



River to Sea TPO BPAC Meeting

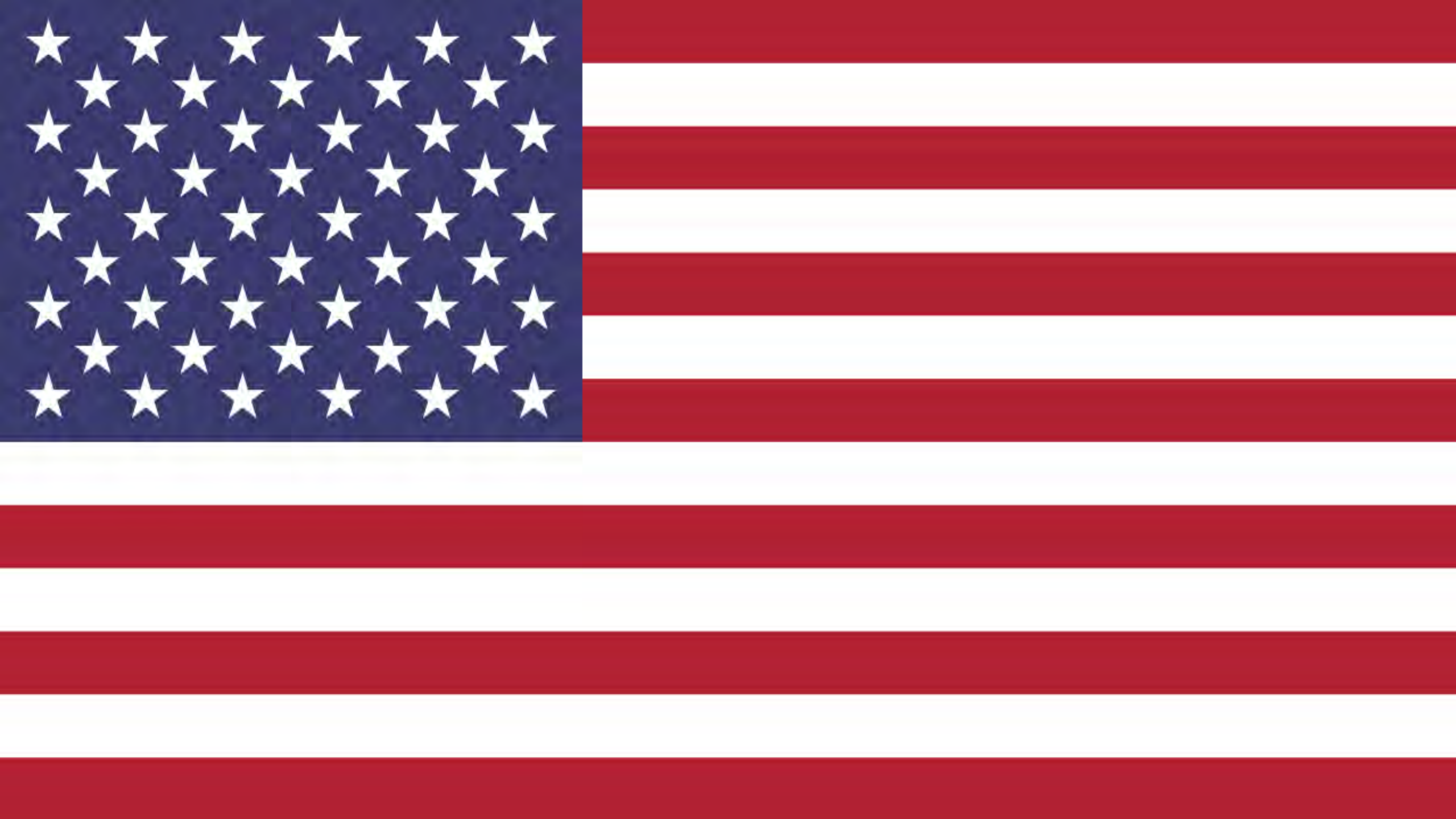
November 8, 2023

2:00 p.m.



**BPAC Meeting
November 8, 2023**

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





**BPAC Meeting
November 8, 2023**

II. Public Comment/Participation



BPAC Meeting November 8, 2023

III. ACTION ITEMS

A. REVIEW AND APPROVAL OF THE OCTOBER 11, 2023 BPAC MEETING MINUTES



**BPAC Meeting
November 8, 2023**

III. ACTION ITEMS

**B. REVIEW AND RECOMMEND APPROVAL TO AMEND THE
LIST OF SHARED-USE NON-MOTORIZED (SUN) TRAIL
PROJECTS**

DATE: October 31, 2023

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

FROM: Hamid Tabassian, PE, DBIA
Assistant County Engineer

SUBJECT: Shared Use Nonmotorized (SUN) Trail List of Priority Projects
Addition of Old Kings Road and Old Bricks Road Trails in Flagler County

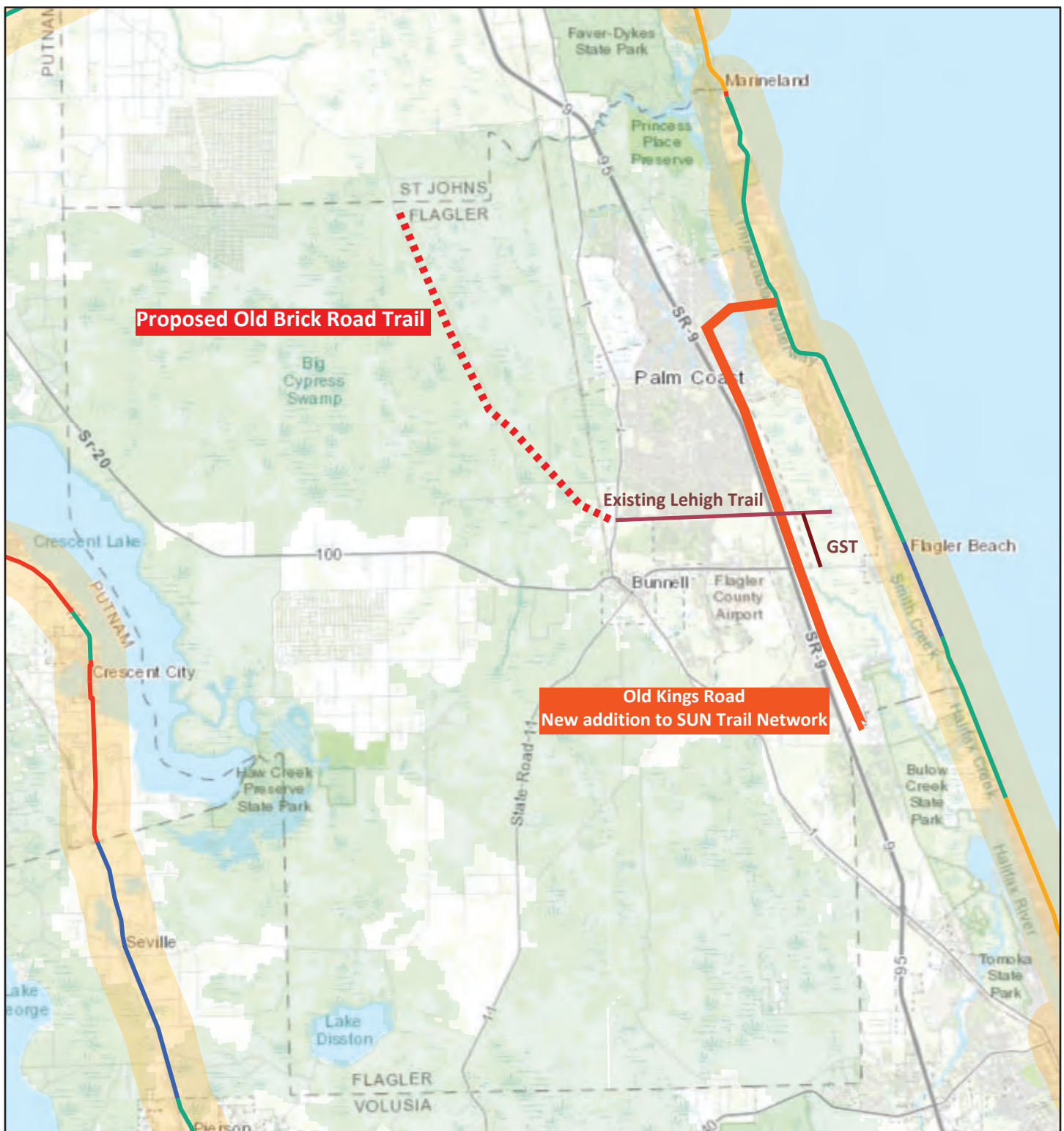
We request the following two trail alignments in Flagler County to be added to the R2CTPO SUN Trail list of priority projects:

- 1) The Old Kings Road Trail (from Palm Coast Pkwy to Flagler/Volusia County Line) has been recently added to the SUN Trail Network. Development of a multi-use trail along the Old Kings Road corridor has been a priority for Flagler County under its Transportation Alternative Program. The addition of Old Kings Road Trail to the SUN Trail Network will provide further funding opportunities for advancing the planning and implementation for completing the development of the trail and making improvements to the existing trail sections.
- 2) The proposed Old Brick Road Trail (from St. Johns/Flagler County Line to US-1) is within the Florida Wildlife Corridor in Flagler County that would link to the existing Lehigh Trail and the SUN Trail Network at the Old Kings Road Trail. Revitalization of historic Old Brick Road for multi-use trail has been a priority project for Flagler County under its Transportation Alternative Program. The proposed project study would investigate and evaluate alternatives for revitalization of historic Old Brick Road for recreational multi-use trail.

Please find attached a map showing the proposed requested additions to the R2CTPO SUN Trail list of priority projects and advise if additional information is needed.

We appreciate your consideration of this request and look forward to working with you to improve the transportation system planning in Flagler County. If you have any questions or concerns, please do not hesitate to contact us.

Flagler County SUN Trail



September 27, 2023

SUN Trail Network

— EXISTING

 PROGRAMMED/FUNDED

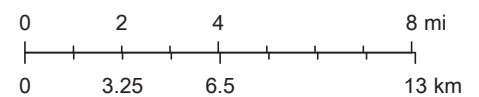
— PARTIALLY FUNDED FOR PRE-CONST

— UNFUNDED GAP

 St. Johns River-to-Sea 1-Mile Buffer

FL Wildlife Corridor

1:288,895



Earthstar Geographics, Flagler County, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Date: 6/28/2023



- Lines represent five mile wide planning corridors, not specific alignments of individual trails.

**River to Sea TPO List of Shared Use Nonmotorized (SUN) Trail
Projects Draft Amendment 12/06/2023**

Tier "A" - Projects in the SunTrail Work Program										
Regional Trail System	FM #	County	Project Name	Project Limits	Description	Project Sponsor	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
SJR2C	4390396	Volusia	Spring to Spring Gap: DeBary (Phase 3C)	W Highbanks Rd to DeBary Plantation Bv	Trail	Volusia County	CST-\$2,411,243 FY 24/25	None	\$1,500,000	FULLY-FUNDED
C2C, HOF	4391951	Volusia	Coast to Coast Gap: DeBary	Fort Florida Rd to Coast to Coast Trail	Trail	DeBary	CST \$225,000 FY 20/21	None	\$500,000	FULLY-FUNDED
SJR2C	4398622	Volusia	Oak Hill to Edgewater: US 1	US 1 to Dale Ave	Trail	Volusia County	CST-\$5,889,944 FY 25/26	None	\$8,238,945	FULLY-FUNDED
SJR2C	4398641	Volusia	New Smyrna Gap: Myrtle Av	10 th St to SR 44/Lytle Av	Trail	New Smyrna Beach	CST-\$2,099,830 FY 23/24 CEI-\$298,120 FY 23/24	None	\$4,111,232	FULLY-FUNDED
SJR2C	4398652	Volusia	Palmetto Av Gap	Ridge Bv to Beville Rd	Trail	South Daytona	PE-\$50,000-FY 23/24 CST-\$1,451,746 FY 24/25 CEI-\$156,100 FY 24/25	None	\$3,068,898	FULLY-FUNDED
SJR2C	4398653	Volusia	Spruce Creek Rd Gap	S of Selin Cir to Herbert St	Trail	Port Orange	CST-\$421,600-FY 22/23	None	\$468,320	FULLY-FUNDED
SJR2C, HOF	4102511	Volusia	US 17 Trail	W. Baxter St to SR 40	Trail	Volusia County	PE-TBD	CST	TBD	Moved from Tier "B"
SJR2C	447963-1	Volusia	New Smyrna Gap: SR 44 to US 1	SR 44/Lytle Av to US 1	Trail	New Smyrna Beach	PD&E-\$750,000 FY 22/23	PE, CST	TBD	PD&E Study

Tier "B" - Projects Awaiting Funding

Regional Trail System	FM #	County	Project Name	Project Limits	Description	Project Sponsor	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
HOF	4106761	Volusia	SR 40 Black Bear Scenic Trail	Volusia/Lake County Line to US 17	Trail	Volusia County	PD&E Study	PE, CST	TBD	
SJR2C	4398654	Volusia	South Daytona Gap	Sauls St/McDonald Rd to Carmen Dr/Ridge Bv	Trail	South Daytona		CST	TBD	
SJR2C	4398655	Volusia	US 1 Trail	South St to Nova Rd	Trail	Volusia County		PE, CST	TBD	
SJR2C	4398721	Volusia	Ormond Beach Gap: SR 40	Cassen Park to A1A	Trail	Ormond Beach		PE, CST	TBD	
SJR2C	4398742	Volusia	Spring to Spring Gap: DeLand	Lake Beresford Park to Old New York Av	Trail	Volusia County		ROW, CST	TBD	
SJR2C	4398743	Volusia	Spring to Spring Gap: DeLand	Old New York Av to SR 44	Trail	Volusia County		ROW, CST	TBD	
SJR2C	4398744	Volusia	Spring to Spring Gap: DeLand	SR 44 to Minnesota/Grand Av	Trail	Volusia County		ROW, CST	TBD	
SJR2C	4398761	Volusia	SR 15 (US 17)	SR 40 to Putnam County Line	Trail	Volusia County		CST	TBD	
SJR2C	4428741 4509461	Volusia	SJR2C Loop Trail (A1A)	Plaza Dr to Volusia/Flagler County Line	Trail	Volusia County		PE, CST	TBD	
SJR2C		Volusia	Sauls St to Carmen Dr Shared Use Path	Sauls St to Carmen Dr	Trail	South Daytona	PE, CST	\$8,800,000		
SJR2C		Volusia	Halifax River/East Coast Greenway Trail	Orange Ave to VM Bridge (Phase 1); VM Bridge to ISB (Phase 2)	Trail	Daytona Beach		PE, CST	\$910,270	AKA Sweetheart Trail Loop
Palm Coast to Ormond Trail Corridor		Flagler	Graham Swamp Trail Gap, Phase 2	Lehigh Trail to Graham Swamp Trail head	Trail	Palm Coast		PE, CST	\$3,430,000	
East Central Regional Rail Trail		Volusia	Deering Park North Trail	SR 44 to East Central Regional Rail Trail	Trail	Edgewater		PE, CST	TBD	East Central Regional Rail Trail connection to Florida Wildlife Corridor
Coast-to-Coast Trail		Volusia	Florida Wildlife Corridor Trail in Volusia County	Coast-to-Coast Trail to SR 40	Trail	Volusia County		PD&E Study, PE, CST	TBD	Coast-to-Coast Trail connection to Florida Wildlife Corridor
Palm Coast to Bulow Trail Corridor		Flagler	Old Kings Road Trail	Volusia/Flagler County Line to Palm Coast Linear Park on Palm Coast Parkway	Trail	Flagler County and Palm Coast		PE, CST	TBD	
East Palatka to Lehigh Trail Corridor		Flagler	Old Brick Road Trail	Lehigh Trail to Flagler/St. Johns County Line	Trail	Flagler County		PD&E Study, PE, CST	TBD	Lehigh Trail connection to Florida Wildlife Corridor



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III. ACTION ITEMS

**C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION
2023-## AMENDING THE FY 2023/24 TO FY 2027/28
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
(ROLL CALL VOTE REQUIRED)**

4533181 Pedestrian Safety Project on Movable Bridges					Managed By: FDOT					Non-SIS	
Project Type: Safety					Length: 0.455 miles					County: Volusia	
Install pedestrian and bicycle detection equipment to the Main Street Bridge and the Knox Memorial Bridge over the Halifax River					LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
SA	PE		\$ 110,000	\$ -	\$ -	\$ -	\$ -		\$	110,000	
TOTAL		\$ -	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$	110,000	



**BPAC Meeting
November 8, 2023**

III. ACTION ITEMS

**D. REVIEW AND RECOMMEND APPROVAL OF THE 2024
BICYCLE/PEDESTRIAN PROJECT APPLICATION GENERAL
INSTRUCTIONS**



2024 Application for Project Prioritization

General Instructions for Bicycle/Pedestrian Project Applications

December 2023

General Instructions:

For the 2024 Call for Projects, the R2CTPO is accepting applications for Feasibility Studies and Project Implementation.

Feasibility studies assess the engineering and planning characteristics of bicycle/pedestrian projects. Feasibility studies must include, but not be limited to, the determination of available right-of-way, documentation and identification of the solutions of obstacles that may impede the project's constructability, permitting and socioeconomic constraints, landscaping, drainage and an engineer's estimate of related planning, design, right-of-way and construction costs.

The R2CTPO has two different application forms for Bicycle/Pedestrian Projects. One is to be used when applying for a Feasibility Study; the other is to be used when applying for Project Implementation. For a given project, applications for Feasibility Study and Project Implementation must be submitted in separate application cycles.

When applying for Project Implementation, the applying agency will also be required to submit a completed copy of FDOT's Project Information Application Form. No project will advance beyond a Feasibility Study unless the R2CTPO receives an application for prioritization of the Project Implementation phase. Applications for prioritization of the Project Implementation phase will be accepted only if a Feasibility Study has already been completed or if the project does not require a Feasibility Study. The applying agency is required to use the minimum threshold programming amount of \$250,000 for design (phase 38), right-of-way (phase 48), and construction (phase 58). There is no minimum threshold programming amount for construction engineering inspection (CEI). If the minimum threshold programming amount is not met for any project phase, the applying agency MUST submit an exception request with the project application. The exception request MUST contain the following information:

- What exception is being requested?
- Who is requesting the exception?
- Why is the exception being requested?
- How will the project proceed if the exception is not granted?

Applications will be ranked based on the information supplied in the application. The TPO is not obliged to consider information pertaining to the project request that is not included in the project application. However, applying agencies are encouraged to be present for the evaluation of their applications to provide clarification, if needed. Mixed projects (defined as a project that is not a stand-alone bicycle/pedestrian project) require separate applications for the bicycle/pedestrian category and traffic operations/safety category. Updated cost

estimates for projects on the bicycle/pedestrian list of prioritized projects are to be submitted with a letter of continuing support by February 29, 2024. After the List of Prioritized Projects is adopted by the R2CTPO Board in June, if a project is withdrawn by the sponsor, an official letter of withdrawal and/or email must be submitted to the R2CTPO within thirty (30) days.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED!

Eligible Project Sponsors for the 2024 Call for Projects.

- Local governments;
- Transit agencies;
- School districts or educational institutions;
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible.

Eligible activities related to surface transportation that can be funded with **Transportation Alternatives funds**¹:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting, signage, and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Construction, planning, and design of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements.

All construction and pre-construction work phases will be administered by the Florida Department of Transportation (FDOT) or other Local Agency Program (LAP) certified local government. Reimbursements are distributed only to a LAP certified agency responsible for completing the tasks. FDOT assigns a LAP Design and LAP Construction Liaison for each project. Federal law requires that each project be administered under the rules and procedures governing federally funded transportation projects. Certified Local Agencies comply with all applicable Federal statutes, rules and regulations.

¹ It is the River to Sea TPO's intent to extend eligibility to all of the activities included within the meaning of the term "Transportation Alternatives" pursuant to 23 U.S.C. 101(a)(29) except the following:

1. Construction of turnouts, overlooks, and viewing areas;
2. Community improvement activities, including –
 - a. inventory, control, or removal of outdoor advertising;
 - b. **historic** preservation and rehabilitation of historic transportation facilities;
 - c. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - d. archaeological activities related to impacts from implementation of a transportation project eligible under title 23;
3. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to –
 - a. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - b. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
4. Safe Routes to School coordinator
5. Planning, designing, or construction boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Initial Project Screening:

Any project submitted by a local government for consideration needs to meet the following screening criteria:

For any proposed facility to be considered eligible through the TPO process, the project must be included on the ***River to Sea TPO's Bicycle and Pedestrian Plan*** <https://www.r2ctpo.org/planning-studies/bicycle-pedestrian/draft-bicycle-pedestrian-plan/> or a local government adopted ***Bicycle/Pedestrian Plan*** or the ***River to Sea TPO's Bicycle Suitability Map 2019***.

Is this **Shared Use Path** project at least 12 feet wide?

- If **Yes** – the project is eligible.
- If **No** – justification is required to determine eligibility.

Is this **Sidewalk** project at least 5 feet wide?

- If **Yes** – the project is eligible.
- If **No** – the project application is not acceptable.

Is this an activity that can be funded with **Transportation Alternatives Funds**?

- If **Yes** – the project is eligible.
- If **No** – the project application is not acceptable.

Local Match Requirement:

R2CTPO Resolution 2023-## provides that the governmental entity requesting state and/or federal transportation funds shall be required to match those funds programmed on the project with local funds at the ratio of 10% local funds to 90% state and/or federal funds. This match requirement shall not apply to projects on the State Highway System. The match shall be by project phase for each programmed phase including feasibility study. A non-federal cash match is required for a feasibility study. For all other phases, the local match is defined as non-federal cash match and/or in-kind services that advance the project. This resolution also reaffirms the R2CTPO's policy that the applying agency (project originator) shall be responsible for any cost overruns encountered on a project funded with state and/or federal transportation funds unless the project is on the state highway system, in which case, the State DOT shall be responsible for any cost overruns.

Other Funding Requirements:

All project applications are subject to approval by the R2CTPO Board. Other funds (in addition to SU funds) may be used to fund project phases or overall costs.

Electronic and "Hard Copy" Submittal Requirements:

Any project submitted by a local government for consideration **MUST** include the following information/materials:

1. Applications and supporting documentation shall be submitted as digital media in Portable Document Format (PDF).

Electronic documents must be submitted through the R2CTPO FTP site:

<https://www3.mydocsonline.com/customerupload/2792171eab9bca9a833495865c00>

2. The application and all supporting documentation shall be included in one electronic PDF file.
3. All document pages shall be oriented so that the top of the page is always at the top of the computer monitor.

4. Page size shall be either 8-1/2" by 11" (letter) or 11" by 17" (tabloid).
5. PDF documents produced by scanning paper documents are inherently inferior to those produced directly from an electronic source. Documents which are only available in paper format should be scanned at a resolution which ensures the pages are legible on both a computer screen and a printed page. We recommend scanning at 300 dpi to balance legibility and file size. If you are unable to produce an electronic document as prescribed here, please contact R2CTPO staff to discuss other options. If you are unable to upload to the R2CTPO FTP site, please contact R2CTPO staff to discuss other options.
6. In addition to the digital submittal, we require one (1) complete paper copy of the application and all supporting documents. This must be identical to the digital submittal.
7. Submit any available right-of-way information.
8. **Each application MUST include a Project Map** that clearly identifies the termini of the project, Proximity to Community Assets and Network Connectivity through the use of a one (1) mile radius buffer for Shared Use Path projects and **Transportation Alternatives Activities** and a one-half (½) mile radius buffer for Sidewalk projects. Maximum map size is 11" x 17".
9. In addition, all maps MUST include a **Scale** (in subdivisions of a mile), **North Arrow**, **Title** and **Legend**. Photographs are encouraged and must be captioned.

Projects that contribute directly to the completion or enhancement of the following trail systems may be eligible for inclusion as Regional Trail Projects:

1. SunTrail Network
2. Priority and Opportunity Land Trails of the Florida Greenways and Trails System (FGTS) Plan

Will this proposed project contribute directly to the completion or enhancement of any of the aforementioned regional trail systems? Yes ☐ No ☐

R2CTPO staff will provide assistance in completing an application at the request of any member local government.

Bicycle/Pedestrian Links

- **2019 Bicycle Suitability Map:** <https://www.r2ctpo.org/planning-studies/bicycle-pedestrian/maps/>
- [Bike Florida, Inc.](#)
- [Bike Safety Guide](#)
- [Bike/Walk Central Florida](#)
- [Biking West Volusia](#)
- [Central Florida Community Traffic Safety Teams](#)
- [Central Florida Safe Routes Portal](#)
- [Central Florida Scenic Byway Brochure](#)
- [Coast to Coast Trail](#)
- [Commute Orlando](#)
- [Commuting by Bike: Safety Guide & Tips](#)
- [Cycling Savvy](#)
- [D5 TransPed Pedestrian and Bicycle Planning Tool](#)
- [East Coast Greenway](#)
- [Flagler County Parks and Recreation](#)
- [Florida East Coast Greenway](#)
- [Florida Bicycle Association](#)
- [Florida Bicycle Law](#)
- [Florida DEP Office of Greenways and Trails](#)
- [Florida DOT Alert Today, Alive Tomorrow](#)
- [Florida DOT Pedestrian and Bicycle Program](#)
- [Florida DOT Bicycle/Pedestrian Non-Motorized Database System \(Traffic Counts\)](#)
- [Florida DOT Non-Motorized Traffic Monitoring Program](#)
- [Florida DOT Safe Routes to School](#)
- [Florida Greenways and Trails Foundation](#)
- [Florida Pedestrian/Bicycling Safety Resource Center](#)
- [Florida Safe Routes to School](#)
- [Florida Scenic Highways Program](#)
- [Florida Traffic Safety Dashboard/Signal Four Analytics](#)
- [Florida Urban and Community Forestry Grant Program](#)
- [National Center for Safe Routes to School](#)
- [Palm Coast Trail Map & Park Guide](#)
- [Pedestrian and Bicycle Information Center](#)
- [Safe Routes to School National Partnership](#)
- [Safe Routes to School Online Guide](#)
- [St. Johns River to Sea Loop Alliance](#)
- [SUN Trail Network](#)
- [East Central Regional Rail Trail](#)
- [USDOT/FHWA Pedestrian & Bicycle Safety](#)
- [Visit Florida – Florida Trails & Greenways](#)
- [Volusia County Trails Program](#)
- [SRTS Resources List](#)
- [NTSB 2020 Bicycle Safety Research Report](#)



**BPAC Meeting
November 8, 2023**

III. ACTION ITEMS

**E. REVIEW AND RECOMMEND APPROVAL OF THE 2024
BICYCLE/PEDESTRIAN PRIORITY PROJECT APPLICATIONS**



2024 Application for Project Prioritization – **FEASIBILITY STUDY**

Bicycle/Pedestrian Projects

All applications must be uploaded to the TPO file transfer site by 2:00 p.m. (EST) on February 29, 2024
<https://www3.mydocsonline.com/customerupload/b4bbf6f197bbf605f029f13c7936>

Project Title: _____

Applying Agencies (project sponsor): _____ Date: _____

Contact Person: _____ Job Title: _____

Address: _____

Phone: _____ FAX: _____

E-mail: _____

Does the Applying Agency expect to be certified by FDOT to perform work under the Local Agency Program (LAP) process? ☐ YES ☐ NO

If not, what local government agency will perform the work on behalf of the Applying Agency? _____
[Attach a letter of intent from the agency that will perform the work.]

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

[If not the same as Applying Agency, attach letter of support for the proposed project from the responsible entity. This letter of support must include a statement describing the responsible entity's expectations for maintenance of the proposed improvements, i.e., what the applying agency's responsibility will be.]

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

Project Description: _____

Project Location (include project length and termini, if appropriate, and attach location map): _____

Project Eligibility for Federal Funds (check the appropriate box):

- ☐ the proposed improvement is located on the Federal-aid system. (Reference the Federal Aid Road Report at <http://www.fdot.gov/statistics/fedaid/>);
- ☐ the proposed improvement is **not** located on the Federal-aid system, but qualifies as a type of improvement identified in 23 U.S.C. §133 that is not restricted to the Federal-aid system.

Project Purpose and Need Statement:

In the space provided below, describe the purpose and need for this proposed project. It is very important that the Purpose and Need Statement is clear and complete. It will be the principal consideration in ranking the project application for a feasibility study. It must convince the public and decision-makers that the expenditure of funds is necessary and worthwhile and that the priority the project is being given relative to other needed transportation projects is warranted. The Purpose and Need Statement will also help to define the scope for the feasibility study, the consideration of alternatives (if appropriate), and project design.

The purpose is analogous to the problem. It should focus on particular issues regarding the transportation system (e.g., mobility and/or safety). Other important issues to be addressed by the project should be identified as ancillary benefits. The purpose should be stated in one or two sentences as the positive outcome that is expected for each criterion. For example, "The purpose is to provide a connection between a park and a school." It should avoid stating a solution as a purpose, such as: "The purpose of the project is to add a sidewalk." It should be stated broadly enough so that no valid solutions will be dismissed prematurely.

The need should establish the evidence that the problem exists, or will exist if anticipated conditions are realized. It should support the assertion made in the Purpose Statement. For example, if the Purpose Statement is based on safety improvements, the Need Statement should support the assertion that there is or will be a safety problem to be corrected. The need should be described for each criterion. When applying for a feasibility study, you should support your Need Statement with the best available evidence. However, you will not be expected to undertake new studies.

Purpose and Need Statements are required for all of the following Priority Criteria:

1. **Proximity to Community Assets:** this measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 20 points will be awarded.
Purpose and Need (required): _____
2. **Connectivity and Accessibility and Equitability:** this measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities. A maximum of 15 points will be awarded.
Purpose and Need (required): _____
3. **Safety/Security:** this measure provides additional weight to applications that have included safety as a component of the overall project, increase the comfort level of bicyclists and pedestrians, and includes school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns. A maximum of 20 points will be awarded.
Purpose and Need (required): _____
4. **Contribution to Livability:** this measure considers how the project positively impacts the livability in the community. A maximum of 6 points will be awarded.
Purpose and Need (required): _____
5. **Contribution to Wildlife and Environmental Sustainability:** this measure considers how the project positively impacts wildlife and environmental sustainability in the community. A maximum of 11 points will be awarded.
6. **Enhancements to the Transportation System:** this measure considers the demonstrated and defensible relationship to surface transportation. A maximum of 9 points will be awarded.
Purpose and Need (required): _____
7. **Public Support/Special Considerations:** describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, public meeting minutes, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria. A maximum of 5 points will be awarded.
Purpose and Need (required): _____
8. **Local Matching Funds > 10%:** if local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail. A maximum of 20 points will be awarded.
Purpose and Need (required): _____



2024 Application for Project Prioritization – **PROJECT IMPLEMENTATION**

Bicycle/Pedestrian Projects

All applications must be uploaded to the TPO file transfer site by 4:00 p.m. (EST) on February 29, 2024

[Click This Link to Upload Your Completed Application to the River to Sea TPO](#)

Project Title: _____

Applying Agencies (project sponsor): _____ Date: _____

[Attach a copy of the completed Feasibility Study, or explain in the space provided below for commentary why a Feasibility Study is not attached.]

Commentary: _____

Attach a completed copy of FDOT's Project Information Application Form.

Criteria Summary:

Priority Criteria	Points
(1) Proximity to Community Assets	20
(2) Connectivity and Accessibility and Equitability	15
(3) Safety/Security	20
(4) Contribution to Livability	6
(5) Cont. to Wildlife and Environmental Sust.	11
(6) Enhancements to the Transportation System	9
(7) Project Readiness	5
(8) Public Support/Special Considerations	5
(9) Local Matching Funds > 10%	20
(10) Value-Added Tie Breaker (if necessary)	variable
Total (excluding Value-Added Tie Breaker)	111

Criterion #1 – Proximity to Community Assets (20 points maximum)

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths and

Transportation Alternatives Activities or a one-half (½) mile radius for Sidewalks. A maximum of 20 points will be assessed overall, and individual point assignments will be limited as listed below.

List and describe how the facilities link directly to community assets and who is being served by the facility. Show each of the Community Assets on a Project Area Map through the use of a buffer and describe in the space provided.

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

Criterion #1 Description (required): _____

Criterion #2 – Connectivity and Accessibility and Equitability (15 points maximum)

This measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities. Does the project enhance mobility or accessibility for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled? Does the project enhance mobility, accessibility, and equitability?

List and describe how this project fits into the local and regional bicycle/pedestrian networks and/or a transit facility. Depict this on the map and describe in the space provided.

Network Connectivity and Accessibility	Check All that Apply	Max. Points
Project provides equitable access to a transit facility	<input type="checkbox"/>	5
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	5
Maximum Points Awarded		15

Criterion #2 Description (required): _____

Criterion #3 – Safety/Security (20 points maximum)

This measure provides additional weight to applications that have included safety as a component of the overall project, increase the comfort level of bicyclists and pedestrians, and includes school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns.

List and describe whether the proposed facility is located within a “hazardous walk/bike zone” in the River to Sea TPO planning area and provide documentation that illustrates how bicycle or pedestrian safety could be enhanced by the construction of this facility.

For more information, contact Volusia or Flagler County School District Student Transportation Services and refer to Florida Statute 1006.23.

Safety/Security	Check All that Apply	Max. Points
The project is located in an area identified as a hazardous walk/bike zone by Volusia or Flagler County School District Student Transportation Services and within the River to Sea TPO planning area. If applicable, provide documentation.	<input type="checkbox"/>	10
The project removes or reduces potential conflicts (bike/auto, bike/ped, and ped/auto). There is a pattern of bike/ped crashes along the project route. The project eliminates or abates a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study. The project helps the River to Sea TPO meet or exceed adopted Transportation Safety Targets for Non-Motorized Serious Injuries and Fatalities. If applicable, provide documentation such as photos or video of current situation/site or any supportive statistics or studies.	<input type="checkbox"/>	10
Maximum Points Awarded		20

Criterion #3 Description (required): _____

Criterion #4 Contribution to Livability (6 points maximum)

This measure considers how the project positively impacts the Livability in the community. Describe in the space provided.

Contribution to Livability and Sustainability in the Community	Check All that Apply	Max. Points
Project includes traffic calming measures	<input type="checkbox"/>	1
Project removes barriers and/or bottlenecks for bicycle and/or pedestrian movements	<input type="checkbox"/>	1
Project includes features which improve the comfort, safety, security, enjoyment or well-being for bicyclists, pedestrians, and/or transit users	<input type="checkbox"/>	1
Project improves transfer between transportation modes	<input type="checkbox"/>	1
Project improves transportation system resiliency and reliability	<input type="checkbox"/>	1
Project reduces or mitigates the storm water impacts of surface transportation	<input type="checkbox"/>	1
Maximum Points Awarded		6

Criterion #4 Description (required): _____

Criterion #5 – Contribution to Wildlife and Environmental Sustainability (11 points maximum)

This measure considers how the project positively impacts wildlife and environmental sustainability in the community.

Describe in the space provided.

Contribution to Wildlife and Environmental Sustainability	Check All that Apply	Max. Points
The project protects wildlife and their habitat.	<input type="checkbox"/>	6
The project supports infill development and redevelopment and is sensitive to the natural ecosystem.	<input type="checkbox"/>	5
Maximum Points Awarded		11

Criterion #5 Description (required): _____

Criterion #6 Enhancements to the Transportation System (9 points maximum)

This measure considers the demonstrated and defensible relationship to surface transportation.

Describe how this project fits into the local and regional transportation system. Depict this on the map where applicable and describe in the space provided.

Enhancements to the Transportation System	Check All that Apply	Max. Points
Is the project included in an adopted plan?	<input type="checkbox"/>	1
Is the project consistent with the goals of the River to Sea TPO's Complete Streets Policy on Page 5?	<input type="checkbox"/>	1
Does local government have Land Development Code requirements to construct sidewalks?	<input type="checkbox"/>	1
Does the project improve mobility between two or more different land use types located within ½ mile of each other, including residential and employment, retail or recreational areas?	<input type="checkbox"/>	1
Does the project benefit transit riders by improving connectivity to existing or programmed pathways or transit facilities?	<input type="checkbox"/>	1
Does the project conform to Transit Oriented Development principles?	<input type="checkbox"/>	1
Does the project sponsor have a Complete Streets Policy?	<input type="checkbox"/>	1
Is the project an extension or phased part of a larger redevelopment effort in the corridor/area?	<input type="checkbox"/>	1
Project is located in a "gateway" or entrance corridor as identified in a local government applicant's master plan, or other approved planning document.	<input type="checkbox"/>	1
Maximum Points Awarded		9

Criterion #6 Description (required): _____

Criterion #7 Project "Readiness" (5 Points maximum)

This measure considers the state of project readiness. Describe project readiness in the space provided.

Project Readiness	Check All that Apply	Max. Points
Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?	<input type="checkbox"/>	2
Is the project completed through the design phase?	<input type="checkbox"/>	1
Is right-of-way readily available and documented for the project?	<input type="checkbox"/>	2
Maximum Points Awarded		5

Criterion #7 Description (required): _____

Criterion #8 Public Support/Special Considerations (5 points maximum)

Describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria.

Public Support/Special Considerations	Check All that Apply	Max. Points
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5
Maximum Points Awarded		5

Criterion #8 Description (required): _____

Criterion #9 Local Matching Funds > 10% of Total Project Cost (20 points maximum)

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

Local Matching Funds > 10% of Total Project Cost	Check One	Max. Points
Is the Applicant committing to a local match greater than 10% of the estimated total project cost?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	2
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	4
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	6
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	8
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	10
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	12
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	14
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	16
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	18
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	20
Maximum Points Awarded		20

Criterion #9 Description (required): _____

Criterion #10 Value-Added Tie Breaker (if necessary) (variable points)

Projects with equal scores after evaluations using the eight Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

River to Sea TPO Complete Streets Policy Goals

- Reduce injuries and fatalities
- Provide transportation options for people of all ages, physical abilities, and income levels
- Improve health by promoting active lifestyles through design to realize long-term health impacts
- Support equitable access to employment opportunities and civic resources
- Support economically healthy/vibrant communities
- Implement resilient and sustainable solutions



2024 Priority Process for Bicycle/Pedestrian and B/P Local initiatives Projects

Feasibility Studies

1. Local government submits project(s)
2. BPAC reviews and ranks projects for feasibility studies
3. The TPO Board will approve a final ranking of all projects
4. TPO requests a Fee Proposal from consultant to perform a feasibility study
5. TPO schedules a scoping meeting with the consultant, FDOT and local government(s)
6. Consultant provides Fee Proposal to TPO
7. Local government pays the 10% local match for the feasibility study based on the Fee Proposal. TPO pays the majority of the cost for a consultant to perform feasibility studies on the higher-ranking projects. (Local governments can bypass the TPO Study if they pay for the feasibility study themselves.)
8. TPO gives the consultant a Notice to Proceed on the feasibility study
9. Draft feasibility study is reviewed and approved by the TPO, FDOT and local government(s)
10. Final feasibility study is completed

Project Implementation

1. Local government submits project(s) and an official letter agreeing to pay at least 10% of the programmed project implementation cost, and agreeing to pay for any cost overruns
2. BPAC reviews and ranks projects for project implementation
3. The TPO Board will approve a final ranking of all projects
4. TPO coordinates with FDOT to program the project in the next available fiscal year of the FDOT Work Program
5. Construction of top ranked project is approximately 2-4 years



BPAC Meeting November 8, 2023

III. ACTION ITEMS

**F. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION
2023-## RESTATING THE POLICY FOR THE ANNUAL
ALLOCATION OF SURFACE TRANSPORTATION BLOCK
GRANT (STBG) PROGRAM URBAN ATTRIBUTABLE (SU)
FUNDING AND OTHER STATE AND FEDERAL FUNDS
IDENTIFIED IN THE 2045 LONG RANGE TRANSPORTATION
PLAN (LRTP)**

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2023-XX

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

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 (STBG) Program 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 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 (STBG) Program 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
5. 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

6. Any remaining Surface Transportation Block Grant (STBG) Program 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 2023-XX; and
7. The policies set forth in this resolution shall remain in effect unless and until they are repealed or amended by the TPO; and
8. 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 6th day of December 2023.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

DELAND MAYOR CHRISTOPHER M CLOUDMAN
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 6, 2023.

ATTEST:

DONNA KING, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



BPAC Meeting November 8, 2023

III. ACTION ITEMS

**G. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION
2023-## RESTATING THE LOCAL MATCH REQUIREMENTS
PLACED ON MEMBER LOCAL GOVERNMENTS FOR
PROJECTS PRIORITIZED FOR FUNDING BY THE TPO**

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2023-XX

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) RESTATING
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 FOOT 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 6th day of December 2023.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

DELAND MAYOR CHRISTOPHER M CLOUDMAN
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 6, 2023.

ATTEST:

DONNA KING, RECORDING SECRETARY

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



**BPAC Meeting
November 8, 2023**

III. ACTION ITEMS

**H. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION
2023-## RESTATING THE POLICY FOR ESTABLISHING AND
MAINTAINING TRANSPORTATION PRIORITY PROJECTS**

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2023-XX

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION RESTATING 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 (STBG) Program 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 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;
4. 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;
5. 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;
6. 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;
7. 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;
8. It is the responsibility of the River to Sea TPO and FOOT 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;
9. The River to Sea TPO shall, in its discretion, make all decisions regarding the final prioritized project lists that are annually submitted to FDOT;
10. 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;

11. 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. Pending availability of funds, updates to planning level construction costs (CST/CEI) that were programmed prior to completion of the design (PE) phase may be updated one time following the completion of the PE phase without being considered a request for additional funding. 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 and any SUN Trail eligible projects which the local government intends to submit for SUN Trail funding during the State's open call for funding. These projects shall be compiled into an unranked TRIP List and unranked SUN Trail list;
12. 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;
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 provide a copy of this resolution to the:
 - a. Florida Department of Transportation (FOOT);
 - 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 6th day of December 2023.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

DELAND MAYOR CHRISTOPHER M CLOUDMAN
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 6, 2023.

ATTEST:

DONNA KING, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



BPAC Meeting November 8, 2023

III. ACTION ITEMS

I. CANCELLATION OF THE DECEMBER 13, 2023 BPAC MEETING



**BPAC Meeting
November 8, 2023**

IV. PRESENTATION, STATUS REPORTS, AND DISCUSSION ITEMS
**A. PRESENTATION AND DISCUSSION OF FDOT'S TENTATIVE FIVE-
YEAR WORK PROGRAM FOR FY 2024/25 TO FY 2028/29**



DISTRICT FIVE Work Program Public Hearing

FY 24/25 to FY 28/29

BPAC Meeting
November 8, 2023



FDOT Work Program (FY 2024/25 - FY 2028/29)

Important Dates:

- District 5 Public Comment Deadline: **November 3, 2023**
- Central Office Submits Final Tentative Work Program to Executive Office of the Governor: **December 26, 2023**
- Florida Transportation Commission Public Hearing: **January 8, 2024**
- Florida State Legislation 2024 Session: **January 9 to March 15**
- Adoption: **July 1, 2024**

Work Program Key Influence Factors



	2021	2022	2023
Contract Price Adjustments	n/a	n/a	\$363.16M
Cost of Materials: New Construction Index	\$5M per Mile	\$6.5M per Mile	\$7.6M per Mile + 17%
Cost of Materials: Resurfacing Index	\$751K per Mile	\$869K per Mile	\$1.1M per Mile + 26.6%

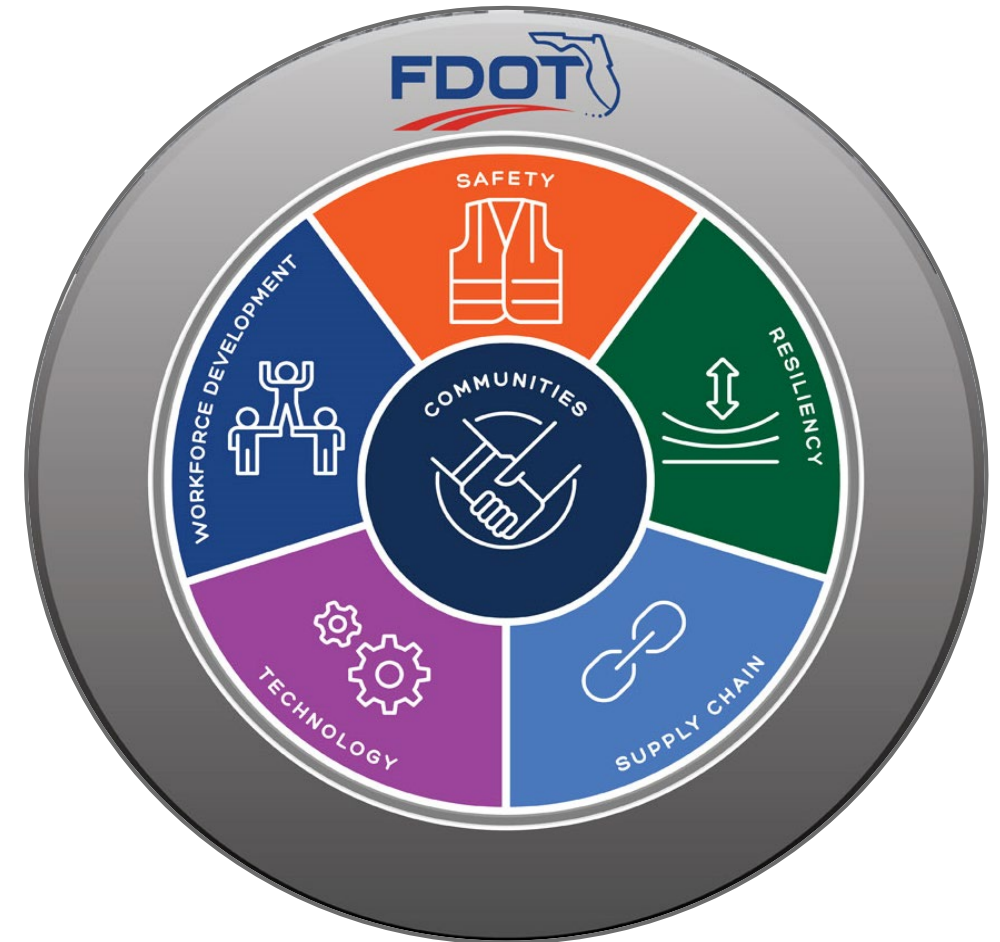
Tentative Work Program (FY 2024/25 - FY 2028/29)



Conservative Allocation
and Revenue growth

Resurfacing Program Adjustments

Conservative Contingency Levels



DEFERRALS

FM# 444879-1 (Volusia County):

- Volusia-Daytona Beach International Airport
- Replace Centrifugal Chillers
- Capital Grant deferred from FY 24/25 to FY 26/27, based on coordination with aviation authority.

FM# 448456-1 (Volusia County):

- LPGA Boulevard, from U.S. 92 to Williamson Boulevard
- Add Lanes and Reconstruct
- Right of Way deferred from FY 25/26-26/27 to FY 26/27-27/28, based on work program balancing.

FM# 446826-1 (Volusia County):

- Interstate-95 at Maytown Road
- New Interchange
- PD&E study deferred from FY 25/26 to FY 28/29, based on coordination with local agency.

DELETIONS

FM# 419772-2 (Volusia County):

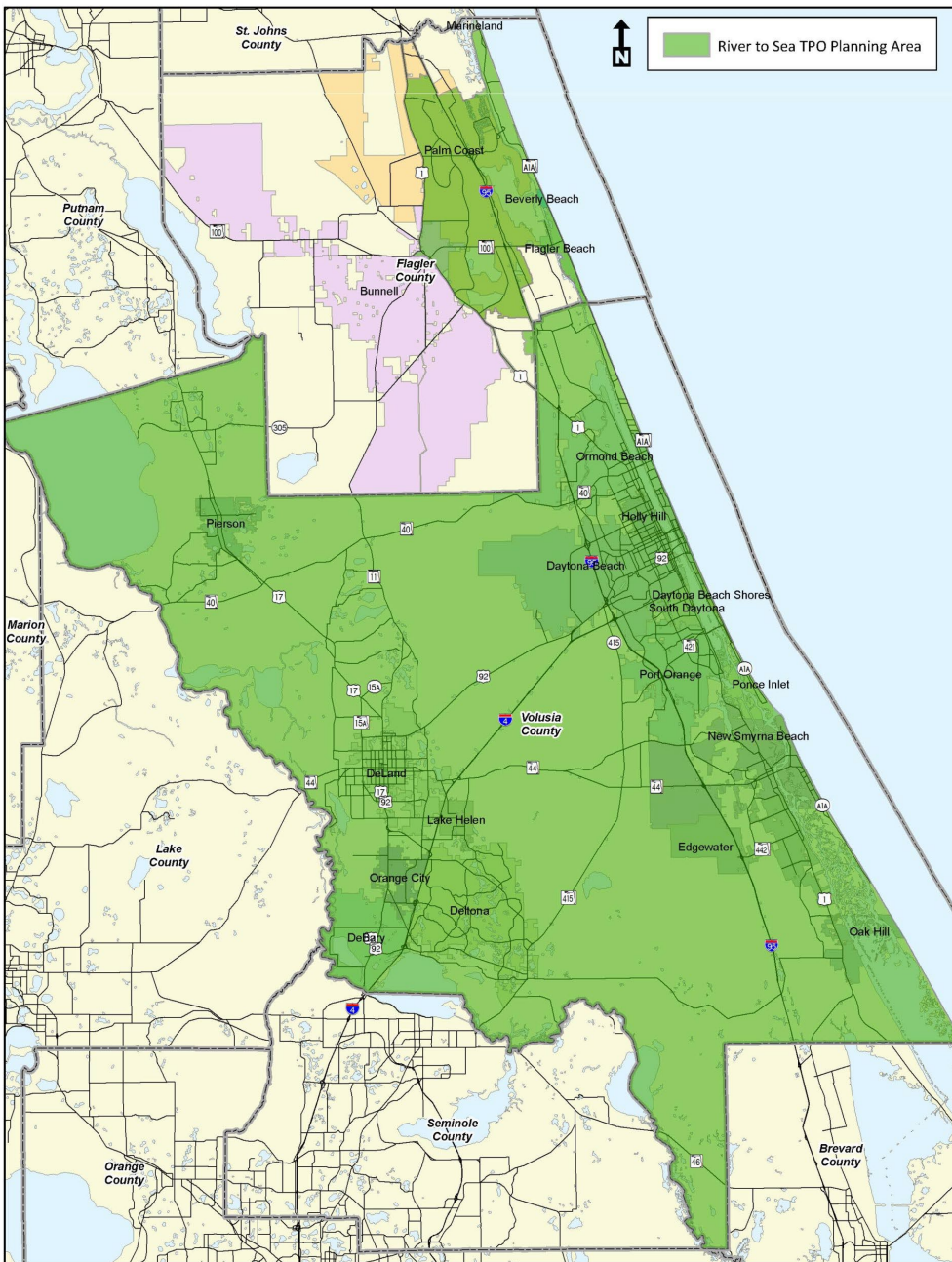
- Interstate 95 at U.S. 1 (S.R. 5) interchange
- Interchange – Add Lanes
- Right of Way deleted from FY 26/27 and moved to segment ‘-3’ to align with correct transportation system.

The Five-Year Outlook

County	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	TOTAL
Volusia	\$123,587,001	\$157,824,077	\$400,523,441	\$106,145,426	\$64,114,069	\$852,194,014
Flagler (within TPO)	\$20,388,463	\$0	\$26,982,151	\$560,000	\$0	\$47,930,614
TOTAL	\$143,975,464	\$157,824,077	\$427,505,592	\$106,705,426	\$64,114,069	\$900,124,628

River to Sea TPO Region – Funding Breakdown

Project Type	Five-Year Estimated (Volusia)	Five-Year Estimated (Flagler – in TPO)	Total
Safety	\$21,498,908	\$0	\$21,498,908
Capacity	\$275,343,134	\$4,920,000	\$280,263,134
Preservation	\$243,692,620	\$37,745,162	\$281,437,782
Multi-modal	\$171,822,318	\$0	\$171,822,318
Operations	\$7,140,158	\$0	\$7,140,158
Bike/Ped	\$42,371,180	\$3,491,759	\$45,862,939
Misc.	\$90,325,696	\$1,773,693	\$92,099,389







Key Projects





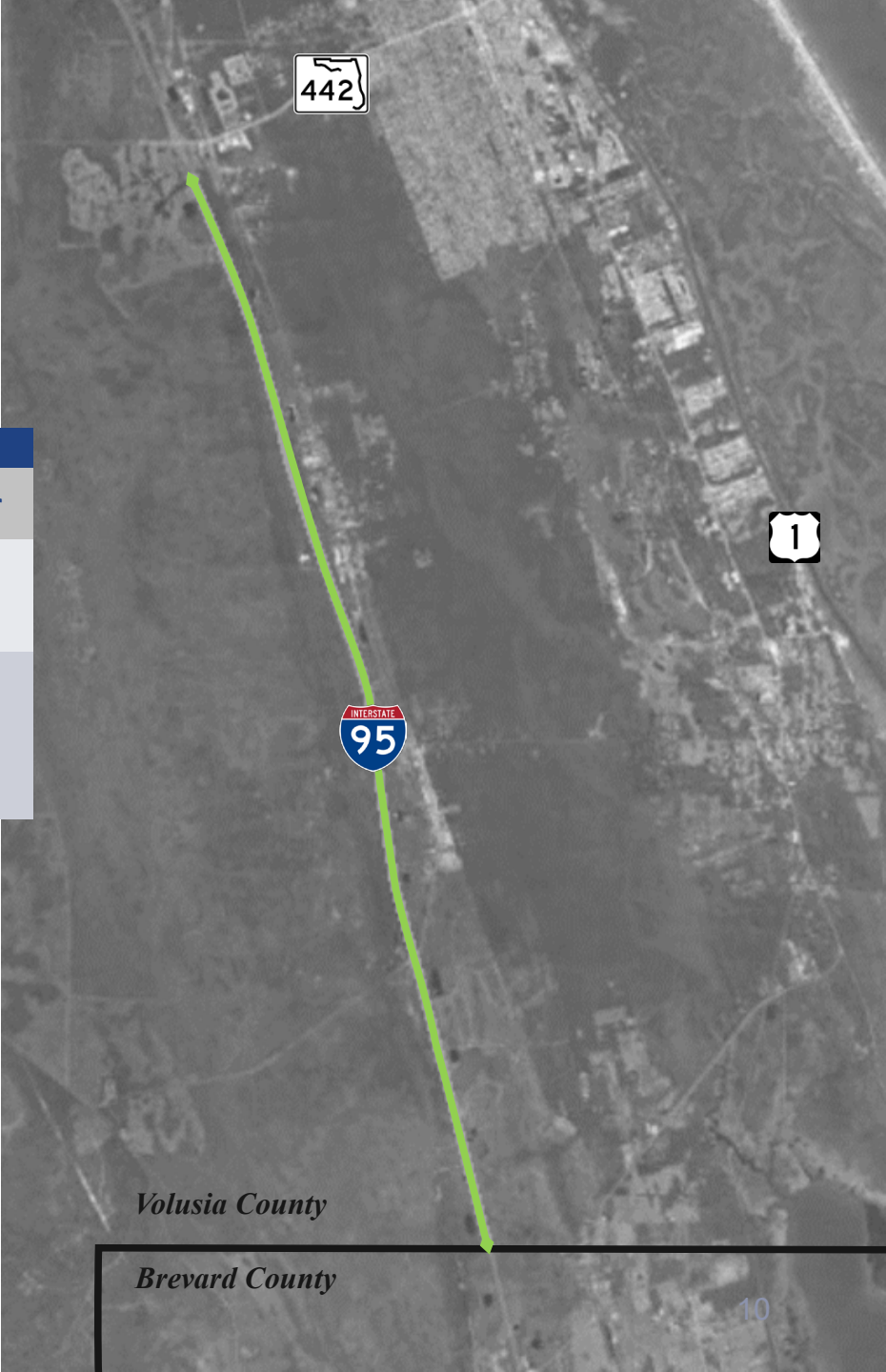
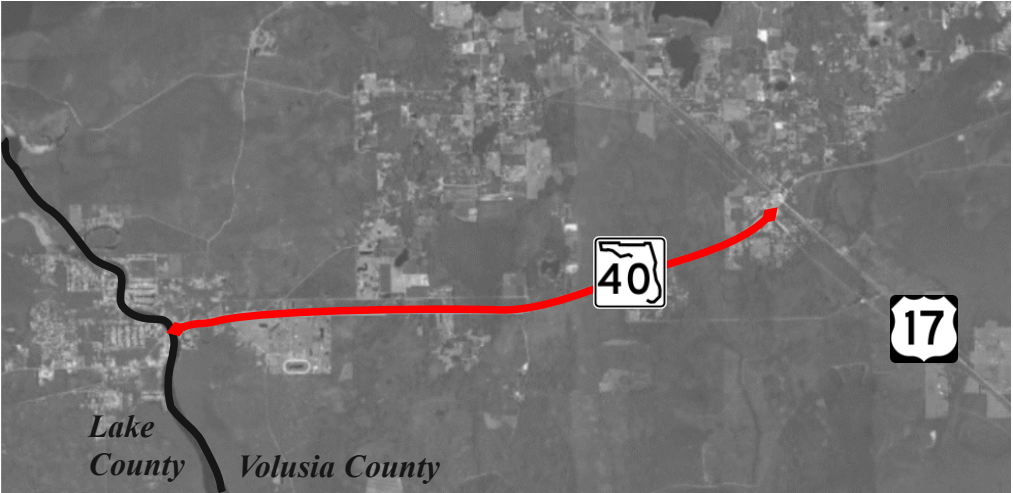
Key Projects - Resurfacing (Volusia County)



Volusia County					
FPID	Project Description	Total Cost	Phase	Fiscal Year	
 452908-1	U.S. 1 (S.R. 5), from Taylor Avenue to Woodland Avenue	\$12,759,853	PE CST	FY 24/25 FY 26/27	
 452908-2	U.S. 1 (S.R. 5), from Woodland Avenue to Flagler County Line	\$8,396,698	PE CST	FY 24/25 FY 26/27	
 452641-1	S.R. 483 (Clyde Morris Boulevard), from S.R. 400 (Beville Road) to S.R. 430 (Mason Avenue)	\$9,018,966	PE CST	FY 24/25 FY 26/27	
 450643-1	S.R. 5A (Nova Road), from U.S. 1 to Herbert Street	\$8,582,954	PE CST	FY 24/25 FY 26/27	

Key Projects - Resurfacing (Volusia County)

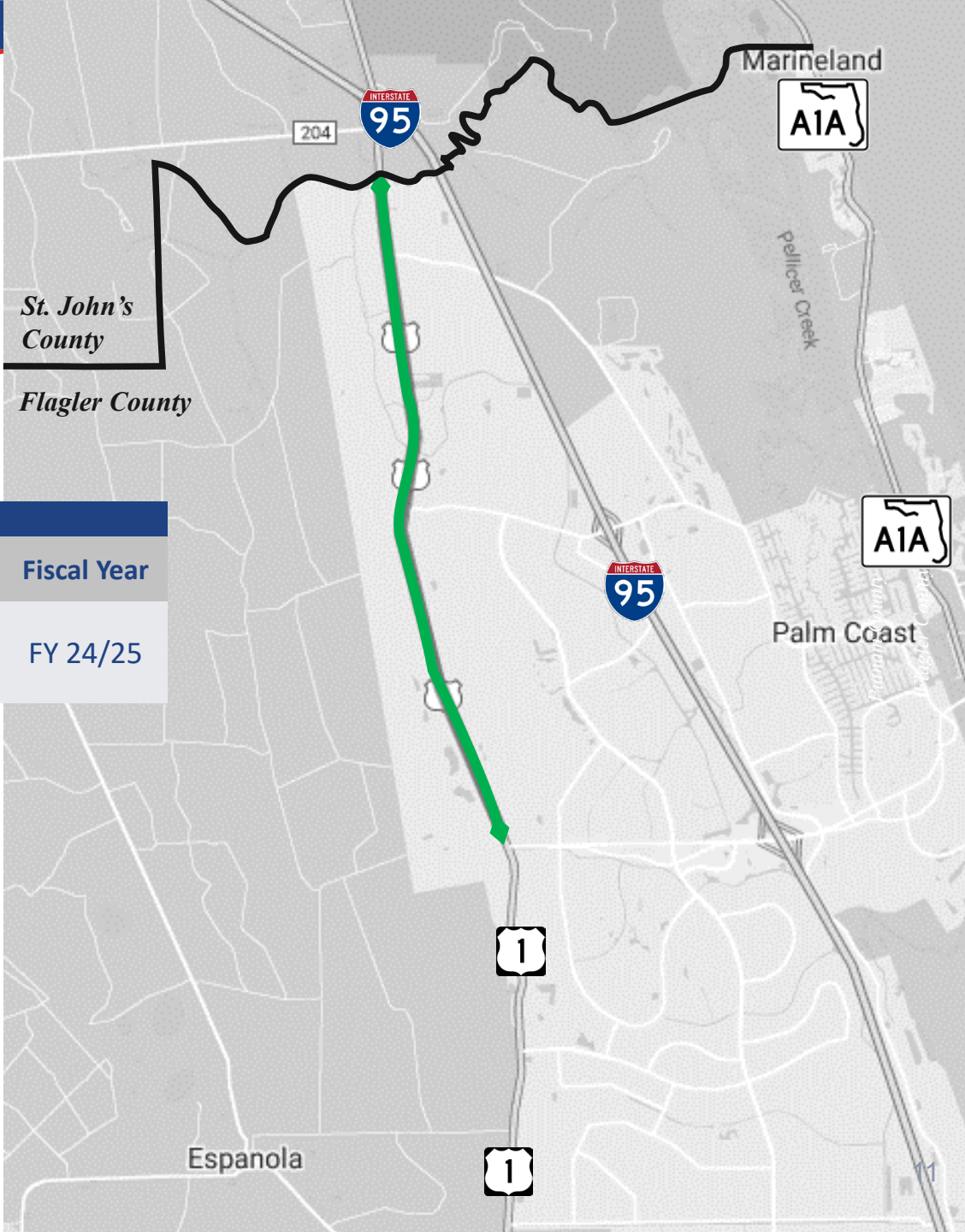
Volusia County				
FPID	Project Description	Total Cost	Phase	Fiscal Year
 452907-1	S.R. 40, from Lake County Line to Railroad Avenue	\$8,906,142	PE CST	FY 24/25 FY 26/27
 453545-1	Interstate 95, from Brevard County Line to south of S.R. 442	\$32,222,608	PE CST	FY 24/25 FY 26/27



Key Projects – Resurfacing (Flagler County in TPO)

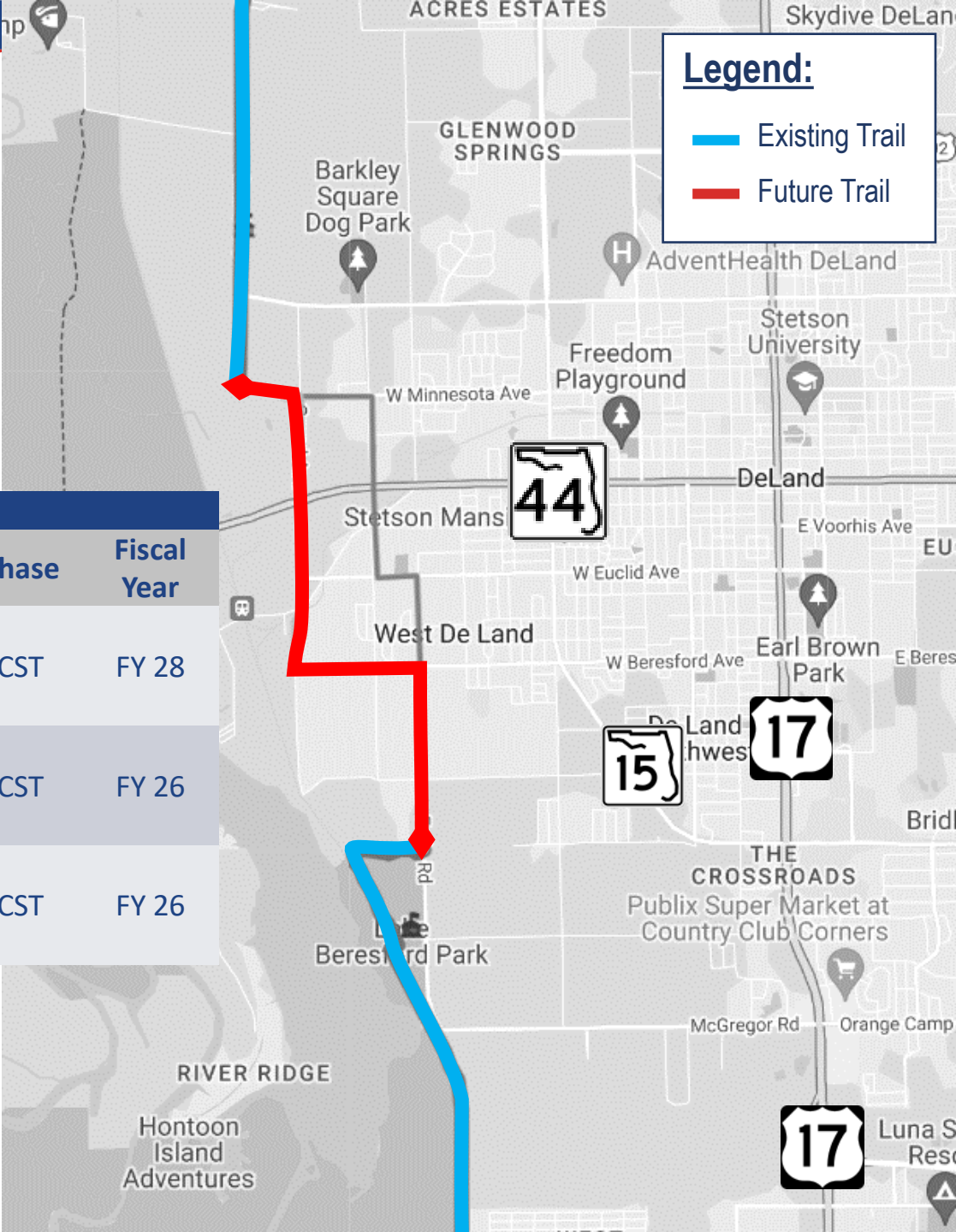
Flagler County

FPID	Project Description	Total Cost	Phase	Fiscal Year
445216-2	U.S. 1 (S.R. 5), from north of Palm Coast Parkway to south of St. John's County Line	\$14,359,175	CST	FY 24/25



Key Projects – Bike Path/Trail Projects St. John’s River to Sea Loop

Volusia County				
FPID	Project Description	Total Cost	Phase	Fiscal Year
439874-2	from Beresford Park to Old New York Avenue	\$2,844,697	CST	FY 28
439874-3	from Old New York Avenue to S.R. 44	\$1,717,942	CST	FY 26
439874-4	from S.R. 44 to existing Grand Avenue Trail	\$2,130,600	CST	FY 26



Key Projects – Bike Path/Trail Projects St. John’s River to Sea Loop

Volusia County				
FPID	Project Description	Total Cost	Phase	Fiscal Year
439865-4	from Saul’s Street/McDonald Road to Carmen Drive/Ridge Boulevard	\$9,603,771	CST	FY 28



Key Projects – Bike Path/Trail Projects

Flagler County

FPID	Project Description	Total Cost	Phase	Fiscal Year
447101-1	Graham Swamp Trail, from Lehigh Trail to Graham Swamp Conservation Area	\$684,109	PE	FY 24/25

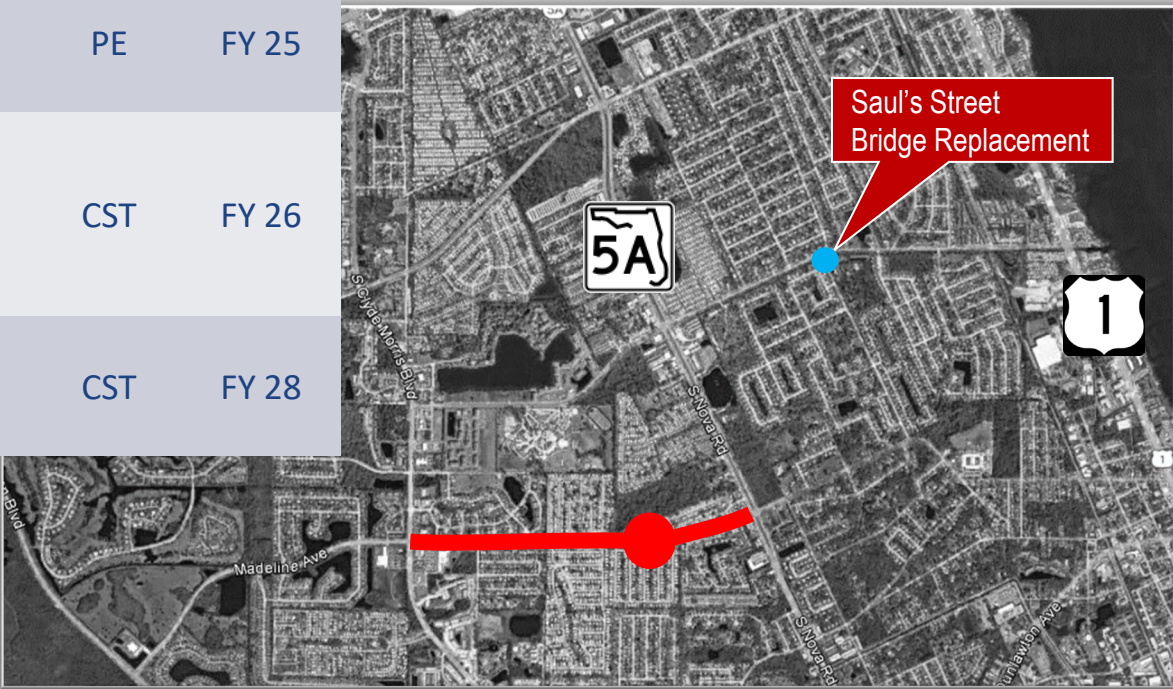


Legend:

- Existing Trail
- Future Trail

Key Projects – Bike Path/Trail Projects

Volusia County					
FPID	Project Description	Total Cost	Phase	Fiscal Year	
453460-1	Madeline Avenue Trail – Phase 1	\$407,680	PE	FY 29	
447018-1	Saul's Street Bridge Replacement – from Oak Glen Drive to Reed Canal Road	\$488,316	PE	FY 25	
450247-1	Ponce Inlet Mobility – Phases 1, 2, and 3	\$1,783,580	CST	FY 26	
450247-2		\$1,855,066			
450247-3		\$2,507,517			
448786-1	U.S. 1, from Airport Boulevard to Broadway Avenue	\$4,516,483	CST	FY 28	



Key Projects – Volusia County

FM# 443991-1:

Beach Street Complete Streets, from Bay Street to Michigan Avenue

Urban Corridor Improvements, Safety

Construction funded in
FY 24/25

Funding in Tentative
Work Program:
\$8,822,918



FM# 448907-1:

Port Orange Sidewalk Bundle #1

Pedestrian Improvements

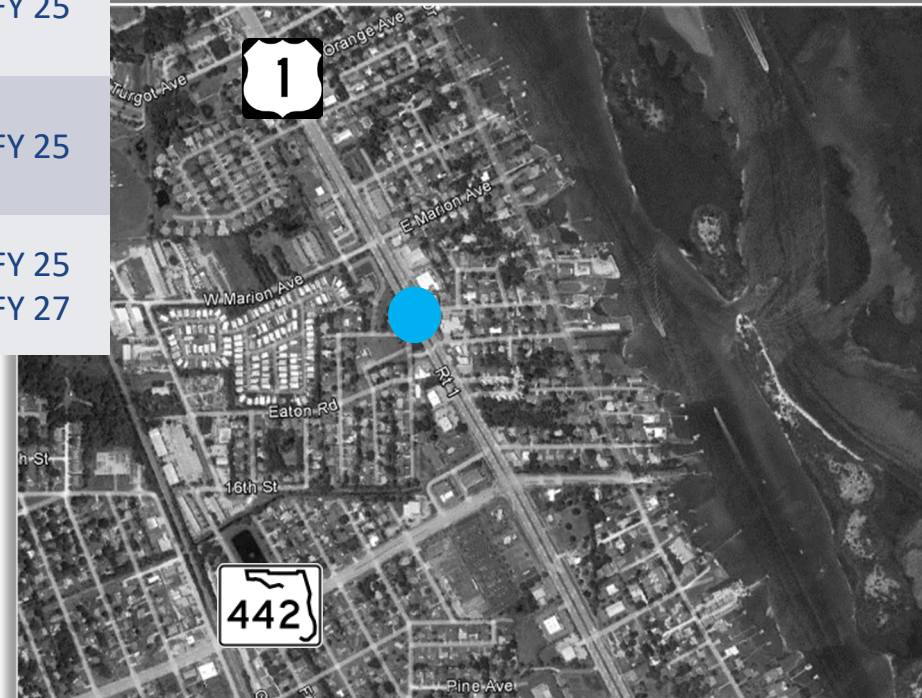
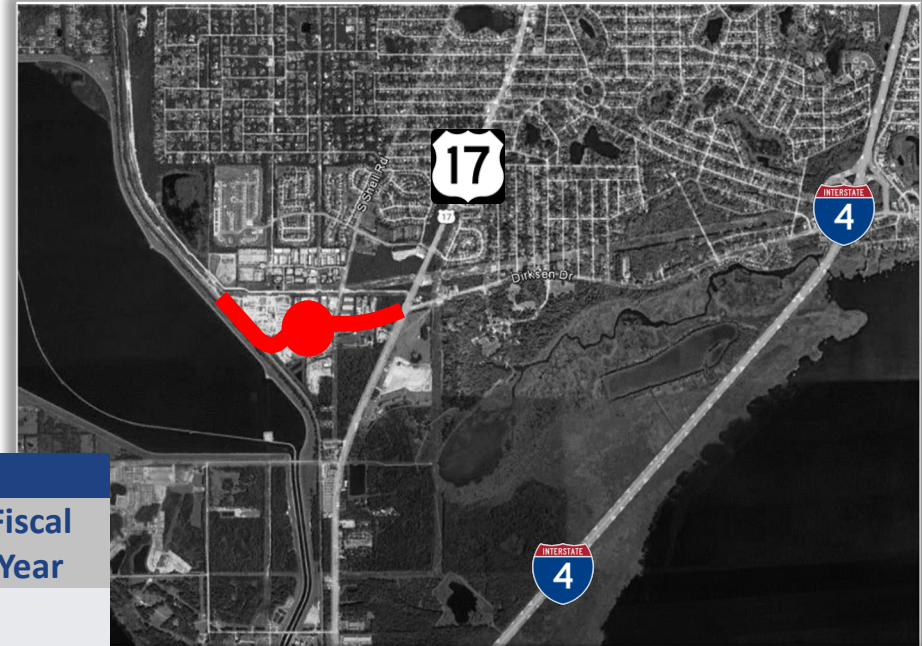
Design funded in FY 28/29

Funding in Tentative Work Program: \$1,415,882

Key Projects – Traffic Operations

Volusia County

FPID	Project Description	Total Cost	Phase	Fiscal Year
453467-1	Benson Junction Road Reconstruction	\$5,726,582	CST	FY 25
453472-1	U.S. 1 at Rhode Island Street Emergency Signal	\$568,289	CST	FY 25
453490-1	South Daytona Traffic Camera Network	\$1,784,458	PE CST	FY 25 FY 27



Key Projects – Truck Parking (Volusia County)



FM# 446445-2:

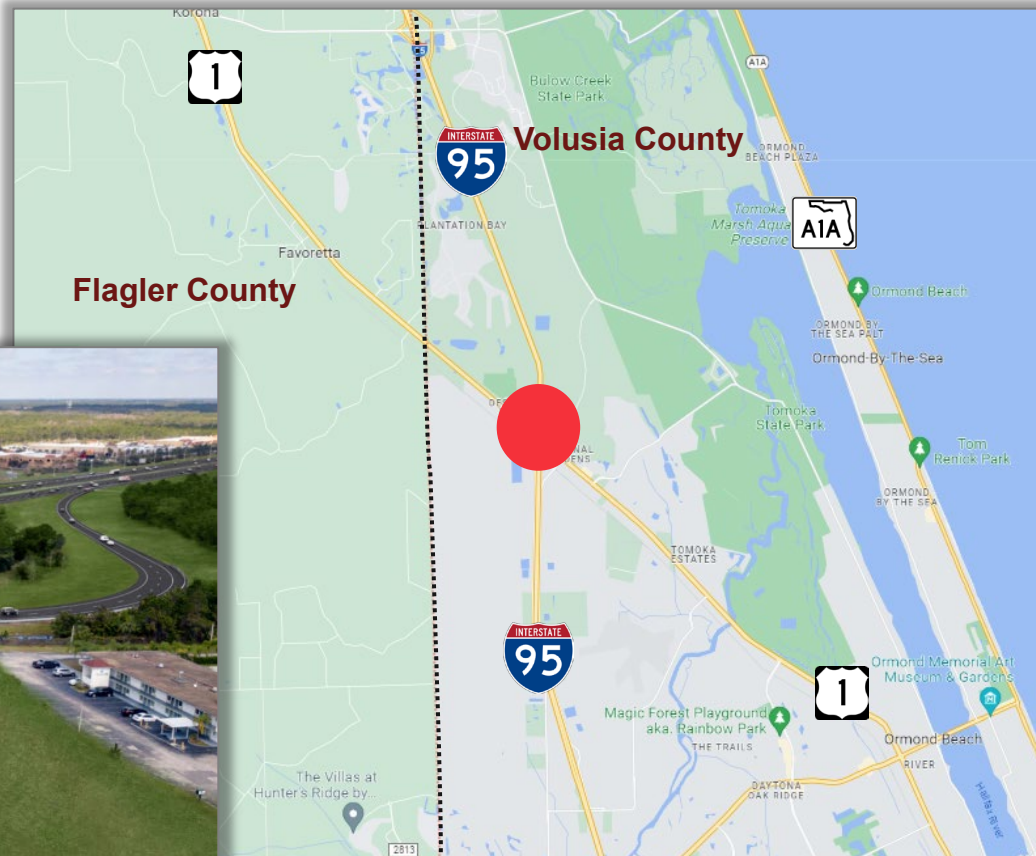
- Truck Parking – Central Florida Corridor: Eastbound Volusia County Site
- Parking Facility
- Right of Way funded in FY 26/27 to 27/28 and Construction funded in FY 28/29
- Funding in Tentative Work Program: \$37,699,960

FM# 446445-4:

- Truck Parking – Central Florida Corridor: Westbound Volusia County Site
- Parking Facility
- Right of Way funded in FY 27/28
- Funding in Tentative Work Program: \$15,000,000

Interstate 95 at U.S. 1 Interchange

- Construction start Fall 2027



TPO Summary

25

Priority Projects Funded

\$315,356,513



Other Funding Opportunities

Grants:

- Infrastructure Investment and Jobs Act (IIJA); i.e., PROTECT, MEGA, INFRA, SS4A, etc.
- Federal Transit Administration (FTA) Grants
- Previous TPO Awards:
Safe Streets and Roads for All (SS4A);
Planning Grant (*Volusia and Flagler Counties*)
- FDOT Letter of Consistency
- Contact: Alice Guiliani, D5 PLEMO;
[Email: Alice.Guiliani@dot.state.fl.us](mailto:Alice.Guiliani@dot.state.fl.us)

Thank you!

Katherine Alexander-Corbin
Program Management Administrator

Contact:

Phone: (386) 943-5168

Email: Katherine.Alexander@dot.state.fl.us

Alternate Email: D5-WPPH@dot.state.fl.us

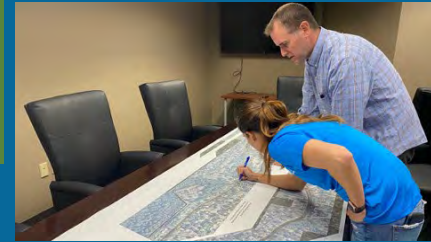
Website: www.fdot.gov/wpph/district5





**BPAC Meeting
November 8, 2023**

IV. PRESENTATION, STATUS REPORTS, AND DISCUSSION ITEMS
B. PRESENTATION AND DISCUSSION OF BIKE/WALK CENTRAL
FLORIDA'S BEST FOOT FORWARD PEDESTRIAN SAFETY
PROGRAM



Best Foot Forward
for pedestrian safety

River to Sea
TPO

September 27, 2023

Who is Bike/Walk Central Florida?



We are a 501c3 **NONPROFIT** organization,
dedicated to **EDUCATING** and **ADVOCATING**
to make communities more **WALKABLE, BIKEABLE** and **ROLLABLE**.

We strive towards a connected **EQUITABLE TRANSPORTATION**
system that is **SAFE** and **COMFORTABLE** for all.

Who is Bike/Walk Central Florida?



Best Foot Forward for pedestrian safety

The largest grassroots pedestrian safety initiative in the country.

Focuses on behavior change between drivers and walkers.



Created to show Central Florida residents of all ages & abilities an urban route where they can comfortably ride. Serves as an advocacy tool to push for more bike-friendly infrastructure.



A set of programs and services designed specifically for educating children including helmet fitting, bike rodeos, walking school buses, and more.



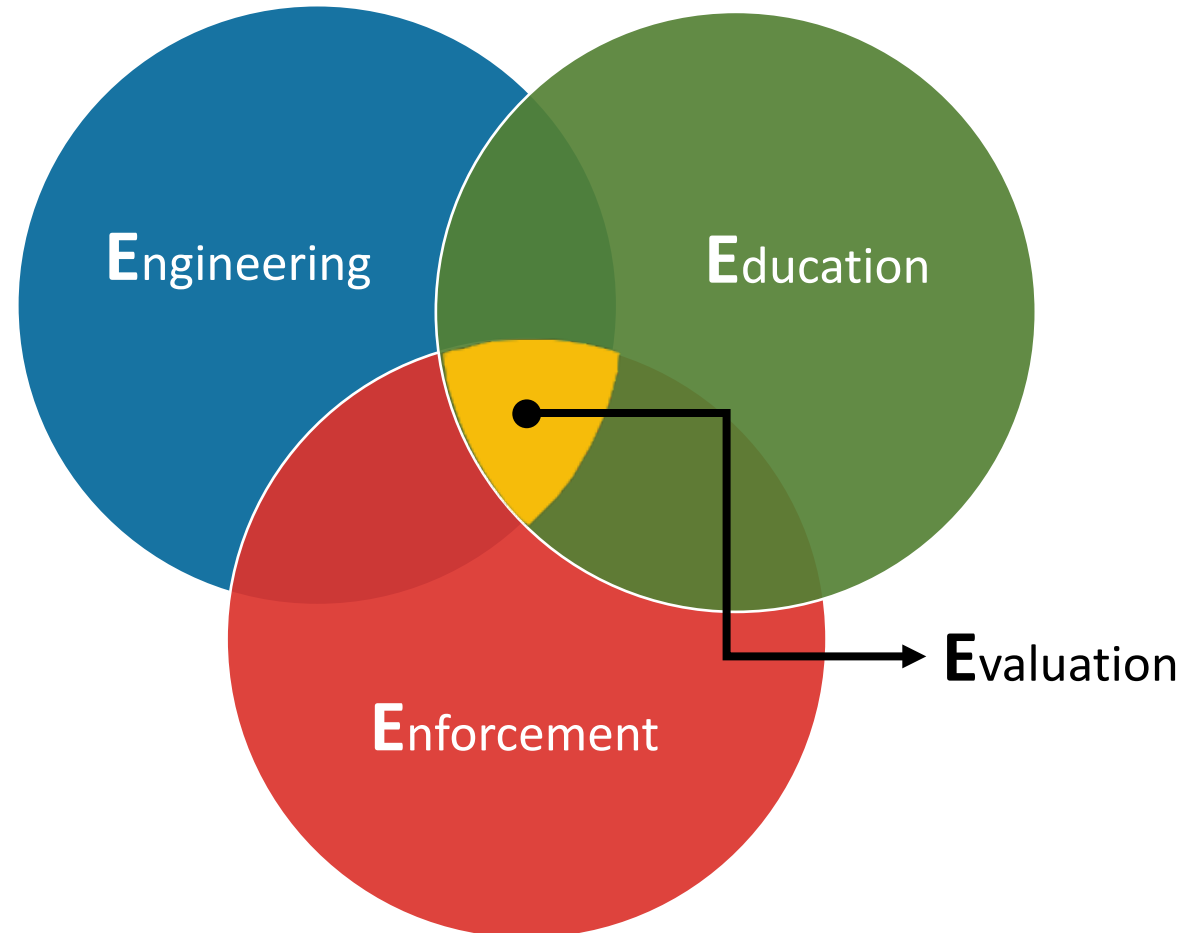
Provides support for trail development, connections and engagement opportunity that support a healthy community in West Orange County.



Best Foot Forward
for pedestrian safety

WHAT IS THE BEST FOOT FORWARD PROGRAM

Changing Culture of Drivers vs. Walkers



Changing Culture of Drivers vs. Walkers



Focus on one behavior to monitor, measure and change

IF

Get more drivers to yield and stop for pedestrians in crosswalks...

THEN

...more pedestrians will cross in crosswalks.

Three-County Footprint



Best Foot Forward Partners



New Expanded Counties





Best Foot Forward
for pedestrian safety

Best Foot Forward Partnership with FDOT and Target Zero

What is Target Zero?

- Target Zero is a statewide initiative to reduce the number of transportation-related serious injuries and deaths across Florida to ZERO.
- This initiative focuses on improving how Florida connects, interacts, plans, designs, operates and maintains its transportation system.
- **The Best Foot Forward program in expanded counties will be funded through FDOT as a part of Target Zero.**



Best Foot Forward
for pedestrian safety

THE 4 E APPROACH

Evaluate: Identifying the Crosswalks



- Enforceable
- Engineering needs
- Cross section of road speeds
- Proximity to schools, LYNX bus stops or SunRail
- Located near high crash corridors
- Geographically dispersed



Scan to View

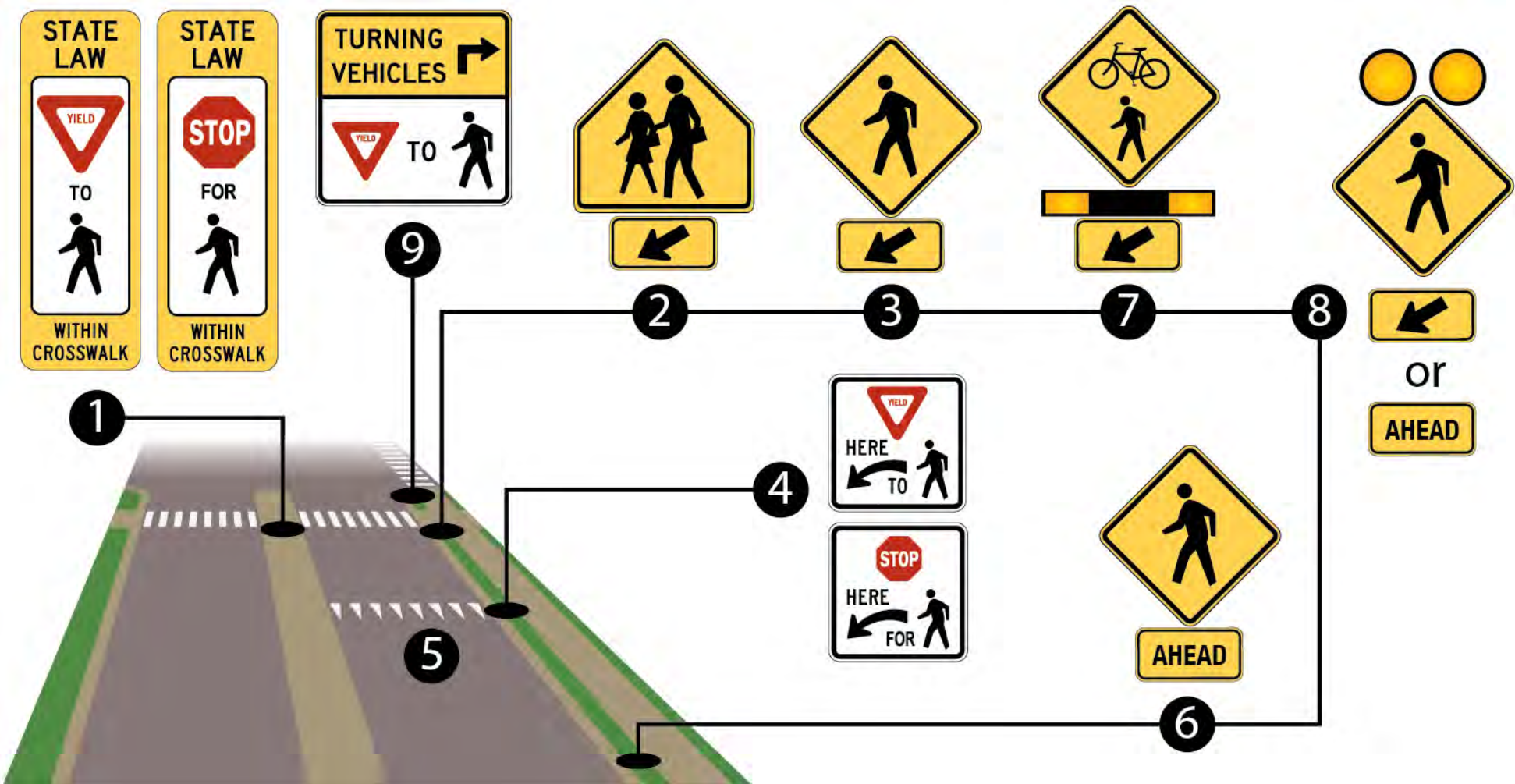


Evaluate: Collect Baseline Data of Drivers Stopping for Pedestrians in the Crosswalk



Crosswalk	Baseline
International Dr. & Samoan Ct.	8%
Crosswalk	Baseline
Pine Hills Rd & Figwood Ln.	11%

Engineer: Recommend and Install Low-Cost Engineering Changes



Educate: Through Outreach



School Education



Partner Outreach

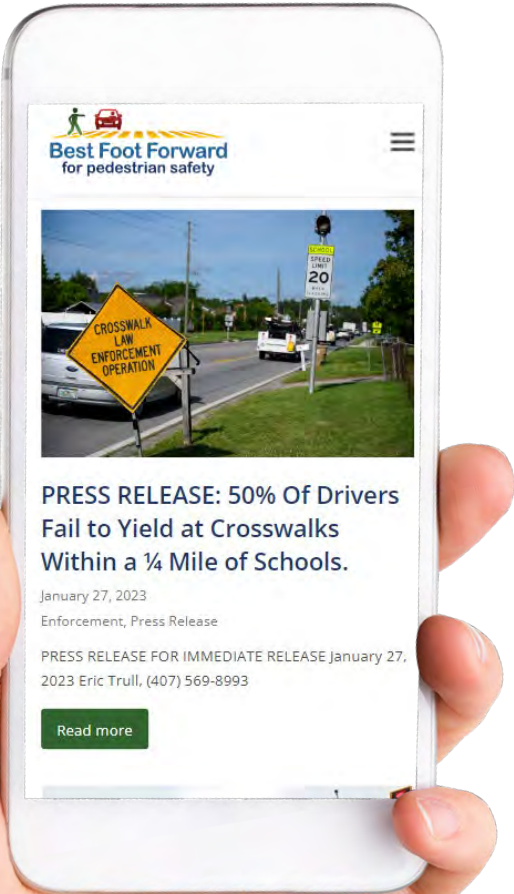


Events



Community Presentations

Educate: Through Digital Channels



\$6.6 million
in media value



Find us online at BestFootCFL.org & [@BestFootCFL](https://twitter.com/BestFootCFL)



Best Foot Forward
for pedestrian safety

PROGRAM IMPLEMENTATION

Launching Best Foot Forward



Establish a Local Steering Committee

- Identify a diverse group of interested partners
- Host meetings with staff and law enforcement to discuss county/municipality needs (locations and education needs)
- Work with elected officials to present program and adopt resolution

Launching Best Foot Forward



Garnering Law Enforcement Support

- Host training for Operation Best Foot Forward with each law enforcement agency
- Provide launch enforcement with educational resources to distribute in the community
- Coordinate warning phase for pre- and post-launch education in the community

Launching Best Foot Forward



Spread the Word about Pedestrian Safety

- Participate in community events
- Identify targeted outreach areas based on crosswalks identified by partners
- Distribute safety resources to partners in the community

Launching Best Foot Forward



Host Official Program Launch Event

- Invite new partners to kick-off and celebrate renewed commitment to safety
- Media event to announce program
- Opportunity to remind drivers to always stop for pedestrians



Best Foot Forward
for pedestrian safety

ARE WE MAKING PROGRESS?

Progress to Date (2012-2023)



12,487

TOTAL CITATIONS
AND WARNINGS



680

ENFORCEMENT
DETAILS



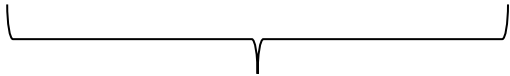
307

MONITORED
CROSSWALKS



817

PRESENTATIONS
AND EVENTS



Enforcement



Engineering



Education

Tracking Progress: Percentage of Drivers Yielding to People Crossing



In 2012, only **17%** of drivers yielded at BFF crosswalks on roads 35mph or slower. Today, that number has risen to more than 52%.

On roads 40 mph or higher, the driver yield rate has risen from 2% to 43% over the past 11 years.



43%

Tracking Progress: Success Stories



Doverplum Rd. & San Remo Rd. – Osceola County

Before – 26% Driver Yield Rate



Doverplum Rd, Looking north | 2017

After – 69% Driver Yield Rate



Doverplum Rd., Looking north | 2021

Tracking Progress: Success Stories



Crystal Bowl Cir. at Casselberry ES – City of Casselberry

Before – 36% Driver Yield Rate



Crystal Bowl Cir., Looking west | December 2021

After – 74% Driver Yield Rate



Crystal Bowl Cir., Looking west | August 2022

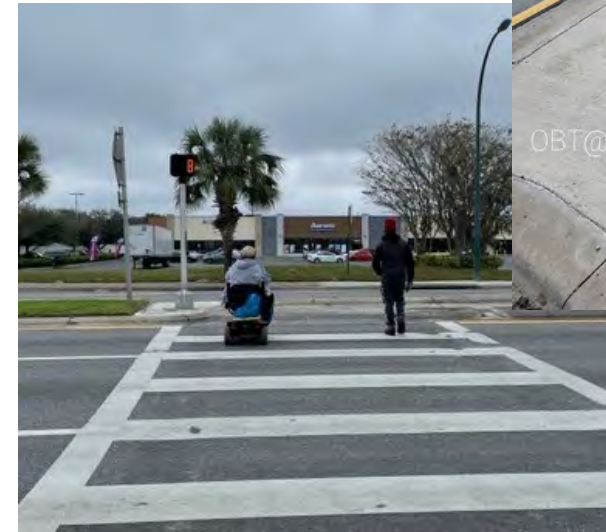
Tracking Progress: Success Stories



Low-cost solutions to make it safer to cross the road for everyone of all ages and abilities



Osceola County
Accessible Push Button Installation



Orange County
Push Button Extenders





Best Foot Forward
for pedestrian safety

Thank you!

Emily Hanna, AICP, CPM

Executive Director

Bike/Walk Central Florida

Emily@bikewalkcf.org





**BPAC Meeting
November 8, 2023**

IV. PRESENTATION, STATUS REPORTS, AND DISCUSSION ITEMS
**C. PRESENTATION AND DISCUSSION OF VORIDE MOBILITY ON
DEMAND SERVICE PROVIDED BY VIA TRANSPORTATION D/B/A
RIVER NORTH TRANSIT, LLC**

VoRide – Mobility on Demand Service



Wednesday, October 18 – TDLCB

Wednesday, October 25 – TPO Board

Wednesday, November 8 - BPAC

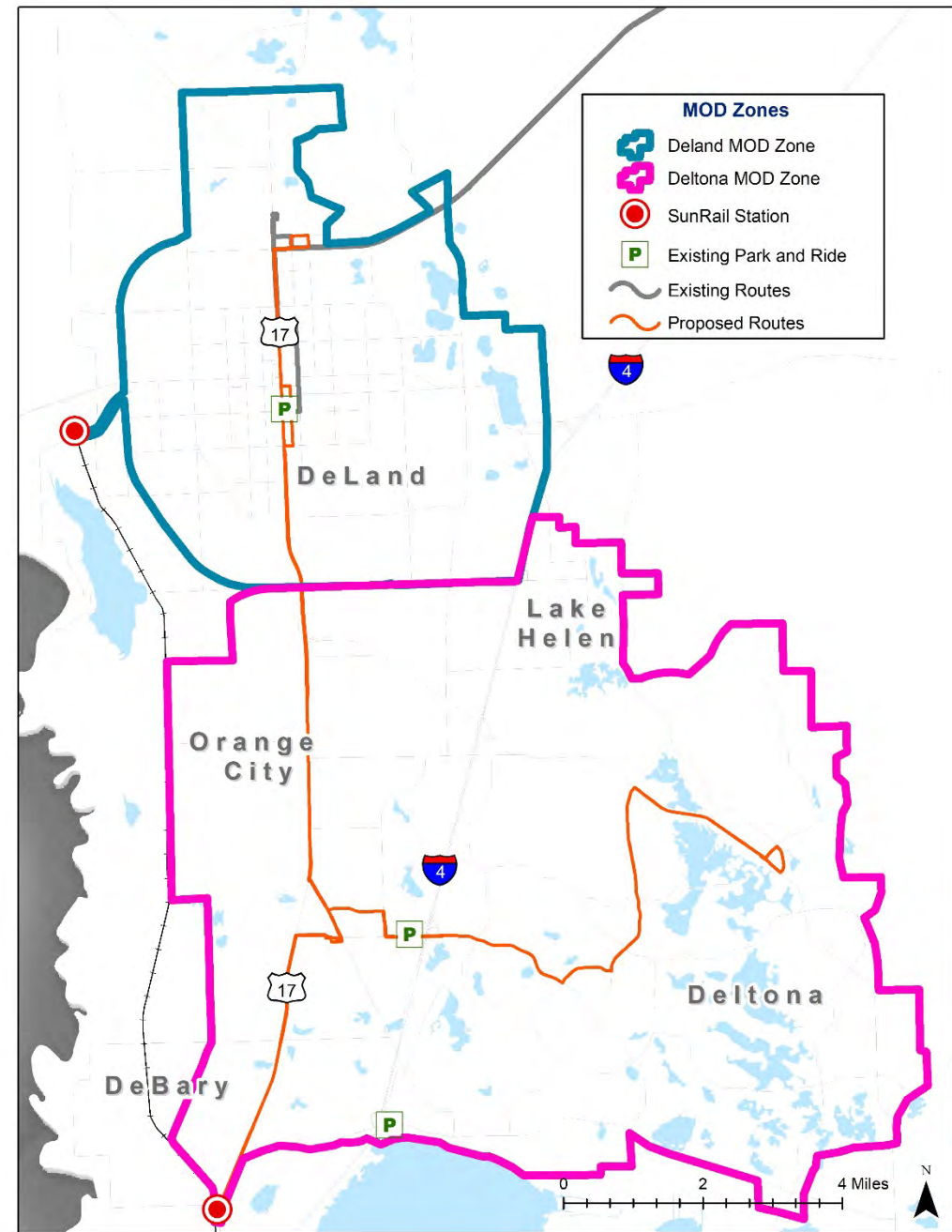
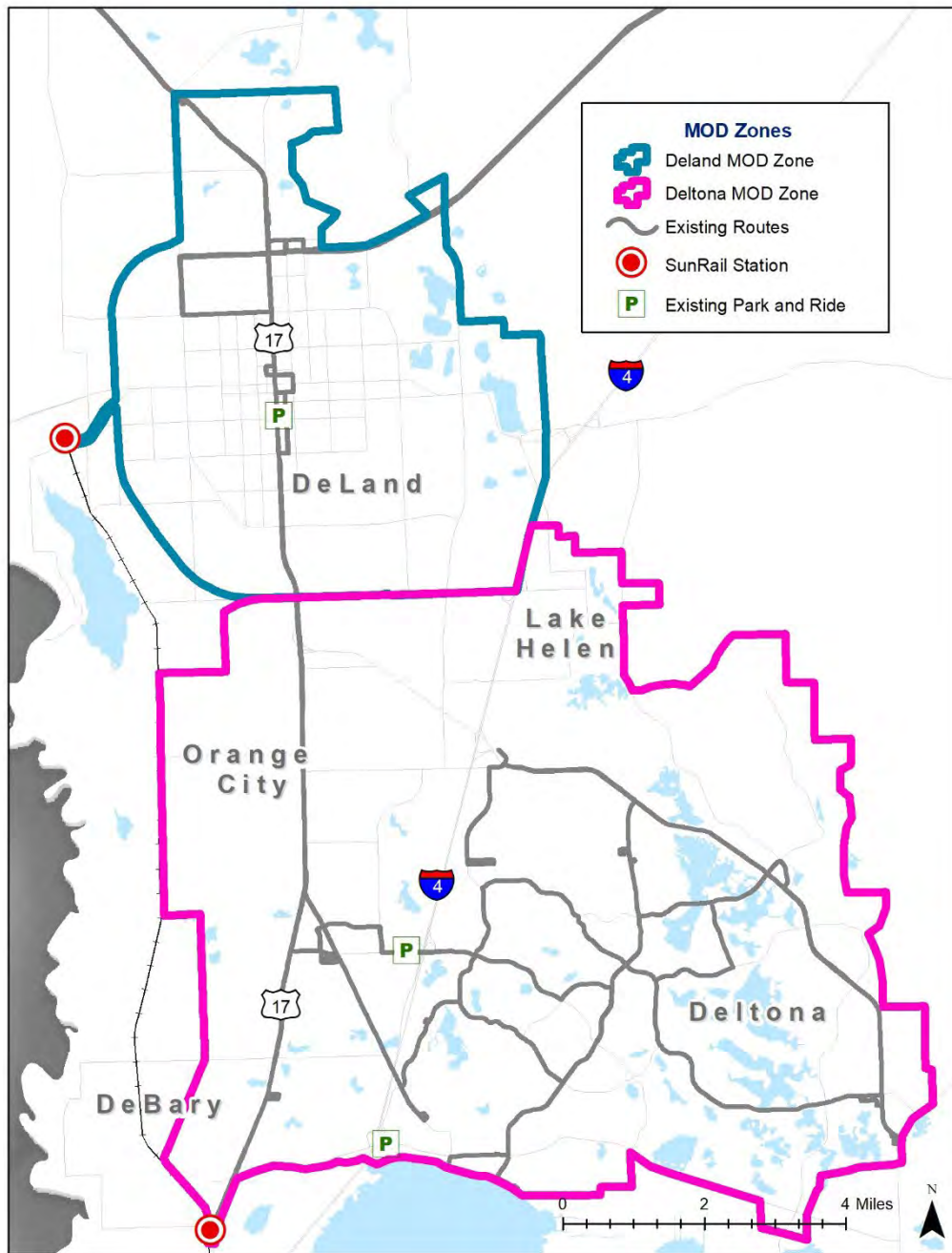
Tuesday, November 21 – CAC & TCC

October/November 2023 TPO Meetings

Mobility on Demand

- What is Mobility on Demand?
- How will it help our system?
 - Cost effective
 - Provides coverage to low demand areas and reallocates resources to high demand areas
 - Staffing relief
 - Better service to the public





Current Service Options in West Volusia: Fixed Route

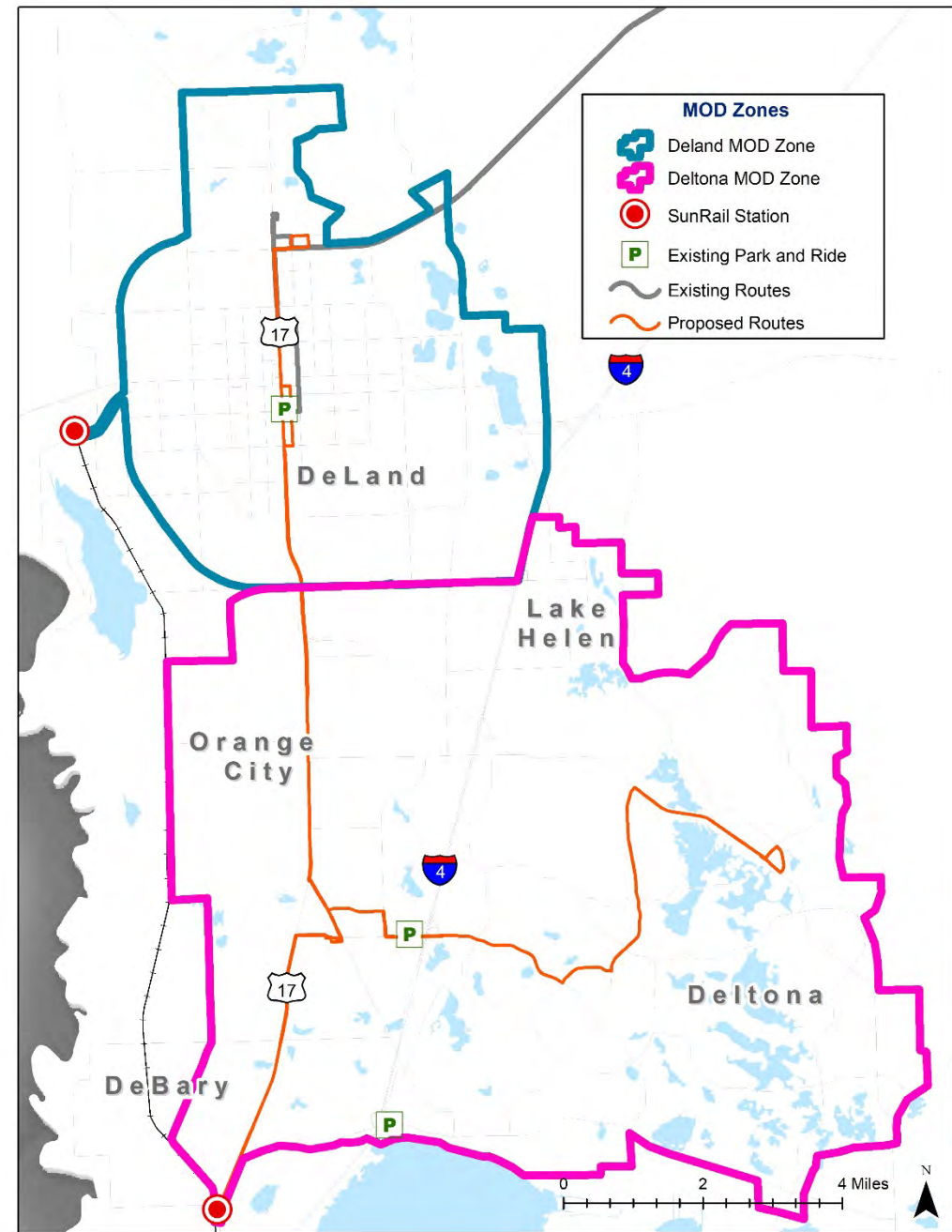
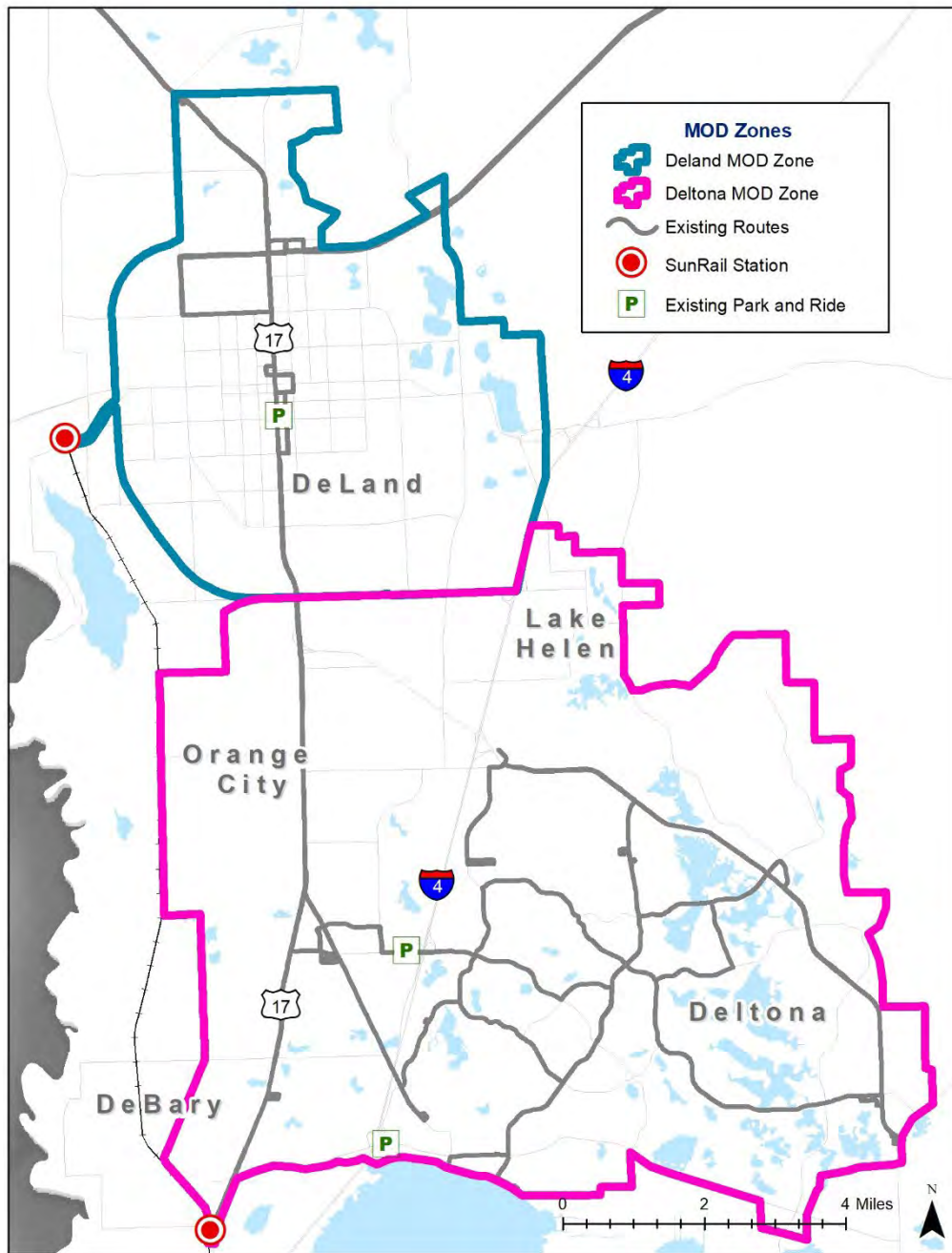


- Runs along major corridors throughout West Volusia, with three circulator routes in Deltona.
- Three feeder routes to the DeBary SunRail Station
- Service is generally Mon-Sat, 5:30a-8p
- Every 30-120 min frequency
- Fare: \$1.75

Current Service Options in West Volusia: Paratransit

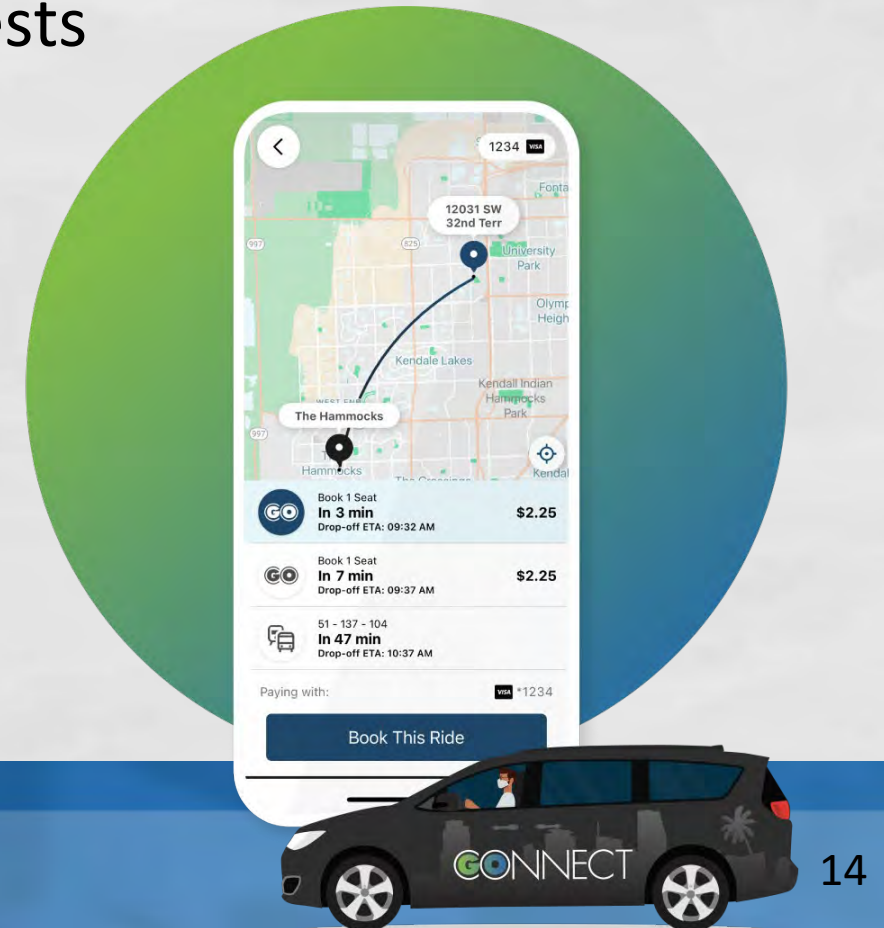


- Service for ADA & Transportation Disadvantaged population
- Door-to-door service
- Hours mimic the Fixed-Route hours for ADA and 6a-7p for TD
- Trips must be scheduled at least the day prior to travel
- Fare: \$3.00



How does it Work?

- Schedule trips via app, website, or phone call
- System routes a nearby vehicle to pickup the customer
- System is continually monitoring for ride requests and routing vehicle as efficiently as possible:
Riders may share the vehicle with other riders
- Requests can be fulfilled within 30 minutes



VoRide Implementation



- Launching Tuesday, December 5
- DeLand Zone first
- No route changes initially
- Deltona/Orange City/DeBary Zone to be implemented in near future
- Fares: \$2.00 w/ free transfer to/from Fixed Route system
- Service Hours: Mon.-Fri.: 6a-9p & Sat. 7a-7p

Future Plans

- The existing Votran Flex Zones in New Smyrna Beach may be transitioned to VoRide service.
- Additional areas on the Eastside are being considered.

Questions?

Thank you!




October/November 2023 TPO Meetings



BPAC Meeting November 8, 2023

V. STAFF COMMENTS

→ Annual TPO Holiday Open House & Toy Drive



JOIN US FOR OUR ANNUAL

Holiday

TPO OPEN HOUSE

THURSDAY, DECEMBER 7



4:00 P.M. - 6:00 P.M.



BAHAMA BREEZE RESTAURANT

1786 W. INTERNATIONAL SPEEDWAY BLVD. DAYTONA BEACH
REFRESHMENTS WILL BE SERVED

DON'T FORGET TO BRING A NEW, UNWRAPPED GIFT TO BENEFIT THE
NEIGHBORHOOD CENTER OF WEST VOLUSIA AND THE
DEPARTMENT OF CHILDREN & FAMILIES

RSVP TO PBLANKENSHIP@R2CTPO.ORG





BPAC Meeting November 8, 2023

VI. INFORMATION ITEMS

- 2024 TPO Meeting Schedule
- BPAC Attendance Record
- TPO Board Report
- TPO Outreach & Activities
- Upcoming Events Flyer



**BPAC Meeting
November 8, 2023**

VII. BPAC MEMBER COMMENTS



**BPAC Meeting
November 8, 2023**

VIII. ADJOURNMENT

The next BPAC meeting will be on January 10, 2024