



BPAC Project Review Subcommittee

Meeting Summary

October 22, 2015

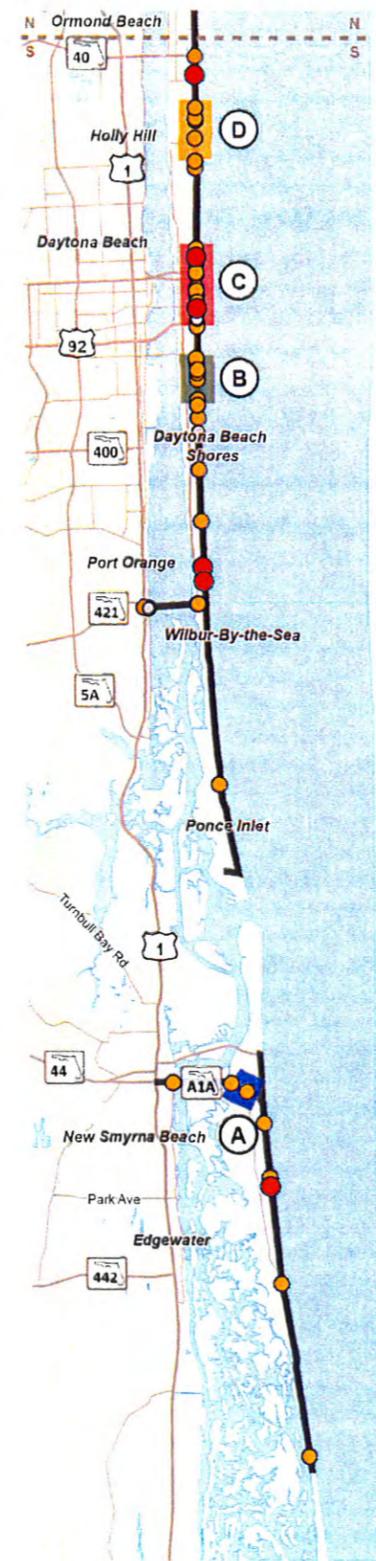
Revised

- Approved a motion to merge the Bicycle/Pedestrian Projects List, Transportation Alternatives Program Projects List, Regional Trails List and Local Alternatives while keeping separate applications and criteria
- Approved a motion to retain the existing local match requirements
- Discussed Planning Studies and made the following suggestions:
 - Combine Ranking Criteria #2 and #3
 - Require project applicants to submit separate responses for each ranking criterion
- Discussed Identification of Responsible Agency – LAP Certification and suggested revising the feasibility study application to determine whether the applicant expects to manage the project and, if not, what agency will be expected to manage it
- Discussed the possibility of having a minimum threshold for project costscore, but made no recommendation
- Discussed project funding caps/ranges, but made no recommendation

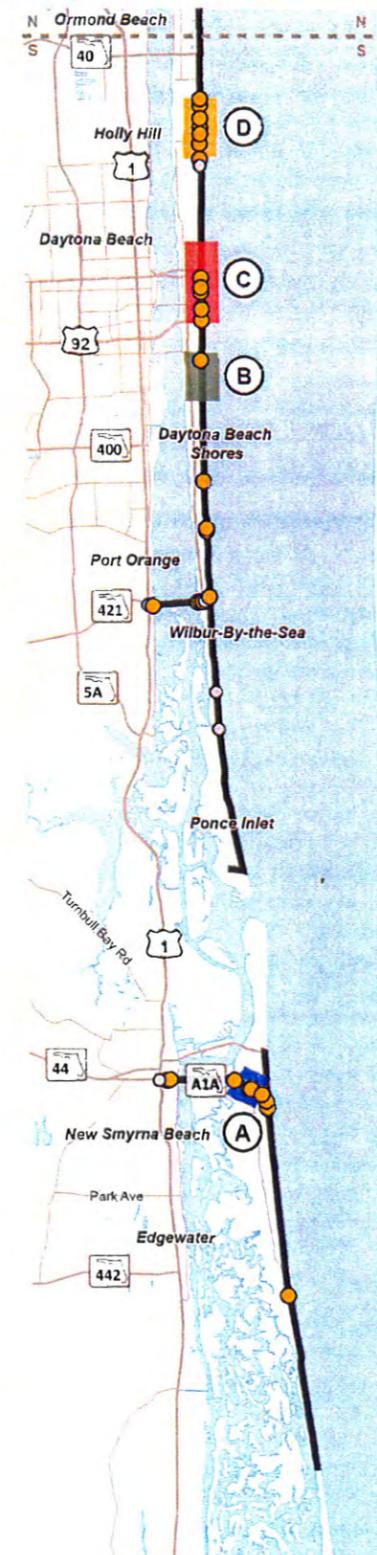
Beverly Beach	DeBary	Flagler Beach	New Smyrna Beach	Palm Coast	South Daytona
Bunnell	DeLand	Flagler County	Oak Hill	Pierson	Volusia County
Daytona Beach	Deltona	Holly Hill	Orange City	Ponce Inlet	
Daytona Beach Shores	Edgewater	Lake Helen	Ormond Beach	Port Orange	

SR/CR A1A Pedestrian Safety & Mobility Study

Pedestrian Crashes



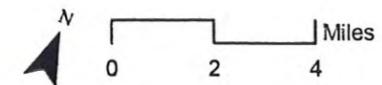
Bicycle Crashes



Legend

- Fatal
- Injury
- Non Injury
- Study Corridor

Focus Location	Jurisdiction	From	To	Length (Miles)	Property Damage Only	Injury	Fatal	Total Crashes
A	New Smyrna Beach	3rd Ave.	Peninsula Dr.	0.60	0	9	0	9
B	Daytona Beach Shores / Daytona Beach	Park Ave.	Frances Ter.	0.95	0	8	0	8
C	Daytona Beach	International Speedway Blvd.	Ocean Shore Resort (Just North of University Blvd.)	1.60	3	32	2	37
D	Daytona Beach / Ormond Beach	Plaza Blvd.	Rockefeller Dr.	1.15	1	15	0	16
E	Ormond Beach / Ormond-by-the-Sea	Sandcastle Dr.	Holland Rd.	1.45	0	7	3	10
F	Ormond-by-the-Sea	Kathy Dr.	Wisteria Dr.	0.70	0	6	1	7
G	Flagler Beach	S 23rd St.	S 11th St.	1.50	1	7	1	9
H	Flagler Beach	S 6th St.	N 13th St.	1.00	0	7	0	7
I	Flagler County	19th Rd.	Apache Dr.	1.60	0	1	2	3



2016 Legislative Positions

Draft October 27, 2015



***River to Sea TPO Chairman:
Pat Patterson, Volusia County Council***

Contact: Lois Bollenback, Executive Director

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Website: www.r2ctpo.org

#1 -- Transportation Priority -- Funding

The River to Sea TPO supports legislation that preserves transportation funding and provides greater flexibility of funding options at the state and local level to support safety and efficiency of the transportation system.

Background

Transportation revenue is collected to support the preservation and development of a safe and efficient transportation system that supports economic development, freight mobility, bicycle and pedestrian safety, accessibility and public transit among others. Actions that protect these programs include:

- **Implementing Recommendations from the MPOAC Revenue Study***

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) completed a Transportation Revenue Study in 2012. The study found that transportation revenues were not keeping pace with increased costs over time and that an additional \$12.1 billion would be needed to match the level of transportation investment the state made in FY 1999-2000. Five of the recommended options for addressing transportation funding needs are supported by the River to Sea TPO for primary action:

- Implement a 2-cent fuel tax increase per year for five years (total increase of 10 cents),
- Index all fuel taxes not currently indexed
- Conduct a vehicle miles traveled (VMT) study
- Increase the local diesel tax by 5-cents
- Return motor vehicle license and registration and titling fee increases to the State Transportation Trust Fund (STTF)

- **Increasing and Stabilizing Funding Levels for the Transportation Regional Incentive Program (TRIP)***

TRIP funding promotes regional transportation planning and project development and has been used to fund important infrastructure improvements. The program is funded primarily through Documentary Stamp proceeds and the allocations have varied significantly in recent years from a low of \$17 million in 2011 to approximately \$157 million in 2014. The R2CTPO supports stable and consistent funding through TRIP.

- **Protecting the State Transportation Trust Fund and the Transportation Disadvantaged Trust Fund**

In prior years, revenues generated by transportation-related surcharges have been directed outside the Transportation Trust Fund for other purposes. Overall, such diversions and lost revenues degrade the state's infrastructure and impacts Central Florida's competitiveness for federal discretionary funding. Likewise, revenue impacts to the Transportation Disadvantaged Trust Fund diminish transportation services provided to the most vulnerable citizens. The R2CTPO supports the use of transportation funding for transportation purposes.

Benefit

Efficient transportation systems are necessary to support a strong economy. Inadequate funding to support capital projects as well as operations and maintenance will lead to increased congestion and degradation of vital infrastructure. Increased traffic congestion has negative economic and environmental impacts.

**These funding priorities are also identified as statewide priorities by the MPOAC*

#2 -- Transportation Priority -- Safety

The River to Sea TPO supports legislation that improves pedestrian safety.

Background

Florida consistently ranks at or near the top of the nation in pedestrian injuries and fatalities. Increasing safety and reducing these rates will require education, engineering and law enforcement efforts. The River to Sea TPO supports enhanced funding for educational programs that show positive results, strengthening of existing pedestrian safety laws and performance driven funding for projects that address unsafe conditions.

Pedestrian Safety Laws

Florida's Pedestrian & Bicycle initiative, "Alert Today, Alive Tomorrow – Safety Doesn't Happen by Accident", ranked Volusia County in the top 10 among Florida's Bicycle/Pedestrian High Crash Areas. Florida DOT is using this program along with changes in design standards to drive down pedestrian fatalities and injuries throughout the state. Though not in the top 10, Flagler County has also recorded bicycle and pedestrian crashes, which may be addressed through proactive efforts involving evaluation, education, engineering and enforcement.

The Florida Department of Highway Safety and Motor Vehicles reports that 48% of pedestrians were killed when crossing the road, but not at an intersection. Just over 13% of pedestrians were killed when crossing the road at an intersection. Currently, Florida Statute 316.130 (7) pertaining to pedestrians and traffic regulations states:

- (b) *The driver of a vehicle at any crosswalk where signage so indicates shall stop and remain stopped to allow a pedestrian to cross a roadway* when the pedestrian is in the crosswalk or steps into the crosswalk and is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.
- (c) *When traffic control signals are not in place or in operation and there is no signage indicating otherwise, the driver of a vehicle shall yield the right-of-way*, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

The River to Sea TPO supports strengthening Chapter 316.130 F.S. as follows:

- (b) The driver of a vehicle at any crosswalk where signage so indicates shall stop and remain stopped to allow a pedestrian to cross a roadway when the pedestrian is in the crosswalk or steps into the crosswalk and is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.
- (c) Omit entirely

Benefit

Pedestrian safety is critical for residents, for transit riders, for children and families that choose to walk to school and for the thousands of visitors who choose to vacation here. Investments in pedestrian safety improve quality of life and support economic development. Legislative actions that improve pedestrian safety support initiatives in the State of Florida as well as the national emphasis on safety improvements outlined in Moving Ahead for Progress in the 21st Century (MAP-21).

Additional Positions

The River to Sea TPO also supports legislation that:

- Regulates the use of hand-held electronic devices while driving as a primary offense and increases fines for using hand-held electronic devices while driving within school zones.
- Provides financial support for long-term maintenance of the state-wide interconnected trail system through sources other than local government.
- Offers incentives for employers that reduce peak-hour demand by allowing off-peak commuting and telecommuting options to employees.
- Increases MPO/TPO involvement in growth management, mobility planning and visioning activities to promote a stronger linkage between land-use, transportation and economic development.
- Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will relieve congestion on the SIS.
- Allows state funds to be used for improvements to county, or other local service, collector and distributor roads that provide alternative access to controlled access state facilities.
- Increases the percentage of the state transportation capacity program allocated to non-SIS highways and transit programs in order to improve mobility on regional and metropolitan area transportation facilities.
- Requires TPO concurrence for public-private partnership agreements related to the lease or sale of transportation facilities that are publicly owned and operated within metropolitan areas and any subsequent modifications to such agreements.
- Promotes interoperable and multi-modal smartcard technology that is compatible, universal and accessible for use by all other smartcard technology systems.
- Maintains gross vehicle weight limitation and restrictions by not raising the maximum weight limit above 80,000 pounds (exceptions should only be granted when authorized by state and local governments and adequate compensation is paid to mitigate the impact to state and local transportation facilities).
- Provides mandatory funding for driver education programs in high schools.
- Changes the Consultants' Competitive Negotiation Act (CCNA) to allow agencies to introduce a "best-value" option that considers cost as a factor when selecting a firm.

The River to Sea TPO will monitor legislation that:

- Authorizes counties to form a regional transportation finance authority for the purpose of financing, constructing, maintaining and operating transportation projects that are consistent with MPO plans.
- Promotes the continued development and expansion of bus and rail transit as well as efforts to accommodate the growing demand for alternative mobility vehicles (low-speed vehicles, electric vehicles and golf carts).
- Establishes reasonable limits on the amount of business damages awardable in an eminent domain action.
- Encourages continued intergovernmental coordination and support of shoreline stabilization efforts for SR A1A in Flagler County.
- Considers changes to the transportation analysis required for Developments of Regional Impacts (DRI).



LBL 2015-11

October 26, 2015

Ms. Noranne Downs
Florida Department of Transportation
719 South Woodland Blvd.
DeLand, FL 32720

Re: 2015 Work Program Public Hearing Comments

Secretary Downs,

I'd like to thank you and your entire team for the effort put in each year to balance the transportation needs in District V with the financial resources available as you develop the Tentative Work Program. The River to Sea Transportation Planning Organization staff works closely with our local partners to develop project priorities for the R2CTPO planning area and to communicate these priorities to the FDOT staff.

Based on the information provided this year, I want to express my appreciation for including construction funding for the Old Kings Road extension from Matanzas Woods Parkway to Old Kings Road (FM # 4355611). This is an important connection that will serve this area and improve traffic movement. I also want to thank you for the additional funding provided to ensure adequate right-of-way (ROW) is available for the SR 15 (US 17) widening project from DeLeon Springs to SR 40 (FM # 4102511). The additional ROW is intended to support the addition of a multi-use trail along this segment which will ultimately form a portion of the newly designated SunTrail System.

Unfortunately, I must also express a level of concern over the lack of progress made in allocating funding for the set-aside projects prioritized for the R2CTPO planning area. Each year, we set aside a portion of the Transportation Management Area (TMA) funding to design and construct Bicycle and Pedestrian projects as well as Traffic Operations and Safety projects. Although we have funding available in each year of the work program, no projects were moved from the priority lists to the work program. The priority lists currently include eight Traffic Operations projects and 19 Bicycle and Pedestrian projects awaiting some phase of

Beverly Beach
Bunnell
Daytona Beach
Daytona Beach Shores

DeBary
DeLand
Deltona
Edgewater

Flagler Beach
Flagler County
Holly Hill
Lake Helen

New Smyrna Beach
Oak Hill
Orange City
Ormond Beach

Palm Coast
Pierson
Ponce Inlet
Port Orange

South Daytona
Volusia County

funding. I would respectfully request that FDOT staff give this program attention and work with TPO staff and project sponsors to program these funds.

I would also express some concern over the programming of funds for SR A1A Slope Protection from 28th Street to South 7th Street in Flagler Beach (FM # 4295731). Although the R2CTPO has not taken a position on this matter, the City of Flagler Beach has expressed opposition to the installation of sea walls and has been seeking alternatives to protect SR A1A. I would encourage your staff to work with Flagler Beach and Flagler County to ensure they understand the project being proposed in the Tentative Work Program.

Thank you again for allowing comment and for providing support to the River to Sea TPO planning area.

Sincerely,

A handwritten signature in blue ink, appearing to read "L. Bollenback", enclosed in a thin black rectangular border.

Lois Bollenback

Executive Director, River to Sea TPO