reviewing the agenda to contact staff if they see an issue before the meeting.

VIII. Adjournment

The BPAC meeting adjourned at 4:30 p.m.

River to Sea Transportation Planning Organization

________________________________________
Mr. Robert Storke, Chairman
Bicycle/Pedestrian Advisory Committee (BPAC)
CERTIFICATE:
The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of the minutes of the May 8, 2019 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 12th day of June 2019.

__________________________
Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization
III. ACTION ITEMS

B. NOMINATION AND ELECTION OF BPAC CHAIRPERSON

BACKGROUND INFORMATION:

The Bylaws of the BPAC (Section 7.2: Officers and Duties) call for the election of a Chairperson for FY 2019/20 by a majority of the voting members present at this meeting. The position is effective July 1, 2019. BPAC officers serve a term of one year and cannot serve more than two consecutive terms for the same office. Chairperson Storke was elected on June 14, 2017 and has served for two consecutive terms.

ACTION REQUESTED:

MOTION TO NOMINATE BPAC CHAIRPERSON
MOTION TO ELECT BPAC CHAIRPERSON
III. ACTION ITEMS

C. NOMINATION AND ELECTION OF BPAC VICE CHAIRPERSON

BACKGROUND INFORMATION:

The Bylaws of the BPAC (Section 7.2: Officers and Duties) call for the election of a Vice Chairperson for FY 2019/20 by a majority of the voting members present at this meeting. The position is effective July 1, 2019. BPAC officers serve a term of one year and cannot serve more than two consecutive terms for the same office. Vice Chairperson Paul Eik was elected on June 14, 2017 and has served for two consecutive terms.

ACTION REQUESTED:

MOTION TO NOMINATE BPAC VICE CHAIRPERSON
MOTION TO ELECT BPAC VICE CHAIRPERSON
III. ACTION ITEMS

D. APPOINTMENT OF MEMBERS TO THE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) SUBCOMMITTEE

BACKGROUND INFORMATION:

The 2045 Long Range Transportation Plan (LRTP) Subcommittee is responsible for the review of much of the technical data involved in the development of the plan and will be engaged in the review of various work products and deliverables at key decision points during the development of the 2045 LRTP. The subcommittee will be composed of volunteers appointed from the River to Sea TPO’s Bicycle and Pedestrian Advisory Committee (BPAC), Citizens’ Advisory Committee (CAC), Technical Coordinating Committee (TCC) and Transportation Disadvantaged Local Coordinating Board (TDLCB). The subcommittee will meet monthly (or as needed) at dates and times to be determined throughout the duration of the development of the plan. The deadline for adoption of the 2045 LRTP is September 2020.

ACTION REQUESTED:

MOTION TO APPOINT MEMBERS TO THE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) SUBCOMMITTEE
III. ACTION ITEMS

E. REVIEW AND RECOMMEND APPROVAL OF THE DRAFT LIST OF PRIORITIZED
   BICYCLE/PEDESTRIAN AND B/P LOCAL INITIATIVES PROJECTS

BACKGROUND INFORMATION:

The River to Sea TPO accepted application packets for Transportation Projects from
January 24th to March 29th, 2019. The Project Review Subcommittee met on April 17th
and May 2nd to evaluate and rank the applications. These new projects were combined
with existing projects on the List of Priority Projects in ranked order according to the
project scores. The initial draft List of Prioritized Bicycle/Pedestrian and B/P Local
Initiatives Projects was presented for review at the May 8th BPAC meeting. A revised
draft List of Prioritized Bicycle/Pedestrian and B/P Local Initiatives Projects is provided
with this agenda packet for your review and recommendation for approval.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF THE DRAFT LIST OF PRIORITIZED
   BICYCLE/PEDESTRIAN AND B/P LOCAL INITIATIVES PROJECTS
<table>
<thead>
<tr>
<th>FM #</th>
<th>Project Name</th>
<th>Project Limits</th>
<th>Description</th>
<th>Project Sponsor</th>
<th>Performance Measure</th>
<th>Programmed Phase(s)</th>
<th>Unfunded Phase(s)</th>
<th>Estimated Total Project Cost</th>
<th>Local Match</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4302172</td>
<td>Alabama Ave Trail</td>
<td>Minnesota Ave to US 92</td>
<td>Trail</td>
<td>DeLand</td>
<td>Safety</td>
<td>CST-$1,344,112-FY 19/20</td>
<td>--</td>
<td>$1,494,267</td>
<td>0%</td>
<td>FULLY-FUNDED</td>
</tr>
<tr>
<td>4379421</td>
<td>East International Speedway Blvd. Beachside Corridor Improvement Project</td>
<td>from Halifax River to SR A1A</td>
<td>Corridor Improvements</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>PE - $2,391,186 - FY 18/19 &amp; 20/21 ROW - $13,200,000 - FY 20/21-23/24 CST - $6,962,269 - FY 22/23 CEI - $899,910 - FY 22/23</td>
<td>--</td>
<td>$23,453,365</td>
<td>0%</td>
<td>FULLY FUNDED</td>
</tr>
<tr>
<td>4102511</td>
<td>US 17 Trail</td>
<td>W. Baxter St to SR 40</td>
<td>Trail</td>
<td>Volusia County</td>
<td>Safety</td>
<td>PE - ROW - CST -</td>
<td>--</td>
<td>TBD</td>
<td>0%</td>
<td>FULLY-FUNDED</td>
</tr>
<tr>
<td>4408481</td>
<td>Deltona Lakes/Spirit Elem Sidewalks</td>
<td>Multiple Limits</td>
<td>Sidewalk</td>
<td>Deltona</td>
<td>Safety</td>
<td>CST - $817,381 - FY 19/20 CEI - $122,459 (LF) - FY 19/20</td>
<td>--</td>
<td>TBD</td>
<td>10%</td>
<td>FULLY-FUNDED PE &amp; CEI phases locally funded;</td>
</tr>
<tr>
<td>4390371</td>
<td>Beville Rd Shared Use Path</td>
<td>Williamson Blvd to Clyde Morris Blvd</td>
<td>Trail</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>CST-$850,000-FY 20/21 CEI-$114,030-FY 20/21</td>
<td>--</td>
<td>$2,834,424</td>
<td>0%</td>
<td>FULLY-FUNDED</td>
</tr>
<tr>
<td>4409061</td>
<td>Navy Canal Trail</td>
<td>Museum Blvd to Clyde Morris Blvd</td>
<td>Trail</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>CST-$803,000-FY 20/21 CEI-$24,597-FY 20/21</td>
<td>--</td>
<td>$876,097</td>
<td>10%</td>
<td>FULLY-FUNDED</td>
</tr>
<tr>
<td>4435121</td>
<td>SR A1A Pedestrian Safety Improvements</td>
<td>Multiple Locations</td>
<td>Midblock Pedestrian Crosswalks</td>
<td>Ormond Beach</td>
<td>Safety</td>
<td>PE-$505,000-FY 19/20 CST-$1,812,925-FY 21/22 CEI-$328,235-FY 21/22</td>
<td>--</td>
<td>$2,646,160</td>
<td>0%</td>
<td>FULLY-FUNDED Funded by FDOT Safety Office</td>
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<tr>
<td>4106761</td>
<td>Black Bear Scenic Trail (SR 40)</td>
<td>SR 35 (Marion Co) to US 17 (Volusia Co)</td>
<td>Trail</td>
<td>Volusia County</td>
<td>Safety</td>
<td>PD&amp;E-$1,138,110-FY 19/20 CST - $29,000,000</td>
<td>TBD</td>
<td>0% Also known as SR 40 Trail</td>
<td></td>
<td></td>
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<tr>
<td>4355381</td>
<td>W. French Ave Shared Use Path</td>
<td>Spring to Spring Trail to Valentine Park</td>
<td>Trail</td>
<td>Orange City</td>
<td>Safety</td>
<td>PE-$18,779-FY 18/19 ROW, CST</td>
<td>TBD</td>
<td>10% Alternative design on south side French Av</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4364731</td>
<td>Lehigh Trailhead</td>
<td>Palm Coast Tennis Center</td>
<td>Trailhead</td>
<td>Palm Coast</td>
<td>Safety</td>
<td>PE-$101,000-FY 18/19 CST</td>
<td>TBD</td>
<td>10%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4399711</td>
<td>Freemont Av Sidewalk</td>
<td>Niles St to US 1</td>
<td>Sidewalk</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>PE-$32,253-FY 18/19 CST - $214,684 (sidewalk)</td>
<td>TBD</td>
<td>10% Sidewalk along Old Tomoka Rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4408521</td>
<td>Tomoka Elementary Connector Sidewalk</td>
<td>Main Trail to Granada Blvd</td>
<td>Sidewalk</td>
<td>Ormond Beach</td>
<td>Safety</td>
<td>PE-$33,540-FY 18/19 CST-$108,000 CEI-$10,800</td>
<td>TBD</td>
<td>10% Pedestrian Signal and Sidewalk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4408531</td>
<td>Williamson Blvd/Hand Ave Pedestrian Improvements</td>
<td>Hand Ave to Regal Theater Driveway</td>
<td>Sidewalk</td>
<td>Ormond Beach</td>
<td>Safety</td>
<td>PE-$38,356-FY 18/19 CST-$176,000 CEI-$17,600</td>
<td>TBD</td>
<td>10%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4409411</td>
<td>Tomoka State Park Trail</td>
<td>Sanchez Park to Tomoka State Park</td>
<td>Trail</td>
<td>Ormond Beach</td>
<td>Safety</td>
<td>PE-$87,000-FY 19/20 CST-$781,809</td>
<td>10%</td>
<td>$1,200,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4450282</td>
<td>Providence Bv Shared Use Path</td>
<td>Perimeter Dr to Alexander Av</td>
<td>Trail</td>
<td>Deltona</td>
<td>Safety</td>
<td>CST-$1,104,218 Phase 2</td>
<td>$1,104,218</td>
<td>33% Phase 1 trail segment</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

8 Funds and phases programmed in prior years are not reported here, but can be found in the R2CTPO’s Transportation Improvement Program (TIP)
<table>
<thead>
<tr>
<th>Rank</th>
<th>Project Name</th>
<th>Project Limits</th>
<th>Description</th>
<th>Project Sponsor</th>
<th>Performance Measure</th>
<th>Unfunded Phase(s)</th>
<th>Estimated Total Project Cost</th>
<th>Local Match</th>
<th>Year Submitted</th>
<th>Project Score</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Providence Blvd Shared Use Path</td>
<td>Tivoli Dr to Joyner Dr</td>
<td>Trail</td>
<td>Deltona</td>
<td>Safety</td>
<td>CST $2,726,907 CEI $409,036</td>
<td>$4,258,879.00</td>
<td>33%</td>
<td>2017</td>
<td>90.25</td>
<td>Phase 2 trail segment</td>
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<tr>
<td>2</td>
<td>Derbyshire Park Area Sidewalks</td>
<td>Multiple Limits</td>
<td>Sidewalk</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>CST $689,784</td>
<td>$891,788</td>
<td>11.20%</td>
<td>2018</td>
<td>78.00</td>
<td>Bundle of five (5) sidewalk segments</td>
</tr>
<tr>
<td>3</td>
<td>Deltona School Crosswalk Embedded Lights</td>
<td>Multiple Limits</td>
<td>Crosswalk Lights</td>
<td>Deltona</td>
<td>Safety</td>
<td>PE $96,000 CST $584,000 CEI $120,000</td>
<td>$800,000</td>
<td>33%</td>
<td>2019</td>
<td>89.00</td>
<td>12 crosswalk locations</td>
</tr>
<tr>
<td>4</td>
<td>SJR2C Wayfinding Signage Project</td>
<td>Multiple Limits</td>
<td>Signage</td>
<td>Volusia County</td>
<td>Safety</td>
<td>PE $125,000 CST $323,319 CEI $50,000</td>
<td>$498,319</td>
<td>10%</td>
<td>2019</td>
<td>79.00</td>
<td>38 map signs; 42 wayfinding signs; 228 markers</td>
</tr>
<tr>
<td>5</td>
<td>Port Orange Sidewalk Gaps</td>
<td>Multiple Limits</td>
<td>Sidewalk</td>
<td>Port Orange</td>
<td>Safety</td>
<td>CST $1,584,000</td>
<td>$539,600</td>
<td>10%</td>
<td>2018</td>
<td>75.60</td>
<td>Bundle of four (4) sidewalk segments</td>
</tr>
<tr>
<td>6</td>
<td>SR A1A National Scenic &amp; Historic Coastal Byway Beautification, Phase 1</td>
<td>N. 10th St to S. 10th St</td>
<td>Hardscaping</td>
<td>Flagler Beach</td>
<td>Safety</td>
<td>PE $89,000</td>
<td>TBD</td>
<td>10%</td>
<td>2011</td>
<td>75.00</td>
<td>To be completed in the reconstruction of SR A1A</td>
</tr>
<tr>
<td>7</td>
<td>North US 1 Sidewalk</td>
<td>Airport Rd to Broadway Av</td>
<td>Sidewalk</td>
<td>Ormond Beach</td>
<td>Safety</td>
<td>PE $400,000 CST $2,761,400 CEI $260,000</td>
<td>$3,267,500</td>
<td>10%</td>
<td>2019</td>
<td>73.14</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Willow Run Bv Sidewalk</td>
<td>Harms Way to Clyde Morris Bv</td>
<td>Sidewalk</td>
<td>Port Orange</td>
<td>Safety</td>
<td>PE $119,000 CST $422,000 CEI $59,000</td>
<td>$600,000</td>
<td>10%</td>
<td>2019</td>
<td>73.00</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>SR 442 Sidewalk-Shared Use Path</td>
<td>Trail Overpass to Air Park Rd</td>
<td>Trail and Sidewalk</td>
<td>Edgewater</td>
<td>Safety</td>
<td>PE $251,860 CST $2,123,586 CEI $197,386</td>
<td>$2,719,752</td>
<td>10%</td>
<td>2019</td>
<td>72.43</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>N Nova Rd Corridor Improvements</td>
<td>SR 40 to US 1</td>
<td>Complete Street</td>
<td>Ormond Beach</td>
<td>Safety</td>
<td>PE $461,000 CST $3,077,000 CEI $307,700</td>
<td>$3,845,700</td>
<td>10%</td>
<td>2019</td>
<td>71.43</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Halifax River/East Coast Greenway Trail</td>
<td>Orange Ave to VM Bridge (Phase 1); VM Bridge to ISB (Phase 2)</td>
<td>Trail</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>CST $758,558</td>
<td>$1,062,095</td>
<td>10%</td>
<td>2016</td>
<td>70.67</td>
<td>AKA Sweetheart Trail</td>
</tr>
<tr>
<td>12</td>
<td>Graham Swamp Trail Gap, Phase 2</td>
<td>Lehigh Trail to Graham Swamp Trail head</td>
<td>Trail</td>
<td>Palm Coast</td>
<td>Safety</td>
<td>CEI $181,000</td>
<td>$3,100,000</td>
<td>10%</td>
<td>2017</td>
<td>66.75</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Reed Canal Rd Shared Use Path</td>
<td>Nova Rd to Ridgewood Ave</td>
<td>Trail and Sidewalk</td>
<td>South Daytona</td>
<td>Safety</td>
<td>PE $350,000 CST $2,500,000</td>
<td>TBD</td>
<td>10%</td>
<td>2016</td>
<td>66.33</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Ponce Inlet Mobility Project</td>
<td>Lighthouse Dr to north town limit</td>
<td>Sidewalk</td>
<td>Ponce Inlet</td>
<td>Safety</td>
<td>PE $728,053 CST $1,892,940 CEI $291,221</td>
<td>$2,912,214</td>
<td>10%</td>
<td>2019</td>
<td>66.00</td>
<td></td>
</tr>
</tbody>
</table>

9 Projects ranked 1-3 on Tier "B" of the Bicycle Pedestrian Projects will remain in their current spot or move to the next higher spot until they are programmed and move to Tier "A"
River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

<table>
<thead>
<tr>
<th>Rank</th>
<th>Project Name</th>
<th>Project Limits</th>
<th>Description</th>
<th>Project Sponsor</th>
<th>Performance Measure</th>
<th>Unfunded Phase(s)</th>
<th>Estimated Total Project Cost</th>
<th>Local Match</th>
<th>Year Submitted</th>
<th>Project Score</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>US 1 Sidewalk</td>
<td>Airport Rd to Wilmette Ave</td>
<td>Sidewalk</td>
<td>Ormond Beach</td>
<td>Safety</td>
<td>CEI-$250,000</td>
<td>$1,481,700</td>
<td>0%</td>
<td>2015</td>
<td>65.00</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Madeline Av Trail, Phase 1</td>
<td>Clyde Morris Bv to Nova Rd</td>
<td>Trail and Sidewalk</td>
<td>Port Orange Beach</td>
<td>Safety</td>
<td>PE-CST-</td>
<td>$2,053,000</td>
<td>10%</td>
<td>2019</td>
<td>64.29</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Derbyshire Park Trail</td>
<td>Internal to Derbyshire Park</td>
<td>Trail</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>CST-$621,480</td>
<td>$825,105</td>
<td>10%</td>
<td>2014</td>
<td>63.50</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Madeline Av Trail, Phase 2</td>
<td>Williamson Bv to Clyde Morris Bv</td>
<td>Trail and Sidewalk</td>
<td>Port Orange Beach</td>
<td>Safety</td>
<td>PE-CST-</td>
<td>$2,653,589</td>
<td>10%</td>
<td>2019</td>
<td>62.86</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Turnbull Bay Rd Trail</td>
<td>Fairgreen Ave to Industrial Park Ave</td>
<td>Trail</td>
<td>New Smyrna Beach</td>
<td>Safety</td>
<td>CST-TBD</td>
<td>$821,762</td>
<td>10%</td>
<td>2018</td>
<td>60.20</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Derbyshire Park Sidewalk</td>
<td>Vine St to Nova Rd and Brentwood St to 5th St</td>
<td>Sidewalk</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>CST-$816,123; CEI-$163,224</td>
<td>$1,043,395</td>
<td>10%</td>
<td>2014</td>
<td>54.00</td>
<td>External Derbyshire Park Improvements</td>
</tr>
<tr>
<td>21</td>
<td>SR 44 Median Improvements, Phase 2</td>
<td>Glencoe Rd to Sugarmill Dr</td>
<td>Landscaping and Median Improvements</td>
<td>New Smyrna Beach</td>
<td>Safety</td>
<td>CEI-$267,200</td>
<td>$648,000</td>
<td>10%</td>
<td>2015</td>
<td>52.75</td>
<td>Landscaping is locally funded</td>
</tr>
<tr>
<td>22</td>
<td>County Rd 3 Shared Use Path</td>
<td>Washington Ave to Palmetto Ave</td>
<td>Trail</td>
<td>Pierson</td>
<td>Safety</td>
<td>CST-$1,042,236</td>
<td>$2,169,000</td>
<td>10%</td>
<td>2018</td>
<td>51.40</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Tarragona Way Sidewalk</td>
<td>Australia St to Museum St</td>
<td>Sidewalk</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>CST-TBD</td>
<td>TBD</td>
<td>10%</td>
<td>2006</td>
<td>35.00</td>
<td>PE is locally funded</td>
</tr>
</tbody>
</table>

Projects ranked 1-3 on Tier "B" of the Bicycle Pedestrian Projects will remain in their current spot or move to the next higher spot until they are programmed and move to Tier "A"
## River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

### Tier "C" - Projects Awaiting Feasibility Study

<table>
<thead>
<tr>
<th>Rank</th>
<th>Project Name</th>
<th>Project Limits</th>
<th>Description</th>
<th>Project Sponsor</th>
<th>Performance Measure</th>
<th>Local Match</th>
<th>Year Submitted</th>
<th>Project Score</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Reed Canal Rd Sidewalk</td>
<td>Nova Rd to US 1</td>
<td>Sidewalk</td>
<td>South Daytona</td>
<td>Safety</td>
<td>10%</td>
<td>2019</td>
<td>80.00</td>
<td>Includes pedestrian crossings</td>
</tr>
<tr>
<td>2</td>
<td>Red Mill Dr/Rickenbacker Dr Pedestrian Accomodation</td>
<td>Red Mill Dr limits: Rymfire Dr south to Rymfire Dr north; Rickenbacker Dr limits: Rymfire Dr to Royal Palms Pkwy</td>
<td>Advisory Shoulder</td>
<td>Palm Coast</td>
<td>Safety</td>
<td>10%</td>
<td>2019</td>
<td>69.43</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Sauls St Bridge</td>
<td>South to North Side of Reed Canal Rd</td>
<td>Bridge</td>
<td>South Daytona</td>
<td>Safety</td>
<td>10%</td>
<td>2019</td>
<td>64.17</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Washington Ave Railroad Crossing</td>
<td>South to North Side of Washington Ave</td>
<td>Railroad Crossing</td>
<td>Pierson</td>
<td>Safety</td>
<td>10%</td>
<td>2019</td>
<td>63.67</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Williamson Blvd/Willow Run Blvd Sidewalk</td>
<td>Williamson Blvd limits: Willow Run Blvd to Town Park; Willow Run Blvd limits: Williamson Blvd to Chardonnay Dr</td>
<td>Sidewalk</td>
<td>Port Orange</td>
<td>Safety</td>
<td>10%</td>
<td>2019</td>
<td>62.83</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>SR 44 Trail</td>
<td>Regency Trail to I-95 NB ramp</td>
<td>Trail</td>
<td>New Smyrna Beach</td>
<td>Safety</td>
<td>10%</td>
<td>2018</td>
<td>56.50</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Magnolia Ave Shared Use Path</td>
<td>Reed Canal Rd to Beville Rd</td>
<td>Trail</td>
<td>South Daytona</td>
<td>Safety</td>
<td>10%</td>
<td>2015</td>
<td>56.30</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>South St Trail</td>
<td>Turnbull Bay Rd to US 1</td>
<td>Trail</td>
<td>New Smyrna Beach</td>
<td>Safety</td>
<td>10%</td>
<td>2017</td>
<td>56.25</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Ocean Ave Sidewalk</td>
<td>S. Peninsula Ave to S. Atlantic Ave</td>
<td>Sidewalk</td>
<td>New Smyrna Beach</td>
<td>Safety</td>
<td>10%</td>
<td>2017</td>
<td>52.25</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>South Daytona Elementary Sidewalk Expansion</td>
<td>Multiple Limits</td>
<td>Sidewalk</td>
<td>South Daytona</td>
<td>Safety</td>
<td>10%</td>
<td>2018</td>
<td>52.00</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Hickory Bluff Preserve Trail</td>
<td>Hickory Bluff Preserve to Maytown Rd</td>
<td>Trail</td>
<td>Volusia County</td>
<td>Safety</td>
<td>10%</td>
<td>2018</td>
<td>48.75</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Art Center Blvd Sidewalk</td>
<td>Sundance Trail to US 1</td>
<td>Sidewalk</td>
<td>New Smyrna Beach</td>
<td>Safety</td>
<td>10%</td>
<td>2017</td>
<td>44.00</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Volusia Gap</td>
<td>US 17-92 Bridge to Spring to Spring Trail</td>
<td>Trail</td>
<td>Volusia County</td>
<td>Safety</td>
<td>10%</td>
<td>2014</td>
<td>43.00</td>
<td></td>
</tr>
</tbody>
</table>
III. ACTION ITEMS

F. REVIEW AND RECOMMEND APPROVAL OF THE DRAFT LIST OF SHARED USE NONMOTORIZED (SUN) TRAIL PROJECTS

BACKGROUND INFORMATION:

In 2015, the Shared-Use Non-motorized (SUN) Trail Network was created by the Florida Legislature as a component of the Florida Greenways and Trails System. The network consists of multiuse trails or shared use paths physically separated from motor vehicle traffic and constructed with asphalt, concrete, or another hard surface. All projects on the draft List of SUN Trail Projects are in the five year FDOT work program with one or more phases funded. The initial draft list was presented for review at the May 8th BPAC meeting. A revised draft List of SUN Trail Projects is provided with this agenda packet for your review and recommendation of approval.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF THE DRAFT LIST OF SHARED USE NONMOTORIZED (SUN) TRAIL PROJECTS
## River to Sea TPO List of Shared Use Nonmotorized (SUN) Trail Projects
### Draft 5/30/2019

<table>
<thead>
<tr>
<th>Regional Trail System</th>
<th>FM #</th>
<th>County</th>
<th>Project Name</th>
<th>Project Limits</th>
<th>Description</th>
<th>Project Sponsor</th>
<th>Programmed Phase(s)</th>
<th>Unfunded Phase(s)</th>
<th>Estimated Total Project Cost</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>C2C</td>
<td>4154348</td>
<td>Volusia</td>
<td>East Central Regional Rail Trail (Phase 4A)</td>
<td>Guise Rd to Gobbler’s Lodge Rd</td>
<td>Trail</td>
<td>Volusia County</td>
<td>CST $5,000,000 FY 17/18</td>
<td>None</td>
<td>$5,000,000</td>
<td>FULLY-FUNDED Design-build in FY 2017/18</td>
</tr>
<tr>
<td>C2C, SJR2C, HOF</td>
<td>4364342</td>
<td>Volusia</td>
<td>Spring to Spring Gap: Lake Monroe Park to Old DeLand Rd</td>
<td>Lake Monroe Park to Old DeLand Rd</td>
<td>Trail</td>
<td>Volusia County</td>
<td>CST $451,489 FY 19/20</td>
<td>None</td>
<td>$2,225,000</td>
<td>FULLY-FUNDED</td>
</tr>
<tr>
<td>SJR2C</td>
<td>4390393</td>
<td>Volusia</td>
<td>DeBary (Phase 3B)</td>
<td>US 17/92 from Benson Junction Rd to W. Highbanks Rd</td>
<td>Trail</td>
<td>Volusia County</td>
<td>CST $2,225,000 FY 18/19</td>
<td>None</td>
<td>$2,225,000</td>
<td>FULLY-FUNDED</td>
</tr>
<tr>
<td>SJR2C</td>
<td>4390396</td>
<td>Volusia</td>
<td>DeBary</td>
<td>W Highbanks Rd to DeBary Plantation Bv</td>
<td>Trail</td>
<td>Volusia County</td>
<td>CST-$1,173,000-FY 23/24</td>
<td>None</td>
<td>TBD</td>
<td>FULLY-FUNDED</td>
</tr>
<tr>
<td>C2C, HOF</td>
<td>4391951</td>
<td>Volusia</td>
<td>Fort Florida Rd to Coast to Coast Trail</td>
<td>Fort Florida Rd to Coast to Coast Trail</td>
<td>Trail</td>
<td>Volusia County</td>
<td>CST-$225,000 FY 19/20</td>
<td>None</td>
<td>TBD</td>
<td>FULLY-FUNDED</td>
</tr>
<tr>
<td>SJR2C</td>
<td>4398621</td>
<td>Volusia</td>
<td>Oak Hill to Edgewater: US 1</td>
<td>Kennedy Pkwy to Dale Ave</td>
<td>Trail</td>
<td>Volusia County</td>
<td>PE-$2,349,000-FY 20/21 CST-$5,889,945-FY 22/23</td>
<td>None</td>
<td>$8,238,945</td>
<td>FULLY-FUNDED</td>
</tr>
<tr>
<td>SJR2C</td>
<td>4398701</td>
<td>Volusia</td>
<td>Daytona Beach Gap 2: Ballough Bridge</td>
<td>Ballough Road Bridge</td>
<td>Bridge</td>
<td>Daytona Beach</td>
<td>P-$1,060-FY 17/18 CST-$100,000-FY 18/19</td>
<td>None</td>
<td>TBD</td>
<td>FULLY-FUNDED aka Sweetheart Trail</td>
</tr>
<tr>
<td>SJR2C</td>
<td>4398711</td>
<td>Volusia</td>
<td>Daytona Beach Gap 1: N. Beach St</td>
<td>Sickler Dr from 350’ south of 2nd St to 2nd St</td>
<td>Trail</td>
<td>Daytona Beach</td>
<td>PE-$1,060-FY 17/18 CST-$100,000-FY 17/18</td>
<td>None</td>
<td>$101,060</td>
<td>FULLY-FUNDED aka Sweetheart Trail</td>
</tr>
<tr>
<td>SJR2C</td>
<td>4398741</td>
<td>Volusia</td>
<td>DeLand</td>
<td>Lake Beresford Park to Grand Av</td>
<td>Trail</td>
<td>Volusia County</td>
<td>CST-$9,384,840-FY 22/23</td>
<td>ROW</td>
<td>TBD</td>
<td>FULLY-FUNDED</td>
</tr>
<tr>
<td>SJR2C</td>
<td>4398751</td>
<td>Volusia</td>
<td>DeLeon Springs</td>
<td>Grand Av/Baxter St to SR 15 (US 17)</td>
<td>Trail</td>
<td>Volusia County</td>
<td>CST-$4,500,000-FY 19/20</td>
<td>None</td>
<td>TBD</td>
<td>FULLY-FUNDED</td>
</tr>
<tr>
<td>SJR2C</td>
<td>4398641</td>
<td>Volusia</td>
<td>Myrtle Av</td>
<td>10th St to SR 44/Lytle Av</td>
<td>Trail</td>
<td>New Smyrna Beach</td>
<td>ROW-$765,574-FY 22/23</td>
<td>CST</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>SJR2C</td>
<td>4398651</td>
<td>Volusia</td>
<td>Port Orange Gap: US 1</td>
<td>SR 44/Lytle Av to Beville Rd</td>
<td>Trail</td>
<td>New Smyrna Beach/Port Orange/ South Daytona</td>
<td>PDE-$800,000-FY 17/18 PE-$3,500,000-FY 18/19 CST</td>
<td>TBD</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## River to Sea TPO List of Prioritized Shared-Use Nonmotorized (SUN) Trail Projects

<table>
<thead>
<tr>
<th>Regional Trail System</th>
<th>FM #</th>
<th>County</th>
<th>Project Name</th>
<th>Project Limits</th>
<th>Description</th>
<th>Project Sponsor</th>
<th>Programmed Phase(s)</th>
<th>Unfunded Phase(s)</th>
<th>Estimated Total Project Cost</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>SJR2C</td>
<td>4398661</td>
<td>Volusia</td>
<td>Daytona Beach Gap 6: S. Beach St</td>
<td>Wilder Blvd to Shady Place</td>
<td>Trail</td>
<td>Daytona Beach</td>
<td>CST-$500,000-FY 17/18</td>
<td>None</td>
<td>$366,000</td>
<td>aka Sweetheart Trail Additional funding requested: CST $187,830 CEI $153,566</td>
</tr>
<tr>
<td>SJR2C</td>
<td>4398681</td>
<td>Volusia</td>
<td>Daytona Beach Gap 4: S. Beach St</td>
<td>Bellevue Av to Marina Point Dr</td>
<td>Trail</td>
<td>Daytona Beach</td>
<td>CST-$300,000-FY 17/18</td>
<td>None</td>
<td>$501,000</td>
<td>aka Sweetheart Trail Additional funding requested: CST $394,317 CEI $138,863</td>
</tr>
<tr>
<td>SJR2C</td>
<td>4398691</td>
<td>Volusia</td>
<td>Daytona Beach Gap 3: S. Beach St</td>
<td>Marina Point Dr to Orange Av</td>
<td>Trail</td>
<td>Daytona Beach</td>
<td>CST-$450,000-FY 17/18</td>
<td>None</td>
<td>TBD</td>
<td>aka Sweetheart Trail Additional funding requested: CST $63,098 CEI $102,619</td>
</tr>
<tr>
<td>SJR2C</td>
<td>4398721</td>
<td>Volusia</td>
<td>Ormond Beach Gap: SR 40</td>
<td>Cassen Park to A1A</td>
<td>Trail</td>
<td>Ormond Beach</td>
<td>FS-$21,339-FY 17/18</td>
<td>PE, CST</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>SJR2C</td>
<td>4398731</td>
<td>Flagler</td>
<td>SR A1A</td>
<td>S. 26th St to N. 9th St</td>
<td>Trail</td>
<td>Flagler Beach</td>
<td>PE-$2,500,000-FY 20/21</td>
<td>ROW, CST</td>
<td>TBD</td>
<td>SR A1A or alternate route.</td>
</tr>
<tr>
<td>SJR2C</td>
<td>4398742</td>
<td>Volusia</td>
<td>Spring to Spring Gap: Deland</td>
<td>Lake Beresford Park to Old New York Av</td>
<td>Trail</td>
<td>Volusia County</td>
<td>PE-$1,184,193-FY 19/20</td>
<td>ROW</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>SJR2C</td>
<td>4398743</td>
<td>Volusia</td>
<td>Spring to Spring Gap: Deland</td>
<td>Old New York Av to SR 44</td>
<td>Trail</td>
<td>Volusia County</td>
<td>PE-$428,798-FY 19/20</td>
<td>ROW</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>SJR2C</td>
<td>4398744</td>
<td>Volusia</td>
<td>Spring to Spring Gap: Deland</td>
<td>SR 44 to Grand Av Trailhead</td>
<td>Trail</td>
<td>Volusia County</td>
<td>PE-$540,997-FY 19/20</td>
<td>ROW</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>SJR2C</td>
<td>4398761</td>
<td>Volusia</td>
<td>SR 15 (US 17)</td>
<td>SR 40 to Putnam County Line</td>
<td>Trail</td>
<td>Volusia County</td>
<td>PE-$2,835,000-FY 20/21</td>
<td>ROW, CST</td>
<td>TBD</td>
<td></td>
</tr>
</tbody>
</table>
G. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## ADOPTING THE FY 2019/20 TO 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

BACKGROUND INFORMATION:

The TPO is required by 23 U.S.C. 134(j) to develop a Transportation Improvement Program (TIP). The purpose of the Transportation Improvement Program (TIP) is to identify all federal and state funded transportation project development activity that has been scheduled in the River to Sea TPO planning area for fiscal years 2019/20 – 2023/24, consistent with the Long Range Transportation Plan. The TIP is developed in cooperation with FDOT and public transit operators.

The TIP lists capital and non-capital surface transportation projects proposed for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 (including transportation enhancements; safety projects; trails projects; pedestrian walkways; and bicycle facilities). Also required to be included are all regionally significant projects requiring an action by FHWA or FTA regardless of funding source and projects that implement paratransit plans required for compliance with the Americans with Disabilities Act. For information and conformity purposes, the TIP includes all regionally significant projects to be funded with federal funds other than those administered by the FHWA or FTA, as well as all regionally significant projects to be funded with non-federal funds. Florida law also requires the TIP to include a list of locally and privately-funded projects for informational purposes.

The initial draft FY 2019/20 – FY 2023/24 TIP was presented to the TPO advisory committees and board for review in May. Resolution 2019-## is for adoption of the FY 2019/20 – 2023/24 TIP. Due to its relatively large size we are providing the draft TIP and a report comparing the draft TIP to the current adopted TIP for viewing and downloading from the TPO’s website at:


ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## ADOPTING THE FY 2019/20 TO 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
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 process 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, 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 construction-phase highway projects funded in the Transportation Improvement Program have been identified as needed projects in the River to Sea TPO’s 2040 Long Range Transportation Plan and all other projects contained within the Transportation Improvement Program are consistent with the River to Sea TPO’s 2040 Long Range Transportation Plan.

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

1. FY 2019/20 - FY 2023/24 Transportation Improvement Program (TIP) is hereby endorsed and adopted as an accurate representation of the area’s priorities developed through a continuing, cooperative and comprehensive planning process in accordance with applicable state and federal requirements;

2. Federally-aided projects listed in the FY 2019/20 - FY 2023/24 TIP shall be initiated within the urbanized area; and
3. The Chairperson of the TPO (or his/her designee) is hereby authorized and directed to submit the FY 2019/20 - FY 2023/24 Transportation Improvement Program 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);
   d. Federal Aviation Administration (FAA); and
   e. Department of Economic Opportunity (DEO).

   **DONE AND RESOLVED** at the regular meeting of the River to Sea TPO on the 26th day of June, 2019.

   RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

   ____________________________________________
   COMMISSIONER ROBERT GILLILAND
   ACTING CHAIRPERSON, RIVER TO SEA TPO

   **CERTIFICATE:**

   The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on June 26, 2019.

   **ATTEST:**

   ____________________________________________
   DEBBIE STEWART, RECORDING SECRETARY
   RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
III. ACTION ITEMS

H. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## SUPPORTING THE EAST CENTRAL FLORIDA REGIONAL RESILIENCE ACTION PLAN (ECF RRAP)

BACKGROUND INFORMATION:

Recent guidance and directives have required that all planning agencies begin to assess and plan for concerns related to increased severe weather and flooding associated with sea level rise. In 2016, the East Central Florida Regional Planning Council (ECFRPC), in partnership with Volusia County, Florida Department of Transportation (FDOT), University of Florida Geoplan Center, Florida Department of Environmental Protection, and the River to Sea TPO, conducted a Sea Level Rise Vulnerability Assessment of transportation-related infrastructure and assets in the TPO’s planning area. Resilient Volusia County, the second phase of the Sea Level Rise Vulnerability Assessment, was conducted in 2017. Resilient Flagler County, the third phase of the Sea Level Rise Vulnerability Assessment, was conducted in 2018.

The East Central Florida Regional Resiliency Action Plan (ECF RRAP) was funded by the Florida Department of Environmental Protection in 2017 and developed by the East Central Florida Regional Planning Council and stakeholders in Brevard and Volusia Counties, including the River to Sea TPO. The goal of the ECF RRAP is to increase the ability of local and regional stakeholders to implement resiliency and climate adaptation strategies across disciplines. Resolution 2019-## is provided with this agenda packet for your review and recommendation of approval.

The draft ECF RRAP Report is available for review at this link:

https://docs.wixstatic.com/ugd/4c4fbd_43c6d65b995c4089a572b9a3dfad0efe.pdf

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## SUPPORTING THE EAST CENTRAL FLORIDA REGIONAL RESILIENCE ACTION PLAN (ECF RRAP)
RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
SUPPORTING THE EAST CENTRAL FLORIDA REGIONAL RESILIENCY ACTION PLAN (ECF RRAP)

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

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

WHEREAS, a changing climate is increasingly causing current and future threats, such as elevated levels of flooding and erosion, changes in storm intensity and frequency, heat impacts, sea level rise, and others, calls for action at every level of government and in the private and not-for-profit sectors; and

WHEREAS, fostering resilience is a long-term effort and requires holistic planning and preparation to increase resilience in the built, natural, and social environment; and

WHEREAS, action, leadership and education of and by local governments and partners to improve resilience across disciplines provide multiple benefits; and

WHEREAS, the East Central Florida Regional Resiliency Action Plan (ECF RRAP) was formulated for and by local governments, federal, regional and state agencies, educational institutions, non-governmental organizations, and other stakeholders; and

WHEREAS, the ECF RRAP recognizes the clear relationship between emergency management, transportation planning, land-use planning, health & safety, and economic development and aims to continue to fill gaps within the region and pursue initiatives that will achieve measurable improvements in risk reduction and the building of resilience in the region; and

WHEREAS, the success of the ECF RRAP depends on the participation of and collaboration with all local jurisdictions and partners, and a commitment to work together towards common goals; and

WHEREAS, the ECF RRAP has been provided for review by the general public, the River to Sea TPO’s Advisory Committees and the River to Sea TPO Board.
NOW, THEREFORE, BE IT RESOLVED, by the River to Sea TPO that:

1. The River to Sea TPO supports the East Central Florida Regional Resiliency Action Plan adopted May 15, 2019 by the East Central Florida Regional Planning Council and made a part of this resolution to advance the direct implementation of activities aimed to improve long-term resilience and sustainability in the River to Sea TPO’s planning area across sectors, expand economic sustainability and response to vulnerabilities within the community.

2. The River to Sea TPO will work to increase the health and resilience of the transportation network, social, natural, and built resources by furthering the following goals:
   a. Promote leadership, education and empowerment both in government, and public and private sectors to foster the implementation of resiliency strategies across disciplines and communities;
   b. Provide opportunities and strategies to foster economic prosperity and improve social equity and justice in preparation for and recovery from stressors and shocks;
   c. Create and encourage cross-discipline plans, policies and strategies to develop infrastructure, natural resources and a built environment that can reasonably withstand and adapt to natural disasters, changes to climate, and human manipulation to protect the health, safety and economic welfare of residents, businesses and visitors;
   d. Create sustainable, resilient and healthier communities, programs and opportunities for all to better respond to disaster and adapt to climate and social stressors and shocks.

3. The River to Sea TPO directs staff to work towards the implementation of relevant actions in the ECF RRAP, over the next five years, to further the following objectives:
   a. Incorporate resilience into the TPO’s 2045 Long Range Transportation Plan (LRTP), Priority Project Process and policies;
   b. Plan fiscally to implement resilient and sustainable solutions to long-term impacts;
   c. Implement strategies to promote adaptive measures to protect people and property from natural hazards;
   d. Engage and educate stakeholders and elected officials about strategies to increase resilience in the built, natural, and social environment;
   e. Protect high-value assets from natural hazards;
   f. Improve social equity and justice in the decision making process;
   g. Enhance stormwater systems to be more resilient;
   h. Preserve and adapt the built environment to keep people safe from and mitigate current and future natural hazards;
   i. Improve community mobility while improving vulnerable transportation infrastructure;
   j. Improve the capacity of jurisdictions to better respond to hazard events;
k. Promote sustainable practices in government owned facilities;
l. Engage residents and business owners with locally relevant information about expected future changes in natural hazards and sustainable practices;
m. Support and work with public transportation providers to serve transportation disadvantaged residents.

4. The Chairperson of the River to Sea TPO (or his designee) is hereby authorized and directed to submit the East Central Florida Regional Resiliency Action Plan to the:
   a. Florida Department of Transportation;
   b. Florida Commission for the Transportation Disadvantaged (FCTD);
   c. Florida Department of Economic Opportunity;
   d. Federal Transit Administration (FTA) (through the Florida Department of Transportation);
   e. Federal Highway Administration (FHWA) (through the Florida Department of Transportation);
   f. East Central Florida Regional Planning Council;
   g. Northeast Florida Regional Council (NEFRC); and the
   h. Central Florida MPO Alliance.

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the 26th day of June 2019.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

________________________________________
COMMISSIONER ROBERT GILLILAND
ACTING CHAIRPERSON, RIVER TO SEA TPO

CERTIFICATE:
The undersigned, duly qualified and acting Recording Secretary of the River to Sea TPO, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the River to Sea TPO held on June 26, 2019.

ATTEST:

________________________________________
DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
III. ACTION ITEMS

I. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## ADOPTING THE R2CTPO PUBLIC PARTICIPATION PLAN (PPP)

BACKGROUND INFORMATION:

The River to Sea TPO's Public Participation Plan (PPP) outlines the various ways for people to provide input into planning and decision-making and it identifies how the TPO will promote and encourage public participation. The draft PPP is being updated to include more current information and to more accurately reflect outreach activities. Changes to the PPP require a minimum 45-day public comment period which began on April 25, 2019 and ends on June 26, 2019 prior to the TPO Board taking action on the PPP.

During the public comment period, minor comments were received requesting the word “social” be added throughout the Environmental Justice section of the PPP. These additions were incorporated into the updated draft Public Participation Plan which is available on the TPO's website for your review and recommended approval.

The draft PPP is available for review at:


ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## ADOPTING THE R2CTPO PUBLIC PARTICIPATION PLAN (PPP)
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, United States Code of Federal Regulations 23 U.S.C. 450.316 requires that the River to Sea Transportation Planning Organization develop a Public Participation Plan (PPP) that lays out the processes and protocols for engaging the general public in the plans and programs of the River to Sea TPO; and

WHEREAS, the River to Sea Transportation Planning Organization has developed a Public Participation Plan that has been provided for review by the general public during a 45-day period as required, the River to Sea TPO’s Advisory Committees and the River to Sea TPO Board.

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

1. River to Sea TPO Board and advisory committees have reviewed and endorsed the draft Public Participation Plan; and the

2. River to Sea Transportation Planning Organization’s Public Participation Plan is hereby endorsed and adopted; and the

3. Chairperson of the River to Sea TPO (or his/her designee) is hereby authorized and directed to submit the Public Participation Plan to the:
   a. Florida Department of Transportation; and
   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 regularly convened meeting of the River to Sea TPO held on the 26th day of June 2019.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

____________________________________________________________

DAYTONA BEACH COMMISSIONER ROBERT GILLILAND
ACTING CHAIRPERSON, RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on June 26, 2019.

ATTEST:

_______________________________________

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
III. ACTION ITEMS

J. CANCELLATION OF THE JULY 10, 2019 BPAC MEETING

BACKGROUND INFORMATION:

Traditionally, none of the TPO Committees meet during the month of July if there is no outstanding business that needs to be conducted before the summer break.

ACTION REQUESTED:

MOTION TO CANCEL THE JULY 10, 2019 BPAC MEETING
IV. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF THE DEVELOPMENT OF A COMMUNITY SAFETY ACTION PLAN

BACKGROUND INFORMATION:

Providing a safe transportation system is extremely important to the River to Sea TPO. Through the development of a long range transportation plan (LRTP) and the establishment of ranking criteria for infrastructure projects, the TPO has linked safety with transportation infrastructure investments being made. In addition, safety planning studies completed by the TPO have indicated factors contributing to crashes that are not the result of deficiencies in the transportation infrastructure. We understand, however, that other program activities are needed to fully address and improve safety throughout our communities. The 5 “Es” of safety have been identified as engineering, enforcement, education, encouragement and evaluation.

The Community Safety Action Plan (CSAP) will review existing studies and programs relating to transportation safety, identify and convene potential partners in improving transportation safety, and develop a plan for a coordinated, multi-year effort to reduce crashes throughout the planning area. It will identify current safety conditions and recommend education, encouragement and/or enforcement countermeasures to improve safety. TPO staff will provide an overview of the CSAP.

ACTION REQUESTED:

**NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC**
IV. PRESENTATIONS AND DISCUSSION ITEMS

B. PRESENTATION AND DISCUSSION OF FY 2019/20 BICYCLE AND PEDESTRIAN SAFETY EVENTS

BACKGROUND INFORMATION:

The River to Sea TPO’s safety program includes a variety of activities to improve bicycling and walking in our communities. Every year, the TPO collaborates with local governments and nonprofit agencies to fit bicycle helmets and distribute safety literature and equipment free of charge. In FY 2018/19, the TPO participated in 20 Bicycle/Pedestrian safety events including Port Orange Family Days, three different events as part of Central Florida’s Mobility Week and three events as part of “Not So Noisy” Bike Week. To date, 740 bicycle helmets have been custom fitted and donated to adults and children. A draft list of bicycle and pedestrian safety events proposed for FY 2019/20 is provided with this agenda packet. TPO staff will facilitate a discussion on the plans for the upcoming fiscal year.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC
## Draft FY 2019/20 Bicycle & Pedestrian Safety Events Schedule

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<th>Month</th>
<th>Event</th>
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<tr>
<td>July</td>
<td>Summer School Helmet Fitting</td>
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<td>July</td>
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<td>Sept</td>
<td>Port Orange Family Days</td>
<td>Port Orange</td>
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<td>Oct</td>
<td>White Cane and Pedestrian Safety Day</td>
<td>Location TBD</td>
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<td>Oct</td>
<td>International Walk to School Day</td>
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<tr>
<td>Oct/Nov</td>
<td>Central Florida Mobility Week (multiple)</td>
<td>Locations TBD</td>
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<td>Dec</td>
<td>Midtown HEAT Health Fair</td>
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<td>March</td>
<td>Daytona Lions Club Health Fair</td>
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<tr>
<td>April</td>
<td>Not So Noisy Bike Week (3-4 events)</td>
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<td>May</td>
<td>Oak Hill Community Festival</td>
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<td>June</td>
<td>National Trails Day</td>
<td>DeLand</td>
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<td>Summer School Helmet Fittings</td>
<td>Palm Coast</td>
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<tr>
<td>June</td>
<td>Summer School Helmet Fittings</td>
<td>Palm Coast</td>
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V. STAFF COMMENTS

→ River to Sea TPO staff member update

VI. INFORMATION ITEMS

→ BPAC Attendance Record
→ Federal Certification Review Public Meeting Announcement
→ TPO Board Meeting Report
→ TPO Information Sheets
→ TPO Outreach & Activities

VII. BPAC MEMBER COMMENTS

VIII. ADJOURNMENT
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<td>River to Sea TPO</td>
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**Vacancies**

| Beverly Beach  | X = Present |
| Bunnell        | exc = Excused |
| Daytona Beach Shores | abs = Absent (Unexcused) |
| DeBary         |             |
| Flagler County School Board |          |
| Flagler County Transit |                    |
| Lake Helen    |             |
| Oak Hill      |             |
| Pierson       |             |
| Volusia County Chair |        |
| Volusia County D-3 |            |
| Volusia County Chair |        |

**CODES**

- Beverly Beach
- Bunnell
- Daytona Beach Shores
- DeBary
- Flagler County School Board
- Flagler County Transit
- Lake Helen
- Oak Hill
- Pierson
- Volusia County Chair
- Volusia County D-3

January - December 2019

43
FEDERAL CERTIFICATION REVIEW
PUBLIC MEETING

As part of its Federal Certification Review, the River to Sea Transportation Planning Organization (TPO) will be holding a public meeting on:

**DATE:** June 11, 2019  
**TIME:** 3:00 p.m.  
**LOCATION:** River to Sea TPO Office  
2570 W. International Speedway Blvd., Suite 100  
Daytona Beach, FL 32114

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are conducting an evaluation of the River to Sea TPO transportation management area (TMA) through a certification review. TMA certification reviews are required to be conducted every four years by federal law. As a part of the review, a site visit and public meeting will be held on June 11, 2019.

Public comments are a vital element of the certification review, as they allow citizens to provide direct input on the transportation planning process for their transportation planning area. At the public meeting, the TPO staff is seeking public input on the transportation planning process. The presentation will begin at 3:00 p.m. and will be followed by a period of open discussion.

The public has until July 11, 2019 to provide comments and/or input on the River to Sea TPO's transportation planning process. Comments and questions may be submitted via:

**EMAIL:** Pblankenship@r2ctpo.org  
**PHONE:** 386.226.0422 ext. 20416  
**WEBSITE:** www.r2ctpo.org  
**MAIL:** Attn: Pamela Blankenship, River to Sea TPO  
2570 W. International Speedway Blvd., Suite 100  
Daytona Beach, FL 32114

Comments may also be submitted to [https://www fhwa dot gov/fldiv/tma.cfm](https://www.fhwa.dot.gov/fldiv/tma.cfm) or the following contacts:

- Teresa Parker, FHWA Transportation Planning Specialist  
  407-867-6415  
  Teresa.Parker@dot.gov
- Joseph Sullivan, FHWA Environmental Specialist  
  850-553-2248  
  Joseph.Sullivan@dot.gov
- Robert Sachnin, FTA Community Planner  
  404-865-5606  
  robert.Sachnin@dot.gov
River to Sea TPO Board
Meeting Summary
May 22, 2019

- Approved the Consent Agenda including approval of the April 24, 2019 meeting minutes; the Selection Committee’s recommendation and authorization for Executive Director to negotiate and execute a contract for support services in developing the 2045 Long Range Transportation Plan (LRTP); Data Transfer Solutions (DTS) sole source recommendation and agreement for support with the TIP Tool; Resolution 2019-09 authorizing the executive of the Transportation Disadvantaged (TD) Trust Fund Grant agreement for FY 2019/20; and Resolution 2019-10 authorizing the filing and execution of a grant application with the Federal Transit Administration (FTA) for Section 5305(d) Funds

- Approved the following R2CTPO slate of officers for FY 2019/20:
  → Commissioner Rob Gilliland, Chairperson
  → Commissioner Jason McGuirk, 1st Vice Chairperson
  → Council Member Billie Wheeler, 2nd Vice Chairperson

- Approved the FY 2019/20 River to Sea TPO budget

- Approved a request from FDOT for additional funding for the SR 44 Adaptive Traffic Signal System (Airport Road to East 3rd Avenue)

- Approved a request from FDOT for additional funding for the SR 421 Adaptive Traffic Signal System (Summer Trees Road to SR 5/A1A)

- Approved Resolution 2019-11 adopting the 2019 Bicycle Suitability Map

- Received a staff presentation of the draft FY 2019/20 to 2023/24 Transportation Improvement Program (TIP)

- Received a PowerPoint presentation of the 2019 Stated Modified Joint Certification Review and announced a federal certification public meeting will be held June 11, 2019 at 3:00 pm for the public to provide comments on the TPO

- Received a staff presentation of the draft River to Sea TPO 2019 List of Prioritized Projects (LOPP)

- Received a staff presentation of the 2019 Regional List of Prioritized Projects (LOPP)
• Received a PowerPoint presentation of the US 17 Trail PD&E Study and announced a public meeting will be held May 30, 2019 from 5:30 pm to 7:30 pm at the Pierson Community Center

• Received a PowerPoint presentation of the East Central Florida Regional Resilience Action Plan (ECFRRAP)

• Received the FDOT report

• Received Transportation Disadvantaged Local Coordinating Board (TDLCB) update from Volusia County Council Member Heather Post, TDLCB Chairperson

• Received the Executive Director’s report including update on FDOT Local Agency Program (LAP) proposed policy; update on SU funding; the Roundtable of Volusia County Elected Officials and the sales tax referendum results; and an update on the draft Public Participation Plan (PPP) public review period

• Announced Ms. Aarti Sharma, TPO Database Manager, is relocating and has resigned from her position and introduced Ms. Crystal Mercedes, new TPO Transportation Planner

*The next River to Sea TPO Board meeting will be on Wednesday, June 26, 2019*
The River to Sea TPO partners and communicates with many organizations. Some of these are required by law, some are voluntary; all are intended to enhance the transportation system.
<table>
<thead>
<tr>
<th>Agency</th>
<th>Description</th>
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<tbody>
<tr>
<td>USDOT</td>
<td>United States Department of Transportation mission is to &quot;serve the United States by ensuring a fast, safe, efficient, accessible, and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future&quot;</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration provides stewardship over construction, maintenance and preservation of Nation’s highways, bridges and tunnels. Conducts research, provides technical assistance to state and local agencies to improve safety, mobility, livability, and encourage innovation</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries; oversees safety measures, helps develop next-generation technology research</td>
</tr>
<tr>
<td>AMPO</td>
<td>Association for MPOs transportation advocate for metropolitan regions committed to enhancing MPOs' abilities to improve metropolitan transportation systems</td>
</tr>
<tr>
<td>APTA</td>
<td>American Public Transportation Association serves and leads membership through advocacy, innovation and information sharing; works to ensure public transportation is available and accessible for all Americans.</td>
</tr>
<tr>
<td>NARC</td>
<td>National Association of Regional Councils advocate for regional organizations and solutions that positively impact American communities through effective inter-jurisdictional cooperation</td>
</tr>
<tr>
<td>FDOT</td>
<td>Florida Department of Transportation primary statutory responsibility is to coordinate planning and development of safe, viable, and balanced state transportation system serving all regions of the state, and assure the compatibility of all components, including multimodal facilities</td>
</tr>
<tr>
<td>FTC</td>
<td>Florida Transportation Commission provide leadership in meeting Florida's transportation needs through policy guidance on issues of statewide importance and by maintaining oversight and public accountability for the Department of Transportation and other statutorily specified transportation authorities</td>
</tr>
<tr>
<td>CTD</td>
<td>Florida Commission for the Transportation Disadvantaged ensures the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons.</td>
</tr>
<tr>
<td>MPOAC</td>
<td>MPO Advisory Council statewide transportation planning and policy organization created by Florida Legislature to augment role of MPOs in the cooperative transportation planning process; assists MPOs in carrying out urbanized area transportation planning process by serving as principal forum for collective policy discussion</td>
</tr>
<tr>
<td>FBT</td>
<td>Floridians for Better Transportation statewide business and transportation association dedicated to making transportation safer and more efficient in Florida</td>
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<tr>
<td>FPTA</td>
<td>Florida Public Transit Association nonprofit association whose members include every major public transit agency in Florida as well as interested citizens and businesses</td>
</tr>
<tr>
<td>Votran</td>
<td>Votran Volusia County’s public transit system, includes fixed route and paratransit service</td>
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<tr>
<td>FCPT</td>
<td>Flagler County Public Transportation Flagler County’s public pre-scheduled, demand-response transportation system</td>
</tr>
<tr>
<td>V/F CARD</td>
<td>Volusia County/Flagler County Association for Responsible Development not-for-profit organization dedicated to affecting positive outcomes for the development in the community</td>
</tr>
<tr>
<td>CFRPC</td>
<td>East Central Florida Regional Planning Council area-wide association of local governments serving seven counties of Brevard, Lake, Marion, Orange, Osceola, Seminole, Sumter and Volusia; provides a forum where members (and leaders) can discuss complex regional issues and set regional goals and objectives</td>
</tr>
<tr>
<td>NEFRC</td>
<td>Northeast Florida Regional Council area-wide association of local governments serving seven counties of Baker, Clay, Duval, Flagler, Putnam, Nassau and St. Johns; promote area-wide coordination and related cooperative activities of federal, state, and local governments ensuring a broad-based regional organization that can provide a truly regional perspective and enhance the ability and opportunity of local governments to resolve issues and problems transcending their individual boundaries</td>
</tr>
<tr>
<td>CFMPOA</td>
<td>Central Florida MPO Alliance coalition of transportation and government organizations committed to addressing transportation challenges in the larger Central Florida area</td>
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</table>
Transportation Improvement Program (TIP): A mid-range planning document that reflects the transportation expenditures planned to be spent over the next five years; includes federally and state funded transportation projects scheduled for implementation in the TPO planning area

*Only projects consistent with TPO's adopted LRTP may be included in the TIP*

TIP Amendments: Necessary to keep TIP consistent with FDOT’s Work Program; amendments can be due to changes in funding or project limits; can also be projects funded strictly by FDOT not using the TPO's Set-Aside (SU) Funding

Examples of Projects in the TPO’s FY 2017/18 to 2021/22 TIP:

- Volusia - Votran Increase Headways Routes 3 & 4 (FM# 4302851)
- Doyle Road Paved Shoulders from Lush Ln to Courtland Blvd (FM# 4355951)
- I-95 Widening - Brevard County Line to 0.5 miles North of SR 44 (FM# 4068694)
- East Central FL Rail Trail - Seg. 4A - Guise Rd to Gobbler's Lodge Rd (FM# 4154348)
- Old New York Av from Shell Rd to SR 44 (Pave Shoulders) (FM# 4389801)

ACRONYMS TO KNOW

WP: Work Program – FDOT’s Five-Year Work Program provides clear direction on: where to build, when to build, and how to fund projects

LRTP: Long Range Transportation Plan – Long-range planning document developed by TPO, identifies needed transportation projects and financial resources to support their development over the next 25 years

FM: Financial Management Number – Number FDOT uses to identify projects in TIP

Some of the Funding Codes used in TIP:

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>DDR</td>
<td>District Dedicated Revenue – State Funds</td>
</tr>
<tr>
<td>SU</td>
<td>Urban Attributable Set Aside funds – TPO Federal Funding</td>
</tr>
<tr>
<td>LF</td>
<td>Local Funds – Matching Funds</td>
</tr>
<tr>
<td>AC</td>
<td>Advance Construction Funds</td>
</tr>
<tr>
<td>HSP</td>
<td>Highway Safety Program</td>
</tr>
<tr>
<td>TLWR</td>
<td>SunTrail Funds</td>
</tr>
<tr>
<td>TA</td>
<td>Transportation Alternative Funds</td>
</tr>
</tbody>
</table>
TPO’s Annual Priority Project Process

- **Fall**
  - CAC, TCC and BPAC Members volunteer to serve on TIP Subcommittee

- **January**
  - TPO Issues Call for Projects

- **February**
  - Priority Process Workshop held for Cities and Counties to discuss the Process

- **March**
  - Project Applications Submitted from Cities and Counties to TPO

- **April**
  - TIP Subcommittee & BPAC Project Review Subcommittee meet separately to score/rank applications

- **May**
  - BPAC reviews preliminary rankings of Bicycle & Pedestrian Projects
  - CAC/TCC review preliminary rankings of Traffic Ops/Safety Projects and Planning Studies

- **June**
  - TPO Board reviews preliminary rankings of Bicycle & Pedestrian and Traffic Ops/Safety Projects and Planning Studies
  - BPAC recommends approval of rankings for Bicycle/Pedestrian projects
  - CAC and TCC recommend approval of rankings for Traffic Ops/Safety projects and Planning Studies

- **TPO Board**
  - TPO Board approves List of Priority Projects (LOPP) and submits to FDOT
Long Range Transportation Plan (LRTP): A required document that guides the development, management, and operation of a safe and efficient transportation system. (Florida Statutes 339.175 and 23 CFR 450.322)

- Projects and program areas must be included in the long range plan to receive federal funding
- Updated every five years
- Includes performance measures that align goals and objectives with national transportation goals
- Describes the existing transportation system
- Identifies current and future transportation system needs for 20-year planning period
- Includes both long range and short range strategies
- Develops an integrated, multimodal transportation system to facilitate the safe and efficient movement of people and goods
- Addresses current and future transportation demand

The TPO uses the LRTP to:
1) Estimate future development and needs for transportation
2) Prioritize existing and proposed transportation projects
3) Ensure new transportation improvements meet community values
4) Guide expenditure of transportation funds
5) Promote safe and efficient transportation services
Flow of Highway Funding

Federal & State Funding Sources

- State Transportation Trust Fund (State Roads)
- Federal Highway Trust Fund (9 core programs – 3 main categories for MPOs)
- Other Arterials Construction & ROW (State takes the "lead" on other programs such as SIS, Rail, Aviation, etc.)

Transportation Management Area (TMA)
Transportation Alternatives Program (TAP)
Surface Transportation Program (STP)

Non-Capacity
Capacity

TPO Long Range Transportation Plan (LRTP)

Project Categories

- Strategic Intermodal Systems (SIS)
- Non-SIS
- Transit
- Traffic Ops/Safety & Local Initiatives
- Bicycle/Pedestrian & Local Initiatives
- Planning Studies

List of Priority Projects

Project Funding
**Urban Attributable (SU) Funding Process**

**SU Funding:** One of many types of federal funds the TPO received. SU funds are federal funds from the Surface Transportation Block Grant Program (STP) that are allocated to transportation management (TMA) urbanized areas (more than 50,000 people) based on population. The TPO receives approximately $5.2 million per year in SU funds.

**Examples of Projects Funded with SU Funds:** All TPO feasibility studies; Dunlawton Ave Walk Light project in Port Orange (Priority List: page 5) and the Lakeview Blvd Trail in Palm Coast (Priority List: page 15)

**FAST Act:**
The Fixing America’s Surface Transportation Act; on December 4, 2015, President Obama signed the FAST Act into law. The Act is federal legislation authorizing funding designed to improve the nation’s surface transportation infrastructure, including our roads, bridges, transit systems and passenger rail network.

**ACRONYMS TO KNOW**

- **ENV:** Environmental Analysis
- **PD&E:** Preliminary Design and Environment Study
- **PE:** Design Phase
- **ROW:** Right-of-Way Phase
- **CEI:** Construction, Engineering and Inspection (part of CST phase)
- **CST:** Construction Phase
May 2019 TPO Outreach & Activities

1. Oak Hill Community Festival Helmet Fitting
   Date: Saturday, May 4, 2019
   Location: Mary Dewees Park, Oak Hill
   Description: TPO staff manned an information booth and fit and donated 45 bicycle helmets

2. Taylor Road Intersection Improvements Public Hearing
   Date: Thursday, May 9, 2019
   Location: Sanborn Center, DeLand
   Description: TPO staff attended the Taylor Road Intersection Improvements Public Hearing

3. Career Day at Volusia Pines Elementary School
   Date: Friday, May 17, 2019
   Location: Lake Helen
   Description: TPO staff participated in Career Day at Volusia Pines Elementary School to discuss transportation safety and planning

4. Cycle de Mayo Bike to Work Day
   Date: Friday, May 17, 2019
   Location: Palm Coast
   Description: TPO staff partnered with ReThink Your Commute to promote Cycle de Mayo – Bike to Work Day in Flagler County

5. Central Florida MPO Alliance Meeting
   Date: Friday, May 31, 2019
   Location: MetroPlan Orlando
   Description: TPO staff attended the Central Florida MPO Alliance meeting

River to Sea TPO Documents Available for Public Review
The following draft documents are available for public review and comment on the TPO website at www.R2CTPO.org:
- FY 2019/20 – FY 2023/24 Transportation Improvement Program (TIP)
- 2019 List of Priority Projects (LOPP)
- Public Participation Plan (PPP)
### June Events:

- **Summer School Safety Presentations & Bicycle Helmet Fittings:**
  - **June 13:** Forest Lake Elementary
  - **June 25:** South Daytona Elementary
- **June 1:** Nat’tl Trails Day Helmet Fitting, DeBary Hall
- **June 3:** PACE Center Community Breakfast, Daytona
- **June 3-5:** FPTA/FDOT/CUTR Transit Safety & Operations Summit, Tampa
- **June 11:** R2CTPO Federal Certification Review and Public Meeting, TPO office
- **June 18-19:** MPOAC Leadership Meeting, Tallahassee

### Other Upcoming Events:

- **July:** Summer School Safety Presentations & Bicycle Helmet Fittings:
  - **July 9:** Pride Elementary
  - **July 18:** Spruce Creek Elementary
- **July 10-12:** Floridians for Better Transportation (FB T) Summer Camp, Bonita Springs
- **July 30:** MPOAC Meeting, Orlando
- **July 31:** CFTPG Meeting on Tourism, Orlando

### Ongoing Projects & Studies:

- Walkability Action Institute Grant Project
- 2019 Annual Call for Projects
- Development of TPO Bicycle Suitability Map
- Central Florida Visitors Study
- Development of the FY 2019/20 to 2023/24 TIP
- Update to the TPO Public Participation Plan
- Central Florida Regional Planning Model Update
- US 17/92 @ Dirksen Drive Feasibility Study
- Regional Resiliency Action Plan
- 2045 Long Range Transportation Plan (LRTP)
- Information Technology (IT) Services Support Request for Proposals
- Federal Certification Review and Public Meeting
- Development of Community Safety Action Plan
- Central Florida MPO Alliance (CFMPOA) Regional List of Priority Projects

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**River to Sea TPO Federal Certification Review Call for Input and Public Meeting**

As part of its Federal Certification Review, the River to Sea TPO is seeking public input on our planning activities. Comments may be made at the Federal Certification Review Public Meeting that will be held on:

- **DATE:** Tuesday, June 11, 2019
- **TIME:** 3:00 p.m.
- **LOCATION:** River to Sea TPO Conference Room

Comments may also be made via:

- **Website:** [www.R2CTPO.org](http://www.R2CTPO.org)
- **Email:** PBlankenship@r2ctpo.org
- **Phone:** 386.226.0422 ext. 20416
- **Mail:** River to Sea TPO/Attn: Pamela Blankenship
  
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  Daytona Beach FL 32114