Working Group Meeting
March 5, 2020

- Introductions
- Background and Purpose
- Benefits of Trails Program
- FDEP: Florida Greenways and Trails
- FDOT: SUN Trail Program
- Funding
- Priority Trail Review
- Next Steps
Introductions
Transportation Planning Organizations

- In each urbanized area with a population of 50,000 or more, Federal and State Laws require a Metropolitan Planning Organization (MPO) to be designated. We refer to the MPOs as the Transportation Planning Organizations (TPO).
- A TPO is a board of local government officials who make transportation-related decisions at a regional level.
Working Group Purpose

- The purpose of the group is to facilitate **regional collaboration** with diverse stakeholders in planning pedestrian and bicycle infrastructure.
- The goal is to create connectivity and enhance mobility by encouraging coordinated **development of regionally significant facilities.**
Evaluating the ECONOMIC IMPACT of SHARED USE PATHS in North Carolina

SUMMARY BROCHURE

2015 - 2017

$48.7M
In total estimated business output resulting from construction of all four SUPs in this study.

$684K
In total estimated annual local & state tax collections resulting from trip expenditures for all four SUPs in this study.

$25.7M
In total estimated savings associated with increased physical activity and reduction in congestion, traffic injuries, and air pollution from use of all four SUPs in this study.

HEALTH, CONGESTION, AND POLLUTION REDUCTION BENEFITS
### Economic Impact of Orange County Trails - 2010

<table>
<thead>
<tr>
<th>Category</th>
<th>Units</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Employment</td>
<td>Jobs</td>
<td>516</td>
</tr>
<tr>
<td>Output or Sales</td>
<td>Millions of Dollars</td>
<td>$42.6</td>
</tr>
<tr>
<td>Personal Income</td>
<td>Millions of Dollars</td>
<td>$10</td>
</tr>
</tbody>
</table>

### Trail Related Impacts to Winter Garden Downtown Businesses

<table>
<thead>
<tr>
<th>Category</th>
<th>Units</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Employment</td>
<td>Jobs</td>
<td>61</td>
</tr>
<tr>
<td>Output or Sales</td>
<td>Millions of Dollars</td>
<td>$5</td>
</tr>
<tr>
<td>Personal Income</td>
<td>Millions of Dollars</td>
<td>$1</td>
</tr>
</tbody>
</table>
Allegheny Trail Alliance

- “Studies show that the longer a trail is, the farther people will travel to visit it, the longer they will stay, and the more money they will spend.
- A day-tripper will spend four times as much as a local user will spend, and an overnight visitor will spend twice the amount that a day-tripper will spend.”
Dunedin

- From 35% storefront vacancy to 100% (with waiting list) after development of the Pinellas Trail
Bike Florida Spring Tour Economic Impact

**Cumulative**
- 0M
- 595,409
- 1,189,922
- 2,407,438
- 3,493,265
- 4,302,745
- 5,476,235
- 6,739,306
- 7,695,960

**Impact by Year**
- 2011: 595,409
- 2012: 594,513
- 2013: 1,217,516
- 2014: 1,085,828
- 2015: 809,480
- 2016: 1,173,490
- 2017: 1,263,071
- 2018: 956,653
- 2019: 1,500,000
SUN Trail Program
Funding

- **Florida Recreation Development Assistance Program (FRDAP)**
  - The FRDAP is a state competitive grant program that provides financial assistance to local governments to develop and/or acquire land for public outdoor recreational purposes. The maximum grant request is $200,000.

- **The Recreational Trails Program**
  - RTP is a federally funded competitive grant program that provides financial assistance to agencies of city, county, state or federal governments, and organizations, approved by the state, or state and federally recognized Indian tribal governments, for the development of recreational trails, trailheads and trailside facilities.
Funding

- **Transportation Alternatives Set-Aside**
  - FDOT’s TA focuses on improvements which create alternatives to transportation for the non-motorized user and enhancements to the transportation system for all users. Nine activities are eligible for funding including construction, planning and design of on- and off-road facilities for bicyclists and pedestrians.

- **Shared-Use Nonmotorized (SUN) Trail Network**
  - Managed by the FDOT, the SUN Trail program funds non-motorized paved shared-use trails that are part of the Florida Greenways and Trails System Priority Trail Map coordinated by OGT.
Funding

- **RESTORE**
  - Under the RESTORE Act, 80% of fees and fines BP paid the federal government are allocated to the Gulf Coast region.
  - Most counties have multi-year implementation plans that can be amended.
    - Ex. – Perdido Key Dr. Multi-Use Path
TPOs

- TPOs adopt **project priorities** which are used by FDOT to develop a five-year work program. Projects come from the **Long Range Transportation Plan** and are considered to be cost feasible.

- Last year, the top bike/ped project from the TPOs’ **bike/ped master plans** was incorporated into the project priorities.

- Each TPO has set-aside money for bike/ped projects, however, it is never certain what will be funded.
Triumph Gulf Coast, Inc., will make awards from available funds to projects or programs that meet the priorities for economic recovery, diversification, and enhancement of the disproportionately affected counties. Awards may be provided for:

- (a) Ad valorem tax rate reduction within disproportionately affected counties;
- (b) Local match requirements of s. 288.0655 for projects in the disproportionately affected counties;
- (c) Public infrastructure projects for construction, expansion, or maintenance which are shown to enhance economic recovery, diversification, and enhancement of the disproportionately affected counties;
- (d) Grants to local governments in the disproportionately affected counties to establish and maintain equipment and trained personnel for local action plans of response to respond to disasters, such as plans created for the Coastal Impacts Assistance Program;
- (e) Grants to support programs that prepare students for future occupations and careers at K-20 institutions that have campuses in the disproportionately affected counties. Eligible programs include those that increase students’ technology skills and knowledge; encourage industry certifications; provide rigorous, alternative pathways for students to meet high school graduation requirements; strengthen career readiness initiatives; fund high-demand programs of emphasis at the bachelor’s and master’s level designated by the Board of Governors; and, similar to or the same as talent retention programs created by the Chancellor of the State University System and the Commission of Education, encourage students with interest or aptitude for science, technology, engineering, mathematics, and medical disciplines to pursue postsecondary education at a state university or a Florida College System institution within the disproportionately affected counties;
- (f) Grants to support programs that provide participants in the disproportionately affected counties with transferable, sustainable workforce skills that are not confined to a single employer; and
- (g) Grants to the tourism entity created under s. 288.1226 for the purpose of advertising and promoting tourism and Fresh From Florida, and grants to promote workforce and infrastructure, on behalf of all of the disproportionately affected counties.
Stakeholder Input

- Review interactive map
- What needs to be changed?
- Are there new priorities?

- Review maps and note any discrepancies or support for priority areas.
Next Steps

- Homework – Go back and confirm gaps, priorities, and explore possibility for any in-house planning or engineering.
- Another meeting tentatively scheduled for June.

Caitlin Cerame, AICP
Caitlin.Cerame@ecrc.org
Emerald Coast Regional Council