



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, September 14, 2022

TIME: 2:00 P.M.

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

NOTE:

Microsoft Teams has been established for remote participation.

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

BPAC
Wednesday, September 14, 2022 2:00 PM (EDT)

Join the BPAC meeting on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

+1 561-484-5911 30971439# United States, West Palm Beach

Phone Conference ID: 309 714 39#

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

Dr. Jason Aufdenberg, Chairperson

AGENDA

- I. CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE
- II. PUBLIC COMMENT/PARTICIPATION *(Length of time at the discretion of the Chairperson)*

III. ACTION ITEMS

- A. REVIEW AND APPROVAL OF THE AUGUST 10, 2022 BPAC MEETING MINUTES**
(Contact: Debbie Stewart) (Enclosure, pages 4-10)
- B. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2022-## AMENDING THE CONNECT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) (ROLL CALL VOTE REQUIRED)**
(Contact: Stephan Harris) (Enclosure, pages 11-20)
- C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2022-## AMENDING THE FY 2022/23 TO 2026/27 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (ROLL CALL VOTE REQUIRED)**
(Contact: Stephan Harris) (Enclosure, pages 21-26)

IV. PRESENTATIONS AND DISCUSSION ITEMS

- A. PRESENTATION AND DISCUSSION OF THE RIVER TO SEA TPO'S ANNUAL CALL FOR PROJECTS AND PROJECT PRIORITIZATION PROCESS** *(Contact: Stephan Harris) (Enclosures, pages 27-39)*
- B. PRESENTATION AND DISCUSSION OF THE DRAFT FY 2021/22 PUBLIC INVOLVEMENT ACTIVITIES SUMMARY** *(Contact: Pamela Blankenship) (Enclosure, page 40)*

V. STAFF COMMENTS *(Enclosure, pages 41-42)*

→ Nancy Burgess-Hall Day - September 6, 2022

VI. INFORMATION ITEMS *(Enclosure, pages 41, 43-48)*

- BPAC Attendance Record
- Love to Ride Florida Challenge
- Save the Date for Mobility Week 2022
- TPO Board Report
- TPO Outreach & Activities

VII. BPAC MEMBER COMMENTS *(Enclosure, page 41)*

VIII. ADJOURNMENT *(Enclosure, page 41)*

*****The next meeting of the BPAC will be on Wednesday, October 12, 2022*****

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

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

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

**SUMMARY SHEET
BPAC
SEPTEMBER 14, 2022**

III. ACTION ITEMS

A. REVIEW AND APPROVAL OF THE AUGUST 10, 2022 BPAC MEETING MINUTES

BACKGROUND INFORMATION:

Minutes are prepared for each meeting and must be approved by the BPAC. The August 10, 2022 BPAC meeting minutes were revised to incorporate additional member comments as requested and are provided with this agenda packet for your review.

ACTION REQUESTED:

MOTION TO APPROVE THE AUGUST 10, 2022 BPAC MEETING MINUTES

Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
August 10, 2022

Members Physically Present:

Terry Lodge
Ted Wendler, Vice Chairperson
Luis Leal
Paul Eik
Larry Coletti
Tom Ryan
Nic Mostert
Bob Storke
Andrew Dodzik
Nancy Epps
Emery Jeffreys
Jason Aufdenberg, Chairperson
Jon Cheney (non-voting)
Meghan Lindsey (non-voting)
Stephanie Moss (non-voting)

Members Virtually Present:

Christy Gillis
Maggie Ardito
Tim Grigsby
Roy Walters
Chris Daun
Gwen Perney (non-voting)
John Cotton (non-voting)

Members/Technical Appointees Absent:

Doug Hall (excused)
Adam Mengel
Patrick McCallister (excused)
Gayle Belin (excused)
Mark Oebbecke (excused)
Rob Brinson

Others Physically Present:

Stephan Harris
Richard Hamilton
Robert Barto
Anna Taylor
Tyler Burgett
Celine Bounds
Shelley ChinQueue
Mark Trebitz
Jesse Blouin

Others Virtually Present:

Debbie Stewart, Recording Secretary
Pam Blankenship
Mary McGhee

Representing:

DeBary
DeLand
Deltona
Flagler Beach
Flagler County
Holly Hill
New Smyrna Beach
Orange City
Palm Coast Alternate
Ponce Inlet Alternate
Volusia County District 1 Alternate
Volusia County At-Large Alternate
Volusia County
Volusia County
FDOT

Representing:

South Daytona
Volusia County District 1
Volusia County, District 4
Volusia County At-Large
Volusia County Council Chair
Port Orange
Votran

Representing:

Daytona Beach Alternate
Flagler County
Lake Helen
Ormond Beach
Ponce Inlet
Volusia County School Board

Representing:

TPO Staff
Citizen
East Coast Greenway Alliance
FDOT
FDOT
FDOT
FDOT
FDOT
FDOT

Representing:

TPO Staff
TPO Staff
FDOT

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

The meeting of the River to Sea Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 2:00 p.m. by Chairperson Jason Aufdenberg. The roll was called and it was determined that a quorum was physically present. Due to the COVID-19 virus, the meeting was held in a hybrid format with 10 voting and three non-voting members physically present; and five voting and two non-voting members virtually present.

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

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

The Pledge of Allegiance was given.

II. Public Comment/Participation

Mr. Richard Hamilton, Flagler County citizen, stated he represents the Scenic A1A Byway’s safety issues and he works with Flagler County on bicycle safety. He is attending today to listen to the presentations, especially the Dangerous by Design Report.

Mr. Robert Barto, Florida Coordinator for the East Coast Greenway Alliance, explained the East Coast Greenway envisions a continuous, protected shared use path from the Canadian border in Maine to the Florida Keys. The route in Florida covers 600 miles and includes the River to Sea Loop, both the inland and coastal side. He works with the federal government, FDOT, MPOs, local governments and trail advocates; every stage of trail design, planning, advocacy, etc.

III. Action Items

A. Review and Recommend Approval of June 8, 2022 BPAC Meeting Minutes

MOTION: *A motion was made by Mr. Storke to approve the June 8, 2022 BPAC meeting minutes. The motion was seconded by Mr. Eik and carried unanimously.*

B. Review and Recommend Approval of Resolution 2022-## Amending the FY 2022/23 to FY 2026/27 Transportation Improvement Program (TIP) (Roll Call Vote Required)

Mr. Harris explained that each year as FDOT develops their tentative five-year Work Program which becomes effective on July 1st, the TPO incorporates the tentative five-year Work Program into the new Transportation Improvement Program (TIP) which also becomes effective on July 1st. Year one of the TIP and the Work Program should always match; however, when the new TIP and Work Program become effective, there are often projects that were supposed to be authorized prior to July 1 but were not. These projects automatically roll forward in the Work Program but not the TIP; therefore, there is a need to reconcile the two documents and bring the new TIP up-to-date. This is accomplished by a routine procedure that is processed each year as a “roll forward” TIP amendment. A link to the roll forward amendment which was provided in the agenda includes all the projects that will be incorporated into the new TIP so they will be recognized by October 1, 2022 which is the start of the new federal fiscal year.

Chairperson Aufdenberg commented that he noticed the Guise Road to Gobbler’s Lodge Trail segment in the report but it is complete; he asked why it is rolling forward. The report also includes the South Beach Street to Marina Point Drive bike path which is complete as well; it is showing \$1,000 for next year; he asked what that is for.

Mr. Harris replied it may be for additional work but he will check with the city and get back to him.

Mr. Jeffries asked if those projects are completed if other projects would move up.

Mr. Harris replied the TPO's policy is that once a project is funded through construction it drops off the priority list which is updated annually in June.

Mr. Cheney explained that some of these projects are local projects and the local agency has to notify FDOT that the project has been finalized and the final invoice has been paid in order for FDOT to close the project file. Once a project is closed, it is very difficult to re-open it. Volusia County asks their contractors to mark their final invoice as "final invoice" so it is clear the project is complete.

MOTION: *A motion was made by Mr. Mostert to recommend approval of Resolution 2022-## amending the FY 2022/23 to FY 2026/27 Transportation Improvement Program (TIP). The motion was seconded by Mr. Storke and carried unanimously by a roll call vote.*

C. Review and Recommend Approval of Resolution 2022-## Authorizing the Filing and Execution of a Safe Streets and Roads for All (SS4A) Discretionary Grant Application with the U.S. Department of Transportation

Mr. Harris gave a PowerPoint presentation and explained the purpose of the Safe Streets and Roads for All (SS4A) grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users. This program is focused on roadway safety. The TPO will be the lead applicant for a SS4A grant to develop a single Comprehensive Safety Action Plan for Volusia and Flagler Counties who will be joint applicants. FDOT will be a partner, but not an applicant. The joint applicants have agreed to provide the 20% local match for this grant and Flagler County has agreed to represent the rural (non-urbanized) areas of Flagler County which are outside the TPO's planning area but as an applicant, will cover the entire geographic area of Volusia and Flagler Counties. He reviewed the available funding levels; the joint applicants will be meeting with their elected officials over the next couple of weeks and we should have the set amount to apply for after those meetings. He explained that there are two types of grants; either to develop an action plan or to implement one that is already completed. Although the TPO has an adopted Community Safety Action Plan (CSAP), it does not meet the criteria set by the grant so we must apply for the grant to develop an action plan. If we receive the funding to develop an action plan, the TPO can apply in subsequent years for implementation of the plan. He explained how the action plan would be developed and that a subcommittee would likely be formed from members of the various TPO advisory committees to help with the development of the action plan. He reviewed the criteria for the grant and noted the deadline to apply is September 15, 2022.

Members discussed the SS4A grant opportunity, the requirements and steps needed to apply as well as the funding amount to apply for. Applications cannot come from the same geographic area; the cities within the TPO's planning area are partners. The three entities applying (the TPO, Volusia County, and Flagler County) are applying on behalf of everyone else. Volusia County will pay 75% of the 20% local match and Flagler County will pay 25%; the grant amount will not exceed \$400,000 but the final amount will be decided by the elected officials from each county. Discussion continued regarding the grant application and what the action plan will include.

MOTION: *A motion was made by Mr. Wendler to recommend approval of Resolution 2022-## authorizing the filing and execution of a Safe Streets and Roads for All (SS4A) discretionary grant application with the U.S. Department of Transportation. The motion was seconded by Mr. Lodge and carried unanimously.*

IV. Presentation and Discussion Items

A. Presentation and Discussion of the Mason Avenue (SR 430) Corridor Planning Study

Ms. Celine Bounds, FDOT, gave a PowerPoint presentation of the Mason Avenue (SR 430) Corridor Planning Study; she reviewed the project location and corridor details. The project limits are from Clyde Morris Boulevard to North Beach Street; it is a hurricane evacuation route. The study focused on multi-modal improvements and safety enhancements for bicyclists and pedestrians. She reviewed the short-term and long-term recommended improvements and the timeline for each. The short-term improvements are directly linked to resurfacing projects. She reviewed the corridor characteristics and the current issues. She announced a public meeting regarding this project will be held August 30, 2022 at 5:30 pm at the Midtown Cultural and Education Center in Daytona Beach.

Members discussed the presentation and the recommended short term and long term improvements. They also discussed right-of-way issues and concerns. There are numerous sidewalk gaps along this roadway and the sidewalk gap over the railroad tracks has not been completed.

Mr. Daun shared a photo he recently took that documents there is not a sidewalk or safe crossing for bicyclists or pedestrians. Furthermore, it is not ADA compliant.

Members continued to discuss the presentation, crash data, safety issues and the proposed improvements.

B. Presentation and Discussion of Georeferencing the R2CTPO Bicycle Suitability Map

Chairperson Aufdenberg explained that he developed a bike map for cell phones that geo-references the River to Sea TPO's Bicycle Suitability Map; he gave a presentation and explained how it works. It shows longitude and latitude of your location. He explained that the TPO's 2019 Bicycle Suitability Map has five levels of comfort from extremely low to showcased trails based on various criteria for arterial and collector roads but not local roads which is why he created his map. He explained that geospatial PDF is a set of geospatial extensions to the PDF format to include information that relates a region in the document page to a region in physical space which is called georeferencing; this is what he has done with the TPO's bike map. He explained how he developed the map and how the map works. It can be downloaded from Avenza Maps and is free. He gave a live demonstration of the map.

C. Presentation and Discussion of the 2022 Dangerous by Design Report

Mr. Harris stated the 2022 Dangerous by Design Report was produced by Smart Growth America, a non-profit that focuses on several areas; Dangerous by Design is a pedestrian safety initiative. They looked at pedestrian issues during 2021 and 2020 during the pandemic and found that during the pandemic there was a decrease of traffic on the roads but the traffic travelled faster which resulted in more fatalities. This year, the Deltona/Daytona Beach/Ormond Beach area was ranked at number one for fatalities; we were number five in 2021. They attribute these rankings to the fact we have a lot of arterial and collector roads that tend to be wide and cars tend to drive at higher speeds. There are longer blocks with pedestrian crossings far apart so pedestrians cross mid-block. There are other factors such as low-income individuals, people of color and older individuals. He explained the methodology used to develop the report which ranked states and metro areas based on deaths per 100,000 residents; the report was assembled using a five-year time period; 2016 to 2020.

Members discussed the report and the massive influx of tourists we have in our area. Previous reports focused on trips to and from work which is a problem for areas like ours that have a lot of tourists. They discussed the report and how it was developed.

D. Presentation and Discussion of Accommodations for Bicyclists and Pedestrians on the Proposed SR 5 (US 1) Replacement Bridges Over Pellicer Creek

Mr. Harris explained FDOT is replacing the bridges at SR 5/US 1 over Pellicer Creek at the Flagler/St. Johns County line as the existing bridges are functionally obsolete. The northbound bridge was constructed in 1956 with no sidewalks; the southbound bridge was constructed in 1927 and reconstructed and widened in 1948 with no sidewalks. FDOT is proposing to replace both bridges with two new concrete structures within the existing right-of-way; they will have an outside shoulder widened from four feet to ten feet; neither bridge will have sidewalks. He reminded members that the TPO has a Complete Streets policy and although there are no sidewalks or trails leading to these bridges today, there are plans in the TPO's Bicycle/Pedestrian Plan for a shared use path leading up to the bridges. It is also in the plans for Palm Coast, Flagler County and St. Johns County. The North Florida TPO also has it in their Bicycle/Pedestrian Plan. He reviewed population statistics for St. Johns County and Flagler County; the population is increasing in both counties and they are becoming more urbanized. While there are no sidewalks or trails leading up to the bridges today, there will be in the future. Once these bridges are built, they will be in place for at least 50 years. He noted that Ms. Shelley ChinQueue, FDOT, the Project Manager, is in attendance and has more information about the project.

Mr. Coletti stated he rides there several times a week and it is very dangerous; the breakdown lane is in poor condition with debris and missing pavement which forces the bicyclists into the travel lanes with vehicles traveling approximately 60 miles per hour.

Mr. Harris replied staff is suggesting is some accommodation for multi-modal traffic and protection for vulnerable users in the 10-foot outside shoulder.

Members discussed the presentation, the current conditions for bicyclists and pedestrians, and needed improvements. The project is funded for fiscal year 2026 but maintenance needs to be done now.

Ms. ChinQuee stated she will report the maintenance needs back to FDOT's Maintenance Office. She explained FDOT is scoped to replace the bridges with two twelve-foot lanes, a ten-foot outside shoulder and a six-foot inside shoulder but no curbing or sidewalks. When the project was scoped there were no pedestrian indicators and little traffic so there is little chance of a pedestrian and a vehicle being on the bridge at the same time.

Members continued the discussion; citizen comments were taken as well.

V. Staff Comments

There were no staff comments.

VI. Information Items

- BPAC Attendance Record
- Florida Council of the Blind Resolution 2022-02
- TPO Board Report
- TPO Outreach and Activities

VII. BPAC Member Comments

Mr. Cheney announced Ms. Melissa Winsett has resigned from his office and is relocating to the General Planning Department at Volusia County. Her last week in Traffic Engineering is next week.

Mr. Lodge stated the bridge in Flagler County over Pellicer Creek needs to be tagged for maintenance; it is very dangerous as it is. He is excited about the presentations today and the projects that are happening; he hopes the SS4A grant will come through.

Ms. Lindsey introduced herself and announced she is replacing Ms. Terri Bergeron on the BPAC representing Volusia County Parks and Recreation Department.

Mr. Coletti announced he has recovered from his broken leg and will be riding from Palm Coast to Ponce Inlet tomorrow which is the route he took when he broke his leg.

Ms. Epps referred to the Florida Council of the Blind Resolution 2022-02 and stated she is a member of the National Federation of the Blind who works with them. Some of their members are lobbying the Volusia County Council to increase funding to Votran to get a ride sharing program going. There are members that are sometimes unable to get to their jobs and to doctor appointments. They schedule the trip in plenty of time but Votran is very understaffed and they are unable to get people where they need to be on time. One member was fourteen minutes late for a dentist appointment and if she had been one more minute late, she would have had to reschedule the appointment and be charged \$120; this is a big problem on Votran Gold. They also have a 90-minute lead time.

Mr. Mostert stated the he rode a square around the planning area recently; Clyde Morris Boulevard, Granada Boulevard, Williamson Boulevard and LPGA Boulevard. He counted five to six new apartment complexes in just that area; that means that many more people will be on the roads.

Chairperson Aufdenberg stated he attended FDOT's public meeting last night regarding the Granada Boulevard project which goes from Nova Road to the beach. It does not include the bridge so there will be no barriers; however, they are adding four raised mid-block crossings with pedestrian hybrid beacons; the crossings are the height of the sidewalk

and will slow traffic down. They are also installing sharrows again. He likes that FDOT is getting better at including safety with each project.

Mr. Daun commented he will miss Ms. Winsett tremendously; she has been a great contributor to the BPAC. He also attended the FDOT meeting regarding a project on SR 40 from US 1 to SR A1A; he showed a map of the project which includes the bridge. They are removing the existing bike lanes to install chicanes; and on this major state road that is a gateway to the beachside, they will have sharrows for bikes to share the road with traffic in an urban area. He does not see how this meets Vision Zero with safety protocol; this is a bad design and FDOT needs to review it. He shared another visual of Riverside Drive which is a county road where they have installed two speed tables; this is on a major thoroughfare. It does not make sense to put a speed table here and he would like to know why the county permitted it.

Mr. Cotton referred to the speed tables on Riverside Drive and noted that there is a house that has been hit multiple times by cars at the end where there is a sharp right turn; even though the speed limit is 35 mph, it is too fast to make that turn. This is the reason for the speed reduction on this road. He referred to the cross section of Granada Boulevard that Mr. Daun showed with ten-foot travel lanes and commented that the bus mirror is very close to the bus stop sign; a bus cannot operate on ten-foot lanes. There will be mirror clashes if a bus and a semi-truck are both on the road. Votran has asked why they chose ten-foot lanes but has not received an answer. Buses have to use the roadway; he asked that anyone who can to suggest to FDOT that they change the outside lane. The raised crosswalks are also an issue for buses and Votran riders. He referred to the Mason Avenue study and noted he provided FDOT with comments regarding the nine bus stops along the route; he provided them marked up drawings. He does not feel there is a 360-degree view of what is actually on the roadway.

Ms. Ardito stated that when thinking about a 360 degree vision for people using transit, walking, biking and vehicles, we have an opportunity to take top-down look at things. She thinks that is what the SS4A plan is; to encourage us to do a top-down look at how people are moving around our two counties in ways other than motor vehicles.

Mr. Cheney asked Mr. Daun to send him the photo of the speed tables on Riverside Drive; he will look into this.

VIII. Adjournment

The BPAC meeting adjourned at 4:23 p.m.

River to Sea Transportation Planning Organization

**Dr. Jason Aufdenberg, Chairperson
Bicycle/Pedestrian Advisory Committee (BPAC)**

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of the minutes of the June 8, 2022 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 10th day of August 2022.

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

***** A recording of the August 10, 2022 BPAC meeting is available upon request.***

**SUMMARY SHEET
BPAC
SEPTEMBER 14, 2022**

III. ACTION ITEMS

B. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2022-## AMENDING THE CONNECT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) (ROLL CALL VOTE REQUIRED)

BACKGROUND INFORMATION:

The River to Sea Transportation Planning Organization (TPO) is seeking to amend the Connect 2045, the TPO's Long Range Transportation Plan (LRTP) as follows:

Flagler Central Parkway Connector from US Highway 1 to State Road 100 (Bunnell): This project received funding through an appropriation of the Florida Legislature during the 2022 Session and construction funding in the amount of \$6,800,000 needs to be reflected in the Connect 2045 Cost Feasible Plan for the years 2021 – 2025.

Resolution 2022-## and supporting documentation for LRTP Amendment #3 are provided with this agenda packet for your review.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2022-## AMENDING THE CONNECT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) (ROLL CALL VOTE REQUIRED)

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2022-##

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE CONNECT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) TO REFLECT FUNDING FOR THE FLAGLER CENTRAL COMMERCE PARKWAY CONNECTOR

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, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303; and 23 CFR 450.324(a) require that each metropolitan planning organization shall prepare and update a transportation plan for its metropolitan planning area that addresses at least a 20-year planning horizon; the River to Sea TPO's 2040 LRTP has developed a 25-year planning horizon plan; and

WHEREAS, 23 CFR 450.324(g)(11) requires that each long range transportation plan include a financial plan that demonstrates how the adopted transportation plan can be implemented; and

WHEREAS, 23 C.F.R. 450.306 establishes the planning factors that must be considered by each metropolitan planning organization in the development of a long range plan; and

WHEREAS, the River to Sea TPO Board is seeking to amend the Connect 2045 LRTP to reflect updated funding for the Flagler Central Commerce Parkway Connector from US 1 to State Road 100 in Bunnell; and

WHEREAS, the River to Sea TPO has solicited public comment on the proposed amendment during a public review period meeting the required 30 days as prescribed in Chapter 8 of the adopted plan; and

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

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

1. The River to Sea TPO's Connect 2045 LRTP is hereby amended as described below and more particularly shown in "Amendment 3":
 - a. Revisions to Chapter 6, Appendix B, and Appendix C to reflect updated funding for the Flagler Central Commerce Parkway Connector Project.
2. The Chairperson of the River to Sea TPO (or their designee) is hereby authorized and directed to submit the Connect 2045 LRTP as amended to the:
 - a. Florida Department of Transportation;
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the **28th** day of **September 2022**.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL VICE CHAIR BARBARA GIRTMAN
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 September 28, 2022.

ATTEST:

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

River to Sea Transportation Planning Organization (TPO)
Connect 2045 Long Range Transportation Plan (LRTP)
Amendment 3

Overview

The River to Sea TPO is seeking to amend the Connect 2045 Long Range Transportation Plan (LRTP) to reflect updated funding for the following two projects:

- **Flagler Central Commerce Parkway Connector from US Highway 1 to State Road 100** - This project received funding through an appropriation of the Florida Legislature during the 2022 Session and the construction funding in the amount of \$6,800,000 needs to be reflected in the Connect 2045 Cost Feasible Plan for the years 2021 – 2025.

Materials are provided for public review reflecting the proposed amendment to Connect 2045. Proposed changes in the following Connect 2045 Chapters and Appendix are shown in strike through and underline format:

Chapter 6 – Transportation Plan

- Revisions to Table 6-8 and 6-13 to reflect the programmed funding amount for the Flagler Central Commerce Parkway Connector Project in the FY 2021-2025

Appendix B – Roadway Projects and Costs Year of Expenditure (YOE)

- Revisions to the Other Arterials Cost Feasible Projects and Costs – Year of Expenditure (YOE) Table to reflect the programmed funding amount for the Flagler Central Commerce Parkway Connector Project in FY 2021-2025

Appendix C – Roadway Projects and Costs Present Day Value (PDV)

- Revisions to the Other Arterials Cost Feasible Projects and Costs – Present Day Value (PDV) Table to reflect the programmed funding amount for the Flagler Central Commerce Parkway Connector Project in FY 2021-2025

TIP ROADWAY (CAPACITY) PROJECTS

Table 6-8 summarizes the roadway capacity projects included in the River to Sea TPO FY 2020/2021 – FY 2024/2025 TIP and associated costs by phase and timeframe. This includes both SIS and non-SIS projects. Many of the projects identified in this table are included in the Connect 2045 Cost Feasible Plan.

Table 6-8: Summary of TIP Roadway (Capacity) Projects for FY 2020/21 - 2024/25

Project	From	To	Mi	Improve Type	PE Time	PE Cost	PE Revenue Source
SR 40	SR 15/US 17	SR 11	6.38	2U-4D	< 2020/21	\$5,696,397	N/A
SR 40	W OF SR 11	W OF CONE RD	7.64	2U-4D	< 2020/21	\$6,685,110	N/A
SR 15 (US 17)	DELEON SPRINGS	SR 40	6.85	2U-4D	< 2020/21	\$23,295,661	N/A
I-95	AT SR 5 (US 1)	n/a	1	INT IMP	2021/22 (PDE)	\$2,800,000	STATE (SIS)
					2021/22 (PE)	\$3,300,000	ARPA
SR 600 (US 92)	I-4 EASTBOUND RAMP	TOMOKA FARMS RD	2.2	4D-6D	< 2020/21	\$5,096,676	N/A
SR 40	BREAKAWAY TRAIL	WILLIAMSON BLVD	2.46	4D-6D	2022/23 (PE)	\$2,750,000	STATE (SIS)
I-95	AT PIONEER TRAIL	n/a		INT IMP	< 2020/21	\$6,976,198	N/A
					2020/21 (ENV)	\$4,000,000	STATE (SIS)
I-95	AT MAYTOWN RD	n/a	0.05	NEW INT	2020/21 (PDE)	\$2,550,000	STATE (SIS)
I-95/LPGA BLVD	WILLIAMSON BLVD	US 92		INT IMP WIDEN	2021/22 (PDE)	\$3,420,000	FEDERAL/LF
					2021/22 (PE)	\$7,000,000	ARPA
Flagler Central Commerce Parkway Connector	US 1	SR 100	1.7	NEW 2U			

ABBREVIATION	DEFINITION
2U	2 Lane Undivided Road
4U	4 Lane Undivided Road
4D	4 Lane Divided Road
6D	6 Lane Divided Road
SR	State Road
US	US Road
PDE	Project Development & Environment
PE	Preliminary Engineering

ABBREVIATION	DEFINITION
ROW	Right-of-Way
CST	Construction
ENV	Environmental
ARPA	American Rescue Plan Act
LF	Local Funds
SIS	Strategic Intermodal System
INT IMP	Interchange Improvement
NEW INT	New Interchange

ROW Time	ROW Cost	ROW Revenue Source	CST Time	CST Cost	CST Revenue Source	Total Programmed Amount	Funded Level
2022/23 - 2024/25	\$4,206,411	STATE (SIS)	TBD	TBD	TBD	\$4,206,411	PARTIAL
2022/23 - 2024/25	\$2,411,357	STATE (SIS)	TBD	TBD	TBD	\$2,411,357	PARTIAL
2020/21 - 2021/22	\$9,090,704	STATE (SIS)	TBD	TBD	TBD	\$9,090,704	PARTIAL
TBD	TBD	TBD	TBD	TBD	TBD	\$6,100,000	PARTIAL
2021/22 - 2023/24	\$8,870,200	STATE	TBD	TBD	TBD	\$8,870,200	PARTIAL
2024/25	\$635,000	STATE (SIS)	TBD	TBD	TBD	\$3,385,000	PARTIAL
2021/22	\$3,730,000	STATE (SIS)	TBD	TBD	TBD	\$7,730,000	PARTIAL
TBD	TBD	TBD	TBD	TBD	TBD	\$2,550,000	PARTIAL
TBD	TBD	TBD	TBD	TBD	TBD	\$10,420,000	PARTIAL
			<u>2021-2025</u>	<u>\$6,800,000</u>	<u>STATE</u>	<u>\$6,800,000</u>	<u>FULLY FUNDED</u>
TOTAL						<u>\$61,563,672</u>	\$54,763,672
SIS							\$32,173,472
OTHER STATE/ FEDERAL						<u>\$29,389,700</u>	\$22,589,700
LOCAL							\$500

Table 6-13: Connect 2045 Other Arterial Cost Feasible Projects

Map ID	Facility	Improvement	Cost (Year of Expenditure)
P	US-1 at Park Avenue	Intersection Improvement	\$7.95 M
Q	SR 483 (Clyde Morris Blvd.) from SR 400 (Beville Road) to US-92	Corridor Improvement	\$84.35 M
R	Old Kings Road from Palm Harbor Village Way to Farnum Lane	Widen to 4 lanes	\$28.91 M
S	Old Kings Road from Farnum Lane to Forest Grove Drive	Widen to 4 lanes	\$35.77 M
T	SR 44 from Grand Ave to SR 15A	Widen to 4 lanes	\$27.05 M
U	US-92 from I-4 Eastbound Ramp to CR 415 (Tomoka Farms Road)	Widen to 6 lanes	\$67.00 M
L	Tomoka River Bridge (LPGA) W of Champions Drive to E of Tomoka Farms Road	Bridge to match interchange configuration	\$3.57 M ¹
V	US 17/92 from SR 472 to SR 15A (Taylor Road)	ITS	\$46.50 M
W	SR 44 from I-4 to Prevatt Avenue	Widen to 6 lanes	\$10.82 M
X	US-1 from Nova Road (N) to I-95	Widen to 6 lanes	\$65.62 M
Y	SR 415 (Tomoka Farms Road) from Acorn Lake Road to Lake Ashby Road	Widen to 4 lanes	\$98.14 M
Z	SR 415 (Tomoka Farms Road) from Lake Ashby Road to SR 44	Widen to 4 lanes	\$130.15 M
AA	SR 44 from SR 415 to Glencoe Road	Widen to 6 lanes	\$117.31 M
BB	SR 44 from Lake County line to Grand Avenue	Widen to 4 lanes	\$55.69 M
CC	Old Kings Road Extension (Phase II) from Mantanzas Woods Parkway to Old Kings Road	New 4-lane road	\$15.13 M
DD	Flagler Central Commerce Parkway Connector from SR 5 (US-1) to SR 100	New 2-lane road	\$12.80 M \$6.80 M
B	SR 15 (US 17) from DeLeon Springs to SR 40	Widen to 4 lanes	\$10.00 M ²
-	Local Initiatives	Varies	\$72.08 M
-	SHS Operational Improvements	Varies	\$3.34 M

¹ It is anticipated that the Tomoka River Bridge will be a SIS-funded project. \$3,570,000 (YOE) is identified for funding to show local commitment and priority. This project is also included in the SIS Cost Feasible Projects table (Table 6-12).

² SR 15 (US 17) is also included in the SIS Cost Feasible Projects table (Table 6-12). \$10,000,000 is identified for funding to show local commitment and priority for this project.

Chapter 6 -Exhibit A (continued)													
Other Arterials Cost Feasible Projects and Costs - Year of Expenditure (YOE)													
Map ID	On Street	From Street	To Street	Imprv	PLANNING		DESIGN		RIGHT OF WAY		CONSTRUCTION		Funding Status
					Time	YOE Cost	Time	YOE Cost	Time	YOE Cost	Time	YOE Cost	
P	US-1	At Park Ave		Intersection	PROGRAMMED	\$	2026-2030	\$ 416,500	2026-2030	\$ 3,332,000	2026-2030	\$ 4,620,000	COST FEASIBLE
Q	SR 483 (Clyde Morris Blvd)	SR 400 (Beville Rd)	US-92	Corridor Improvement ¹	COMPLETE	\$	COMPLETE	\$	2026-2030	\$ 42,108,000	2026-2030	\$ 42,240,000	COST FEASIBLE
R	Old Kings Road	Palm Harbor Village Way	Farnum Ln	2U-4D	COMPLETE	\$ -	COMPLETE	\$	COMPLETE	\$	2031-2035	\$ 28,907,500	COST FEASIBLE
S	Old Kings Road	Farnum Ln	Forest Grove Dr	2U-4D	COMPLETE	\$ -	COMPLETE	\$ -	COMPLETE	\$	2036-2045	\$ 35,772,500	COST FEASIBLE
T	SR 44	Grand Ave	SR 15A	2U-4D	COMPLETE	\$ -	2026-2030	\$ 2,065,840	2026-2030	\$ 2,070,600	2026-2030	\$ 22,915,200	COST FEASIBLE
U	US-92	I-4 EB Ramp	CR 415 (Tomoka Farms Rd.)	4D-6D	COMPLETE	\$ -	COMPLETE	\$ -	PROGRAMMED	\$ 8,870,200	2031-2035	\$ 58,125,000	COST FEASIBLE
L	Tomoka River Bridge (LPGA Blvd)	W of Champions Dr	E of Tomoka Farms Rd	Bridge to match interchange configuration	2036-2045	\$ 3,570,000	Anticipated SIS Funding						PARTIALLY FUNDED ²
V	US 17/92	SR 472	SR 15A (Taylor Rd)	6D-6D (ITS/Operational Improvements)	COMPLETE	\$	COMPLETE	\$	2031-2035	\$ 4,650,000	2031-2035	\$ 41,850,000	COST FEASIBLE
W	SR 44	I-4	Prevatt Ave.	4D-6D	2031-2035	\$ 277,452	2031-2035	\$ 554,903	2031-2035	\$ 4,439,226	2031-2035	\$ 5,549,032	COST FEASIBLE
X	US-1	Nova Rd. (N)	I-95	4D-6D	2031-2035	\$ 1,443,741	2031-2035	\$ 2,887,481	2031-2035	\$ 23,099,849	2036-2045	\$ 38,189,266	COST FEASIBLE
Y ³	SR 415 (Tomoka Farms Rd)	Acorn Lake Rd	Lake Ashby Rd	2U-4D	2031-2035	\$ 2,159,193	2031-2035	\$ 4,318,387	2031-2035	\$ 34,547,094	2036-2045	\$ 57,114,148	COST FEASIBLE
Z ³	SR 415 (Tomoka Farms Rd)	Lake Ashby Rd	SR 44	2U-4D	2031-2035	\$ 2,571,488	2031-2035	\$ 5,142,975	2036-2045	\$ 54,415,997	2036-2045	\$ 68,019,996	COST FEASIBLE
AA	SR 44	SR 415	Glencoe Rd.	4D-6D	2036-2045	\$ 3,008,040	2036-2045	\$ 6,016,079	2036-2045	\$ 48,128,636	2036-2045	\$ 60,160,794	COST FEASIBLE
BB	SR 44	Lake County	Grand Ave	2U-4D	2036-2045	\$ 1,427,854	2036-2045	\$ 2,855,707	2036-2045	\$ 22,845,659	2036-2045	\$ 28,557,074	COST FEASIBLE
CC	Old Kings Road Extension Roadway (Phase II)	Matanzas Woods Pkwy	Old Kings Rd	00-2U	COMPLETE	\$	COMPLETE	\$	COMPLETE	\$	2036-2045	\$ 15,131,050	COST FEASIBLE
DD	Commerce Pkwy Connector Road	SR 5 (US 1)	SR 100	00-2U	COMPLETE	\$	COMPLETE	\$	COMPLETE	\$	2036-2045 PROGRAMMED	\$12,795,309 \$6,800,000	PARTIALLY FUNDED ⁴ COST FEASIBLE
B	SR 15 (US 17)	Deleon Springs	SR 40	2U-4D	Anticipated SIS Funding						2036-2045	\$10,000,000	COST FEASIBLE ⁵

Chapter 6 -Exhibit B (continued)
Other Arterials Cost Feasible Projects and Costs - Present Day Value (PDV)

Map ID	On Street	From Street	To Street	Imprv	PLANNING		DESIGN		RIGHT OF WAY		CONSTRUCTION		Funding Status
					Time	PDV Cost	Time	PDV Cost	Time	PDV Cost	Time	PDV Cost	
P	US-1	At Park Ave		Intersection	PROGRAMMED	\$ 372,000	2026-2030	\$350,000	2026-2030	\$ 2,800,000	2026-2030	\$ 3,500,000	COST FEASIBLE
Q	SR 483 (Clyde Morris Blvd)	SR 400 (Beville Rd)	US-92	Corridor Improvement ¹	COMPLETE	\$	COMPLETE	\$0	2026-2030	\$ 31,900,000	2026-2030	\$ 32,000,000	COST FEASIBLE
R	Old Kings Road	Palm Harbor Village Way	Farnum Ln	2U-4D	COMPLETE	\$	COMPLETE	\$	COMPLETE	\$	2031-2035	\$ 18,650,000	COST FEASIBLE
S	Old Kings Road	Farnum Ln	Forest Grove Dr	2U-4D	COMPLETE	\$	COMPLETE	\$	COMPLETE	\$	2036-2045	\$ 17,450,000	COST FEASIBLE
T	SR 44	Grand Ave	SR 15A	2U-4D	COMPLETE	\$	2026-2030	\$1,736,000	2026-2030	\$ 1,740,000	2026-2030	\$ 17,360,000	COST FEASIBLE
U	US-92	I-4 EB Ramp	CR 415 (Tomoka Farms Rd.)	4D-6D	COMPLETE	\$	COMPLETE	\$0	PROGRAMMED	\$ 8,870,200	2031-2035	\$ 37,500,000	COST FEASIBLE
L	Tomoka River Bridge (LPGA Blvd)	W of Champions Dr	E of Tomoka Farms Rd	Bridge to match interchange configuration	2036-2045	\$ 3,000,000	Anticipated SIS Funding						PARTIALLY FUNDED ²
V	US 17/92	SR 472	SR 15A (Taylor Rd)	6D-6D (ITS/Operational Improvements)	COMPLETE	\$	COMPLETE	\$	2031-2035	\$ 3,000,000	2031-2035	\$ 27,000,000	COST FEASIBLE
W	SR 44	I-4	Prevatt Ave.	4D-6D	2031-2035	\$ 179,001	2031-2035	\$ 358,002	2031-2035	\$ 2,864,017	2031-2035	\$ 3,580,021	COST FEASIBLE
X	US-1	Nova Rd. (N)	I-95	4D-6D	2031-2035	\$ 931,446	2031-2035	\$ 1,862,891	2031-2035	\$ 14,903,128	2036-2045	\$ 18,628,910	COST FEASIBLE
Y ³	SR 415 (Tomoka Farms Rd)	Acorn Lake Rd	Lake Ashby Rd	2U-4D	2031-2035	\$ 1,393,028	2031-2035	\$ 2,786,056	2031-2035	\$ 22,288,448	2036-2045	\$ 27,860,560	COST FEASIBLE
Z ³	SR 415 (Tomoka Farms Rd)	Lake Ashby Rd	SR 44	2U-4D	2031-2035	\$ 1,659,024	2031-2035	\$ 3,318,049	2036-2045	\$ 26,544,389	2036-2045	\$ 33,180,486	COST FEASIBLE
AA	SR 44	SR 415	Glencoe Rd.	4D-6D	2036-2045	\$ 1,467,336	2036-2045	\$ 2,934,673	2036-2045	\$ 23,477,383	2036-2045	\$ 29,346,729	COST FEASIBLE
BB	SR 44	Lake County	Grand Ave	2U-4D	2036-2045	\$ 696,514	2036-2045	\$ 1,393,028	2036-2045	\$ 11,144,224	2036-2045	\$ 13,930,280	COST FEASIBLE
CC	Old Kings Road Extension Roadway (Phase II)	Matanzas Woods Pkwy	Old Kings Rd	00-2U	COMPLETE	\$	COMPLETE	\$	COMPLETE	\$	2036-2045	\$ 7,381,000	COST FEASIBLE
DD	Commerce Pkwy Connector Road	SR 5 (US 1)	SR 100	00-2U	COMPLETE	\$	COMPLETE	\$	COMPLETE	\$	2036-2045 PROGRAMMED	\$12,795,309 \$6,800,000	PARTIALLY FUNDED ⁴ COST FEASIBLE
B	SR 15 (US 17)	Deleon Springs	SR 40	2U-4D	Anticipated SIS Funding						2036-2045	\$10,000,000	COST FEASIBLE ⁵

NOTE:

SEDIMENT BARRIER TO BE PLACED CONTINUOUSLY ALONG THE EASEMENT LINES THROUGHOUT PROJECT LIMITS DURING CONSTRUCTION. INCLUDES OUTERMOST EASEMENTS AROUND PONDS. (SEE DETAIL THIS SHEET)

* WILDLIFE FENCE
TO SUIT PROPERTY OWNER
1:6 MIN., 1:2 MAX.

Natural Ground

2' DEPTH

STANDARD CLEARING AND GRUBBING

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**SUMMARY SHEET
BPAC
SEPTEMBER 14, 2022**

III. ACTION ITEMS

C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2022-## AMENDING THE FY 2022/23 TO 2026/27 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (ROLL CALL VOTE REQUIRED)

BACKGROUND INFORMATION:

The proposed amendment to the FY 2022/23 to 2026/27 TIP adds funding for one (1) new project as follows:

- Adds funding for construction in FY 2022/23 of \$6,800,000 for the Flagler Central Parkway Connector Project from US 1 to SR 100 in Bunnell (FM #45092-1).

The proposed amendment is further described in the enclosed Resolution 2022-## and Attachment "A".

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2022-## AMENDING THE FY 2022/23 TO 2026/27 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (ROLL CALL VOTE REQUIRED)



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

August 1, 2022

River to Sea Transportation Planning Organization
ATTN: Ms. Colleen Nicoulin, Interim Executive Director
2570 West International Speedway Boulevard, Suite 100
Daytona Beach, FL 32114-8145

Dear Ms. Nicoulin:

RE: **REVISED Request to Amend Fiscal Year (FY) 2022/23-2026/27
Transportation Improvement Program (TIP)**

The Florida Department of Transportation (FDOT) requests River to Sea TPO amend the FY 2022/23-2026/27 TIP to add the project described below. This project received funding through an appropriation of Florida Legislature during the 2022 session and will need to be included in the TIP.

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	Time Band
450921-1	Flagler Central Commerce Parkway Connector-Bunnell	From US Hwy 1 (S State St) to SR 100 (E Moody Blvd)	1.7 miles	CST	GR23	\$6,800,000	2021-2025

As always, feel free to contact the Liaison Group at D5-MPOLiaisons@dot.state.fl.us if you would like to discuss further.

Sincerely,

Anna Taylor

Anna Taylor
Government Liaison Administrator
FDOT District Five

c: Kellie Smith, FDOT
Lisa Buscher, FDOT
Katherine Alexander-Corbin, FDOT

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2022-##

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
AMENDING THE FY 2022/23 TO FY 2026/27
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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

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

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

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

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

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

1. River to Sea TPO's FY 2022/23 to FY 2026/27 TIP is hereby amended as shown in Attachment "A" attached hereto and made a part of this resolution; and the
2. Chairperson of the River to Sea TPO (or his/her designee) is hereby authorized and directed to submit the FY 2022/23 to FY 2026/27 TIP as amended to the:
 - a. Florida Department of Transportation;
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation);
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation); and the
 - d. Department of Economic Opportunity.

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the **28th** day of **September 2022**.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL VICE CHAIR BARBARA GIRTMAN
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 September 28, 2022.

ATTEST:

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

4509211

Flagler Central Commerce Parkway Connector - Bunnell

Non-SIS

No Map
Available

Work Summary: New 2-Lane Roadway

From: US Highway 1 (N State St)

To: SR 100 (E Moody Blvd)

Lead Agency: Flagler County

Phase	Fund Source	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	GR23	6,800,000	0	0	0	0	6,800,000
Total		6,800,000	0	0	0	0	6,800,000

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 6,800,000

Project Description: Construction of a new 2-lane roadway with associated infrastructure and utilities from US Hwy 1 (N State St) to State Road 100 (E Moody Blvd). . (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Pages 6-12 (Table 6-8) and 6-21 (Table 6-13) and Appendix B).

**SUMMARY SHEET
BPAC
SEPTEMBER 14, 2022**

IV. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF THE RIVER TO SEA TPO'S ANNUAL CALL FOR PROJECTS AND PROJECT PRIORITIZATION PROCESS

BACKGROUND INFORMATION:

Each year, after completion of the project prioritization process, the TPO staff and committees evaluate the process and recommend improvements for the next cycle. The aim is to achieve the best possible outcomes in terms of identifying and promoting transportation-related priorities consistent with the community's goals and objectives as prescribed in the Connect 2045 Long Range Transportation Plan. TPO staff will lead a discussion of the annual Call for Projects Process and Project Priority Ranking Process.

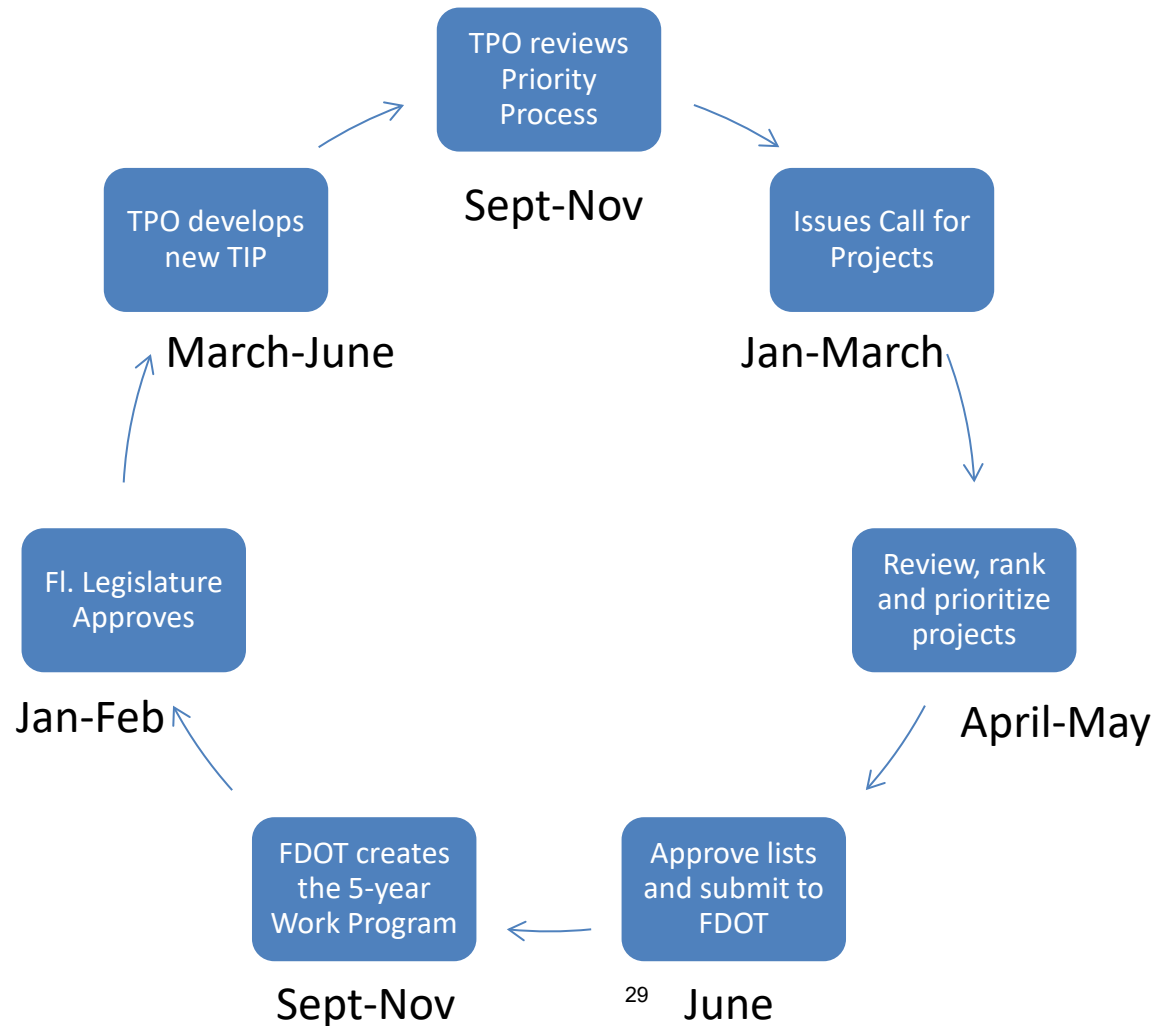
ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC

R2CTPO Transportation Priority Process

- 3 TPO resolutions provide guidance
 - Delineates local match and project cost increases (Resolution 2021-23)
 - Establishes project categories and ranking (Resolution 2021-24)
 - Allocates TPO Set-aside funding (SU) (Resolution 2021-22)
- 3 project applications allow for annual submission of new projects
 - Traffic Operations (safety, technology)
 - Bicycle & Pedestrian (sidewalks & trails)
 - Planning Studies

R2CTPO Transportation Priority Process



RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2021-22

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION ESTABLISHING THE POLICY FOR THE ANNUAL ALLOCATION OF SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) URBAN ATTRIBUTABLE (SU) FUNDING AND OTHER STATE AND FEDERAL FUNDS IDENTIFIED IN THE 2045 LONG RANGE TRANSPORTATION PLAN FOR LOCAL INITIATIVES

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

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

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

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

WHEREAS, it is the responsibility of the River to Sea TPO to establish project priorities that are equitable for all areas within the River to Sea TPO's planning boundaries; and

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

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

1. The River to Sea TPO's total Surface Transportation Block Grant Program (STBG) Urban Attributable (SU) funding goals will be made in the following manner: 40% of the total SU funds will be used for Traffic Operations, Safety, and Local Initiatives

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

2. Other state and federal funds identified in the 2045 Long Range Transportation Plan for Local Initiatives will be made available in the following manner: 50% of the funds will be used for Traffic Operations, Safety, and Local Initiatives (traffic operations focused) Project Priorities and 50% will be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities; and
3. Mixed projects (defined as a project that is not a stand-alone bicycle or pedestrian project) will only be accepted and ranked in both the bicycle/pedestrian focused and the traffic operations focused project categories if the bicycle/pedestrian cost component of the project is greater than 20% of the total project cost. Projects that do not meet this threshold shall be submitted and ranked in the traffic operations focused category only. The project applications shall include the cost breakdown between the bicycle/pedestrian component and the traffic operations component of the project. When programming mixed projects, funding amounts drawn down from each set-aside category (bicycle/pedestrian focused vs. traffic operations focused) shall be consistent with the cost component of that category; and
4. For projects funded in whole or in part with Urban Attributable (SU) funding and/or other state and federal funds obtained through the TPO's Priority Project Process, if the recipient of the funds chooses to display any signs or markers at the project site, said signs or markers shall include language acknowledging the River to Sea TPO, Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and/or other funding partners, as may be applicable, for providing funding for the project. In addition to the language, the sign or marker shall include these agencies' official logos; and

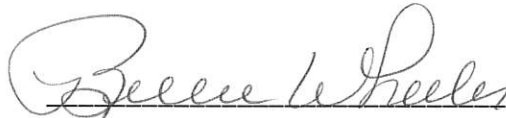
Additionally, any public pronouncements made by or on behalf of the recipient regarding the project, including press releases, publications, annual reports, video credits, and dedications, shall acknowledge the funding support provided by the TPO, FDOT, FHWA, and FTA; and

5. Any remaining Surface Transportation Block Grant Program (STBG) Urban Attributable (SU) funds in the current fiscal year should first be allocated to eligible projects within the same project category priority list (bicycle/pedestrian focused or traffic operations focused). If no projects are eligible within the same category, the remaining funds may be reallocated for other projects on the priority list or to cover project cost increases consistent with Resolution 2021-23; and
6. The policies set forth in this resolution shall remain in effect unless and until they are repealed or amended by the TPO; and

7. The Chairperson of the River to Sea TPO (or their designee) is hereby authorized and directed to provide a copy of this resolution to the:
- a. Florida Department of Transportation (FDOT);
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the **1st** day of **December 2021**.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



VOLUSIA COUNTY COUNCIL VICE CHAIR BILLIE WHEELER
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 December 1, 2021.

ATTEST:



DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2021-23

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

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

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

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

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

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

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

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

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

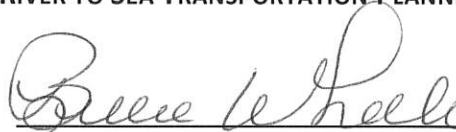
2. Every governmental entity receiving state and/or federal transportation funds for a project on the TPO's Priority List of Transportation Planning Studies shall provide a local match at a minimum ratio of 10% local funds to 90% state and/or federal funds; and

3. A local match shall not be required for any project on the TPO's Priority Lists of Strategic Intermodal System (SIS) Projects, Regionally-Significant Non-SIS Roadway Projects, or Transit Projects, subject to any other funding program requirements that may apply (e.g., Transportation Regional Incentive Program); and
4. the River to Sea TPO determines that "local match" shall be defined as non-state/non-federal cash match and/or in-kind services of eligible costs that advance the project in question; and
5. notwithstanding the terms prescribed in subparagraph 1 and 2, above, the required local match shall not exceed the ratio required in the current policy of the TPO Board at the time the governmental entity requests funding unless the local government entity commits to a higher local match for the project; and
6. the River to Sea TPO reserves the right to waive or adjust the local match requirements if the TPO Board deems there exists sufficient reason or circumstance; and
7. the River to Sea TPO defines a cost overrun as an increase in the amount of the cost of any programmed project phase due to a change in scope, project limits or project approach that could have reasonably been foreseen or is the result of an incomplete, insufficient or out of date cost estimate; and
8. the River to Sea TPO reaffirms its policy that any cost overruns encountered on a project funded with state and/or federal transportation funds will be the responsibility of the governmental entity identified as the project originator with the following exception: if the project is on the state highway system and the State DOT is the project manager of record then the state shall be responsible for any cost overruns utilizing state dollars; and
9. the River to Sea TPO defines a cost increase as an increase in the cost of any programmed project phase due to unforeseen market changes or a change in requirements and/or standards for projects that have current and complete cost estimates; and
10. Requests for additional state and/or federal funds must be submitted to the TPO and include a statement of hardship or justification by the governmental entity identified as the project sponsor along with supporting documentation that includes detailed justification of the change in cost; and
11. the River to Sea TPO Executive Director may authorize the use of state and/or federal funds to cover some or all of a justified cost increase on any project phase up to and including 50% of the project cost estimate for that phase; and
12. the use of state and/or federal funds to cover cost increases exceeding 50% of the project cost estimate for any phase may be authorized only by the River to Sea TPO Board; and
13. the policies set forth in this resolution shall remain in effect unless and until they are repealed or amended by the TPO; and
14. the Chairperson of the River to Sea TPO (or their designee) is hereby authorized and directed to submit this resolution to the:
 - a. Florida Department of Transportation;
 - b. Federal Transit Administration (through the Florida Department of Transportation);

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

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 1st day of December 2021.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



VOLUSIA COUNTY COUNCIL VICE CHAIR BILLIE WHEELER
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 December 1, 2021.

ATTEST:



DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2021-24

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

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

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

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

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

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

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

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

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

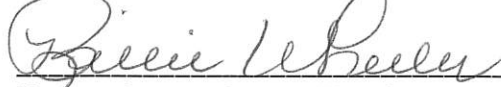
- c. Traffic Operations, Safety, and Local Initiatives Projects;
 - d. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects;
 - e. Public Transit Projects; and
 - f. Transportation Planning Studies.
- 2. River to Sea TPO projects that were previously ranked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

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

10. It is the responsibility of the River to Sea TPO and FDOT staffs to provide the River to Sea TPO members with current information and data on project status and to assist the members in their efforts to make informed decisions regarding the prioritized projects lists;
11. The River to Sea TPO shall, in its discretion, make all decisions regarding the final prioritized project lists that are annually submitted to FDOT;
12. Once a project has attained protected status, it should be programmed within 3 years. If it has not been programmed during that time due to inactivity on the part of the project sponsor, then the project will be removed from the list of priority projects. The project sponsor may resubmit the project for open ranking on any subsequent call for projects;
13. Per the approved Annual Call for Projects schedule, the project sponsor shall annually submit a letter to the River to Sea TPO affirming their continued support to retain each project on the priority list and provide updated cost estimates for all unfunded phases of each project they sponsor on the Regionally Significant Non-SIS, Tier "A", and Tier "B" project lists. Updated cost estimates for projects or project phases that are currently funded/programmed are considered a request for additional funding and subject to the TPO's cost increase/cost overrun policy. Requests for additional funding shall be submitted to the TPO on the appropriate form. The letter shall also provide support from the project sponsor for any Transportation Regional Incentive Program (TRIP) eligible project(s) which they are ready to advance into the Work Program and TIP and provide a commitment of local matching funds, if required;
14. The River to Sea TPO shall use this project prioritization process to support the development of Regional Priority Lists in the areas of Trails, Transit, Transportation Systems Management and Operations (TSM&O), and Planning Studies;
15. The policies set forth in this resolution shall remain in effect unless and until they are repealed or amended by the TPO; and
16. the Chairperson of the River to Sea TPO, (or their designee) is hereby authorized and directed to provide a copy of this resolution to the:
 - a. Florida Department of Transportation (FDOT);
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the 1st day of December 2021.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



**VOLUSIA COUNTY COUNCIL VICE CHAIR BILLIE WHEELER
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 December 1, 2021.

ATTEST:



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

**SUMMARY SHEET
BPAC
SEPTEMBER 14, 2022**

IV. PRESENTATIONS AND DISCUSSION ITEMS

B. PRESENTATION AND DISCUSSION OF THE DRAFT FY 2021/22 PUBLIC INVOLVEMENT ACTIVITIES SUMMARY

BACKGROUND INFORMATION:

A primary responsibility of the River to Sea TPO is public involvement and outreach in the transportation decision-making process. This involves developing various strategies to engage the community, including posting information on the TPO website (www.R2CTPO.org), Facebook page (www.Facebook.com/RivertoSeaTPO), Twitter page (www.Twitter.com/TelltheTPO), attending community meetings, building business relationships, joining local organizations and providing presentations to organizations. Another component of the outreach program includes participation in community events, bicycle helmet fittings, and the distribution of documents and promotional materials. TPO staff will provide an overview of the public involvement and outreach efforts that occurred during FY 2021/22.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC

**SUMMARY SHEET
BPAC
SEPTEMBER 14, 2022**

V. STAFF COMMENTS

→ Nancy Burgess-Hall Day - September 6, 2022

VI. INFORMATION ITEMS

→ BPAC Attendance Record
→ Love to Ride Florida Challenge
→ Save the Date for Mobility Week 2022
→ TPO Board Report
→ TPO Outreach & Activities

VII. BPAC MEMBER COMMENTS

VIII. ADJOURNMENT

******The next meeting of the BPAC will be on Wednesday, October 12, 2022******



WHEREAS, Nancy Burgess-Hall (1954-2022) was a highly respected and influential advocate for the disabled community; and

WHEREAS, she was diagnosed with juvenile rheumatoid arthritis at age two, but overcame the disease with a determination to improve her life and the lives of others; and

WHEREAS, after earning a master's degree in speech-language pathology from the University of Florida, Mrs. Burgess-Hall spent most of her career working as a speech clinician for Volusia County Schools; and

WHEREAS, along with her husband, Doug Hall, she advocated for accessible voting, mass transportation and physical accessibility concerns; and

WHEREAS, Mrs. Burgess-Hall was active in the Volusia Democratic Disability Caucus, Florida Council of the Blind, Friends of Library Access, and the River to Sea TPO's Bicycle and Pedestrian Advisory Committee; and

WHEREAS, despite the constant pain associated with her lifelong rheumatoid arthritis, she found the time and energy to help others as a fierce, independent, determined and giving hero; **NOW THEREFORE**,

WE, THE COUNTY COUNCIL OF VOLUSIA COUNTY, FLORIDA, do hereby proclaim September 6, 2022, as:

“NANCY BURGESS-HALL DAY”

in Volusia County and urge residents to join us in honoring this outstanding woman and community advocate.

Dated this 6th day of September, A.D. 2022

COUNTY COUNCIL
VOLUSIA COUNTY, FLORIDA


JEFF BROWER, County Chair


BEN JOHNSON, At-Large


BARBARA GIRTMAN, Vice Chair, District 1


BILLIE WHEELER, District 2


DANNY ROBINS, District 3


HEATHER POST, District 4


DR. FRED LOWRY, District 5

BPAC Attendance Record 2022

Name	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Notes
Holly Ryan/Doug Hall	x v	exc	exc	exc	x p	x p		exc					Daytona Beach (appt. 3/12) (alt. appt. 02/14)
Terry Lodge	x p	x p	x p	x p	x p	x p		x p					DeBary (appt 8/2020)
Ted Wendler Vice Chairperson	abs	x p	x p		x p	x p		x p					DeLand (appt. 05/11)
Luis Leal	x p	x p	x v	x v	x p	x v		x p					Deltona (appt 11/2021)
Paul Eik	x p	exc	exc	x p	x p	exc		x p					Flagler Beach (appt. 7/14) (alt appt 9/18)
Larry Coletti/Andy Dodzik	x p	x p	x p	x p	x v	x p		x p					Flagler County (appt 2/16)(re-appt 3/22)
Thomas Ryan	x p	x v	abs	abs	x v	x v		x p					Holly Hill (appt 9/19) (alt appt 5/2021)
Patrick McCallister		x v	abs	x v	x v	x v		exc					Lake Helen (appt 2/22)
Nic Mostert	x p	exc	x p	x p	x p	exc		x p					New Smyrna Beach (appt. 03/15)
Bob Storke	x p	x p	x p	x p	x p	x p		x p					Orange City (appt. 12/07)
Gayle Belin	x p	x p	x p	x p	x p	x p		exc					Ormond Beach (appt. 01/15 - 07/16)
Danielle Anderson/Andrew Dodzik	x p	x p	exc	x p	exc	x p		x p					Palm Coast (Appt. 02/16) (Alt appt 9/19)
Mark Oebbecke/Nancy Epps	x p	xp xv	xp xv	xp xv	x p	xp xv		x p					Ponce Inlet (Appt 12/2020) (alt appt 8/2021)
Christy Gillis	exc	x p	x v	exc	x v	exc		x v					South Daytona (appt. 01/16)
Roy Walters/Jason Aufdenberg Chairperson	xv xp	xv xp	x p	xp xp	x p	xp xp		xp xv					Volusia County At-Large (appt. 03/05) (alt. appt 07/12)
Maggie Ardito/Emery Jeffreys		x v	x v	x p	x p	xv xp		xv xp					Volusia County D-1 (appt. 2/22) (alt 5/22)
Tim Grigsby	x v	exc	x p	x v	x v	x p		x v					Volusia County D-4 (appt 4/2021)
Chris Daun	x p	x p	x p	x v	exc	exc		x v					Volusia County Chair (appt 3/2021)
Adam Mengel (non-voting)	abs	abs	abs	abs	abs	abs		abs					Flagler County (appt. 8/15/2021)
Gwen Perney (non-voting)	x v	x v	x v	x v	x v	x v		x v					Large City - Port Orange
John Cotton/Edie Biro (non-voting)	x v	x v	x v	x p	x v	exc		x v					Votran (appt. 07/13)(alt. appt. 02/16)
Melissa Winsett/Meghan Lindsey	x p	abs	x p	exc	x p	abs		x p					Volusia County (02/14) (alt appt 8/22)
Rob Brinson (non-voting)	abs	abs	abs	abs	abs	abs		abs					Volusia County School Board (appt. 01/16)
Stephanie Moss (non-voting)	x p	x v	exc	x v	x v	exc		x p					FDOT (appt 11/19)
PHYSICAL QUORUM	Y	Y	Y	Y	Y	Y		Y					

Vacancies

Beverly Beach
 Bunnell
 Daytona Beach Shores
 Edgewater
 Flagler County School Board
 Flagler County Transit
 Oak Hill
 Pierson
 Port Orange
 Volusia County D-2
 Volusia County D-3
 Volusia County D-5

LEGEND

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

LOVE TO RIDE

FLORIDA CHALLENGE

OCT 21 – NOV 30, 2022

The Love to Ride Florida Challenge kicks off on October 21 and runs until the end of November.

The challenge is a fun, free statewide competition for individuals and organizations to get more people riding bikes.

Here's how to participate:

1

Register. It's free
lovetoride.net/florida



2

Ride for 10 minutes
or more



3

Recruit friends
and co-workers



4

Win great prizes!



Sign up at lovetoride.net/florida

Hosted by the Florida Department of Transportation as part of Mobility Week 2022 to encourage Floridians to explore new and sustainable transportation options.
MobilityWeekFL.com





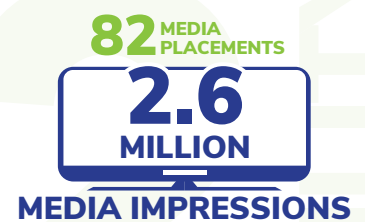
SAVE THE DATE!

Mark your calendars for Mobility Week 2022
from October 21 – 28, 2022.

Join communities around the state to promote safe and sustainable transportation choices. During Mobility Week, cities, counties, and transportation agencies host events and offer special promotions to encourage Floridians to try new transportation options.

To partner with FDOT, send an email to
Contact@MobilityWeekFL.com

Looking back at Mobility Week 2021





**River to Sea TPO Board
Meeting Summary
August 24, 2022**

Due to COVID-19 the meeting was held as a hybrid meeting in accordance with AGO 2003-41 with 17 voting and two non-voting members physically present; and with one voting and three non-voting members attending remotely

- Approved the Consent Agenda including approval of: June 22, 2022 meeting minutes; TDLCB appointments; Executive Director's timesheet review report; expenditure for the Anastasia Drive Shared Use Path Feasibility Study (South Daytona) (\$30,901.84); expenditure for the DeLand West Greenway Feasibility Study (DeLand) (\$35,481.21); and expenditure for the Jackson Street Sidewalk Feasibility Study (Port Orange) (\$41,665.66)
- Approved Resolution 2022-17 amending the FY2022/23 to 2026/27 Transportation Improvement Program (TIP) by a roll call vote
- Received a PowerPoint presentation and approved Resolution 2022-18 authorizing the filing and execution of a Safe Streets and Roads for All (SS4A) grant application with the US Department of Transportation
- Received a presentation of the final Congestion Management Process (CMP) Report
- Received a PowerPoint presentation of the Mason Avenue (SR 430) Corridor Planning Study
- Received a presentation of an amendment to the Connect 2045 Long Range Transportation Plan (LRTP)
- Received a presentation and discussed local member assessments
- Received a presentation and discussed the Interim Executive Director's Strategic Action Plan
- Received the FDOT report
- Received the Interim Executive Director's report regarding an update on the year-end close-out and the upcoming project programming development cycle

The next River to Sea TPO Board meeting will be on Wednesday, September 28, 2022 at 9:00 am

Beverly Beach	DeBary	Flagler Beach	New Smyrna Beach	Palm Coast	South Daytona
Bunnell	DeLand	Flagler County	Oak Hill	Pierson	Volusia County
Daytona Beach	Deltona	Holly Hill	Orange City	Ponce Inlet	
Daytona Beach Shores	Edgewater	Lake Helen	Ormond Beach	Port Orange	

August-September 2022 TPO Outreach & Activities

Connect 2045 Amendment Request for Public Comment



The River to Sea Transportation Planning Organization (TPO) is seeking public comment on a proposed amendment to Connect 2045, the TPO's Long Range Transportation Plan (LRTP). The TPO is seeking to amend Connect 2045 for the following project:

- **Flagler Central Parkway Connector from US Highway 1 to State Road 100 (Bunnell):** This project received funding through an appropriation of the Florida Legislature during the 2022 Session and construction funding in the amount of \$6,800,000 needs to be reflected in the Connect 2045 Cost Feasible Plan for the years 2021 – 2025

Public comments are requested to be submitted by September 23, 2022. The TPO Board will be taking action on the amendment on Sept. 28th. Additional information is available on the TPO website at www.R2CTPO.org.

Flagler County Back to School Jam

The River to Sea TPO partnered with the Flagler Community Traffic Safety Team (CTST) and the Flagler County Sheriff's Office at the Flagler County Back to School Jam held on August 6, 2022 at Flagler-Palm Coast High School. Our table included information on who the TPO is and how people can get involved as well as vehicular, bicycle and pedestrian safety materials. In addition, extensive outreach occurred with students and parents about traffic safety concerns they may have and ways to resolve them.



COVID-19 UPDATES

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

- TPO Board and committee meetings continue to require that a quorum be physically present; all other participants are being asked to attend TPO meetings remotely
- All public meetings are held using Microsoft Teams and the meeting information and links to join are posted on the TPO website at www.R2CTPO.org



August-September 2022 TPO Outreach & Activities

SEPTEMBER EVENTS:

- 12: Roundtable of Volusia County Elected Officials; Daytona Beach International Airport
- 13: Central Florida Regional TSM&O Peer Exchange; Virtual – Zoom
- 25: Regional Grant Information Session; Turkey Lake Service Plaza

OCTOBER EVENTS:

- 5: Coast to Coast Alliance kick-off meeting; Winter Garden
- 6: Volusia County Association for Responsible Development (VCARD) Icebreaker; Daytona Beach
- 7: Central Florida MPO Alliance Meeting; MetroPlan
- 13: Volusia County Schools FACT Fair; DeLand High School
- 21-28: FDOT Mobility Week; TBA
- 27: MPO Advisory Council Meeting; Orlando
- 29: Port Orange Family Days Helmet Fitting; City Center
- 21-Nov 30: Love to Ride Florida Challenge

ONGOING PROJECTS, STUDIES & ACTIVITIES

- Develop Non-Motorized Traffic Count Program
- Regional Resiliency Action Plan Implementation
- Connect 2045 Amendment
- General Planning Consultant (GPC) Request for Proposal (RFP)
- Bike/Ped Feasibility Studies Consultant RFP
- River to Sea TPO Website RFP
- Safe Streets & Roads for All (SS4A) Grant for Comprehensive Action Plan
- FY 2021/22 Public Participation Evaluation Matrix
- FY 2021/22 TPO Annual Report
- Anastasia Dr. Shared Use Path Feasibility Study (FS) (South Daytona)
- DeLand West Greenway FS
- Jackson St Sidewalk FS (Port Orange)
- Updates to the Regional Priority List
- Annual FY 2021/22 TPO Audit

Flagler County School Board Proclamation of Pedestrian and Cyclist Safety Week – August 15-19, 2022

On August 16, 2022, the Flagler County School Board approved a resolution proclaiming August 15-19, 2022 as Pedestrian and Cyclist Safety Week. The resolution, drafted by the Flagler Community Traffic Safety Team (CTST), provides information on community-based partnerships that are essential to the success of bicycle and pedestrian safety initiatives. These partnerships include the River to Sea TPO, Florida Department of Transportation (FDOT), the Flagler County Sheriff's Office and the CTSTs. The link to the adopted Resolution is available on the TPO website at:

[Pedestrian and Cyclist Safety Week Resolution](#)

