



MEETING NOTICE & AGENDA

Please be advised that the River to Sea Transportation Planning Organization (R2CTPO) **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)** will be meeting on:

DATE: Wednesday, November 13, 2019

TIME: 2:00 P.M.

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

Mr. Paul Eik, Chairperson

AGENDA

- I. CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE
- II. PUBLIC COMMENT/PARTICIPATION *(Length of time at the discretion of the Chairperson)*
- III. ACTION ITEMS
 - A. REVIEW AND APPROVAL OF THE OCTOBER 9, 2019 BPAC MEETING MINUTES
(Contact: Debbie Stewart) (Enclosure, pages 4-15)
 - B. REVIEW AND RECOMMEND APPROVAL OF THE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) GOALS AND OBJECTIVES *(Contact: Colleen Nicoulin) (Enclosure, page 16)*
 - C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## ADOPTING THE COMMUNITY SAFETY ACTION PLAN (CSAP) *(Contact: Pamela Blankenship) (Enclosure, pages 17-26)*
 - D. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## ADOPTING THE FY 2018/19 PUBLIC OUTREACH SUMMARY *(Contact: Pamela Blankenship) (Enclosure, pages 27-29)*

III. ACTION ITEMS *(continued)*

- E. REVIEW AND RECOMMEND APPROVAL OF THE 2020 BICYCLE/PEDESTRIAN AND B/P LOCAL INITIATIVES PRIORITY PROJECT APPLICATIONS** *(Contact: Stephan Harris) (Enclosure, pages 30-42)*
- F. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS** *(Contact: Stephan Harris) (Enclosure, pages 43-47)*
- G. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR PROJECTS PRIORITIZED FOR FUNDING BY THE TPO** *(Contact: Stephan Harris) (Enclosure, pages 48-51)*
- H. APPOINTMENT OF UNIFIED PLANNING WORK PROGRAM (UPWP) SUBCOMMITTEE MEMBERS** *(Contact: Stephan Harris) (Enclosure, page 52)*
- I. CANCELLATION OF THE DECEMBER 11, 2019 BPAC MEETING** *(Contact: Debbie Stewart) (Enclosure, page 53)*

IV. PRESENTATIONS AND DISCUSSION ITEMS

- A. PRESENTATION AND DISCUSSION OF THE COAST TO COAST TRAIL WAYFINDING SIGNAGE PROJECT** *(Contact: Stephan Harris and Tim Baylie, Volusia County Parks, Recreation & Culture) (Enclosure, page 54)*
- B. PRESENTATION AND DISCUSSION OF THE FDOT FY 2020/21–2024/25 TENTATIVE WORK PROGRAM** *(Contact: Stephan Harris and Vickie Wyche, FDOT) (Enclosure, page 55)*

V. STAFF COMMENTS *(Enclosure, page 56)*

→ Update on SU Funding/Work Program

VI. INFORMATION ITEMS *(Enclosure, pages 56-61)*

→ 2020 River to Sea TPO Board and Committee Meeting Schedule
→ 2045 LRTP Subcommittee Report
→ BPAC Attendance Record
→ October 2019 TPO Outreach & Activities *(under separate cover)*
→ TPO Board Meeting Report

VII. BPAC MEMBER COMMENTS *(Enclosure, page 56)*

VIII. ADJOURNMENT *(Enclosure, page 56)*

*****The next meeting of the BPAC will be on Wednesday, January 8, 2020*****

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

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

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

**SUMMARY SHEET
BPAC
NOVEMBER 13, 2019**

III. ACTION ITEMS

A. REVIEW AND APPROVAL OF THE OCTOBER 9, 2019 BPAC MEETING MINUTES

BACKGROUND INFORMATION:

Minutes are prepared for each meeting and must be approved by the BPAC. The October 9, 2019 BPAC meeting minutes are provided with this agenda packet for your review.

ACTION REQUESTED:

MOTION TO APPROVE THE OCTOBER 9, 2019 BPAC MEETING MINUTES

Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
October 9, 2019

Members Present:

Joan Sandler
Ted Wendler
Paul Eik, Chairperson
Larry Coletti, Vice Chairperson
Ned Wolfarth
Nic Mostert
Bob Storke
Andrew Dodzik
Christy Gillis
Chris Daun
Roy Walters

Non-Voting Technical Appointees Present:

Gwen Perney
John Cotton
Terri Bergeron

Members/Technical Appointees Absent:

Doug Hall (excused)
Scott Leisen
Wendy Hickey (excused)
Heidi Petito
Gayle Belin (excused)
Danielle Anderson (excused)
Jeff Martindale
Patrick McCallister (excused)
Nancy Burgess-Hall (excused)
Eric Kozielski (excused)

Others Present:

Debbie Stewart, Recording Secretary
Stephan Harris
Lois Bollenback
Pamela Blankenship
Crystal Mercedes
Kimberly Dixon
Adam Dorosla
Jeff Cahill
Judy Pizzo
Charles Morrow
Faith Alkhatib
Amy Stroger
Joyce Case
Fabrino Muro
Simon Hagedoorn
Jeanine Robinson
Jason Aufdenberg
Melissa Winsett

Representing:

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

Representing:

Port Orange
Votran
Volusia County

Representing:

Daytona Beach
Deltona
Flagler County
Flagler County Public Transportation
Ormond Beach
Palm Coast
Port Orange
Volusia County, District 1
Volusia County, District 2
Volusia County School Board

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
City of Daytona Beach
Daytona Beach Police Department
Daytona Beach Police Department
FDOT
Flagler Beach Alternate
Flagler County
Flagler County
Health Planning Council of Northeast Florida
Kisinger, Campo & Associates
Kisinger, Campo & Associates
Volusia County Health Department
Volusia County at Large Alternate
Volusia County Traffic Engineering

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

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

II. Public Comment/Participation

There were no public comments.

III. Action Items

A. Review and Approval of September 11, 2019 BPAC Meeting Minutes

Mr. Aufdenberg stated a correction needs to be made to his comment under BPAC Member Comments; the film is "Motherload" not "Motherlode".

Chairperson Eik stated that in his absence Mr. McCallister submitted a request to change the verbiage of his comment regarding Representative Brian Mast from "wounded veteran" to a "veteran with disabilities" in the minutes. He asked members for a consensus as he is reluctant to change what the record is.

Mr. Storke commented his sentence could be annotated to reflect his preference.

Mr. Dodzik stated wounded does not necessarily mean disabled; if he is disabled it is pertinent.

Ms. Blankenship stated the minutes are a reflection of what was said and not what was meant.

Chairperson Eik asked members if the record should stand but the comment be annotated to Mr. McCallister's preference.

Mr. Mostert asked if anything needed to be done since it is written as stated.

MOTION: *A motion was made by Mr. Wendler to leave the September 11, 2019 BPAC meeting minutes as presented. The motion was seconded by Mr. Mostert and carried unanimously.*

MOTION: *A motion was made by Mr. Storke to approve the September 11, 2019 BPAC meeting minutes. The motion was seconded by Mr. Coletti and carried unanimously.*

B. Review and Recommend Approval of Resolution 2019-## Adopting a Complete Streets Policy and Implementation Plan

(Handout)

Mr. Harris stated feedback was received last month on the earlier draft and every effort has been made to incorporate that feedback into the draft policy including comments from Volusia County.

Mr. Daun referred to Section 4, Design, and commented that even though it references FDOT's guidelines, his concern is that there are no design standards for roundabouts at the municipality or county level. He asked if roundabouts design specifically could be added so if adopted at a local level those design standards would be included.

Mr. Harris replied that this policy is intended to include all types of intersections including roundabouts.

Mr. Daun commented there are specific guidelines for roundabouts on state roads but there are no standards at the local level. He asked if that could be included or if it is already included in the text of the FDOT guidelines.

Mr. Harris replied it would be covered under FDOT's guidelines and manuals.

Mr. Dodzik commented the policy states "facilities will be designed and constructed in accordance with" ...so it is inferred.

Mr. Harris replied it is implied that roundabouts are included but it can be stated specifically.

Mr. Daun referred to Section 2, Vision and Goals, of the draft policy and commented that "sustainability" is not mentioned and that is important to environmental impacts. He asked how sustainability would be incorporated into the policy.

Mr. Harris replied he does not have any suggested text at this time but welcomes any suggestions.

Mr. Daun suggested adding another bullet point that states "support sustainability".

Mr. Harris replied that can be included.

MOTION: *A motion was made by Mr. Daun to recommend approval of Resolution 2019-## adopting a Complete Streets Policy and Implementation Plan with the amendments to specify roundabouts under the Design section and adding to" support sustainability" under the Vision and Goals section. The motion was seconded by Mr. Coletti.*

Mr. Dodzik asked for clarification on including roundabouts.

Mr. Harris replied this policy applies to roundabouts the same as any other intersection; roundabouts are not specifically mentioned in the text but are implied. He can specifically add roundabouts.

Mr. Storke commented sustainability could mean many things and asked if it was specific to the environment or overall.

Mr. Daun replied overall; to not keep paying for things over and over by using bad design or technologies that are not sustainable. It is a broad scope but his primary concern is environmental such as air or water supply.

Mr. Walters gave an example of when I-4 was built over the St. Johns River and how much of the wetland was destroyed in DeBary.

Mr. Mostert commented that he has no objections to adding sustainability but is not sure if the way it is worded is right; it should be more specific.

Chairperson Eik replied that after all the work that has gone into producing this document to put a word in that is not clearly defined could cause some difficulty. He agrees that it is a little too all-encompassing. He reminded members there is a motion and a second on the floor.

A vote was taken and the motion failed.

MOTION: *A motion was made by Mr. Daun to recommend approval of Resolution 2019-## adopting a Complete Streets Policy and Implementation Plan with the amendments to specifically state roundabouts under Design, Section 4, and to add a bullet point under Vision and Goals, Section 2, to support environmental sustainability. The motion was seconded by Mr. Storke.*

Ms. Sandler asked if that meant to "do no harm to the environment" as a goal.

Mr. Mostert replied it means to be considered in a project.

The motion carried unanimously.

C. Review and Recommend Approval of Resolution 2019-## Amending the 2040 Long Range Transportation Plan (LRTP)

Mr. Harris stated this is an amendment to the existing 2040 Long Range Transportation Plan (LRTP) and includes three projects; the I-95 and US 1 interchange and the widening of SR 40 in two locations; one from Cone Road to SR 11 and the other from SR 11 to SR 15/US 17. Both the SR 40 widening projects advances funding from years 2031 to 2040 to years 2026 to 2030. The I-95 and US 1 interchange is being moved from the unfunded needs list to the SIS Cost Feasible Projects List. This amendment also includes new requirements for transportation planning and transportation performance management. The supporting documents are included in the agenda.

Mr. Aufdenberg asked if these projects are ranked on the list.

Mr. Harris replied yes; they are projects 7, 8 and 13 on the SIS Cost Feasible List.

Mr. Daun referred to the new requirements and asked what those additional changes are.

Mr. Harris replied it includes the new requirements for transportation performance measures.

MOTION: A motion was made by Mr. Storke to recommend approval of Resolution 2019-## amending the 2040 Long Range Transportation Plan (LRTP). The motion was seconded by Mr. Coletti and carried unanimously.

D. Review and Recommend Approval of the East Central Florida Regional Resilience Collaborative Memorandum of Understanding (MOU)

Mr. Harris stated the memorandum of understanding (MOU) was provided in the agenda as well as a resolution passed by the TPO Board in June supporting the Regional Resiliency Action Plan (RRAP). The initiative started with a focus on two counties within the East Central Florida Regional Planning Council (ECFRPC); Volusia and Brevard. It has expanded to include all eight counties within the planning council; Seminole, Sumter, Orange, Lake, Marion, Osceola in addition to Volusia and Brevard. The eight counties comprise what is now called the "Collaborative"; the MOU is the document that establishes the Collaborative and lays out what is expected of them. There are four sections of what is expected; regional cooperation, the RRAP itself, legislative strategy, and community involvement. An annual summit will also be held. The TPO has been working with the other partners and agencies and fully supports the efforts in this initiative. The TPO also recommends execution of the MOU.

Mr. Aufdenberg applauded the TPO for this and reminded members resiliency was the whole focus of one of the TPO's annual retreat. He referred to the language "withstanding and adapting to climate change and natural disasters" and stated we need to do more than withstand and adapt; we need to try and reduce what is coming.

Mr. Harris agreed; the TPO has completed several planning studies for Volusia and Flagler Counties and incorporated language supporting resiliency into the Call for Projects applications; it will also be addressed in the 2045 LRTP. This is another piece of addressing resiliency in our transportation network.

Mr. Daun asked if there is any financial obligation to the TPO by signing this document.

Mr. Harris replied at this point much of the financial obligation would be the cost for staff to participate and attend meetings that support the collaborative. Any costs to build on resiliency will be in the long term. It is

likely that costs will be included in the cost of projects received from the Call for Projects; it is impossible to identify how much this will cost.

Mr. Daun stated his concern with cost is for the TPO not to be on the hook to supplement other communities' projects as opposed to our own.

Mr. Harris replied there is no financial obligation to support projects outside of our planning area.

Chairperson Eik commented he did not hear Flagler County mentioned as part of this and asked why.

Mr. Harris replied Flagler County is part of the Northeast Florida Regional Planning Council and so is not included in this MOU. This MOU includes the counties in the East Central Florida Regional Planning Council. The TPO's efforts will involve the entire planning area including Flagler County. Flagler County and the Northeast Florida Planning Council have undertaken similar efforts. The TPO has MOUs with Flagler County and both planning councils and works with all the stakeholders.

MOTION: A motion was made by Mr. Mostert to recommend approval of the East Central Florida Regional Resilience Collaborative Memorandum of Understanding (MOU). The motion was seconded by Mr. Wendler and carried unanimously.

IV. Presentation and Discussion Items

A. Presentation and Discussion of the Florida Transportation Plan Update

Ms. Judy Pizzo, FDOT, gave a PowerPoint presentation of the update to the Florida Transportation Plan (FTP). She explained the FTP is Florida's long range transportation plan and provides policy guidance for all transportation partners and all organizations involved in transportation planning. It establishes a policy framework for allocating state and federal transportation funds. The FTP not only sets the long range vision but guides transportation planning decision needs today. She reviewed the vision, policy and implementation elements of the plan. She explained the objectives and strategies of the FTP and the cross-cutting topics. There are two FTP subcommittees; one for automated, connected, electric and shared (ACES) vehicles and one for resilience. During the FTP update process, FDOT relies on public and partner outreach efforts and mobile processes to provide input on the issues. She asked members to use their cell phones to access a survey; she guided them through the survey. She thanked members for their participation and stated FDOT values their input which will be provided to the FTP steering committee who will refine the plan. She reviewed the schedule; there will be a 30-day public review period in the fall of 2020. She gave the website, www.floridatransportationplan.com, which shows everything done to date and the progress of the plan.

Mr. Mostert commented that the survey seems to be a closed survey; there are five options to choose as answers. He asked if it would be better to have it more open or have an "other" option if the public has an answer that is not listed. He would like to see environmental degradation and the adverse effect on biodiversity in the overcoming transportation challenges question.

Ms. Pizzo replied she will take his suggestion back as part of her feedback. Perhaps instead of bullet points they can have a place for the public to type in their comments or suggestions. There is an additional survey on the website that has a dialogue box for comments.

B. Presentation and Discussion of the Daytona Beach Police Department's High Visibility Enforcement (HVE) Program

Mr. Harris stated the Daytona Beach Police Department received a grant from FDOT to conduct high visibility enforcement operations earlier this year. He introduced Daytona Beach Police Officers Adam Dorosla and Jeff Cahill to give the presentation.

Office Dorosla stated he and Officer Cahill are assigned to a traffic unit with the Daytona Beach Police Department (DBPD) and they conduct the high visibility enforcement (HVE) program. Over the last several years there has been an increase in traffic fatalities related to bicyclists and pedestrians. As a result, the DBPD was awarded a grant to bring education and awareness to try to lower those numbers. They were awarded the grant in March 2019 and through May 2019 had 8 to 12 officers actively working the HVE program after their regular shift out in the community to educate people that commute by foot or bicycle. There have been 3,176 pedestrians killed throughout Florida over the last year and Daytona Beach is #2 in the state for fatalities; the main goal of the program is to educate people. They also distributed bicycle lights to help promote visibility. The DBPD recently received another grant and began another HVE program last week that will go through May 2020. They also received two other grants to target motorcycle safety as Biketoberfest and Bike Week are coming. They are doing speed enforcement and aggressive driving enforcement as well to cut down on accidents and fatalities. Just this year there have been 3,500 crashes within the city of Daytona Beach; each traffic unit works approximately 3,000 crashes per year. The end goal is to reduce those numbers and educate the public.

Mr. Daun commended the DBPD for pursuing these grants and for distributing the bicycle lights. He asked if the new grant would include Mason Avenue.

Officer Dorosla replied they will be working Mason Avenue to SR A1A, Clyde Morris Boulevard, International Speedway Boulevard, US 1 and Nova Road. Other areas will be targeted as well.

Mr. Daun asked if they would be focusing on jaywalking or enforcement of bicycles running red lights.

Officer Dorosla replied the goal is education; just because an officer stops someone does not mean they will issue a ticket. They have literature from FDOT they will be distributing as well as explaining what the infraction was and what the driver can do to prevent it. It is not specific to bicyclists and pedestrians but motorists too. The goal is to educate the public on what they are doing wrong and how to correct it in order to prevent a crash.

Mr. Harris asked what excuses motorists who are stopped give for not yielding to pedestrians in crosswalks.

Officer Dorosla replied it varies but a lot of it is not paying attention. Finally, the no texting and driving law is in effect; that has been a huge factor. Instead of issuing tickets the DBPD is trying to educate people in order to prevent fatalities and crashes.

Mr. Coletti commented that he is a bicyclist and he carries the Florida Statute with him to show drivers because he crosses at crosswalks and motorists think that it is for pedestrians only. The statute states bicyclists have the same rights as pedestrians in crosswalks; however, there are no signs that reflect that. He is afraid to go through crosswalks as it is more dangerous than crossing mid-block.

Officer Dorosla replied the literature they are distributing explains the rights of pedestrians and bicyclists, what drivers are required to do when a pedestrian approaches a crosswalk and gives various scenarios that may come up.

Mr. Wendler asked if the funding source for the two new grants is the same as the first one.

Officer Dorosla replied the grants are through FDOT; the department has a specific person that does the grant writing.

Mr. Aufdenberg asked if they found bicyclists going the wrong way on northbound Nova Road (SR 5A).

Officer Dorosla replied yes.

Mr. Aufdenberg stated that is because the bike lane is only one way and it was designed that way.

Mr. Mostert commented that his girlfriend lives near the Sweetheart Trail and has seen cars on the trail

Officer Dorosla replied the trail is wide enough but cars are not supposed to be on it.

C. Presentation and Discussion of the Graham Swamp Trail, Phase 1

Mr. Harris stated representatives from Flagler County, including Ms. Faith Alkhatib, County Engineer, are here to give the presentation.

Ms. Amy Stroger, Flagler County, stated Flagler County is excited about this project and that it complements the efforts of the TPO. It will provide critical connectivity between trail facilities and tracts of public land. She introduced Mr. Simon Hagedoorn, Kisinger, Campo & Associates, to give the presentation.

Mr. Hagedoorn gave a PowerPoint presentation of the Graham Swamp Trail, Phase 1. He gave a project overview including the project intent. It will link with the existing Lehigh Trail which parallels SR 100 to the north and goes through the Graham Swamp area. He explained the design and final alignment which will minimize wetland impacts. There will be elevated walkways as well as the bridge over SR 100 which will be similar to the iconic A-frame Flagler Beach Pier. He reviewed the structural components of the bridge which will be cost effective to construct and be low maintenance. The bridge will be Americans with Disabilities Act (ADA) accessible.

Mr. Dodzik asked if there would be off-street parking or a trailhead.

Mr. Hagedoorn replied a trailhead was not scoped for this project but there are trailheads on the Lehigh Trail.

Ms. Alkhatib stated at this time the project does not include a trailhead but one will be included in a future phase for south SR 100.

Mr. Coletti asked if the bridges over the swamp area will be wooden.

Mr. Hagedoorn replied no, they will not be wooden as they cause a rough riding surface and require a lot of maintenance. They will be concrete.

Mr. Coletti commented that is good because the wooden bridge near Colbert Lane is very dangerous when wet.

Ms. Alkhatib replied lessons were learned from designing that bridge and the Lehigh Trail so they are trying to eliminate ongoing maintenance; it is expensive and they cannot afford it.

Mr. Mostert asked how long that trail is.

Ms. Alkhatib replied the Lehigh Trail is 6.5 miles and this trail is adding two miles; the total length of the multi-use trail will be 8 miles.

Discussion continued.

Mr. Daun asked if Flagler County has a bicycle map.

Ms. Alkhatib replied there is one created by Flagler County and the city of Palm Coast. She will provide copies to the TPO.

Mr. Coletti thanked Ms. Alkhatib and Flagler County for installing bike lanes when they re-pave the roads.

D. Presentation and Discussion of the Draft R2CTPO FY 2018/19 Public Involvement Activities Summary

(Handout)

Ms. Blankenship gave a PowerPoint presentation of the draft R2CTPO FY 2018/19 Public Involvement Activities Summary. At the end of each fiscal year the TPO reviews everything done regarding public outreach and develops a summary and public outreach matrix. She reviewed the social media outreach, explained the public involvement contact logs kept by each TPO staff member, and the public meetings held including the Federal Certification Review which occurs every four years. She gave an overview of the community and business presentations given and the safety and informational materials distributed. The TPO participated in 42 community events and fit and donated 855 bicycle helmets. She announced she would be participating in White Cane Awareness Day on October 29, 2019 at the intersection of Wilder Boulevard and Ridgewood Avenue from 10:00 am to 12:00 pm. For the next year, the TPO will continue to reach out to the younger crowd and the underserved communities. A big part of public outreach this year will have to do with the 2045 Long Range Transportation Plan (LRTP).

E. Presentation and Discussion of the Draft Community Safety Action Plan (CSAP)

(Handout)

Ms. Blankenship stated the draft Community Safety Action Plan (CSAP) was discussed last month. She reviewed the implementation plan and stated it was drafted from the input received. The details and specifics of the items on the implementation plan will be fleshed out later; the point is to get the plans included in the Unified Planning Work Program (UPWP) and incorporate them into the budget for the next two years. The implementation plan includes developing an education and awareness campaign for speeding and distracted driving, creating a targeted print and social media campaign, developing a speaker's group and continuing the existing programs and activities.

Mr. Daun stated this is a great plan and is desperately needed. He referred to the implementation plan and stated he strongly believes that we need to identify the top ten crash locations as there may be specific areas that engineering could remedy.

Ms. Blankenship replied the TPO completed a Crash Analysis Report that identified the top ten intersections for crashes.

Mr. Daun stated that needs to be done annually and updated for bicyclists, pedestrians and motorists and crashes that involved CDL licenses.

Ms. Blankenship announced the draft CSAP will be back next month for a recommendation of approval.

F. Presentation and Discussion of the Guiding Resolutions and Project Applications for the Annual Call for Projects

Mr. Harris stated every year the guiding resolutions and project applications for the annual Call for Projects are reviewed. The only recommended significant change this year is to the resolution that reaffirms the policy for establishing and maintaining transportation priority projects; adding the requirement of a letter from project sponsors in support of TRIP projects and providing a commitment of local matching funds. He reviewed the changes to the project application; the only significant change is to the application for implementation. Under Criterion 5, the bullet about it the project included in an adopted plan was removed as it is already covered under Criterion 2 and a bullet was added for the project conforming to the Complete Streets Policy.

Mr. Aufdenberg announced that the embedded lighting crosswalk in Deltona that was just ranked advanced.

Mr. Harris replied that project scored high on the priority list. Deltona is locally funding the design and the TPO will try to fund construction in a year or two. Deltona submitted to the TPO a list of 12 crosswalk locations and another 18 directly to the Florida Legislature where they received funding for half of those.

V. Staff Comments

→ 2045 LRTP Subcommittee Membership

Mr. Harris stated the 2045 LRTP Subcommittee formed and met once but it was noted at the TPO Board meeting that there is not representation from Southeast Volusia County so it is open for more volunteers. The 2045 LRTP Subcommittee meets the second Tuesday of each month at 11:30 am; lunch is provided to the subcommittee members. They will continue to meet each month until the 2045 LRTP is adopted in September 2020.

Chairperson Eik asked if any members would like to volunteer to serve on the 2045 LRTP Subcommittee.

Mr. Mostert volunteered.

MOTION: *A motion was made by Mr. Coletti to appoint Mr. Mostert to the 2045 LRTP Subcommittee. The motion was seconded by Mr. Storke and carried unanimously.*

→ Update on SU Funding/Work Program

Mr. Harris stated there is approximately \$1.1 million available in SU funds for bicycle/pedestrian projects. There are several projects on the priority list the TPO is working to get funded.

→ Update on FDOT D-5 Proposed Local Agency Program (LAP) Policy

Mr. Harris announced a meeting was held yesterday at the Florida Turnpike regarding the proposed Local Agency Program (LAP) policy that he and Ms. Nicoulin attended. They provided feedback regarding the proposed policy; there are elements of the policy the TPO opposes as do some local governments. There should be an update in a couple of months.

→ Mobility Week Events

Ms. Blankenship announced Central Florida Mobility Week is scheduled for October 25, through November 1, 2019. The TPO will be participating in four activities; Tuesday, October 29, 2019 is White Cane Awareness Day and an intersection walk will be held at Ridgewood Avenue and Wilder Boulevard in Daytona Beach from 10:00 am to 12:00 pm. On October 31, 2019, a nature walk and bike helmet fitting will be held at the Palm Coast Community Center from 9:00 am to 11:00 am; Friday, November 1, 2019 a White Cane Awareness walk will be held from the Daytona Beach Police Department to the Tanger Outlet Mall; and Saturday, November 2, 2019 the TPO will be partnering with Votran at the Halifax Art Festival for a bike helmet fitting from 8:00 am to 12:00 pm.

VI. Information Items

- BPAC Attendance Record
- September Outreach and Activities
- TPO Board Meeting Report

VII. BPAC Member Comments

Mr. Walters announced the missing three-mile link on the trail is southern Volusia County to Titusville should be finished within a year.

Mr. Aufdenberg announced the Museum of Arts and Sciences in Daytona Beach has reinstalled bike racks. He announced Coffee and Conversation will be held November 2, 2019 at Cinematique in Daytona Beach featuring the award-winning documentary “Motherload” to be shown at 10:00 am. He will be speaking as well as a representative from ReThink Your Commute. He announced he and Mr. Wendler will be giving away bicycle lights on Monday, November 4, 2019. He referred to a podcast he listens to called “The Overhead Wire” which has a lot of information on transportation. They just had one last week on Virginia’s new policy on ranking priority projects which focuses on access and the ability of transportation projects to provide access to jobs and services.

Mr. Dodzik stated he has been in contact with the traffic engineer from the city of Palm Coast regarding signalized pedestrian crossings and the option of making modifications so those and traffic signals do not work at the same time. The traffic engineer is generally, in favor of the concept of signalized pedestrian activated signals and he is working with the city of Palm Coast’s management to determine a policy for how and when to implement this feature that is not commonly used in the traffic signal industry. He needs time to create a format so the benefit can be applied in appropriate places and the city has a policy which clearly outlines programming guidelines for pedestrian signals. They will keep him informed and would like to attend a BPAC meeting and provide a presentation.

Discussion continued.

Mr. Coletti announced the sidewalk on US 1 in Bunnell is fixed and he thanked Ms. Brenda Young, FDOT, for that even though she is not in attendance. He referred to the roundabout in Corona at US 1 and Old Dixie Highway and stated Ms. Young informed him FDOT would be installing a sign that states bicycles will be in the travel lane. He is still going to fight to get the sharrows installed in that lane.

Mr. Harris replied the TPO has Ms. Young’s response and he would distribute it to the BPAC members.

Mr. Daun referred to the bicycle safety studies completed by the TPO on SR A1A; he was not aware the studies are from New Smyrna Beach to Flagler County. It is a comprehensive study with great material and dovetails with what Mr. Dodzik spoke of regarding signalized pedestrian crossings. He suggested that in 2020 the BPAC revisit that study as it seems not a lot of improvements have been made. It is a reputable body of work and is worth considering to get some momentum and have a baseline to pursue funding. He asked for it to be placed on an agenda next year. He referred to urban areas such as Mason Avenue between US 1 and Clyde Morris Boulevard which, have narrow right of ways for sidewalks. A project on International Speedway Boulevard installed a multi-use trail to be used by pedestrians and bicyclists and he asked what the technical specifications would be to request that type of trail for a road like Mason Avenue.

Mr. Harris replied on the planning studies priority list, a study of Mason Avenue is the number one project; it has not been funded yet. He referred to the recommendations that came from the SR A1A safety study and stated there are a lot of projects that still need to be done and staff is working on it. It takes time to make these improvements.

VIII. Adjournment

The BPAC meeting adjourned at 4:06 p.m.

River to Sea Transportation Planning Organization

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

t

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of the minutes of the October 9, 2019 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 13th day of November 2019.

Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization

**SUMMARY SHEET
BPAC
NOVEMBER 13, 2019**

III. ACTION ITEMS

**B. REVIEW AND RECOMMEND APPROVAL OF THE 2045 LONG RANGE
TRANSPORTATION PLAN (LRTP) GOALS AND OBJECTIVES**

BACKGROUND INFORMATION:

In compliance with federal and state regulations, the R2CTPO establishes a set of goals, objectives, and performance measures to provide a basis for performance-based planning that will best serve the community and environment currently and for the future. The R2CTPO established these goals, objectives, and performance measures consistent with the guidance and requirements of the FAST-Act (current federal transportation planning requirements) and the Florida Transportation Plan.

The draft 2045 Long Range Transportation Plan (LRTP) Goals and Objectives will be provided under separate cover.

ACTION REQUESTED:

***MOTION TO RECOMMEND APPROVAL OF THE 2045 LONG RANGE TRANSPORTATION
PLAN (LRTP) GOALS AND OBJECTIVES***

**SUMMARY SHEET
BPAC
NOVEMBER 13, 2019**

III. ACTION ITEMS

C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## ADOPTING THE COMMUNITY SAFETY ACTION PLAN (CSAP)

BACKGROUND INFORMATION:

The CSAP involved a review of crash data and trends along with a review of current activities and programs intended to increase safety awareness among the public. Recommendations from this effort identify potential opportunities for the TPO to focus our efforts over the next few years with programs that may improve transportation safety. A presentation on the CSAP was provided last month to the advisory committees and TPO Board.

Resolution 2019-## and the Community Safety Action Plan are presented for your recommendation of approval.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## ADOPTING THE COMMUNITY SAFETY ACTION PLAN (CSAP)

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2019-##

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE COMMUNITY SAFETY ACTION PLAN (CSAP)

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

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

WHEREAS, the River to Sea Transportation Planning Organization has developed the Community Safety Action Plan to identify specific actions that will address and improve transportation safety within our local community; and

WHEREAS, the Community Safety Action Plan (CSAP) that has been provided for review by the general public, the River to Sea TPO's advisory committees and the River to Sea TPO Board.

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

1. River to Sea TPO Board and advisory committees have reviewed and endorsed the River to Sea TPO Community Safety Action Plan; and the
2. River to Sea Transportation Planning Organization's Community Safety Action Plan is hereby endorsed and adopted; and the
3. Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to submit the Community Safety Action Plan to the:
 - a. Florida Department of Transportation; and
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO Board held on the 27th day of November 2019.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

**CITY OF DAYTONA BEACH COMMISSIONER ROB GILLILAND
CHAIRMAN, 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 Board held on November 27, 2019.

ATTEST:

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



DRAFT

Community Safety Action Plan (CSAP)



October 2019

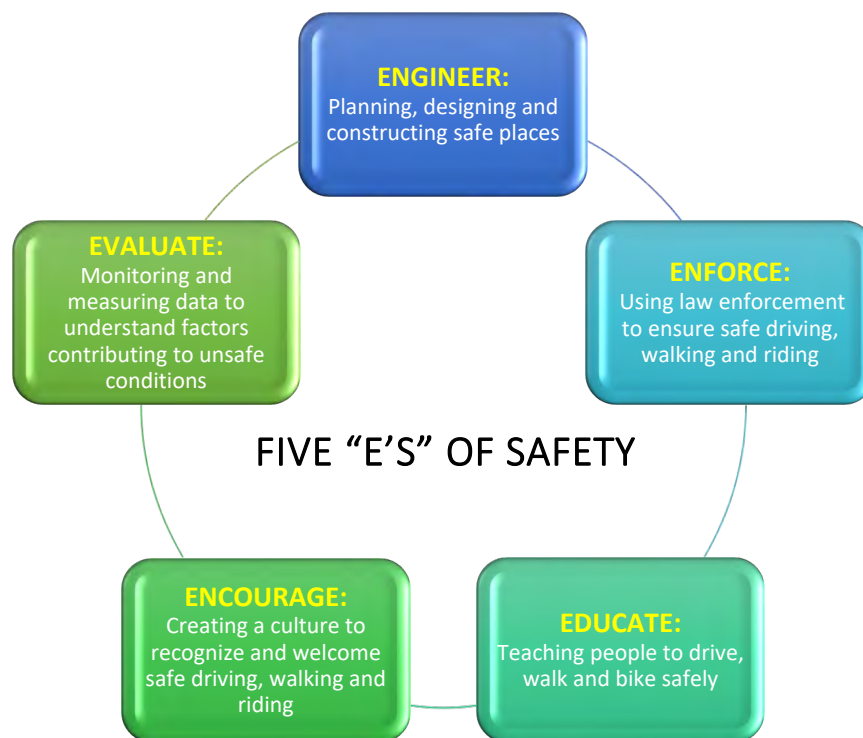
INTRODUCTION & OVERVIEW

A safe community is one where people are able to participate and live their lives in an environment without fear or risk of harm or injury. The River to Sea Transportation Planning Organization (TPO) has developed this Community Safety Action Plan (CSAP) to address and improve transportation safety within our local community. The plan has been developed through a collaborative approach and is based on local data.

Providing a safe transportation system is extremely important to the River to Sea TPO and in the past few years, a number of activities have been pursued, including:

- the development of the Long Range Transportation Plan (LRTP) that addresses safety
- the establishment of ranking criteria that assigns points for infrastructure projects that address unsafe conditions and funds construction projects that improve safety
- completion of safety planning studies such as the School Safety Studies, SR/CR A1A Pedestrian Safety and Mobility Study, Roadway Safety Evaluation and Improvement Study, etc.
- participation in safety awareness events such as White Cane Awareness/Pedestrian Safety Day, summer school helmet fittings, Mobility Week safety events, etc.

The River to Sea TPO, in partnership with community agencies such as the Florida Department of Health in Volusia & Flagler, law enforcement agencies and local cities and counties, has worked to address the five “E’s” of safety; engineering, enforcement, education, encouragement and evaluation.



BACKGROUND & PROJECT APPROACH

The CSAP was included in the TPO's FY 2018/19 and 2019/20 Unified Planning Work Program to be completed in 2019. The purpose is to assess existing safety strategies utilized in our planning area and identify community outreach activities that will build upon those efforts to further promote safety. CSAP focus areas will be used to develop a work plan for TPO staff.

Community safety has been consistently identified as a high priority for our residents, tourists and visitors. In the River to Sea TPO's 2018 Tell the TPO Survey, some of the key findings included:

- **Investing in safety and convenience will make travel choices more attractive:**
Respondents to the survey indicated that they would walk or bicycle more if additional high quality bicycle and pedestrian facilities were constructed. Many felt more should funding should be invested improving walking conditions.
- **Improving roadway safety and efficiency are highest priorities:**
Respondents identified the improvement of safety and transit service as the types of transportation projects that are the highest priorities.

Among the responses to the survey, more than 50% cited safety concerns as reasons they do not walk or bike. It is clear to see that safety is an issue that must be addressed.

This CSAP will review recent safety data and compare it with safety strategies and initiatives that are currently underway in our community. This will help to identify areas that need more attention in order to reduce unsafe activities in our community.

COMMUNITY SAFETY ANALYSIS

STAKEHOLDER/PUBLIC INPUT

The development of this plan began with a review of safety data captured from the past five years through Signal Four Analytics as well as through the TPO's Crash Analysis Report and Roadway Safety Evaluation & Improvement Study. Current safety campaigns and initiatives in our planning area were identified. A stakeholder group and the TPO's committees and board convened to discuss the data and strategies and to offer potential ideas that would increase safety. The following agencies and groups provided input into this plan:

- Florida Department of Transportation (FDOT) District 5
- Volusia County Sheriff's Office
- Embry-Riddle Aeronautical University
- Safe Kids Coalition
- Halifax Heritage Byway
- Daytona Beach Mayors' Alliance
- River to Sea TPO Committees & Board
- Volusia County Traffic Engineering
- City of Ormond Beach
- Halifax Council of the Blind

STATISTICS/DATA

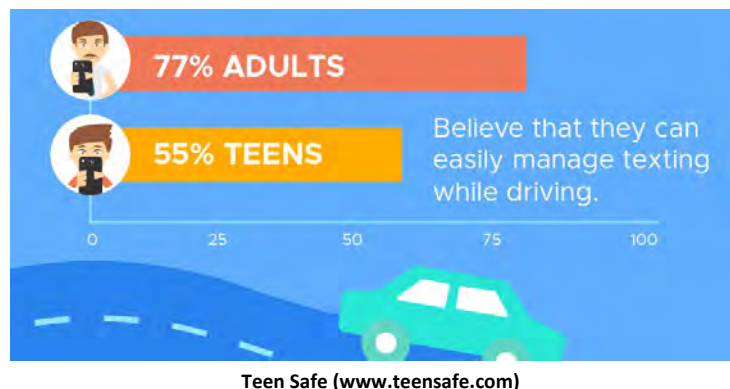
A review of the data determined that there were two things that contribute the most to deaths and injuries: ***distracted driving*** and ***speeding***.

DISTRACTED DRIVING

Distracted driving can be defined as driving while not fully paying attention to the road. Many people think of texting and driving or talking on the phone when driving; however, you can also be distracted by:

- Reaching for your phone
- Changing the radio station
- Daydreaming
- Checking your GPS
- Taking a photo
- Checking email
- Posting to social media sites
- Eating and drinking
- Putting on makeup/grooming

Even speaking to a passenger in your car can be a distraction. You are distracted ANY TIME your mind and/or your eyes are taken off the road. In 2018, there were 1,383 distracted driving crashes in Volusia and Flagler Counties; accounting for about 14% of all crashes. This number is likely underreported and has been estimated to contribute to at least 25% of all crashes. Driver distraction is reported by the National Safety Council to be responsible for more than 58% of teen crashes. In addition, nine people in the U.S. are killed each day as a result of crashes involving a distracted driver, according to the Department of Motor Vehicles.



On July 1, 2019, the Wireless Communications While Driving Law, Section 316.305, Florida Statutes, took effect. The law requires that drivers put their phones down and focus on driving. Law enforcement is now able to stop drivers and issue tickets to motorists who are texting and driving. The law also prohibits any use of wireless handheld devices in school and work (construction) zones.

The two most common crash types are rear end collisions and lane departures. Rear end collisions account for nearly 28% of all crashes; the majority being in daylight hours and dry conditions. It can be inferred from this data that many of these crashes are the result of a distracted driver; the driver not paying attention and being unable to brake in time for a stopped

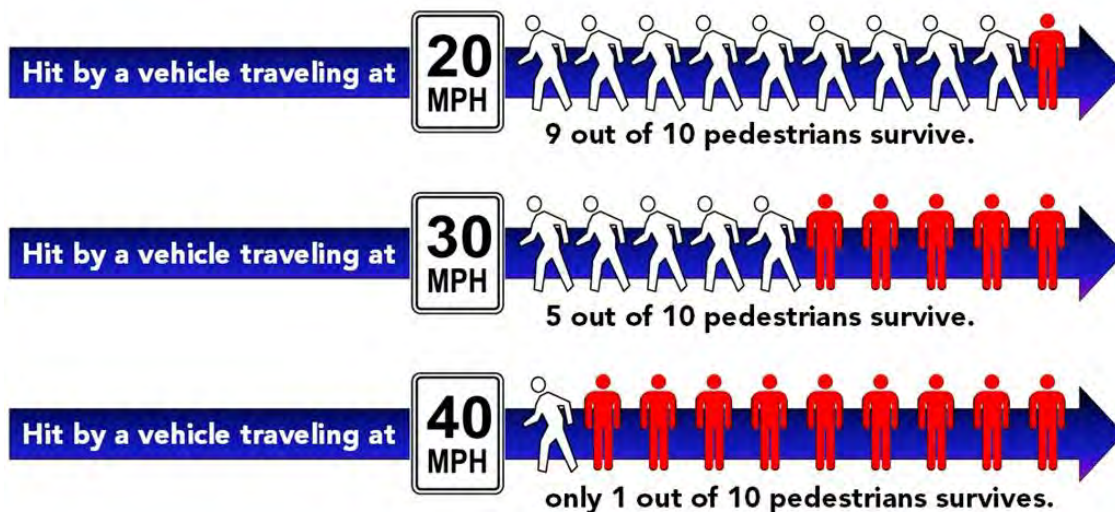
vehicle in front of them. The second most common, at 25% of all crashes, are lane departures. Lane departures can be due to driver distraction or being drowsy or impaired. Combining the top two crashes accounts for more than 50% of all collisions, most of which are due to distraction.

SPEEDING

Speeding is defined as the act or practice of exceeding the posted speed limit. Speed also affects safety when drivers are travelling too fast for road conditions, such as during bad weather, when a road is under repair, or in an area at night that isn't well lit. In Volusia and Flagler Counties, speeding is a contributing factor in 81% of all crashes. About 28% of all traffic deaths that occur each year are caused by a speeding driver. A study from the National Transportation Safety Board declares there's a singular and unequivocal reason for the rise in traffic deaths: speed is what's killing Americans.

The TPO planning area ranks high for bicycle and pedestrian injuries and fatalities. While some of these can be attributed to the bicycle and pedestrian behavior, many more are attributed to driver behavior. By reducing speeding and distracted driving, bicycle and pedestrian injuries and fatalities will decrease.

The chart below shows the difference speed can make on the survival rate of pedestrians.



The potential consequences for vehicles that speed include:

- Greater potential for losing control of the vehicle;
- Reduced effectiveness of protection equipment;
- Increased stopping distance after the driver perceives a danger; and
- Increased severity of crashes resulting in more severe injuries or fatalities.

This plan focuses on recommendations to reduce speeding and distracted driving.

PREVIOUS WORK EFFORTS

In order to develop recommendations that will have an impact on safety in our area, it is important to look at what is currently being done. Below is a table of many of the initiatives and strategies that are currently occurring:

Initiatives/Strategies	Agency	Focus Area
Alert Today, Alive Tomorrow	FDOT	Safety
Education Initiatives – Advertisements	FDOT	Safety
Put it Down, Focus on Driving	FLHSMV/FDOT	Distracted Driving
Florida Traffic & Bicycle Safety Education Program	FDOT/UF	Bike/Ped Safety
Safe Routes to School Program	FDOT	Bike/Ped Safety
Best Foot Forward Pedestrian Safety Initiative	Bike/Walk Central Florida	Pedestrian Safety
High Visibility Law Enforcement	FDOT/Local Governments	Pedestrian Safety
Arrive Alive, Buckle Up	FLHSMV	Safety
Community Traffic Safety Teams	FDOT	Safety
School Safety Studies	River to Sea TPO	Safety
Bicycle Helmet Fittings	River to Sea TPO	Bicycle Safety
Corridor Assessments	River to Sea TPO	Safety
Bicycle and Pedestrian Master Plan	River to Sea TPO	Bike/Ped Safety
Safety Performance Targets	River to Sea TPO	Safety
Priority Project Process	River to Sea TPO	Safety
Teen Driver Challenge	Florida Sheriff's Association	Defensive Driving

It should be noted that the above listing is not an exhaustive list. It is evident upon reviewing the statistics over time that more needs to be done to drive down crashes, fatalities and injuries.

IMPLEMENTATION PLAN

1. Develop an Education and Awareness Campaign for Speeding and Distracted Driving

The first recommendation is to decrease distracted driving and speeding through an education and awareness campaign. A theme that was evident from the input that was received at the committee and stakeholder meetings was to teach obedience of the laws and safety throughout the school years, beginning in kindergarten and going all the way through high school. By doing this, following the laws and exhibiting safe behaviors will become instinctive and automatic. The TPO will partner with the Volusia and Flagler County school systems, local law enforcement agencies and the general public to develop a safety education and awareness campaign. This will not be an immediate fix; but one that will need to be monitored for many years to come before we can see its full effects.

2. Create a Targeted Print and Social Media Campaign

A second recommendation is to develop safety awareness materials geared toward distracted driving that can be distributed through the Hotel & Motel Lodging Association to be displayed at local hotels and motels as well as colleges and universities. These marketing materials may include posters and QR codes that passerby's can scan with their phones to get information.

3. Develop a Speakers' Group

A third recommendation is to partner with people who have been involved in life-changing accidents due to distracted drivers or speeders. The TPO will arrange a schedule for these individuals to speak to groups about their experiences. Groups may include college classes, high school classes, safety events and presentations, etc. This will encourage people to see that these are not just numbers we are talking about but real people who have had their lives forever changed.

4. Continue Existing Programs and Activities

The TPO will continue the programs and activities that are currently in place such as:

- Bicycle helmet fittings
- Participation in safety and health-related events
- Partnering with agencies such as the Florida Department of Health in Volusia and Flagler Counties, Florida Department of Transportation (FDOT) and local governments to promote change in human behavior
- Complete Streets development and implementation
- Continued monitoring of transportation safety performance measures for safety
- Development of safety studies

**SUMMARY SHEET
BPAC
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III. ACTION ITEMS

D. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## ADOPTING THE FY 2018/19 PUBLIC OUTREACH SUMMARY

BACKGROUND INFORMATION:

A primary responsibility of the River to Sea TPO is public involvement and outreach in the transportation decision-making process. Each year, a public outreach summary is developed outlining the outreach efforts of the previous fiscal year.

The FY 2018/19 Public Outreach Summary was presented to the committees and board last month. Resolution 2019-## and the FY 2018/19 River to Sea TPO Public Outreach Summary are presented for your recommendation of approval.

A link to the Public Outreach Summary and Evaluation Matrix is here:

<https://www.r2ctpo.org/wp-content/uploads/FY-2018-19-Public-Outreach-Summary.pdf>

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## ADOPTING THE FY 2018/19 PUBLIC OUTREACH SUMMARY

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2019-##

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE RIVER TO SEA TPO'S FY 2018/19 PUBLIC OUTREACH SUMMARY

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

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

WHEREAS, United States Code of Federal Regulations 23 U.S.C. 450.316 requires that the River to Sea Transportation Planning Organization institute a Public Participation Plan (PPP) that lays out the processes and protocols for engaging the general public in the plans and programs of the River to Sea TPO; and

WHEREAS, the River to Sea Transportation Planning Organization has developed a summary of the public outreach activities that occurred during FY 2018/19 which coincide with, satisfy and meet the requirements of the TPO's adopted Public Participation Plan.

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

1. River to Sea Transportation Planning Organization's FY 2018/19 Public Outreach Summary is hereby endorsed and adopted; and the
2. Chairperson of the River to Sea TPO (or his designee) is hereby authorized and directed to submit the River to Sea TPO's Public Outreach Summary to the:
 - a. Florida Department of Transportation; and
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO Board held on the 27th day of November 2019.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

**CITY OF DAYTONA BEACH COMMISSIONER ROB GILLILAND
CHAIRMAN, 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 Board held on November 27, 2019.

ATTEST:

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

**SUMMARY SHEET
BPAC
NOVEMBER 13, 2019**

III. ACTION ITEMS

**E. REVIEW AND RECOMMEND APPROVAL OF THE 2020 BICYCLE/PEDESTRIAN AND
B/P LOCAL INITIATIVES PRIORITY PROJECT APPLICATIONS**

BACKGROUND INFORMATION:

The 2020 draft General Instructions and Bicycle/Pedestrian and B/P Local Initiatives Applications for Project Prioritization (feasibility study and project implementation) are provided with this agenda packet for your review. Additions are underlined and deletions are stricken.

ACTION REQUESTED:

***MOTION TO RECOMMEND APPROVAL OF THE 2020 BICYCLE/PEDESTRIAN AND B/P
LOCAL INITIATIVES PROJECT APPLICATIONS***



2019 ~~2020~~ Application for Project Prioritization

Bicycle/Pedestrian and B/P Local Initiatives Projects

January ~~2019~~ **2020**

General Instructions:

For the ~~2019~~ **2020** 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 and B/P Local Initiatives 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.

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. Updated cost estimates for projects on the bicycle/pedestrian list of prioritized projects are to be submitted with a letter of continuing support by ~~March 29, 2019~~ **March 31, 2020**.

Incomplete applications will not be accepted.

Eligible Project Sponsors for Transportation Alternatives Funds

Transportation Alternatives funds can only be obligated for projects submitted by "eligible entities" defined in 23 U.S.C. 213(c)(4)(B) as follows:

- Local governments;
- Regional transportation authorities;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and

- 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.

The following are the only activities related to surface transportation that can be funded with **Transportation Alternatives funds**¹:

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 1103):
 - a) 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 and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
 - b) 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.
 - c) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
2. The recreational trails program under section 206 of title 23.
3. The safe routes to school program under section 1404 of the SAFETEA-LU.
 - a) Infrastructure-related projects. Planning, design and construction 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 in the vicinity of schools.
 - b) Non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.

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

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.

rules and procedures governing federally funded transportation projects. Certified Local Agencies comply with all applicable Federal statutes, rules and regulations.

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 Regional Trails Corridor Plan*** or an adopted ***Bicycle/Pedestrian Plan***.

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 2019-03 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. 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/cuploadcustom.aspx?id=R2CTPO&f=2019+Priority+Project+Applications>

<https://www3.mydocsonline.com/cuploadcustom.aspx?id=R2CTPO&f=2020+Priority+Project+Applications>

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 call us 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 optional.

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.

2019 ~~2020~~ Application for Project Prioritization – PROJECT IMPLEMENTATION

Bicycle/Pedestrian and B/P Local Initiatives Projects

Project Title: _____

Applying Agency (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	20
(3) Safety/Security	20
(4) Contribution to "Livability" and Sustainability in the Community	10
(5) Enhancements to the Transportation System	10
(6) Project Readiness	5
(7) Public Support/Special Considerations	5
(8) Local Matching Funds > 10%	20
(9) Value-Added Tie Breaker (if necessary)	variable
Total (excluding Value-Added Tie Breaker)	110

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 Point Assessment		20

Criterion #1 Description (required): _____

Criterion #2 – Connectivity and Accessibility (20 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?

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 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
Project has been identified as “needed” in an adopted document (e.g., comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	5
Maximum Point Assessment		20

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 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 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 Point Assessment		20

Criterion #3 Description (required): _____

Criterion #4 Contribution to “Livability” and Sustainability in the Community (10 points maximum)

This measure considers how the project positively impacts the “Livability” and Sustainability in the community that is being served by that facility. Depict assets on a project area map and describe in the space provided.

Contribution to “Livability” and Sustainability in the Community (Maximum 10 Points)

- Project includes traffic calming measures
- Project is located in a “gateway” or entrance corridor as identified in a local government applicant’s master plan, or other approved planning document
- Project removes barriers and/or bottlenecks for bicycle and/or pedestrian movements
- Project includes features which improve the comfort, safety, security, enjoyment or well-being for bicyclists, pedestrians, and/or transit users
- Project improves transfer between transportation modes
- Project supports infill and redevelopment consistent with transit-oriented design principals and strategies are in place making it reasonably certain that such infill and redevelopment will occur
- Project supports a comprehensive travel demand management strategy that will likely significantly advance one or more of the following objectives: 1) reduce average trip length, 2) reduce single occupancy motor vehicle trips, 3) increase transit and non-motorized trips, 4) reduce motorized vehicle parking, reduce personal injury and property damage resulting from vehicle crashes
- Project significantly enhances the travel experience via walking and biking
- Project improves transportation system resiliency and reliability
- Project reduces (or mitigates) the storm water impacts of surface transportation

Criterion (4) Describe how this project contributes to the “Liveability” and Sustainability of the Community:

Criterion #5 Enhancements to the Transportation System (10 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 (Maximum 10 Points)

- Is the project included in an adopted plan?
- Is the project consistent with the goals of the River to Sea TPO's Complete Streets Policy?
- Does local government have Land Development Code requirements to construct sidewalks?
- Does the project relate to surface transportation?
- Does the project improve mobility between two or more different land use types located within 1/2 mile of each other, including residential and employment, retail or recreational areas?
- Does the project benefit transit riders by improving connectivity to existing or programmed pathways or transit facilities?
- Does the project conform to Transit Oriented Development principles?
- Is the project an extension or phased part of a larger redevelopment effort in the corridor/area?

Criterion #5 Describe how this project enhances the Transportation System:

Criterion #6 Project "Readiness" (5 Points maximum)

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

Project Readiness (Maximum 5 Points)

- Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?
- Is the project completed through the design phase?
- Is right-of-way readily available and documented for the project?

Criterion #6 Describe the state of Project "Readiness":

Criterion #7 – 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.

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 Point Assessment	<input type="checkbox"/>	5

Criterion #7 Description (required): _____

Criterion #8 – 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.

	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 Point Assessment		20

Criterion #8 Description (required): _____

Criterion #9 – 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.



2019 ~~2020~~ 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 highest 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 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: 2-4 years



2019 2020 Application for Project Prioritization – FEASIBILITY STUDY

Bicycle/Pedestrian and B/P Local Initiatives Projects

Project Title: _____

Applying Agency (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/planning/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 principle 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 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. 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.

The Purpose and Need Statement must address 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 assessed.
2. **Connectivity and Accessibility:** 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 20 points will be assessed.
3. **Safety/Security:** this measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns. A maximum of 25 points will be assessed.
4. **Contribution to "Livability" and Sustainability in the Community:** this measure considers factors that have an impact on "livability" and sustainability in the community. A maximum of 10 points will be assessed.
5. **Enhancements to the Transportation System:** this measure considers the demonstrated and defensible relationship to surface transportation. A maximum of 10 points will be assessed.
6. **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, 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 assessed.
7. **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.

Commentary (required):

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III. ACTION ITEMS

F. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS

BACKGROUND INFORMATION:

Resolution 2019-## defines the priority project categories and sets the TPO's policy for establishing and maintaining the transportation project priorities. Additions to Resolution 2019-## are underlined and deletions are stricken.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2019-02XX

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

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

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

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

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

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

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

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

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

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

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

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

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the ~~23rd~~27th day of ~~January~~November 2019.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

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

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on ~~January 23~~November 27, 2019.

ATTEST:

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

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III. ACTION ITEMS

G. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR PROJECTS PRIORITIZED FOR FUNDING BY THE TPO

BACKGROUND INFORMATION:

Resolution 2019-## sets the TPO's policy pertaining to local match requirements placed on member local governments for projects prioritized for funding by the TPO. The current match requirement is 10% local to 90% SU funds and 10% local to 90% TALU funds. Additions to Resolution 2019-## are underlined and deletions are stricken.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR PROJECTS PRIORITIZED FOR FUNDING BY THE TPO

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2019-03XX

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

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

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

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

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

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

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 the 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 ~~the~~ 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 the 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 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 requesting the funds commits to its amount of 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 cost increase on any project phase up to and including 10% of the project cost estimate for that phase; and
12. the use of state and/or federal funds to cover cost increases exceeding 10% of the project cost estimate for any phase may be authorized only by the River to Sea TPO Board; and
13. 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 ~~23rd~~
27th day of ~~January~~ November 2019.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

CITY OF DAYTONA BEACH COMMISSIONER ROBERT GILLILAND
~~ACTING~~ **CHAIRPERSON, RIVER TO SEA TPO**

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on ~~January 23~~ November 27, 2019.

ATTEST:

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

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III. ACTION ITEMS

**H. APPOINTMENT OF UNIFIED PLANNING WORK PROGRAM (UPWP)
SUBCOMMITTEE MEMBERS**

BACKGROUND INFORMATION:

Every other year, the River to Sea TPO committee members participate in the development of the Unified Planning Work Program (UPWP). The UPWP outlines the annual activities and funding for the TPO over a two-year period. The UPWP Subcommittee is responsible for assisting staff in developing an update to the TPO's UPWP. Staff is looking for at least one BPAC member for the UPWP Subcommittee, which will meet once (in early December) prior to the adoption of the next UPWP in May 2020.

ACTION REQUESTED:

***MOTION TO APPOINT A MEMBER TO THE UNIFIED PLANNING WORK PROGRAM
(UPWP) SUBCOMMITTEE***

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III. ACTION ITEMS

I. CANCELLATION OF THE DECEMBER 11, 2019 BPAC MEETING

BACKGROUND INFORMATION:

Traditionally, neither the TPO Board nor committees meet during the month of December if there is no outstanding business that needs to be conducted before the winter break.

ACTION REQUESTED:

MOTION TO CANCEL THE DECEMBER 11, 2019 BPAC MEETING

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IV. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF THE COAST TO COAST TRAIL WAYFINDING SIGNAGE PROJECT

BACKGROUND INFORMATION:

The Coast to Coast Trail is a significant cross-state trail of approximately 250 miles from the Gulf Coast at St. Petersburg to the Atlantic Ocean at the Canaveral National Seashore. The trail traverses nine counties. This multi-jurisdictional effort will create Florida's first cross-state paved trail through rural and urban areas. An integral part of the project was the development of the wayfinding system that provides consistent signage through the entire trail, enhances awareness for users of the large trail network, improves connections to trail networks of adjacent neighborhoods, communities and amenities, as well as cultural and recreational destinations.

The Coast to Coast Trail Wayfinding Signage Improvements Project will provide residents and visitors information to access community assets along Volusia County's trail section from the Seminole County line to Brevard County line via trailhead maps, directional wayfinding and safety markings. The trailhead maps and wayfinding directional signs will be located along the trail beginning in DeBary at Lake Monroe Park, Gemini Springs Park, DeBary Hall Historic Site, Green Springs Park in Enterprise, Osteen Civic Center, Beck Ranch, Maytown Spur in Osteen, Edgewater Pedestrian Bridge, Edgewater Rotary Park, and ending in Titusville. In addition, directional wayfinding signs will include destinations applicable to the area and will provide information for locations along the trail with mile markers for walking and biking and will be located at Dirksen Road and Mansion Boulevard, the Park and Ride lot off I-4, Providence Boulevard near Thornby Park, Audubon Park and Trail in Deltona and Hickory Bluff Preserve in Osteen.

The signage will include features along the Coast to Coast Trail, including community assets such as parks, conservation areas, historical sites and commercial corridors. The signage will provide destination references in miles and times and safety markings.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC

**SUMMARY SHEET
BPAC
NOVEMBER 13, 2019**

IV. PRESENTATIONS AND DISCUSSION ITEMS

**B. PRESENTATION AND DISCUSSION OF THE FDOT FY 2020/21-2024/25
TENTATIVE WORK PROGRAM**

BACKGROUND INFORMATION:

Each year, FDOT develops the Five-Year Work Program in accordance with Section 339.135, Florida Statutes. The Five-Year Work Program is an ongoing process that is used to forecast the funds available and allocate those to transportation system improvements over a five-year period.

The development of this Work Program involves coordination with local governments, including Metropolitan Planning Organizations and other city and county officials. In urbanized areas, Metropolitan Planning Organizations (MPOs) have the responsibility to develop transportation plans and prioritize transportation needs. In non-metropolitan areas, county commissions establish priorities. FDOT implements the transportation improvements identified by the TPOs and local governments. During the process, new projects are added and existing projects may be advanced or deferred based on the updated financial forecast. As a new fifth year is added to the cycle, the current year drops out of the plan and a new Five-Year Work Program is introduced.

Public hearings are held in each of the seven transportation districts, including a week-long online public hearing, and a statewide public hearing is held by the Florida Transportation Commission. The Florida Transportation Commission then performs an in-depth review of the Work Program and presents the results to the Executive Office of the Governor.

A link to the presentation of the FDOT District 5 Work Program Public Hearing can be found here: <https://www.r2ctpo.org/wp-content/uploads/WPPH-Presentation.pdf>

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC

**SUMMARY SHEET
BPAC
NOVEMBER 13, 2019**

V. STAFF COMMENTS

→ Update on SU Funding/Work Program

VI. INFORMATION ITEMS

→ 2020 River to Sea TPO Board and Committee Meeting Schedule
→ 2045 LRTP Subcommittee Report
→ BPAC Attendance Record
→ October 2019 TPO Outreach & Activities (*under separate cover*)
→ TPO Board Meeting Report

VII. BPAC MEMBER COMMENTS

VIII. ADJOURNMENT

2020 Meeting Schedule of the River to Sea TPO Board and Committees

	River to Sea TPO Board	Executive Committee	Technical Coordinating Committee (TCC)	Citizens Advisory Committee (CAC)	Bicycle/Pedestrian Advisory Committee (BPAC)	Trans. Disadvantaged Local Coordinating Board (TDLCB)
2020	4 th Wed. @9:00 a.m.	1 st Wed. @ 9:00 a.m.	3 rd Tues. @ 3:00 p.m.	3 rd Tues. @ 1:15 p.m.	2 nd Wed. @ 2:00 p.m.	2 nd Wed. the first month of every quarter @ 11:00 a.m. **
January	January 22, 2020	Friday January 3, 2020***	January 21, 2020	January 21, 2020	January 8, 2020	January 8, 2020
February	February 26, 2020	February 5, 2020	February 18, 2020	February 18, 2020	February 12, 2020	
March	March 25, 2020	March 4, 2020	March 17, 2020	March 17, 2020	March 11, 2020	
April	April 22, 2020	April 1, 2020	April 21, 2020	April 21, 2020	April 8, 2020	April 8, 2020
May	May 27, 2020	May 6, 2020	May 19, 2020	May 19, 2020	May 13, 2020	
June	June 24, 2020	June 3, 2020	June 16, 2020	June 16, 2020	June 10, 2020	
July	July 22, 2020*	July 1, 2020*	July 21, 2020*	July 21, 2020*	July 8, 2020*	July 8, 2020
August	August 26, 2020	August 5, 2020	August 18, 2020	August 18, 2020	August 12, 2020	
September	September 23, 2020	September 2, 2020	September 15, 2020	September 15, 2020	September 9, 2020	
October	October 28, 2020	October 7, 2020	October 20, 2020	October 20, 2020	October 14, 2020	October 14, 2020
November	November 25, 2020	November 4, 2020	November 17, 2020	November 17, 2020	November 11, 2020	
December	December 23, 2020*	December 2, 2020*	December 15, 2020*	December 15, 2020*	December 9, 2020*	

* These meetings are typically cancelled

** TDLCB Meetings are at Votran

***Rescheduled due to Holiday



2045 Long Range Transportation Plan (LRTP) Subcommittee Meeting Summary October 15, 2019

- Mr. Jim Wood, Kimley-Horn and Associates, gave a PowerPoint presentation on the update of the development of the 2045 LRTP
- Presented Connect 2045, the theme and logo for the 2045 LRTP
- Discussed the Draft Data Summary and received comments from the Subcommittee for incorporation into the document
- Discussed and presented the Connect 2045 Draft Website
- Discussed the upcoming public involvement activities, including Focus Group Workshops and LRTP Survey
- Discussed the Draft Connect 2045 LRTP Goals and Objectives and received comments from the Subcommittee on clarifications and revisions
- Discussed Connect 2045 next steps
- Announced the next Connect 2045 LRTP Subcommittee will be on November, 19, 2019 at 11:30 am

*****The next 2045 LRTP Subcommittee meeting will be November 19, 2019*****

BPAC Attendance Record 2019

Name	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Notes
Holly Ryan/Doug Hall	x	x	x	exc	exc	exc		x	x	exc			Daytona Beach (appt. 3/12) (alt. appt. 02/14)
Joan Sandler				x	x	x		x	exc	x			DeBary (appt 4/19)
Ted Wendler	x	x	x	x	exc	x		x	x	x			DeLand (appt. 05/11)
Scott Leisen	exc	abs	exc	exc	abs	abs		abs	abs	abs			Deltona (appt. 12/12)
Paul Eik (19/20 Chairman)	x	x	x	x	x	x		x	x	x			Flagler Beach (appt. 7/14) (alt appt 9/18)
Larry Coletti (19/20 Vice Chairman)	x	xx	xx	x	x	xx		xx	x	x			Flagler County (appt 2/16)
Ned Wolfarth									x	x			Holly Hill (appt 9/19)
Nic Mostert	x	x	x	x	x	x		x	x	x			New Smyrna Beach (appt. 03/15)
Bob Storke	x	x	x	x	x	x		x	x	x			Orange City (appt. 12/07)
Gayle Belin	exc	x	exc	x	x	x		exc	x	x			Ormond Beach (appt. 01/15 - 07/16)
Danielle Anderson/Andrew Dodzik	abs	exc	abs	abs	abs	abs		abs	x	x			Palm Coast (Appt. 02/16) (Alt appt 9/19)
Jeff Martindale		x	exc	x	exc	x		abs	abs	abs			Port Orange (Appt 2/19)
Christy Gillis	abs	x	x	exc	x	x		exc	exc	x			South Daytona (appt. 01/16)
Roy Walters/Jason Aufdenberg	x	x	x	x	x	exc		x	x	xx			Volusia County At-Large (appt. 03/05) (alt. appt 07/12)
Patrick McCallister	x	x	exc	exc	x	exc		x	x	exc			Volusia County D-1 (appt. 10/16)
Nancy Burgess-Hall/Chris Daun	x	xx	xx	x	x	exc		xx	xx	x			Volusia County D-2 (app 2/14) (alt. appt 3/18)
Wendy Hickey (<i>non-voting</i>)	x	x	exc	x	x	exc		exc	x	exc			Flagler County (appt. 12/15)
Gwen Perney (<i>non-voting</i>)	x	x	x	exc	x	x		x	x	x			Large City - Port Orange
John Cotton/Edie Biro (<i>non-voting</i>)	x	x	x	x	x	x		x	x	x			Votran (appt. 07/13)(alt. appt. 02/16)
Melissa Winsett/Terri Bergeron (<i>non-voting</i>)	x	x	x	x	x	x		x	x	x			Volusia County (02/14) (alt. Appt. 09/16)
Rob Brinson/Eric Kozielski (<i>non-voting</i>)	x	abs	abs	abs	abs	abs		abs	abs	exc			Volusia County School Board (appt. 01/16)
VACANT(<i>non-voting</i>)	x	x	x	exc	x	x		vacant	x	vacant			FDOT
QUORUM	Y	Y	Y	Y	Y	Y		Y	Y	Y			

Vacancies

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

CODES

X = Present
 exc = Excused
 abs = Absent (Unexcused)



River to Sea TPO Board Meeting Summary October 23, 2019

- Received several public comments regarding transportation safety and intersection improvements at Tomoka Farms Road and Pioneer Trail
- Approved the Consent Agenda including approval of: September 25 2019 meeting minutes; the CFMPOA report; and the timekeeping and travel reimbursement policy
- Approved Resolution 2019-18 amending the 2040 Long Range Transportation Plan (LRTP)
- Approved Resolution 2019-19 adopting the Walkability Action Plan and Complete Streets Policy template
- Approved the R2CTPO 2020 Legislative Positions
- Approved the East Central Florida Resilience Collaborative Memorandum of Understanding (MOU) and announced a signing ceremony at 1:00 pm today
- Received a PowerPoint presentation of the River to Sea TPO FY 2018/19 Public Involvement Activities Summary
- Received a presentation of the draft Community Safety Action Plan (CSAP)
- Received a PowerPoint presentation and update of the development of the 2045 Long Range Transportation Plan (LRTP)
- Discussed the guiding resolutions and project applications for the annual Call for Projects
- Received a PowerPoint presentation of Tomoka Farms Road (CR 415) and Pioneer Trail (CR 4118) intersection evaluation
- Directed TPO staff to prepare a Resolution of Support for Volusia County to advance improvements to the Tomoka Farms Road and Pioneer Trail intersection
- Received a PowerPoint presentation of FDOT D-5 tentative five-year Work Program for FY 2020/21 to 2024/25 and announced the FDOT D-5 Work Program will be available for public review from October 21, 2019 through October 24, 2019, 24 hours a day at www.d5wpvh.com; and announced a public outreach meeting on Thursday, October 24, 2019 from 4:30 pm to 6:30 pm at the D-5 office in DeLand

- Received a PowerPoint presentation of the 2045 Florida Transportation Plan
- The FDOT report was provided in the agenda
- Received the Executive Director's report including an update on the SU funding/Work Program and the FDOT D-5 proposed Local Agency Program (LAP) policy

Follow-up Items:

- TPO Staff to draft a resolution in support of intersection improvements at Tomoka Farms Road (CR 415) and Pioneer Trail (CR 4118)
- Follow-up on member request for the before and after statistics on the SR 44 roundabout in DeLand

The next River to Sea TPO Board meeting will be on Wednesday, November 27, 2019