



MEETING AGENDA

Please be advised that the **RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) EXECUTIVE COMMITTEE** will be meeting on:

DATE: Wednesday, January 3, 2024
TIME: 9:00 a.m.
PLACE: River to Sea TPO Conference Room
 1 Deuce Court, Suite 100
 Daytona Beach, FL 32124

NOTE:
 A Microsoft Teams Meeting has been established for remote participation.

Executive Committee Meeting

[Click here to join the meeting](#)

Or call in (audio only)

+1 561-484-5911 107195102# United States, West Palm Beach

Phone Conference ID: 107 195 102#

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DeLand Mayor Chris Cloudman, Chairperson Presiding

AGENDA

- I. CALL TO ORDER/ROLL CALL/DETERMINATION OF A QUORUM
- II. PUBLIC COMMENT/PARTICIPATION
- III. BUSINESS ITEMS
 - A. Review and Recommend Approval of the River to Sea TPO’s FY 2022/23 Independent Audit Report

The following Audit Documents are available for your review:

- [Presentation Handout](#)
- [Communication Letter](#)
- [Audit Report and Financial Statements](#)

B. Discussion of TPO Financial Management

- Invoicing
- Grant Status
- OIG Audit Draft Report

C. Discussion of TPO Office Relocation Lease Term Negotiations

D. Discussion of Greenhouse Gas (GHG) Emissions Performance Measure and FDOT’s Response

(Enclosure, pages 3-8)

E. Review and Approval of November 1, 2023 Executive Committee Minutes *(Enclosure, pages 9-13)*

F. Review and Approval of Draft January 24, 2024 TPO Board Agenda *(Enclosure, pages 14-16)*

IV. STAFF COMMENTS

V. EXECUTIVE COMMITTEE MEMBER COMMENTS

VI. ADJOURNMENT

If any person decides to appeal a decision made by this 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.

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, 1 Deuce Court, Suite 100, Daytona Beach, Florida 32124; (386) 226-0422, extension 20416, at least five (5) working days prior to the meeting date.

The River to Sea TPO does not discriminate in any of its programs or services. To learn more about our commitment to nondiscrimination and diversity, visit our Title VI page at www.r2ctpo.org or contact our Title VI/Nondiscrimination Coordinator, Pamela Blankenship, at 386-226-0422, extension 20416, or pblankenship@r2ctpo.org.

Persons who require translation services, which are provided at no cost, should contact the River to Sea TPO at (386) 226-0422 or by email at PBlankenship@r2ctpo.org at least five (5) business days prior to the meeting.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE,
P.E. SECRETARY

November 13, 2023

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Secretary Buttigieg,

As Secretary of the Florida Department of Transportation (FDOT), it is my responsibility to keep Florida's supply chain moving to ensure it can support over 22.5 million residents, 137 million visitors, and a top-15 global economy. Today, FDOT is managing the largest Transportation Work Program in state history totaling over \$68 billion, with only 25% coming from federal sources. Given these record investments, my fiduciary responsibility to Florida taxpayers is more important than ever and extends to the evaluation of federal programs—whether formula-based or competitive.

In consultation with my team and after careful review of the requirements for the U.S. Department of Transportation's (USDOT) formula-based 'Carbon Reduction' Program outlined in 23 USC 175, I write to formally notify you of FDOT's decision to not participate in the continued efforts of this program. In making this decision, it became clear that conflicts exist between the authority granted to USDOT by Congress and the broad interpretation that USDOT seeks to implement.

As I noted last year in comments¹ regarding USDOT's attempt to legislate through administrative action, nothing within the IIJA explicitly allows for federally-induced mandates for states to track, *or achieve a certain level*, of reduced CO2 emissions. Further, to-date USDOT has failed to publish or provide guidance it committed to in April 2022, "on the process under which the Secretary will certify state transportation emissions reductions."²

As highlighted in Florida's recent³ response to a similar proposal by the U.S. Environmental Protection Agency (EPA), Florida has the cleanest air on record, meeting or exceeding all EPA benchmarks, with emissions continuing to fall as fast as our state grows.

Rather than support the continued politicization of our roadways, FDOT's time, money, and resources will be focused on building roads and bridges—not reducing carbon emissions. Please consider this letter as FDOT's response to your department's November 15th deadline. My team

¹ [Florida Department of Transportation's Response](#) to Docket ID No. FHWA-2021-004

² [USDOT Carbon Reduction Program Implementation Guidance](#)

³ [Florida Department of Environmental Protection's](#) Response to Docket ID No. EPA-HQ-OAR-2023-0072

stands ready to discuss at your team's availability and will continue to review remaining programs in the IJA to determine our participation.

Regards,

A handwritten signature in black ink, appearing to read 'JWP', is positioned above the typed name.

Jared W. Perdue, P.E.
Secretary

cc: Shailen Bhatt, FHWA Administrator



For Immediate Release
December 21, 2023

CONTACT FDOT: FDOT COMMUNICATIONS OFFICE
(850) 414-4590 | FDOTCommunicationsOffice@dot.state.fl.us

ICYMI: Attorney General Moody and Governor DeSantis Challenge Biden Administration Rule Requiring States Set Targets to Reduce On-Road CO2 Emissions

TALLAHASSEE, Fla. — Attorney General Ashley Moody is pushing back against the Biden administration’s federal overreach. Attorney General Moody, with the support of Governor Ron DeSantis, filed a lawsuit challenging a new Biden administration rule requiring all states with National Highway System mileage to set arbitrary emissions targets. In addition to today’s announcement, Florida’s foresight and prudent fiscal management practices are now the standard-bearer amongst states given FDOT being the sole state to take the responsible step by no longer participating in USDOT’s carbon reduction program.

According to this new rule, states are required to set arbitrary targets for reduced CO2 emissions, to track progress towards said targets and report to the federal government goal progress. This rule forces states to spend an inordinate amount of time, resources and money with no clear guidance for what success looks like. The complaint argues that Congress has not given the U.S. Department of Transportation the authority to regulate greenhouse gas emissions.

Attorney General Ashley Moody said, “As if Biden’s unfounded and reckless energy policies haven’t devastated our economy enough, this new, foolhardy edict from the U.S. Department of Transportation will create even more financial hardships for our state and Floridians. We’re taking action today to ensure that this misguided new-emissions rule does not stand.”

Governor Ron DeSantis said, “Florida will not sit idly by while the Biden Administration tries to force the Green New Deal into existence through the U.S. Department of Transportation. Florida will always fight for freedom and against the federal government’s unlawful efforts to control the American people.”

Florida Department of Transportation Secretary Jared W. Perdue, P.E. said, “FDOT has continued to voice concerns about the rule for well over a year, yet never received complete answers before the rule was finalized—clearly showing it was done to push the federal government’s agenda for the Green New Deal and is not reflective of a collaborative effort from states across the country. Operating in this manner is irresponsible and reckless, which is why Florida proudly stands united with these other states to safeguard the freedoms that this nation is so well known for.”

In the complaint filed today in federal court, Attorney General Moody and a 21-state coalition of attorneys general assert that DOT's Federal Highway Administration overstepped its legal authority. The coalition writes, "Congress has not given FHWA or USDOT authority to regulate greenhouse gas emissions ('GHG'). Nor can the Agencies compel the States to administer a federal regulatory program or mandate them to further Executive policy wishes absent some other authority to do so—which is lacking as to this rule."

The action also makes clear that the proposed measure violates the principles of federalism by requiring states to implement a federal regulatory program. The complaint explains: "The Constitution is also clear that action by the States cannot be mandated through federal action like the Final Rule. 'The Federal Government may not compel the States to enact or administer a federal regulatory program.' [because] 'the Constitution protects us from our own best intentions: It divides power among sovereigns and among branches of government precisely so that we may resist the temptation to concentrate power in one location as an expedient solution to the crisis of the day.'" Accordingly, "[e]ven if Congress believed the Final Rule was the best means of reducing CO2 in order to address climate change, the States could not be directed to implement the policy choices of the federal government."

Further, the attorneys general note that FHWA previously issued a similar rule, soon repealed after the agency determined that the measure may duplicate "existing efforts in some States" and imposed "unnecessary burdens on State DOTs and MPOs [metropolitan planning organizations] that were not contemplated by Congress."

In addition to Attorney General Moody, the following states signed onto the complaint: Alabama, Alaska, Arkansas, Idaho, Indiana, Iowa, Kansas, Kentucky, Mississippi, Montana, Nebraska, North Dakota, Ohio, Oklahoma, Utah, Virginia, South Carolina, South Dakota, West Virginia, and Wyoming.

Read the complaint [here](#).

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The Florida Department of Transportation's mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of the state's environment and communities. The department is committed to building a transportation system that not only fits the current needs of Florida's residents and visitors, but also enhances mobility throughout the state to accommodate its consistent and rapid growth. The unique nature of the Sunshine State and its year-round warm climate provides numerous opportunities to achieve the department's mission through multiple transportation modes including highways/streets, air, rail, sea, spaceports, transit, and the ever-expanding deployment of bicycle & pedestrian facilities.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

December 22, 2023

Dear Metropolitan Planning Organization Partners,

As a valued partner and in an effort to continue to collaborate and support Florida's Metropolitan Planning Organizations (MPO), the Florida Department of Transportation (FDOT) would like to provide information on recent news for clarity and transparency.

The Department deeply values the commitment and dedication each of your MPOs take to thoroughly develop, plan, and prioritize each region's transportation projects, including with your long-range transportation plans. With your input, Florida has the world's most diverse transportation portfolio. FDOT plans to continue to make responsible and strategic investments in every region of the state, including traffic congestion reduction, multimodal transportation (including bicycle and pedestrian facilities), truck parking, intelligent transportation systems, and energy-efficient alternatives.

After careful consideration, FDOT notified USDOT and the Federal Highway Administration (FHWA) of the decision to not submit a formal Carbon Reduction Strategy document. This document required states to submit strategies to reduce carbon emissions by tracking and reducing emissions from vehicles. FDOT did not receive answers to all of our concerns prior to USDOT's strategy document submittal deadline.

Within a few days after that document was due, USDOT issued a final Greenhouse Gas (GHG) Rule. The final rule requires State DOTs and MPOs to establish declining carbon dioxide targets for reducing emissions and report biennially on progress toward achievements of those targets. However, in the final rule, FHWA acknowledges that the Infrastructure Investment and Jobs Act (IIJA) does not explicitly authorize the agency to assess environmental performance. Performance, as used in the law, is intended to address physical issues with infrastructure, not CO₂ emissions.

FDOT believes that FHWA has exhibited broad overreach in their implementation of the rule. Congress used clear language to direct USDOT to establish performance measures to assess pavement condition, bridge condition, system performance, and serious injuries and fatalities. Notably absent is a reference to GHG. Last year, FDOT formally responded to the proposed FHWA GHG emissions rule. FHWA received approximately 40,000 comments on the proposed rule, but did not significantly alter the final rule, or take into consideration the unique characteristics of all 50 states.

With the uniqueness of Florida and this rule affecting beyond just our agency, the Department diligently considered impacts for our partners and the transportation industry as a whole. This was especially important due to the language in the rule that relates to MPOs, as Florida has the highest number of MPOs in the nation – 27 MPOs and 33 UZAs (urbanized areas with populations over 50,000). Through this rule, 25 of the 27 MPOs are required to create joint targets and comply with establishing targets. FDOT estimates a high level of effort and costs, in addition to imposed compliance costs, which far exceeds FHWA’s cost estimate.

While it should be very apparent after working so closely with us through the years, I want to reaffirm FDOT’s commitment to environmental preservation and resiliency. In fact, Florida has achieved the cleanest air on record and is the most populous state to meet or exceed the existing Environmental Protection Agency (EPA) benchmarks for air quality. It is unfortunate that the new GHG rule penalizes states for population, tourism, and economic growth.

With factors such as these, FDOT has been left with no choice but to join 20 other states and file a complaint in federal court requesting injunctive relief from this rule. This action was filed yesterday, December 21, 2023.

As always, we appreciate working together to best serve our communities. FDOT remains committed to being transparent and working with our MPOs to deliver a successful transportation system. Thank you for your continued partnership.

Regards,

A handwritten signature in black ink, appearing to read 'JWP', written in a cursive style.

Jared W. Perdue, P.E.
Secretary

**Executive Committee Meeting Minutes
November 1, 2023
River to Sea TPO Conference Room
1 Deuce Court, Suite 100
Daytona Beach, FL 32124**

Members Physically Present:

Mayor Chris Cloudman, Chairperson
Mayor David Alfin – 2nd Vice Chairperson
Vice Mayor Eric Sander
Council Vice Chair Danny Robins

Representing:

DeLand
Palm Coast
South Daytona
Volusia County

Members Virtually Present:

Vice Mayor Reed Foley

Representing:

Port Orange

Members Absent:

Mayor Bill Partington, 1st Vice Chairperson (excused)
Vice Mayor Bill O’Connor (excused)

Representing:

Ormond Beach
Orange City

Others Physically Present:

Donna King, Recording Secretary
Colleen Nicoulin
Stephan Harris
Pamela Blankenship
Jon Scarfe

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
FDOT

Others Virtually Present:

Mariel Lemke

Representing:

TPO Staff

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

The River to Sea Transportation Planning Organization (TPO) Executive Committee meeting was called to order at 9:08 a.m. by Chairperson Chris Cloudman. It was determined that a quorum was physically present. The meeting was held in a hybrid format with remote participation provided; four voting members were physically present, and one voting member was virtually present.

II. Public Comment/Participation

There were no public comments.

III. Business Items

A. Discussion of TPO Financial Management

Ms. Nicoulin noted she received notification that the TPO was being lifted from special conditions status. She explained that the TPO is still considered high risk until we are reevaluated during our next certification, which will be in February or March of 2024.

Ms. Nicoulin stated that we submitted our last invoice on October 31, 2023, with one minor correction. The correction was made, and the invoice was processed and sent for payment.

MOTION: A motion was made by Mayor Alfin to allow members attending virtually to participate and vote. The motion was seconded by Vice Mayor Sander and carried unanimously.

B. Discussion of TPO Office Relocation

[Handouts provided]

Ms. Nicoulin provided a map of 11 office spaces that were reviewed and considered by TPO staff as potential locations to relocate the office to. Eight (8) of the locations were identified as not suitable for various reasons. Ms. Nicoulin discussed each location and the reasons for not pursuing those locations further. Ms. Nicoulin then provided information on the remaining three (3) potential options that would be suitable for the TPO. She provided a comparison of expenses associated with the three properties and compared the expenses associated with the TPO prior office location. Each space would require a partial or full buildout to accommodate the TPO operations and potential build-out allowance was discussed. Based on the comparison, the one property that stands out as the best option for the TPO is the Cornerstone building. The Cornerstone building space is currently leased out, but the tenants are not occupying the space. The current leaseholder has moved into a bigger building. Therefore, the property owner is willing to consider termination of a portion of their lease early to accommodate the TPO's timeframe.

Council Vice Chair Robins asked if during COVID the TPO staff worked from home.

Ms. Nicoulin stated that the TPO staff worked partially from home during COVID, but that staff came into the office on meeting days, agenda days and for general coordination. She stated that it is difficult for a staff of our size to work from home due to the coordination required between staff for agendas, financial management, invoicing, needing access to certain files, a location to house the IT server and to accommodate copy needs.

Council Vice Chair Robins suggested maximizing what the TPO staff did during COVID and utilizing the McGee Room at the Daytona Airport for meetings to save money because rates are so high. He also suggested finding a city or county-owned property for staff to use if they need to use an office or need access to files.

Ms. Nicoulin stated that initially, she reached out to Volusia County to see if they had any office spaces available. They didn't have anything on the east side of the county and only had approximately 1,000 square feet available on the west side. All the TPO staff currently live in east Volusia, and she doesn't want to create a commute for those who don't currently have one. Although COVID did teach us that we can work remotely under certain situations, it isn't efficient for the TPO's small staff to do so full time. Having offsite meetings every week requires extra time for staff to set up the meeting spaces and rescheduling meetings, when required, is difficult due to meeting room availability at the airport. Our current location is not suitable for a long-term option because it is not accessible to transit services and the TPO's permanent location must be accessible. Some of the committee members come to meetings via paratransit and that service isn't available at the current location.

Council Vice Chair Robins suggested using the new Mobility on Demand (MOD) services, carpooling, etc. to get members to meetings.

Mayor Cloudman stated that he believes it's a requirement from the state for the TPO office to be accessible.

Vice Mayor Sander asked if the Cornerstone location's square footage was suitable for the TPO's needs.

Ms. Nicoulin stated that the 4,339 square feet at the Cornerstone location is suitable for the TPO's needs.

Discussion continued regarding hiring a contractor for the buildout at the Cornerstone location or allowing the landowner to do the buildout; buildout flexibility within the TPO's budget; if there was any discussion regarding lease escalation concerning the Cornerstone location; the new location's accessibility and exposure to the public; and the possibility of building out the current location.

Mayor Alfin stated that he isn't comfortable making a decision without input from the TPO Board advising what we want to look like as a TPO. For example, does the TPO Board want the TPO to be partially remote and partially brick and mortar or all brick and mortar?

Vice Mayor Sander stated that he thinks the communication between TPO staff is important and can be difficult to do remotely in terms of invoicing, especially with the TPO just being removed from the special conditions' status. He suggested overlooking the remote option altogether.

Discussion ensued regarding the pros and cons of the TPO staff working remotely; considering future progress and training of new staff members; staff presenting the importance of why things should stay the way they are right now to the TPO Board; identifying the TPO staff who need to be in a dedicated office space and those that might not need to be so that some of the smaller locations would be feasible; and identifying the amount of money that could be saved and applied to other areas.

Ms. Nicoulin explained where the TPO's operating budget comes from and noted that those funds can't be used for implementing projects because they are specific to the TPO's operations.

Mayor Cloudman mentioned the lack of the TPO branding recognition, stating that the general public has no idea who or what the TPO is. The thought process behind getting a new location was to be more visible to the public, to have a space to host meetings, and to get people to come into the facility.

Mayor Alfin asked if the TPO Bylaws give any description of what the TPO is supposed to have in terms of an office or operation.

Ms. Nicoulin stated that the Bylaws do not specify requirements for office space or location, but the TPO must be able to deliver on the federal requirements. In the TPO's latest federal certification review, the quick relocation to the TPO's most recent location was identified as a noteworthy practice. Therefore, there is expectation that the TPO be able to fully operate regardless of our location. She noted that the TPO has a need for space not only for the server but also for the files that are used daily regarding the financial aspects of the TPO. Splitting the TPO staff up the way they had to do during COVID wasn't very efficient, nor is holding weekly meetings off-site. Her preference is to have everything and everyone operating in a common location.

Vice Mayor Sander stated that he does not see the day to day operations of the TPO and is going to listen to what the Executive Director is saying she needs to maintain the continuity of the TPO's operations. He is not looking to change the operations, just the location. He noted that the Cornerstone location is a good option as it is comparable with the expense of our prior location with the price including electric and janitorial services versus the other locations having electric and janitorial services as an additional cost. He also stated that he was comfortable making a decision today as part of the Executive Committee.

Mayor Alfin stated that he didn't disagree with Vice Mayor Sander, but he would like to challenge the TPO staff to make their case on the efficiencies that they enjoy by having one space where they all work together so that the TPO Board can make the decision. The TPO Board might decide to keep everyone in one space together for marketing and branding opportunities so that the general public can be aware of the TPO, as that was originally agreed upon to be the TPO's future plans. He does not want to stand in the way of a decision being made today.

Mayor Cloudman stated that even if they decided today to move forward there is no certainty that Cornerstone can or will break the lease with their current tenant before the end of next year.

Discussion ensued regarding the cost of using the Airline room at the Airport and how long the TPO has it reserved for; the amount of time it takes to pack everything up, drive to the Airport, set up the room for the meetings, and then put everything back; looking at the price point that is very specific to the TPO's planning area; other suggested locations; and safety concerns for certain locations.

MOTION: *A motion was made by Mayor Alfin to have the TPO staff present their operations model on how their process needs to function to the TPO Board. The motion was seconded by Council Vice Chair Robins.*

Discussion ensued regarding getting the opinion of the TPO Board before making any decisions; and if this motion passes, to request staff to provide the TPO Board with a breakdown of the square footage needed and how that space would be utilized.

The motion passed 4-1.

Mayor Cloudman proposed a secondary motion. He stated that after getting general direction from the TPO Board, for Ms. Nicoulin to move forward with communication with the property owner of the Cornerstone location to obtain a definite timeframe for the buildout and move-in.

Ms. Nicoulin stated that if the Cornerstone property owner does not terminate the current tenant's lease, they could do all the prep, such as permitting until the lease is terminated at the end of 2024, start the buildout at the beginning of 2025, and have the estimated completion in March or April of 2025. If the lease is terminated early for the current tenant, then the TPO is still looking at around six to eight months for the negotiation of the termination, the drawing up of new floor plans, and getting it permitted and constructed. She believes that the Cornerstone property owners will not start negotiating the current tenant's lease until the TPO makes a decision to move forward.

Discussion continued regarding the best way to approach the Cornerstone property owners and the lease terms.

Council Vice Chair Robins suggested seeing if the TPO could lock the Cornerstone property in at the current rate or better for a ten-year term.

Mayor Alfin agreed with Council Vice Chair Robins and asked if he could recall his previous motion.

MOTION: A motion was made by Mayor Alfin to recall his previous motion. The motion was seconded by Council Vice Chair Robins and carried unanimously.

MOTION: A motion was made by Council Vice Chair Robins to start discussions with Cornerstone and propose locking in at current market rate or better for a ten-year term. The motion was seconded by Vice Mayor Sander and carried unanimously.

C. Review and Approval of October 4, 2023 Executive Committee Minutes

MOTION: A motion was made by Vice Mayor Sander to approve the October 4, 2023 Executive Committee minutes. The motion was seconded by Mayor Alfin and carried unanimously.

D. Review and Approval of Draft December 6, 2023 TPO Board Agenda

Ms. Nicoulin reviewed the draft TPO Board agenda in detail and requested the addition of two action items: to amend the SUN Trail list of priority projects and to amend the UPWP to add additional funds.

MOTION: A motion was made by Vice Mayor Sander to approve the draft December 6, 2023 TPO Board Agenda with the addition of two action items: review and approval to amend the SUN Trail list at the request of Flagler County, and review and approval of an amendment to the Unified Planning Work Program (UPWP). The motion was seconded by Mayor Alfin and carried unanimously.

IV. Staff Comments

There were no staff comments.

V. Executive Committee Member Comments

The Executive Committee expressed that they felt the committee came to the best solution in terms of the office relocation.

VI. Adjournment

The Executive Committee meeting adjourned at 10:23 a.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

**CITY OF DELAND MAYOR CHRISTOPHER M. CLOUDMAN
CHAIRPERSON, RIVER TO SEA TPO**

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of the minutes of the November 1, 2023 regular meeting of the Executive Committee approved and duly signed this 3rd day of January 2024.

**DONNA KING, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

***** A recording of the November 1, 2023 Executive Committee meeting is available upon request.***



DRAFT

MEETING AGENDA

Please be advised that the RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) BOARD will be meeting on:

DATE: WEDNESDAY, JANUARY 24, 2024
TIME: 9:00 A.M.
PLACE: AIRLINE ROOM
 DAYTONA BEACH INTERNATIONAL AIRPORT
 700 Catalina Drive, Daytona Beach, FL 32114

NOTE:
 A Microsoft Teams meeting has been established for remote participation.

River to Sea TPO Board Meeting

[Click here to join the meeting](#)

Or call in (audio only)

+1 561-484-5911 787231393# United States, West Palm Beach

Phone Conference ID: 787 231 393#

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

DeLand Mayor Chris Cloudman, Chairperson Presiding

- I. CALL TO ORDER / ROLL CALL / DETERMINATION OF A QUORUM
- II. PLEDGE OF ALLEGIANCE
- III. PUBLIC COMMENT/PARTICIPATION *(Public comments may be limited to three (3) minutes at the discretion of the Chairperson)*
- IV. CONSENT AGENDA
 - A. DECEMBER 6, 2023 RIVER TO SEA TPO BOARD MEETING MINUTES *(Contact: Donna King)*
 - B. TREASURER REPORT *(Contact: Mariel Lemke)*
 - C. EXECUTIVE COMMITTEE REPORT -- Report by DeLand Mayor Chris Cloudman, TPO Board Chairperson
 - D. TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD REPORT -- Report by Volusia County Council Member Matt Reinhart, TDLCB Chairperson)
 - E. BICYCLE/PEDESTRIAN ADVISORY COMMITTEE REPORT -- Report by Mr. Ted Wendler, BPAC Chairperson

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

IV. CONSENT AGENDA (continued)

- F. CITIZENS ADVISORY COMMITTEE REPORT**-- Report by Mr. Dave Castagnacci, CAC Chairperson
- G. TECHNICAL COORDINATING COMMITTEE REPORT** -- Report by Mr. Brian Walker, TCC Chairperson
- H. RIVER TO SEA TPO BOARD REPORT** -- Report by DeLand Mayor Chris Cloudman, TPO Board Chairperson
- I. EXECUTIVE DIRECTOR TIMESHEET REVIEW REPORT** -- Report by DeLand Mayor Chris Cloudman, TPO Board Chairperson
- J. APPROVAL (RATIFICATION) OF AMENDMENT TO SHARED USE NON-MOTORIZED (SUN) TRAIL PROJECT LIST** (Contact: Colleen Nicoulin)
- K. REVIEW AND APPROVAL OF LETTER OF SUPPORT FOR THE FDOT CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (CRISI) GRANT APPLICATION FOR THE PROPOSED RAILROAD CROSSING SAFETY IMPROVEMENTS AND MONITORING SYSTEM PROJECT.** (Contact: Colleen Nicoulin)

V. ACTION ITEMS

- A. REVIEW AND APPROVAL OF THE RIVER TO SEA TPO'S FY 2022/23 INDEPENDENT AUDIT REPORT** (Contact: Mariel Lemke)
- B. REVIEW AND APPROVAL OF RESOLUTION 2024-## AMENDING THE FY 2023/24 TO FY 2027/28 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (ROLL CALL VOTE REQUIRED)** (Contact: Colleen Nicoulin)
- C. REVIEW AND APPROVAL OF RESOLUTION 2024-## ADOPTING THE 2024 RIVER TO SEA TPO SAFETY DATA AND TARGETS** (Contact: Colleen Nicoulin)
- D. REVIEW AND APPROVAL OF RESOLUTION 2024-## ADOPTING THE 2020 ADJUSTED URBAN AREA BOUNDARY** (Contact: Colleen Nicoulin)

VI. PRESENTATIONS, STATUS REPORTS, AND DISCUSSION ITEMS

- A. PRESENTATION AND DISCUSSION OF FY 2024/25 AND FY 2025/26 UNIFIED PLANNING WORK PROGRAM (UPWP)** (Contact: Colleen Nicoulin)
- B. PRESENTATION AND DISCUSSION OF AMENDMENT TO THE CONNECT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)** (Contact: Colleen Nicoulin)
- C. FDOT REPORT** (Contact: Kia Powell, FDOT District 5)

VII. EXECUTIVE DIRECTOR'S REPORT

VIII. RIVER TO SEA TPO BOARD MEMBER COMMENTS

IX. RIVER TO SEA TPO CHAIRPERSON COMMENTS

X. INFORMATION ITEMS (Enclosure)

- Bicycle/Pedestrian Advisory Committee Attendance Record – 2023
- Citizens Advisory Committee Attendance Record – 2023
- Technical Coordinating Committee Attendance Record– 2023
- River to Sea TPO Outreach and Activities

- Upcoming Events Flyer
- Volusia and Flagler County Construction Reports

XI. ADJOURNMENT

*The next River to Sea TPO Board meeting will be on February 28, 2024 *

February 2024 Meeting Dates

- Executive Committee, February 7, 2024 @ 9:00 a.m.
- Bicycle/Pedestrian Advisory Committee, February 14, 2024 @ 2:00 p.m.
- Citizens Advisory Committee, February 20, 2024 @ 1:15 p.m.
- Technical Coordinating Committee, February 20, 2024 @ 3:00 p.m.
- River to Sea TPO Board, February 28, 2024 @ 9:00 a.m.

If any person decides to appeal a decision made by this 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.

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, 1 Deuce Court, Suite 100, Daytona Beach, Florida 32124; (386) 226-0422, extension 20416, at least five (5) working days prior to the meeting date.

The River to Sea TPO does not discriminate in any of its programs or services. To learn more about our commitment to nondiscrimination and diversity, visit our Title VI page at www.r2ctpo.org or contact our Title VI/Nondiscrimination Coordinator, Pamela Blankenship, at 386-226-0422, extension 20416, or pblankenship@r2ctpo.org.

Persons who require translation services, which are provided at no cost, should contact the River to Sea TPO at (386) 226-0422 or by email at PBlankenship@r2ctpo.org at least five (5) business days prior to the meeting.