MEETING AGENDA

Please be advised that the River to Sea Transportation Planning Organization (TPO) CITIZENS ADVISORY COMMITTEE (CAC) & TECHNICAL COORDINATING COMMITTEE (TCC) will be meeting on:

DATE: Tuesday, January 15, 2019
TIME: 1:15 P.M. (CAC) & 3:00 P.M. (TCC)
PLACE: River to Sea TPO Conference Room
2570 W. International Speedway Blvd., Suite 100
Daytona Beach, Florida 32114

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Ms. Janet Deyette, CAC Chairperson Mr. Jose Papa, TCC Chairperson

CAC & TCC AGENDA

I. CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE

II. PUBLIC COMMENT/PARTICIPATION (Public comments may be limited to three (3) minutes at the discretion of the Chairperson)

III. ACTION ITEMS

A. REVIEW AND APPROVAL OF THE NOVEMBER 20, 2018 CAC/TCC MEETING MINUTES (Contact: Debbie Stewart) (Enclosure, CAC pages 3-10; TCC pages 3, 11-17)

B. APPOINTMENT OF A TCC MEMBER TO SERVE ON THE CONSULTANT SELECTION COMMITTEE FOR THE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) (TCC ONLY) (Contact: Colleen Nicoulin) (Enclosure, page 18)

C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS (Contact: Colleen Nicoulin) (Enclosure, pages 19-23)

D. 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: Colleen Nicoulin) (Enclosure, pages 24-27)
III. ACTION ITEMS (Continued)

E. REVIEW AND RECOMMEND APPROVAL OF THE PRIORITY PROJECT APPLICATIONS FOR TRAFFIC OPERATIONS/SAFETY AND LOCAL INITIATIVES PROJECTS AND TRANSPORTATION PLANNING STUDIES (Contact: Colleen Nicoulin) (Enclosure, pages 28-42)

F. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) (Contact: Colleen Nicoulin) (Enclosure, pages 43-61)

IV. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF THE DRAFT WORK PROGRAM PROPOSED BY FDOT (Contact: Colleen Nicoulin and Stehpan Harris) (Enclosure, page 62)

B. FDOT REPORT (Contact: Vickie Wyche, FDOT District 5) (Enclosure, pages 63-75)

C. VOLUSIA COUNTY AND FLAGLER COUNTY CONSTRUCTION REPORTS (Contact: Volusia County & Flagler County Traffic Engineering) (Enclosure, pages 76-78)

V. STAFF COMMENTS (Enclosure, page 79)

→ Update on SU Funding/Work Program

VI. CAC/TCC MEMBER COMMENTS (Enclosure, page 79)

VII. INFORMATION ITEMS (Enclosure, pages 79-85)

→ CAC & TCC Attendance Records

→ River to Sea TPO Board Meeting Summary for November 28, 2018

→ November and December 2018 TPO Outreach and Events

VIII. ADJOURNMENT (Enclosure, page 79)

**The next CAC and TCC meetings will be on Tuesday, February 19, 2019**

NOTE: 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.

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.
III. ACTION ITEMS

A. REVIEW AND APPROVAL OF NOVEMBER 20, 2018 CAC/TCC MEETING MINUTES

Background Information:

Minutes are prepared for each CAC and TCC meeting and said minutes must be approved by their respective committees.

ACTION REQUESTED:

MOTION TO APPROVE THE NOVEMBER 20, 2018 CAC/TCC MEETING MINUTES
Citizens’ Advisory Committee (CAC)  
Meeting Minutes  
November 20, 2018

CAC Members Present:  
Sue Habel  
Janet Deyette, Chairperson  
Rob Plympton  
Gilles Blais, Vice Chairperson  
Nora Jane Gillespie  
Bob Storke  
Alan Peterson  
Bobby Ball  
Elizabeth Alicia Lendian  
Terry Bledsoe  
Melissa Winsett (non-voting)  
Edie Biro  
Kellie Smith (non-voting advisor)

CAC Members Absent:  
Ralph Bove (excused)  
Bliss Jamison (excused)  
Marcia Stevens-Foltz (excused)  
Faith Alkhatib (non-voting)  
Bob Owens  
Roger Strcula (excused)  
Susan Elliott (excused)  
Joe Villanella (excused)  
Jack Delaney (excused)  
Patricia Lipovsky (excused)

Others Present:  
Debbie Stewart, Recording Secretary  
Pam Blankenship  
Colleen Nicoulin  
Lois Bollenback  
Stephan Harris

Representing:  
Daytona Beach  
Deltona  
Flagler Beach  
Holly Hill  
New Smyrna Beach  
Orange City  
Palm Coast  
Port Orange  
Volusia County  
Volusia County  
Volusia County Traffic Engineering  
Votran (CTC)  
FDOT District 5

Representing:  
DeBary  
Edgewater  
Flagler County  
Flagler County Traffic Engineering  
Flagler County Public Transportation  
Ormond Beach  
Pierson  
Ponce Inlet  
South Daytona  
Volusia County

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

Chairperson Deyette called the meeting of the River to Sea Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) to order at 1:15 p.m. The roll was called and it was determined that a quorum was present.

II. Press/Citizen Comments

There were no press/citizen comments.

III. Action Items

A. Review and Approval of October 16, 2018 CAC Meeting Minutes

MOTION: A motion was made by Ms. Bledsoe to approve the October 16, 2018 CAC meeting minutes. The motion was seconded by Mr. Blais and carried unanimously.
B. **Cancellation of December CAC Meeting**

Chairperson Deyette stated traditionally, there is no outstanding business that needs to be conducted prior to the end of the calendar and all meetings are cancelled for December.

*MOTION:* A motion was made by Ms. Bledsoe to cancel the December CAC meeting. The motion was seconded by Ms. Gillespie and carried unanimously.

C. **Review and Recommend Approval of the 2015 Socio/Economic Datasets for the Central Florida Regional Planning Model Update**

Ms. Nicoulin stated in preparation for the 2045 Long Range Transportation Plan (LRTP) update, FDOT updates the Central Florida Regional Planning Model (CFRPM); this model is used to help develop the Long Range Transportation Plan (LRTP). As part of the model, they look at determining the socio/economic data which is the population and employment that is put into the model for the 2015 base year. Earlier this year, the TPO distributed that information and asked for comments from the TCC and the different municipalities. Comments were received and forwarded to FDOT and their consultant who updated the 2015 datasets according to the comments received. The TPO is asking for a recommendation of approval of the updated 2015 dataset. We will begin to look at developing the 2045 dataset and how to distribute growth within the planning area. The TPO will work with FDOT to develop a methodology on how to distribute the growth projected in the planning area out to 2045. Information was sent out under separate cover for review that included a map and traffic analysis zones (TAZs).

Ms. Bledsoe asked who put together those numbers and if they were based on year 2015 only.

Ms. Nicoulin replied FDOT; it was based on what was on the ground in 2015.

Ms. Bledsoe asked what the numbers for each municipality represent; there is not a legend to compare them to.

Ms. Nicoulin explained each area is broken down into a traffic analysis zone and represents development within the zone. That zone is usually bound by geographical figures or an interstate. The TAZs are developed by FDOT and their consultant and the model is updated every five years with the previous model as a base. Also within each TAZ is coding for single family dwellings, industrial, and commercial and footage which is based off of employees and not square footage.

Discussion continued.

Mr. Peterson commented that Flagler County is divided along US 1; east of US 1 is in the TPO planning area and the area to the west is not. Palm Coast spreads on both sides of US 1 and there is an area now being developed that will have a regional impact. In the next five to six years, there will be 12,000 people in that new development. It is on the River to Sea TPO border and he asked how the TPO will account for that and how that area would be incorporated into the TPO’s boundaries.

Ms. Nicoulin replied that whether it is incorporated or not it is prudent for the TPO to look at the growth in that area. The TPO would look at those developments and what the projections are holistically; not stopping at the boundary line.

Discussion continued.

Ms. Bollenback stated that this is a dataset of what was actually in place in 2015 and FDOT and their consultants used a lot of resources to put this together. It was then reviewed by local staff for population in single family, multi-family, different types of employment, the TAZs and roads. It is important that this information is correct. The TPO is asking the committee to recognize that the review was done and comments provided were incorporated into the dataset. She explained that this information will be put into the model
and calibrated; the model will load traffic on the road network in the way traffic was actually measured in 2015. Then, what we think may happen in the future is loaded into the model. That data is being reviewed now; there are concerns because there is growth that seems to be outpacing the estimates we have. The TPO’s planning area stops at US 1 to the west in Flagler County but the regional planning model that is being run covers the entire county. The review of this data, what gets loaded into the model and those TAZs for what occurs outside the planning area are considered as well.

Mr. Peterson replied the houses may be outside the planning boundary but the activity will be within it; while they live just west of US 1, all the shopping and employment is east of US 1.

Ms. Bollenback replied that the traffic model spans the entire county; outside of the nine-county area that the model encompasses, there are internal and external trips. It loads traffic that goes outside the model area.

Discussion continued.

**MOTION:** A motion was made by Mr. Storke to recommend approval of the 2015 socio/economic datasets for the Central Florida Regional Planning Model update. The motion was seconded by Mr. Blais and passed unanimously.

**D. Review and Recommend Approval of a Draft Amendment to the 2040 Long Range Transportation Plan (LRTP) for Public Comment**

Ms. Nicoulin explained that this action item is not asking for a recommendation of approval for an amendment to the 2040 Long Range Transportation Plan (LRTP) but an indication that the committee supports the TPO going forward with public outreach for an amendment; a 45-day requirement. There are four interchange projects currently on the unfunded needs list in the LRTP along I-95; US 1 in Ormond Beach, LPGA Boulevard, SR 44 and a new interchange at Pioneer Trail. FDOT identified money to move two of these projects into their SIS Cost Feasible Plan that was developed earlier this year. The Pioneer Trail interchange is in the PD&E phase and the LPGA Boulevard interchange is undergoing an Interchange Modification Report (IMR). In order for these projects to move into the design phase, they must be in the TPO’s Cost Feasible Plan. This amendment will move these projects that are currently on the “unfunded” list to the “funded” needs list. The amendment will also identify how the TPO addresses resiliency, tourism and safety in the planning process. This information will be dropped into the LRTP as an appendix; it will be similar to the language that was incorporated into the TIP earlier this year. The TPO is asking for authorization to move forward with a public comment period to move those two interchange projects from “unfunded” to “funded” needs and to incorporate the language as an appendix into the 2040 LRTP. The LPGA Boulevard interchange project is constrained from Tomoka Farms Road to Williamson Boulevard. West on Tomoka Farms Road is a two-lane bridge over the Tomoka River but the improvements for this interchange stop at Tomoka Farms Road. Volusia County asked to include the potential widening of LPGA Boulevard in the public comment period. This is a county road so the county would need to fund it and they do not currently have money so the widening itself would not be included in the amendment, but it would include the public comment. Then, during the 2045 Long Range Transportation Plan (LRTP) update, if the county has the money, it will be included at that time.

**MOTION:** A motion was made by Ms. Gillespie to recommend approval of a draft amendment to the 2040 Long Range Transportation Plan (LRTP) for public comment and to include public comment for Volusia County’s portion of the LRTP to widen LPGA Boulevard. The motion was seconded by Mr. Peterson and carried unanimously.

### IV. Presentation Items

**A. Presentation and Discussion of Recommended Changes to the R2CTPO Policy Resolutions for the Annual Call for Projects**

Ms. Nicoulin referred to page 20 of the agenda packet and the priority project process schedule and stated the annual Call for Projects will open January 24, 2019 and close March 29, 2019 which is consistent with
past years. She reviewed the changes to the resolutions that govern the process; changes to Resolution 2016-01 include separate definitions for a cost overrun and a cost increase. Also being considered is a uniform way for requests for additional funding to come in such as an application which requires a statement of hardship or justification to identify what the difference in cost is. This will allow staff to determine if it is a cost overrun or cost increase. Language has also been added for eligible and ineligible costs and that ineligible costs would not count as part of the local match.

Ms. Habel referred to page 19 of the agenda and asked for the history of the BPAC’s request to change the funding allocations.

Ms. Nicoulin replied that resolution begins on page 29; currently, the TPO sets aside 40% of its SU allocation for traffic operations/safety projects, 30% for bicycle/pedestrian projects and 30% for transit. At the BPAC Project Review Subcommittee meeting, there was discussion to change the 40% allocation from traffic operations to bicycle/pedestrian projects. The justification at that meeting was that there is concern regarding the number of bicycle and pedestrian serious injuries and fatalities in the planning area and allocating more of the set aside funding would alleviate those concerns. However, bicycle/pedestrian projects qualify for different funding sources than traffic operations projects, such as the SUN Trail program. There is also Transportation Alternatives funding, which as part of TPO policy, is applied only to bicycle/pedestrian projects. Traffic operations projects also generally cost more. The TIP Subcommittee approved a motion to retain the allocation percentages as is. Bicycle/pedestrian projects actually receive more funding than traffic operations projects because of these other funding sources.

Ms. Habel asked if this is a recommendation that was tabled.

Ms. Nicoulin replied no; there are two different recommendations. The recommendation from the BPAC Project Review Subcommittee was to switch the 40% allocation from traffic operations/safety projects to bicycle/pedestrian projects and the TIP Subcommittee’s recommendation was to retain the percentages as is. Both of the recommendations will be presented to the TPO Board.

Ms. Habel asked if it would come back to the CAC.

Ms. Nicoulin replied the CAC can take action if it wants; this is a presentation at this time. There is no requirement that it take action; this was discussed at the BPAC meeting last week and there was no consensus as to a direction from them.

Discussion continued.

**MOTION:** A motion was made by Ms. Gillespie to retain the funding allocation percentages as stated in Resolution 2017-03. The motion was seconded by Ms. Habel and passed unanimously.

Ms. Nicoulin continued to review the other resolutions guiding the priority project process and referred to Resolution 2017-32. This resolution was amended to add language in item 14 to confirm that the priority project process will be used to help populate a regional priority list.

Mr. Peterson referred to page 26 of the agenda, items 3 – 6 and the protected lists; he asked why the number of protected projects varied from the top 3 to the top 8.

Mr. Harris replied these recommendations came out of a different subcommittee for which projects to keep in the protected status. The BPAC wanted to keep the top 3 projects protected and the TIP Subcommittee has protected the top 8 traffic operations projects.

Mr. Peterson asked how that was justified.
Mr. Harris replied it can be justified that projects on one list are independent of projects on another list. At times, projects can be on more than one list. So far there have not been any issues with the protected status.

Mr. Storke stated some of it has to do with how long a project takes to go through the process; some projects take a long time to complete and need to stay in the protected status. Bicycle/pedestrian projects usually are done more quickly.

Mr. Peterson referred to item 12 of the resolution and the statement a project remains in protected status for 3 years but if it does not get programmed in that time, it will be removed from the list. He asked if the municipalities are informed that if they do not provide new information the protected status will be removed.

Ms. Nicoulin replied yes; there has only been one project that fell into this category of having to be removed and it was a bicycle/pedestrian project.

Discussion continued.

B. Presentation and Discussion of the Priority Project Applications for Traffic Operations/Safety and Local Initiatives Projects and Transportation Planning Studies

Ms. Nicoulin stated the applications are mainly remaining unchanged from last year. The TPO is asking for applications to be submitted electronically to the TPO’s file transfer site along with one hard copy. The changes are indicated in strikethrough and underline format; language is being incorporated that pertains to performance measures and how the project will meet the safety targets or travel time reliability. The transportation planning studies and project implementation study applications ask the applicant if the study is a regional study that will help populate the regional list.

C. Presentation and Discussion on Current Fiscal Year (FY) SU Funding

Ms. Nicoulin stated every year the TPO receives SU funding that is allocated to traffic operations, bicycle/pedestrian and transit projects. If the money is not drawn down or obligated, the TPO’s spending authority could be reduced in subsequent years. This year, a large project was deferred to an outer year from the traffic operations box; approximately $1.7 million. It was programmed for this year so that money has been put back into the traffic operations box. There is also approximately $300,000 left in the bicycle/pedestrian box and approximately $300,000 left from the SR 417 to I-95 Connector Study that will be coming back. One of the challenges is that not every municipality is able to be LAP certified. Only two agencies are continually LAP certified; Daytona Beach and Volusia County. The project must also be ready to move forward. The TPO is looking to move the SR 44 at Kepler Road design phase into the Work Program for the current year; it is approximately $1.2 million. Also, to move a sidewalk project at Derbyshire Park for approximately $500,000 into the Work Program. Once these two projects have been moved into the Work Program, there will be a balance of approximately $700,000 that has no place to go. FDOT has requested the TPO use that money to advance the design of the Pioneer Trail interchange. This is not in keeping with TPO policy; however, the money is available and there is no other place to put it. The concern is it would set a precedent for future years but the TPO does want to protect this funding. The Pioneer Trail design is approximately $1.5 million and would use portion of the SU funds and potentially AC funds.

Mr. Peterson asked if this would free up money in the next fiscal year for another project.

Ms. Nicoulin replied it would not free up SU funding.

Mr. Peterson commented if it was a choice of using it or losing, he has no objection to the change.
Ms. Gillespie stated it is also a safety project and is much needed; she would rather see the money be used than to lose it.

Ms. Kellie Smith, FDOT, stated she just received clarification regarding the SR 417 Connector Study earmark and it cannot be used until the Federal Highway Administration (FHWA) does another repurposing; and that is if the project is eligible. It must go through the close-out process and the money will sit until FHWA asks if FDOT can use it somewhere else; then FDOT will reach out to the TPO.

Ms. Nicoulin replied there will still be leftover money; instead of $750,000 the amount will be about $450,000.

Ms. Habel asked if the SR 44 and Kepler Road project was moved forward into the current year and if a roundabout was still being discussed there.

Ms. Nicoulin replied yes, for design.

Ms. Habel asked if all interested parties that have projects on the list and could potentially move a project forward were aware of this available money.

Ms. Nicoulin replied yes but it is very limited. TPO staff reached out to the different municipalities over the last several months to see if they had any projects that were ready to move forward. To be ready to move forward, a project must have bid documents ready and FDOT must feel comfortable in being able to spend the money down in the current year. Daytona Beach is the only city that is able to do this so the TPO is looking to move a bicycle/pedestrian project forward; the city is still working with FDOT to do this. Volusia County is not eligible because it was their project that was deferred.

Ms. Habel asked if the TPO is confident that this money will be allocated in the current fiscal year.

Ms. Nicoulin replied yes, if this money can be programmed for the design of the Pioneer Trail interchange.

Ms. Habel asked what LAP certified means.

Ms. Nicoulin explained it is the Local Agency Program (LAP) and a certification each municipality has to go through in order to access federal funding. Daytona Beach and Volusia County have a continuous LAP certification; all other municipalities have to get LAP certified for each project. A continuous certification has to do with the number and capacity of projects done in the past; a municipality has to show it can meet the requirements of LAP certification. The LAP certification is administered by FDOT.

D. **FDOT Report**

The FDOT report was provided in the agenda.

Ms. Smith announced the online FDOT public hearing for the Five-Year Work Program will be the week of December 10 – 14, 2018; the website is [www.d5wpph.com](http://www.d5wpph.com). There will also be an open house December 11, 2018 from 4:30 pm to 6:30 pm.

E. **Volusia and Flagler County Construction Reports**

Ms. Winsett stated the Volusia County Construction Report is provided in the agenda; design is underway for intersection improvements at SR 44 and Kepler Road.

There was no Flagler County Construction Report.

V. **Staff Comments**

Ms. Nicoulin stated the vacant TPO Transit Planner position has been filled. TPO CFO, Mr. Herb Seely, will be retiring December 28, 2018 after 41 years of service; his position was also recently filled. She announced the TPO will be undergoing renovations to the conference room during December.
Ms. Stewart announced the TPO’s Annual Holiday Open House and Toy Drive will be Wednesday, November 28, 2018, from 3:00 pm to 5:00 pm.

Chairperson Deyette reminded members of the information items included in the agenda including the 2019 meeting schedule.

VI. CAC Member Comments

Ms. Biro announced a Votran public meeting tonight at Orange City City Hall from 4:30 pm to 7:00 pm regarding the new Route 25 on Howland Boulevard and service changes in Orange City and Deltona.

Ms. Gillespie announced a SUN Trail presentation at New Smyrna Beach City Commission Chambers at the January 8, 2019 commission meeting at 6:30 pm.

Ms. Lendian announced DeLeon Springs State Park is holding several activities during the holidays including a New Year’s Day hike; the “A Day in Florida’s History” with reenactments will be held in January.

VII. Information Items

→ CAC & TCC Attendance Records
→ October 24, 2018 River to Sea TPO Board Meeting Summary
→ October TPO Outreach and Events
→ St. Johns River to Sea Loop Trail Public Alternatives Meeting
→ Light Up Midtown Health Fair
→ Save the Date for R2CTPO Holiday Open House & Annual Toy Drive, November 28, 2018 from 3:00 pm to 5:00 pm
→ 2019 TPO Board and Committee Meeting Schedule
→ Joint TIP and BPAC Project Review Subcommittee Report from October 1, 2018
→ TIP Subcommittee Report from November 5, 2018

VIII. Adjournment

There being no further business, the CAC meeting adjourned at 2:34 p.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

__________________________________________
MS. JANETTE DEYETTE, CHAIRPERSON
CITIZENS' ADVISORY COMMITTEE (CAC)

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 the minutes of the November 20, 2018 regular meeting of the Citizens’ Advisory Committee (CAC), approved and duly signed this 15th day of January 2019.

__________________________________________
DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
I. Call to Order / Roll Call / Determination of Quorum

Chairperson Papa called the meeting of the River to Sea Transportation Planning Organization (TPO) Technical Coordinating Committee (TCC) to order at 3:00 p.m. The roll was called and it was determined that a quorum was present.

II. Press/Citizen Comments

There were no press/citizen comments.

III. Action Items

A. Review and Approval of October 16, 2018 TCC Meeting Minutes

MOTION: A motion was made by Mr. Lear to approve the October 16, 2018 TCC meeting minutes. The motion was seconded by Ms. Mendez and carried unanimously.
B. Cancellation of December TCC Meeting

**MOTION:** A motion was made by Mr. Lear to cancel the December TCC meeting. The motion was seconded by Mr. Paradise and carried unanimously.

C. Review and Recommend Approval of 2015 Socio/Economic Datasets for the Central Florida Regional Planning Model Update

Ms. Nicoulin stated FDOT is in the process of updating the Central Florida Regional Planning Model (CFRPM); this is in preparation of the TPO’s update to the 2040 Long Range Transportation Plan (LRTP). In July, a link was sent for the socio/economic (S/E) data for review and comments. Those comments were forwarded to FDOT and their consultant who use them to update the S/E datasets. Those updates were provided to the TCC on Friday via a link, a summary sheet of the comments received and how they were addressed. In the next couple of months, the TPO will be developing the methodology for the datasets for the 2045 LRTP update. The projected growth in the planning area and how to allocate that growth within the municipalities and traffic analysis zones (TAZ) will be reviewed. Additional information on this process will be brought back to this committee and a workshop may be held with the committee.

**MOTION:** A motion was made by Ms. Mendez to recommend approval of 2015 socio/economic datasets for the Central Florida Regional Planning Model update. The motion was seconded by Mr. Lear and carried unanimously.

D. Review and Recommend Approval of a Draft Amendment to the 2040 Long Range Transportation Plan (LRTP) for Public Comment

Ms. Nicoulin explained that this action item is not asking for a recommendation of approval for an amendment to the 2040 Long Range Transportation Plan (LRTP) but an indication that the committee supports the TPO going forward with preparing the documents for the amendment and for public comment; a 45-day requirement. There are four interchange projects currently on the “unfunded” needs list in the LRTP along I-95; US 1 in Ormond Beach, LPGA Boulevard, SR 44 and a new interchange at Pioneer Trail. FDOT identified funding to move two of these projects into their SIS Cost Feasible Plan that was developed earlier this year. The Pioneer Trail interchange is in the PD&E phase and the LPGA Boulevard interchange is undergoing an Interchange Modification Report (IMR). In order for these projects to move into the design phase, they must be in the TPO’s Cost Feasible Plan. This amendment will move these projects that are currently on the “unfunded” list to the “funded” needs list and will also incorporate language identifying how the TPO addresses resiliency, tourism and safety in the planning process. This information will be dropped into the LRTP as an appendix; it will be similar to the language that was incorporated into the TIP earlier this year. The LPGA Boulevard interchange project is constrained from Tomoka Farms Road to Williamson Boulevard but the improvements for this interchange stop at Tomoka Farms Road. Volusia County asked to include the potential widening of LPGA Boulevard in the public comment period. This is a county road so the county would need to fund it and they do not currently have money so the widening itself would not be included in the amendment. If the county finds the money, it will be included during the 2045 LRTP update.

**MOTION:** A motion was made by Mr. Lear to recommend approval of a draft amendment to the 2040 Long Range Transportation Plan (LRTP) for public comment and to include public comment for Volusia County’s portion of the LRTP to widen LPGA Boulevard. The motion was seconded by Ms. Mendez.

Mr. Paradise asked if a local government wanted to add something to the LRTP amendment what the mechanics would be.

Ms. Bollenback replied it would have to be approved by the TPO Board. Generally, if the TPO updates or makes a change to the LRTP, financial estimates have to be re-done to show that it is cost feasible. This does not have to be done with SIS projects because the state provides those financial estimates. If it is not a SIS project, the TPO would have to identify how a new project would be funded. The LRTP is not intended to be a
fluid document. The TPO is preparing to update the LRTP and extend the horizon to 2045 so unless there is a sense of urgency, she does not encourage doing that.

Mr. Lear asked when the update to the LRTP is due.

Ms. Bollenback replied September, 2020. The contract FDOT issued for these two interchanges is for a study/design so FDOT already has contracts for design work but not the funding.

Ms. Mendez commented that the interchanges are in the LRPT but just in a different category because they are not funded; she asked if the widening of LPGA Boulevard was in the LRTP.

Ms. Bollenback replied she believes it is on the county’s list included in the LRTP; the LRTP includes a 20 year list for county projects as well.

Mr. Paradise commented that if the committee is going to entertain a discussion of LPGA Boulevard, then perhaps Saxon Boulevard between Normandy and I-4 should be discussed.

Mr. Finley stated the city of Ormond Beach supports this process and he appreciated Ms. Nicoulin explaining why the interchange at US 1 is not included in this amendment. The contract for US 1 is structured differently than LPGA Boulevard and the Pioneer Trail interchange; the city would like to state they are disappointed that US 1 was structured differently and cannot move forward to being funded at this time. The city looks forward to the 2045 LRTP and the US 1 interchange being funded then.

Ms. Bollenback replied it is in the Cost Feasible plan and should roll forward into the 2045 LRTP.

Mr. Paradise commented that there are a plethora of thoroughfare needs directly associated with the interstates. He agrees that LPGA Boulevard is a need but there is the potential to be confronted with a desire to expand that scope.

Ms. Bollenback replied the TPO is not building a new Long Range Transportation Plan (LRTP); it is trying not to stand in the way of projects moving forward.

Ms. Nicoulin stated the TPO has been asked by Volusia County to solicit public comment for the widening of LPGA Boulevard; not to move it into the “funded” needs category. It is a Volusia County project and they do not have the funds at this time. If the TPO is looking at improvements to an interchange, the connecting infrastructure must also be looked at. The TPO is not asking for public comment on the design of the interchanges but on moving them from the “unfunded” to the “funded” needs list and discussion of LPGA Boulevard is not putting it on the “funded” needs list.

Ms. Bollenback added that there is no change being proposed to the 2040 LRTP in regards to improvements on LPGA Boulevard. There will be all sorts of comments received regarding the interchange because there are strong feelings about what is going on there. She does not want to confuse what the TPO is doing with the other work going on there. The county has asked the TPO to take the comments, document them and pass them on to the county.

*The motion passed unanimously.*

IV. **Presentation Items**

A. **Presentation and Discussion of Recommended Changes to the R2CTPO Policy Resolutions for the Annual Call for Projects**

Ms. Nicoulin stated the TIP Subcommittee met and discussed the policy resolutions that govern the annual Call for Projects; they identified some changes that are shown on page 19 of the agenda. She reviewed the proposed changes to Resolution 2016-01 which include adding language that ineligible costs will not count as part of a local match; adding separate definitions for a cost overrun and cost increase; creating an application for requests for additional funds and requiring a statement of hardship or justification be included.
Mr. Paradise commented that as a member of the TIP Subcommittee there was a lot of discussion regarding the language for these changes. He stated project applicants will have to be responsible and ensure cost updates are done annually for their projects. He has conveyed the message to his city that their budget be adjusted to ensure there is money to facilitate a cost update on an annual basis.

Ms. Mendez stated she agreed with the language defining eligible and ineligible costs and the definition of a cost overrun. She referred to the phrase included in that definition “the result of an incomplete, insufficient or out of date cost estimate” and coupled with the definition of a cost increase and stated as she understands it, you have to have a construction cost estimate that the engineer of record produces at design before requesting funds for construction. All of the construction is based on the engineer of record providing that. She asked what happens when the project goes out for bid and the cost estimates come in much higher than what the engineer of record estimated.

Mr. Lear replied that is covered in item 9 in the definition of a cost increase; “an unforeseen market change”.

Ms. Mendez asked what the hardship or justification would be and if it would be considered an eligible or ineligible cost.

Mr. Paradise replied he would consider it eligible; they would have to show supporting documentation to explain why the cost went up and if it increased because the scope was changed or because of labor and materials.

Ms. Nicoulin replied that example would be the result of the market.

Discussion continued.

Ms. Nicoulin continued reviewing the proposed changes to the resolutions; she referred to Resolution 2017-32 and stated that language is being added confirming that the TPO plans to use the priority process and annual call for projects to help populate regional lists.

Ms. King asked if all the MPOs were doing this or something similar.

Ms. Nicoulin replied the regional lists will be developed from each individual MPO’s priority list; how those individual lists are created will be different. Not all MPOs go through a call for projects; they have different mechanisms for getting projects on the priority list. The R2CTPO wants to make sure projects that are regional are communicated to the Central Florida MPO Alliance (CFMPOA) that these are what we consider regional priorities to help populate a regional list. She continued to review Resolution 2017-03 that determines the set aside funding percentage allocations; 40% to traffic operations, 30% to bicycle/pedestrian and 30% to transit projects. The TIP Subcommittee made no recommended changes but recommended retaining the set aside percentage allocations. The BPAC Project Review Subcommittee recommended changing the 40% allocation from traffic/operations to bicycle/pedestrian projects. This was discussed at the CAC and they approved a motion to recommend supporting the TIP Subcommittee’s recommendation of retaining the current set aside percentages.

B. Presentation and Discussion of the Priority Project Applications for Traffic Operations/Safety and Local Initiatives Projects and Transportation Planning Studies

Ms. Nicoulin stated there were not many changes to the applications; language was added to the traffic operations applications pertaining to whether a project helps to meet the safety targets and with regards to travel time reliability. A question was also added to the planning studies and traffic operations application if they are regional in nature; this will help to communicate to the CFMPOA what our regional priorities will be. The only other change is on how the TPO accepts applications; in the past, the TPO has accepted the required electronic copy as an email, a link or flash drive. This year, the electronic copy will be required to be uploaded the TPO’s file transfer site. One hard copy is still also required.
C. Presentation and Discussion on Current Fiscal Year (FY) SU Funding

Ms. Nicoulin stated the TPO receives SU funding and allocates 40% to traffic operations projects, 30% to bicycle/pedestrian projects and 30% to transit projects. The TPO is always under pressure to make sure it spends that funding down; if it is not obligated, the TPO can have its spending authority reduced in subsequent years. This year, a large project was deferred that added approximately $1.7 million back into the traffic operations box leaving approximately $1.8 million in traffic operations and a little over $300,000 in the bicycle/pedestrian box. The TPO has been working with FDOT to advance funding for design for intersection improvements at SR 44 and Kepler Road; that is estimated at approximately $1.2 million. The TPO is also working with the city of Daytona Beach to advance a Derbyshire Park sidewalk project that is estimated at $500,000. The summary page in the agenda indicated that there is the potential of unspent funding in the amount of $300,000 that was left over from the I-95 to SR 417 Connector Study; however, the TPO learned earlier today that money is not available to be spent in the current year. There is approximately $450,000 in available funds for the current year and there is no place to put it. One of the challenges of current year funding is the TPO is limited to where it can put the money. The municipalities must be LAP certified and the project must be ready to go. There are only two municipalities with a blanket LAP certification that is not project specific; Daytona Beach and Volusia County. The TPO was asked by FDOT if the leftover $450,000 could be used to help advance the design phase of the Pioneer Trail interchange; this is outside of how the TPO typically spends the set aside funding. The question is what to do with it; to risk not allocating it and potentially losing money in future years or allocate it to the Pioneer Trail interchange. The concern is if it would set a precedent as the funding is supposed to be spent on smaller projects.

Ms. King asked when the money had to be spent.

Ms. Smith replied it is current year money and it depends on how much the project costs; this particular project requires a Work Program amendment which has to go to the Governor’s office for approval.

Ms. Nicoulin stated the TPO is looking for direction from the advisory committees and the TPO Board and will be back in January with a TIP amendment.

Ms. King commented that this seems to be an unusual circumstance and she would not consider it setting a precedent. She asked what direction the CAC gave.

Ms. Nicoulin replied the CAC voiced their opinion that if the TPO has the money and there is the potential to lose it, they felt it was okay to put it on the Pioneer Trail interchange.

Ms. King agreed so that the money is not lost.

Ms. Nicoulin commented the other caveat is regarding Volusia County; the deferred project was a county project so they do not qualify.

Ms. King asked if a motion was needed.

Ms. Nicoulin replied this is a discussion and does not require a motion unless the committee feels they need to take action. It was brought for discussion because it differs from the current policy, so the TPO is looking for direction from the advisory committees and the board and will come back in January with a TIP amendment.

Mr. Paradise asked if it was possible to carry the money over.

Ms. Nicoulin replied that the money needs to be allocated and spent in the current year.

Ms. Smith stated it could impact future allocations; it would become constrained by the federal government.
Mr. Lear asked what was said about the SR 44 and Kepler Road intersection improvement project and if it was fully funded.

Ms. Nicoulin replied it will be fully funded for design and the design is being moved into the current year; FDOT's design estimate is $1.2 million.

Discussion continued.

Mr. Paradise asked if the committee was going to contemplate using the funds for SIS projects, could it contemplate using it for planning studies.

Ms. Nicoulin replied that could be discussed at the TPO Board meeting.

Ms. Dodd commented that she agrees with Mr. Paradise and that planning studies could be an outlet; not a lot of money is allocated to planning studies. She asked if the intention of the funding is to help local projects, and if the completion of planning studies would bring more projects.

Ms. Nicoulin replied that has not been explored. This discussion will also be held at the TPO Board meeting next week and based on the direction from them, will move forward. Another TIP amendment cannot be done until January but FDOT has restrictions on their time frame as to when projects move into the Work Program.

Ms. King asked when projects move into the Work Program.

Ms. Smith replied for current year, it will require a Work Program amendment that goes to the Governor’s office; they have a cut-off date, typically between January and March. They do not have a definite date which is why FDOT tries to get them in earlier because at that point, they decline any additional ads and the money will be gone.

Ms. Nicoulin stated the reason the TPO brings these items for discussion is to solicit suggestions. This will be discussed at the TPO Board meeting and depending on their direction, will come back with a TIP amendment. The TIP amendment in January will also include the intersection improvement project at SR 44 and Kepler Road and the Derbyshire Park sidewalk project.

D. FDOT Report

Ms. Smith announced FDOT will hold its Work Program public hearing online from December 10, 2018 to December 14, 2018. The website address is www.d5wpph.com. FDOT is also holding an open house on their Public Outreach Day on December 11, 2018 at the FDOT District 5 Office in DeLand from 4:30 pm to 6:30 pm.

Chairperson Papa asked if the tentative Work Program was part of this and if it is available.

Ms. Smith replied yes, FDOT is finalizing information and will release it on December 10, 2018. There will be presentations to the TPO advisory committees and board in January; a letter will be sent to the TPO for comment after the public hearing. She recommended members go to the FDOT website; the citizens report will be available which lists all the projects in Volusia and Flagler County.

E. Volusia and Flagler County Construction Reports

Ms. Winsett stated there have been no changes to the Volusia County Construction Report.

There was no Flagler County Construction Report.
V.  **Staff Comments**

Ms. Nicoulin announced the TPO has filled the vacant Transit Planner position and he will be starting December 3, 2018. The TPO CFO, Mr. Herb Seely, will be retiring December 28, 2018 after 41 years of service; his position has been filled as well and she will start on December 11, 2018. She announced the TPO’s Annual Holiday Open House and Toy Drive on November 28, 2018. The conference room will be undergoing renovations in December.

VI.  **TCC Member Comments**

Ms. Biro announced Votran was holding a public meeting tonight in Orange City at City Hall from 4:30 pm to 7:00 pm to discuss the new Route 25 on Howland Boulevard and service changes in Orange City and Deltona.

VII.  **Information Items**

- CAC & TCC Attendance Records
- October 24, 2018 River to Sea TPO Board Meeting Summary
- October TPO Outreach and Events
- St. Johns River to Sea Loop Open House Flyer
- St. Johns River to Sea Loop Trail Public Alternatives Meeting
- Light Up Midtown Health Fair
- Save the Date for R2CTPO Holiday Open House & Annual Toy Drive, November 28, 2018 from 3:00 pm to 5:00 pm
- 2019 TPO Board and Committee Meeting Schedule
- Joint TIP and BPAC Project Review Subcommittee Report from October 1, 2018
- TIP Subcommittee Report from November 5, 2018

VIII.  **Adjournment**

There being no further business, the TCC meeting adjourned at 4:04 p.m.
III. ACTION ITEMS

B. APPOINTMENT OF A TCC MEMBER TO SERVE ON THE CONSULTANT SELECTION COMMITTEE FOR THE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) \textit{(TCC ONLY)}

Background Information:

The TPO intends to issue a request for proposal (RFP) for the 2045 Long Range Transportation Plan (LRTP). Selection of consultants requires the use of selection committees to evaluate and rank the proposals received. The composition of selection committees is prescribed in the R2CTPO’s Purchasing Manual and requires the Technical Coordinating Committee to appoint a member to sit on the selection committee. Technical Coordinating Committee members who work for consulting firms shall not sit on the selection committee if their firm submits a bid/proposal for consideration.

\textbf{ACTION REQUESTED:}

\textit{MOTION TO APPOINT A MEMBER OF THE TCC TO SERVE ON THE CONSULTANT SELECTION COMMITTEE FOR THE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)}
MEETING SUMMARY  
CAC & TCC  
JANUARY 15, 2019

III. ACTION ITEMS

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

Background Information:

Each year, after completion of the project prioritization process, the TPO staff convenes the program sub-committees to evaluate the process and recommend improvements for the next cycle. The aim is to achieve the best possible outcomes in terms of identifying and promoting transportation-related priorities consistent with the community’s goals and objectives as prescribed in the adopted long-range transportation plan.

Resolution 2019-## amends the current TPO policy pertaining to establishing and maintaining transportation priority projects. The following summarizes the proposed change to the resolution as shown in strike through and underline format:

- add language to confirm the use of the project prioritization process to support the development of regional priority lists

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING 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 (ST BGP) 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.

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.

14.15. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and

15.16. 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 6th day of December 2017 January 2019.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

_______________________________________
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 December 6, 2017 January 23, 2019.

ATTEST:

_______________________________________
DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
III. ACTION ITEMS

D. 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:

Each year, after completion of the project prioritization process, the TPO staff convenes the program sub-committees to evaluate the process and recommend improvements for the next cycle. The aim is to achieve the best possible outcomes in terms of identifying and promoting transportation-related priorities consistent with the community’s goals and objectives as prescribed in the adopted long-range transportation plan.

Resolution 2019-## amends the current TPO policy pertaining to local match requirements placed on member local governments for projects prioritized for funding by the TPO. The following summarizes the proposed changes to the resolution as shown in strike through and underline format:

- excludes costs that are ineligible for federal fund from counting towards the local match requirement;
- adds separate definitions for cost overrun versus cost increase;
- requires a request for additional funds to include a statement of hardship or justification from the project sponsor; and
- specifies that authorization for additional funds only apply to cost increases.

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
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 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

7.8. the River to Sea TPO also 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

8.11. 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 overrun cost increase on any project phase up to and including 10% of the project cost estimate for that phase; and

9.12. the use of state and/or federal funds to cover cost overruns increases exceeding 10% of the project cost estimate for any phase may be authorized only by the River to Sea TPO Board; and

10. the River to Sea TPO deems that a cost overrun shall be the difference between the amount programmed on any project phase and the actual cost for that phase; and

11.13. the Chairman Chairperson of the River to Sea TPO (or his their designee) is hereby authorized and directed to submit this resolution to the:
River to Sea TPO
Resolution 2016-##2019-##
Page 3

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 27th day, 23rd day of January 2016, 2019.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

__________________________________________
VOLUSIA COUNTY COUNCIL MEMBER, PAT PATTISON, COMMISSIONER ROBERT GILLILAND
CHAIRMAN, 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 27, 2016, 2019.

ATTEST:

_________________________________
PAMELA C. BLANKENSHIP, DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

Rev 1-9-18

Revised 11-06-18

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III. ACTION ITEMS

E. REVIEW AND RECOMMEND APPROVAL OF THE PRIORITY PROJECT APPLICATIONS FOR TRAFFIC OPERATIONS/SAFETY AND LOCAL INITIATIVES PROJECTS AND TRANSPORTATION PLANNING STUDIES

Background Information:

Revisions to the 2019 Call For Projects Instructions, Transportation Planning Studies Application and Traffic Operations, Safety and Local Initiatives Project Applications for Feasibility Study and Project Implementation are provided with this agenda packet with proposed changes shown in strike-through and underline format.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF THE PRIORITY PROJECT APPLICATIONS FOR TRAFFIC OPERATIONS/SAFETY AND LOCAL INITIATIVES PROJECTS AND TRANSPORTATION PLANNING STUDIES
## 2019 Priority Project Process Schedule

### January

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- Issue Call for Projects/"Notice of Funding Availability" (9 1/2 weeks long)

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- TCC Meeting/Priority Project Process Workshop

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<td>23</td>
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<td>24</td>
<td>25</td>
<td>26</td>
<td>27</td>
<td>28</td>
<td>29</td>
<td>30</td>
</tr>
</tbody>
</table>

- Deadline for Project Applications and Updated Cost Estimates
TIP Subcommittee and BPAC Subcommittee meet separately to score/rank applications

BPAC reviews preliminary rankings

CAC/TCC review preliminary rankings; 30-day legal notice for adoption hearing

TPO Board reviews recommended preliminary rankings

30-day public notice/invitation to comment (post in area newspapers and on TPO website);

BPAC reviews/recommends rankings

CAC/TCC review/recommend rankings

TPO Board reviews/approves final rankings
2018-2019 Application for Project Prioritization

Traffic Operations, Safety, and Local Initiatives Projects

General Instructions:
For the 2018-2019 Call for Projects, the R2CTPO is accepting applications for Feasibility Studies and Project Implementation.

The R2CTPO has two different application forms for Traffic Operations, Safety, and 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. 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 their applications to provide clarification, if needed.

Incomplete applications will not be accepted.

Project Qualification:
Except for certain improvements identified in 23 U.S.C. §133\(^1\), only projects located on Federal-Aid Roads (roads on the National Highway System (NHS) or functionally classified as Urban Minor Collector or higher) may be funded through this program.

Only applications for traffic operations, intelligent transportation systems (ITS), safety, and local initiatives (traffic operations focused) projects will be considered. These projects are enhancements to improve the operational efficiency, reliability, and/or safety of the existing traffic circulation system. The following list of projects is representative of qualifying projects; however, it is not exhaustive:

1. Adding or extending left and/or right turn lanes;
2. Improved signage or signalization;
3. Targeted traffic enforcement;
4. Limitation or prohibition of driveways, turning movements, truck traffic, and on-street parking;
5. Modification of median openings;
6. Replacement of standard intersections with traffic circles or roundabouts;
7. Traffic incident response plans;
8. Realignment of a road;
9. Intelligent transportation systems (ITS) such as dynamic message signs and adaptive signal control systems;
10. Traffic calming roadway designs or devices;

---

\(^1\) These exceptions include: carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways, modification of public sidewalks to comply with the Americans with Disabilities Act, highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.
11. street lighting to improve traffic safety; and
12. other local initiatives which address complete streets retrofits, adaptation of transportation systems to climate change, and other improvements that directly support the goals of the TPO’s Long Range Transportation Plan.

Awards Limits:

There are no award limits for projects on the Traffic Operations, Safety, and Local Initiatives Projects list. Projects on this list may be funded with any combination of federal, state, and/or local funds.

Local Match Requirement:

R2CTPO Resolution 2016-012019-## provides that the government entity requesting state and/or federal transportation funds for any project that is not on the State Highway System (SHS) shall be required to match those funds with local funds at the ratios of 10% local to 90% state and/or federal. The match shall be by project phase for each programmed phase including feasibility study. A local cash match is required for a feasibility study. For all other phases, the local match is defined as non-state/federal cash match and/or in-kind services of eligible costs 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 funds unless the project is on the SHS, in which case, the State DOT shall be responsible for any cost overruns.

Electronic and “Hard Copy” Submittal Requirement:

1. Applications and supporting documentation shall be submitted as digital media in Portable Document Format (PDF), compatible with MS Windows and Adobe Acrobat Version 9.5 or earlier.
2. Electronic documents may must be submitted through our the R2CTPO FTP site, [https://www3.mydocsonline.com/cupload.aspx?id=RC2CTPO](https://www3.mydocsonline.com/cupload.aspx?id=RC2CTPO), as an attachment to email, on a CD, DVD or USB flash drive.
3. The application and all supporting documentation shall be included in one electronic PDF file.
4. All document pages shall be oriented so that the top of the page is always at the top of the computer monitor.
5. Page size shall be either 8-1/2” by 11” (letter) or 11” by 17” (tabloid).
6. PDF documents produced by scanning paper documents are inherently inferior to those produced directly from an electronic source. Document 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.
7. If you are unable to produce an electronic document as prescribed here, please call us to discuss other options.
8. 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.

R2CTPO staff will provide assistance in completing an application to any member local government that requests it.
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 the 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 a 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 your Purpose and Need statement is clear and complete. It will be the principal consideration in ranking your 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 project Purpose and Need will also help to define the scope for the Feasibility Study, the consideration of alternatives (if appropriate), and ultimate 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 such as livability and the environment 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 reduce intersection delays or to reduce rear end collisions. It should avoid stating a solution as a purpose such as: “the purpose of the project is to add an exclusive left turn lane”. 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.

Commentary: 

Criteria #1 through #4, below, will be used to evaluate and rank each application for Feasibility Study. For Criteria #1, the Applying Agency must indicate the functional classification of the roadway on which the proposed improvement will be located. For Criteria #2 through #4, the Applying Agency must provide commentary explaining how and to what degree the proposed improvement will address the criteria.

Criteria #1 - Location – Indicate the functional classification of the roadway on which the proposed improvement is located. (Reference the Federal Aid Road Report at http://www.fdot.gov/planning/statistics/fedaid/.)

<table>
<thead>
<tr>
<th>Principal Arterial</th>
<th>Minor Arterial</th>
<th>Urban/Rural Major Collector</th>
<th>Urban Minor Collector</th>
<th>Rural Minor Collector or Local Road</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Criteria #2 - Mobility and Operational Benefits – The proposed project will significantly reduce traffic congestion and/or delays identified in the TPO’s Congestion Management Process/Performance Measures Report or otherwise identified and documented.

Commentary: 

Criteria #3 - Safety Benefits – The project will significantly reduce the number and/or severity of crashes; it will significantly reduce the number of fatalities and/or serious injuries.

Commentary: 

Criteria #4 - Support of Comprehensive Planning Goals and Economic Vitality – The proposed project will directly contribute to the achievement of one or more goals/objectives in the applying local agency’s adopted comprehensive plan; it directly supports economic vitality (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities).

Commentary: 

Criteria #4 - Support of Comprehensive Planning Goals and Economic Vitality – The proposed project will directly contribute to the achievement of one or more goals/objectives in the applying local agency’s adopted comprehensive plan; it directly supports economic vitality (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities).
Project Title: ____________________________

Applying Agency (project sponsor): ____________________________ Date: ________________

Contact Person: ____________________________ Job Title: ____________________________

Address: ____________________________

Phone: ____________________________ FAX: ____________________________

E-mail: ____________________________

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

Commentary: ____________________________

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

Criteria #1 – Location (5 points max.)

This criterion looks at the classification of the roads that will benefit from a proposed project. This criterion gives more points to projects that provide a benefit on roads that are classified at a higher level. If a project benefits more than one road, the road that has the highest classification will be used to allocate points.

R2CTPO staff will review the application to determine the classification of the roads benefitting from the proposed project.

<table>
<thead>
<tr>
<th>Project located on a ...</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Federal Functionally Classified Road</td>
<td>0</td>
</tr>
<tr>
<td>Local Road (Federal Functional Classification)</td>
<td>0</td>
</tr>
<tr>
<td>Rural Minor Collector (Federal Functional Classification)</td>
<td>0</td>
</tr>
<tr>
<td>Urban Minor Collector Road (Federal Functional Classification)</td>
<td>2</td>
</tr>
<tr>
<td>Major Collector Road (Federal Functional Classification)</td>
<td>3</td>
</tr>
<tr>
<td>Minor Arterial Road (Federal Functional Classification)</td>
<td>4</td>
</tr>
<tr>
<td>Principal Arterial Road (Federal Functional Classification)</td>
<td>5</td>
</tr>
</tbody>
</table>

Subtotal | 0 - 5

Commentary: ____________________________
Criteria #2 – Project Readiness (15 points max.)

This criterion looks at the amount of work required to develop the project and get it ready for construction. The closer a project is to the construction phase, the more points it is eligible for.

Check the appropriate boxes to indicate which phases of work have already been completed or will not be required. For each phase that will not be required, explain why in the space provided for commentary. Include with this application a copy of any relevant studies, warrants, designs, and/or permits. If this is an application for Project Implementation, you must attach a copy of the project scope and cost estimate.

<table>
<thead>
<tr>
<th>Phasing Already Completed or Not Required</th>
<th>Completed</th>
<th>Not Required</th>
<th>Required But Not Completed (no points)</th>
<th>Unknown or TBD (no points)</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feasibility Study/Conceptual Design/Cost Estimate/SEMP</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>3</td>
</tr>
<tr>
<td>PE (Design)</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>3</td>
</tr>
<tr>
<td>Environmental</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>3</td>
</tr>
<tr>
<td>Right-of-Way Acquisition</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>3</td>
</tr>
<tr>
<td>Permitting</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>3</td>
</tr>
<tr>
<td>Subtotal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0 - 15</td>
</tr>
</tbody>
</table>

1 When Federal funding will be used to fund a project, all activities or work, including that which is done in advance of applying for Federal funds, must comply with all applicable Federal statutes, rules and regulations.

2 A Systems Engineering Management Plan (SEMP) is generally required for ITS projects.

Commentary: ______________________________________________________

Criteria #3 – Mobility and Operational Benefits (30 points max.)

This criterion looks at the extent of traffic operational benefits that will be derived from a proposed project. The number of points allocated will reflect the degree of benefit that is expected.

In the space provided below for commentary, describe the operational benefits of the proposed project, and specify and explain if this project is considered regional in nature. When putting your application together please include a copy of any approved signal warrant or street lighting studies.

<table>
<thead>
<tr>
<th>Mobility and Operational Benefits</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing volume to capacity ratio (i.e., existing congestion severity) [Must be documented.]</td>
<td>&lt; 0.75</td>
</tr>
<tr>
<td></td>
<td>0.75 to 0.99</td>
</tr>
<tr>
<td></td>
<td>1.00 to 1.25</td>
</tr>
<tr>
<td></td>
<td>&gt;1.25 and/or identified as congested in TPO’s CMP/Performance Measures Report</td>
</tr>
<tr>
<td>Mobility Enhancements (i.e., level of increased mobility and/or travel time reliability that a project will provide)</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>Bike, Pedestrian, ADA or Transit</td>
</tr>
<tr>
<td></td>
<td>Access Management, ITS, Critical Bridge, Intersection Improvement, or Traffic Signal Retiming</td>
</tr>
<tr>
<td>Mobility and Operational Benefits</td>
<td>Points</td>
</tr>
<tr>
<td>---------------------------------------------------------------------</td>
<td>--------</td>
</tr>
<tr>
<td>Approved signal warrant (new signals only), left turn phase warrant, left turn lane warrant, street light warrant, widening justification, an FDOT approved roundabout geometric and operational analysis, or access management or ITS improvements</td>
<td></td>
</tr>
<tr>
<td>Select only one:</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>0</td>
</tr>
<tr>
<td>Yes</td>
<td>0 - 5</td>
</tr>
<tr>
<td>Hurricane evacuation route upgrade including, but not limited to, converting traffic signal to mast arm or other operational improvements</td>
<td></td>
</tr>
<tr>
<td>Select only one:</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>0</td>
</tr>
<tr>
<td>Yes</td>
<td>0 - 5</td>
</tr>
<tr>
<td>Subtotal</td>
<td>0 - 30</td>
</tr>
</tbody>
</table>

3 Attach Traffic Signal Timing Study.
4 Attach Warrant Study to application; otherwise R2CTPO staff will assume that a Warrant Study justifying the improvement has not been completed.
5 Attach FDOT Step 3 Roundabout Summary Report.
6 Access management and ITS improvements include, but are not limited to, addition of non-traversable median greater than 50% project length, addition of curb/gutter at intersection or greater than 50% project length, closure of minor intersections or crossovers, reduction of the number of access points (driveways or driveway widths), elimination of existing at-grade RR crossing, elimination of existing on-street parking, provision of traffic signal preemption for emergency vehicles, connection of three or more traffic signals, and new connection of traffic signal system to computerized signal control.
7 The term “other operational improvements” includes any improvement that will likely result in a significant: a) increase in evacuating traffic capacity or b) reduction in the probable occurrence or severity of evacuating traffic delay and/or disruption from signal failure, lane blockage, etc.

**Commentary:**

---

**Criteria #4 – Safety Benefits (20 points max.)**

This criterion looks at the degree of safety benefits that will be derived from a proposed project. The distinction between the categories of benefits will be coordinated with the Community Traffic Safety Teams (CTST). The number of points allocated will reflect the degree of benefit that is expected.

In the space provided below for commentary, describe the safety benefits expected from the proposed project, and explain how the proposed project will help the River to Sea TPO meet or exceed adopted Transportation Safety Targets for Serious Injuries and Fatalities, to achieve those benefits. R2CTPO staff will work with the appropriate agencies to determine the intersection and corridor crash rates.

<table>
<thead>
<tr>
<th>Safety Benefits</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>The specific project location is on FDOT’s High Crash List or has otherwise been identified as having an overrepresentation of severe crashes? (Provide supporting documentation (e.g., intersection crashes per million entering vehicles, corridor crashes per million vehicle miles, Community Traffic Safety Team report, etc.)</td>
<td>0 – 5</td>
</tr>
<tr>
<td>The “problem” described on page 1 of this application is a safety issue that falls within one or more of the eight Emphasis Areas identified in the 2012 Florida Strategic Highway Safety Plan (i.e., distracted driving, vulnerable road users, intersection crashes, lane departure crashes, aging road users and teen drivers, impaired driving, and traffic records) or does contribute to the ability of emergency response vehicles to effectively respond to an incident.</td>
<td>0 – 5</td>
</tr>
<tr>
<td>The proposed project represents a strategy that is professionally recognized as being effective in reducing the frequency and/or severity of traffic accidents.</td>
<td>0 – 10</td>
</tr>
<tr>
<td>Subtotal</td>
<td>0 – 20</td>
</tr>
</tbody>
</table>

8 If an application scores very high in this criterion, the R2CTPO may submit application to either the East or West Volusia Community Traffic Safety Team (CTST) for Safety Fund consideration.
Points 0 – 4

Criteria #6 – Infrastructure Impacts (20 points max.)

This criterion looks at impacts to adjoining public or private infrastructure, which may be in the way of the project. The less existing infrastructure is impacted the more points a project will score.

In the space provided below for commentary, describe the infrastructure impacts that will occur as a result of constructing the proposed project. When completing your application, please consider the drainage issues that may be involved (see notes below for a more detailed explanation).

<table>
<thead>
<tr>
<th>Infrastructure Impacts</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Drainage Impact – relocating or installing new curb inlets or other extensive</td>
<td></td>
</tr>
<tr>
<td>drainage work is required, or drainage impact has not yet been determined 9</td>
<td></td>
</tr>
<tr>
<td>Minor Drainage Impact – extending pipes, reconfiguring swales or other minor work is</td>
<td></td>
</tr>
<tr>
<td>required</td>
<td></td>
</tr>
<tr>
<td>No Drainage Impact – no drainage work required</td>
<td></td>
</tr>
<tr>
<td>Relocation of private gas utility or fiber optic communication cable is not required 10</td>
<td></td>
</tr>
<tr>
<td>Relocation of public/private water or sewer utility is not required 10</td>
<td></td>
</tr>
<tr>
<td>Relocation of telephone, power, cable TV utilities is not required 11</td>
<td></td>
</tr>
<tr>
<td>No specimen or historic trees ≥ 18(^{\text{th}}) diameter will be removed or destroyed</td>
<td></td>
</tr>
</tbody>
</table>

Subtotal 0 – 20

9 ADA pedestrian crossings at intersections may impact drainage significantly. Attached Traffic Study should address drainage impacts.

10 Typically, these are underground utilities that can only be determined by a complete set of plans. Attach plans showing no impacts; otherwise, assumption is in urban area utilities will be affected.

11 Typically, above ground utilities are not affected except for widening and turn lane projects.

Commentary: ________________________________________________________
**Criterion #7 – Local Matching Funds > 10% of Total Project Cost (10 points max.)**

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

<table>
<thead>
<tr>
<th>Is the Applying Agency committing to a local match greater than 10% of the estimated total project cost?</th>
<th>Check One</th>
<th>Max. Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.0% &lt; Local Matching Funds &lt; 12.5%</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>12.5% ≤ Local Matching Funds &lt; 15.0%</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>15.0% ≤ Local Matching Funds &lt; 17.5%</td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>17.5% ≤ Local Matching Funds &lt; 20.0%</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>20.0% ≤ Local Matching Funds &lt; 22.5%</td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>22.5% ≤ Local Matching Funds &lt; 25.0%</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>25.0% ≤ Local Matching Funds &lt; 27.5%</td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>27.5% ≤ Local Matching Funds &lt; 30.0%</td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>30.0% ≤ Local Matching Funds &lt; 32.5%</td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>32.5% ≤ Local Matching Funds</td>
<td></td>
<td>10</td>
</tr>
</tbody>
</table>

**Maximum Point Assessment**

10

**Commentary (if needed): ____**
General Instructions:
The R2CTPO coordinates transportation planning activities with FDOT staff to establish needs throughout the R2CTPO's Metropolitan Planning Area (MPA) and to determine the most effective agency and approach for completing the work. Studies are funded in part by the TPO using federal planning funds allocated to MPOs. In addition, studies are pursued throughout FDOT District V using planning funds available to the department. SU funds are also available to be used for planning activities when the cost of the planning studies exceeds the PL funding available.

Recognizing that the R2CTPO member local governments are well positioned to identify transportation issues as they arise, the R2CTPO wants to encourage their participation in the development of a list of priority planning studies to address these issues. The R2CTPO will annually, as part of the Call for Projects, reach out to member local governments to identify and define transportation planning studies for inclusion on a prioritized list, and to assist in identifying the agency that should take the lead in funding and managing the study. In some cases, the result may be a funding partnership between organizations. Support may also be identified through other fund sources as (safety, operations, grants etc.).

Planning studies ranked in the top five for funding by FDOT will require an FDOT 4P project application to be completed.

Projects requiring a full PD&E should be included in the TPO's Long-Range Transportation Plan (LRTP) and should be listed on other project priority lists established by the TPO.

Process:

1. The annual "Call for Projects" will include an invitation to submit requests for planning studies.
2. To be considered for prioritization, planning study requests will include the following:
   a. Project Title and Description (including area or termini)
   b. Cost Estimate
   c. Purpose & Need (including data & other facts)
   d. Previous/related Studies
   e. A page may be added to include a map, picture or other graphical illustration of the project.
3. No local match will be required.
4. The TIP Subcommittee will rank the requested planning studies in order of priority with consideration of applicable ranking criteria. The TIP Subcommittee's recommended ranking will then be presented to the CAC, TCC, and BPAC for review and comment before being presented the TPO Board for approval.

Ranking Criteria:

Federal Planning Factors –

1. Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase accessibility and mobility of people and freight;
4. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

6. Promote efficient system management and operation; and

7. Emphasize the preservation of the existing transportation system;

8. Improve transportation system resiliency and reliability;

9. Reduce (or mitigate) the stormwater impacts of surface transportation.

Other Criteria –

1. The study is necessary to identify a solution (the solution is not evident without a study);

2. The study would be best undertaken now (should not be delayed); and

3. The study will provide needed guidance for decision-makers regarding future projects.

Representative Types of Studies:

1. Corridor Management Plans;
2. Corridor Improvement Studies;
3. Route Development Plans;
4. Environmental Assessments and Impact Studies;
5. Alternative Route Studies;
6. Major Investment Studies;
7. Spot or Location Studies;
8. Bicycle/Pedestrian Safety Action Plans; and
9. Multi-Modal Connectivity Plan

Electronic and “Hard Copy” Submittal Requirement:

1. Applications and supporting documentation shall be submitted as digital media in Portable Document Format (PDF), compatible with MS Windows and Adobe Acrobat Version 9.5 or earlier.

2. Electronic documents must be submitted through our the R2CTPO FTP site (https://www3.mydocsonline.com/cupload.aspx?id=RC2CTPO), as an attachment to email, on a CD, DVD or USB flash drive.

3. The application and all supporting documentation shall be included in one electronic PDF file.

4. All document pages shall be oriented so that the top of the page is always at the top of the computer monitor.

5. Page size shall be either 8-1/2” by 11” (letter) or 11” by 17” (tabloid).

6. 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.

7. If you are unable to produce an electronic document as prescribed here, please call us to discuss other options.

8. 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.

R2CTPO staff will provide assistance in completing an application to any member local government that requests it.
Study Title: ____________________________________________

Requesting Agency: ____________________________________________ Date: __________

Contact Person: ___________________________ Job Title: ____________________________

Address: ____________________________________________

Phone: ___________________________ FAX: ____________________________

E-mail: ____________________________________________

Study Description: ____________________________________________

Study Area (include study area length and termini, if appropriate, and attach location map): ____________________________

Estimated Study Cost: ____________________________

Purpose and Need for the Transportation Planning Study:

In the space provided below, describe the Purpose and Need for this proposed study and explain how the study is expected to address each ranking criterion that may apply. It is very important that your Purpose and Need statement is clear and complete and specifies whether the study is local or regional in nature. It will be the principal consideration in ranking your study proposal. It must convince the public and decision-makers that the expenditure of funds is necessary and worthwhile and that the priority the study is being given relative to other needed transportation planning studies is warranted. The Purpose and Need will also help to define the study scope, the consideration of alternatives (if appropriate), and ultimate study findings and recommendations.

Commentary: ____________________________________________
III. ACTION ITEMS

F. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

Background Information:

The River to Sea TPO is seeking to amend the 2040 LRTP to reflect updated funding of the following two (2) projects as included in the updated Florida Department of Transportation (FDOT) Strategic Intermodal System (SIS) Long Range Cost Feasible Plan dated June 25, 2018:

- I-95 Interchange at Pioneer Trail -- this project is a proposed interchange at I-95 and Pioneer Trail. A Project Development and Environmental (PD&E) study is currently underway and is expected to be completed in 2019.
- I-95 Interchange at LPGA Boulevard -- this project involves improvements needed to the interchange at I-95 and LPGA Boulevard. An Interchange Modification Report (IMR) study is currently underway and is expected to be completed in 2019.

Since adoption of the 2040 LRTP in January 2016, the Florida Department of Transportation (FDOT) updated their long range revenue estimates and updated the “cost feasible” SIS plan that extends out to the year 2045. In that updated plan, funding for the two interchange projects was identified. The interchange projects were identified as needed, but unfunded, in the TPO plan.

In addition, as a result of new requirements for transportation planning and Transportation Performance Management (TPM), the TPO will also be required to develop an amendment that incorporates planning rule changes and performance measures into the LRTP. Resolution 2019-## and 2040 LRTP Amendment #1 are provided with this agenda packet for your review.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## AMENDING THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)
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 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; and 23 CFR 450.324(a) require that each metropolitan planning organization shall prepare and update a transportation plan for its metropolitan planning area that addresses at least a 20-year planning horizon; the River to Sea TPO’s 2040 LRTP has developed a 25-year planning horizon plan; and

WHEREAS, 23 CFR 450.324(g)(11) requires that each long range transportation plan include a financial plan that demonstrates how the adopted transportation plan can be implemented; and

WHEREAS, 23 C.F.R. 450.306 establishes the planning factors that must be considered by each metropolitan planning organization in the development of a long range plan; and

WHEREAS the River to Sea TPO Board is seeking to amend the 2040 LRTP to reflect updated funding for two interchange projects on I-95 and incorporate new planning rule requirements; and

WHEREAS the River to Sea TPO Board has solicited public comment on the proposed amendment during public review period exceeding the required 30 days as prescribed in Chapter 10 of the adopted plan; and

WHEREAS, after due consideration of the recommendations of its staff and advisory committees and input from the public, the board has determined that approval of these amendments are necessary and/or appropriate.

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

1. The River to Sea TPO’s 2040 LRTP is hereby amended as described below and more particularly shown in "Amendment 1":

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
RESOLUTION 2019-##

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) TO REFLECT UPDATED FUNDING OF I-95 INTERCHANGES AT PIONEER TRAIL AND LPGA BOULEVARD AND TO INCORPORATE PLANNING RULE CHANGES AND TRANSPORTATION PERFORMANCE MANAGEMENT (TPM)
a. Moving the I-95 Interchange at Pioneer Trail from the Unfunded SIS Needs Projects List (Table 32) to the SIS Cost-Feasible Projects List (Table 28);
b. Moving the I-95 Interchange at LPGA Boulevard from the Unfunded SIS Needs Projects List (Table 32) to the SIS Cost-Feasible Projects List (Table 28);
c. Incorporating FAST ACT requirements into the 2040 LRTP (Appendix N).

2. The Chairperson of the River to Sea TPO (or his designee) is hereby authorized and directed to submit the 2040 LRTP as amended to the:
   a. Florida Department of Transportation;
   b. Florida Commission for the Transportation Disadvantaged (FCTD);
   c. Florida Department of Economic Opportunity;
   d. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
   e. 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 day of January 2019.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

________________________________________
COMMISSIONER ROBERT GILLILAND
ACTING 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 a resolution adopted at a legally convened meeting of the River to Sea TPO held on January 23, 2019.

ATTEST:

________________________________________
DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
Overview

The River to Sea TPO adopted the 2040 Long Range Transportation Plan (LRTP) report in January 2016. As part of the LRTP development process, transportation projects were identified to address the transportation demand forecasted in the year 2040. The cost of these projects was compared to the funding estimated to be available and a “Cost Feasible” list of projects was included in the final report. Four (4) projects on the Strategic Intermodal System (SIS) were identified as needed, but there was insufficient funding projected to support their advancement. In June 2018, the Florida Department of Transportation (FDOT) approved an update to the State’s Cost Feasible 2045 Long Range Plan for the Strategic Intermodal System (SIS). This updated plan advances funding for projects in the River to Sea TPO planning area that are currently identified as unfunded needs in the 2040 LRTP.

Two of these projects are currently under analysis to identify possible construction alternatives and, upon completion of the study efforts, each of the projects will be ready for engineering design. Federal requirements state that a project moving into the design phase must be included in the LRTP and identified as cost feasible. In an effort to support the continued advancement of projects identified as needed by the River to Sea TPO and considered by FDOT to be projects of statewide significance, an amendment is needed to the River to Sea TPO 2040 LRTP. The materials attached recognize the updated funding estimates and amend the adopted River to Sea TPO 2040 LRTP to move the following SIS projects from the “SIS Needs Projects” listing to the “SIS Cost Feasible Projects List”:

- I-95 Interchange at LPGA Boulevard; and
- I-95 Interchange at Pioneer Trail

Planning Rule Changes and Transportation Performance Management

In addition to changes that reflect the advancement of funding for transportation infrastructure projects on the SIS, amendments to LRTP must also reflect changes to the Planning Rule and the establishment of Transportation Performance Management required as part of Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued in the Fixing America’s Surface Transportation (FAST)Act. More specifically, the amendment must:

- Incorporate System Resiliency and Reliability into Transportation Planning
- Include the Needs of Transportation and Tourism in the Planning Process
- Consider Additional Planning Activities and Stakeholders in the Public Outreach Efforts
- Incorporate Safety Performance Measures and Target Setting
- Recognize Transit Asset Management (TAM) Plans and Set Transit Related Targets

The attached materials are being provided for public review in support of an amendment to the River to Sea TPO 2040 LRTP. The first two tables reflect modifications to the existing LRTP report regarding the SIS projects. Following that, is an additional appendix proposed as an addition to the adopted report.
## Table 28 – 2040 LRTP SIS Cost Feasible Projects List (State/Federal Funding)

<table>
<thead>
<tr>
<th>Map No.</th>
<th>Facility</th>
<th>From</th>
<th>To</th>
<th>Source</th>
<th>2019-2020(^1)</th>
<th>2021-2025(^2)</th>
<th>2026-2030(^2)</th>
<th>2031-2040(^2)</th>
<th>Y.O.E. Project Cost Total(^2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I-4 widen to 10 Lanes (I-4 Beyond the Ultimate)(^3)</td>
<td>Seminole County</td>
<td>SR 472</td>
<td>SIS</td>
<td>$46.36</td>
<td>$372.07</td>
<td>$418.43</td>
<td>$71.39</td>
<td>$572.99</td>
</tr>
<tr>
<td>2</td>
<td>SR 472 widen from 4 to 6 lanes(^4)</td>
<td>Graves Ave</td>
<td>Kentucky/MLK Blvd</td>
<td>SIS</td>
<td>$40.48(^4)</td>
<td>$40.48</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Saxon Blvd Ramp/Roadway(^5)</td>
<td>I-4</td>
<td>Normandy Blvd</td>
<td>SIS</td>
<td>$35.38(^4)</td>
<td>$35.38</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Rhode Island Extension(^5)</td>
<td>Veterans Memorial</td>
<td>Normandy Blvd</td>
<td>SIS</td>
<td>$34.87(^4)</td>
<td>$34.87</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>SR 15 (US 17) widen to 4 lanes</td>
<td>Ponce De Leon Blvd</td>
<td>SR 40</td>
<td>SIS</td>
<td>$39.40</td>
<td>$39.40</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>SR 40 - widen to 6 lanes</td>
<td>Williamson Blvd</td>
<td>Breakaway Trails</td>
<td>SIS</td>
<td>$7.43</td>
<td>$22.99</td>
<td>$30.42</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>SR 40 - widen to 4 lanes</td>
<td>Cone Rd</td>
<td>SR 11</td>
<td>SIS</td>
<td>$2.30</td>
<td>$41.50</td>
<td>$43.80</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>SR 40 - widen to 4 lanes</td>
<td>SR 11</td>
<td>SR 15 (US 17)</td>
<td>SIS</td>
<td>$7.50</td>
<td>$30.40</td>
<td>$37.90</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>SR 100 - widen to 6 lanes</td>
<td>Old Kings Rd</td>
<td>Belle Terre Parkway</td>
<td>SIS</td>
<td>$3.17</td>
<td>$31.70</td>
<td>$34.87</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>I-95 Interchange (Farmton Interchange)(^5)</td>
<td>At Maytown Rd</td>
<td></td>
<td>SIS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>I-95/LPGA Blvd Interchange Modifications</td>
<td>Williamson Blvd</td>
<td>Tymber Creek Ext.</td>
<td>SIS</td>
<td>$20.00</td>
<td>$20.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>I-95/Pioneer Trail New Interchange</td>
<td>At Pioneer Trail</td>
<td></td>
<td>SIS</td>
<td>$18.50</td>
<td>$18.50</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**

1. In millions; shown in present day costs (PDC)/"constant" 2013, 2014 or 2015 dollars (Added projects 11 & 12 are in 2017 dollars)
2. In millions; inflated to year of expenditure (YOE) dollars per Revenue Forecast Handbook
3. Part of the I-4 Beyond the Ultimate Project
4. Cost estimates were sourced from the FDOT SR 400 (I-4) PD&E Study, Preliminary Engineering Report for I-4 Beyond the Ultimate, Segment 4 (December 2014)
5. Developer Funded - $12.9 million (informational purposes)

Amendment 1: Per Resolution 2019-##, the 2040 LRTP was amended by the River to Sea TPO Board on <Insert Date> moving two projects from the Unfunded Needs List (Table 32) to the SIS Cost-Feasible Projects List (above)

<table>
<thead>
<tr>
<th>Total By Period</th>
<th>2019-2020(^1)</th>
<th>2021-2025(^2)</th>
<th>2026-2030(^2)</th>
<th>2031-2040(^2)</th>
<th>Y.O.E. Project Cost Total(^2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$715.55</td>
<td>$754.05</td>
<td>$743.51</td>
<td>$71.39</td>
<td>$300.78</td>
<td>$1,476.10</td>
</tr>
<tr>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$1,237.67</td>
</tr>
</tbody>
</table>

$814.91 $422.76 $1,175.10 $1,237.67
## Table 32 – SIS Needs Projects

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Limits</th>
<th>Est. Present Day Cost (in millions)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 15 (US 17) Preliminary Design and Engineering (PD&amp;E)</td>
<td>SR 40 to Putnam Co. Line</td>
<td>$2.00</td>
<td>Safety Study</td>
</tr>
<tr>
<td>I-95/US 1 Interchange Modifications</td>
<td>At I-95 &amp; SR 5 (US 1)</td>
<td>$28.00</td>
<td>Interchange Improvements/Safety &amp; Capacity</td>
</tr>
<tr>
<td>I-95/LPGA Blvd Interchange Modifications</td>
<td>Williamson Blvd to Tymber Creek-Ext</td>
<td>$20.00</td>
<td>Interchange Improvements/Safety &amp; Capacity</td>
</tr>
<tr>
<td>I-95/SR 44 Interchange Modifications</td>
<td>At I-95 &amp; SR 44</td>
<td>$15.00</td>
<td>Interchange Improvements/Safety &amp; Capacity</td>
</tr>
<tr>
<td>I-95/Pioneer Trail New Interchange</td>
<td>At Pioneer Trail</td>
<td>$22.00</td>
<td>Interchange Justification Report (IJR) underway by FDOT</td>
</tr>
</tbody>
</table>

1 Unfunded

Amendment 1: Per Resolution 2019-##, the 2040 LRTP was amended by the River to Sea TPO Board on <Insert Date> moving two projects from the Unfunded Needs List (above) to the SIS Cost-Feasible Projects List (Table 28).
Appendix N

INCORPORATING FAST ACT REQUIREMENTS INTO THE LONG RANGE TRANSPORTATION PLAN
Background of the Transportation Planning Rule

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation (FAST) Act enacted in 2015, state Departments of Transportation (DOTs) and Metropolitan/Transportation Planning Organizations (M/TPOs) must incorporate certain planning activities into the planning processes of the organization and they must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan/Metropolitan Transportation Planning Final Rule (The Planning Rule). This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the incorporation of new planning factors, planning activities and transportation performance management provisions. Additional guidance has been provided by the FHWA Florida Division and the Florida DOT Office of Policy Planning.

Long Range Planning Activities

During development of the 2040 LRTP, the River to Sea TPO considered eight planning factors as established by federal requirements. Goals established in the plan were linked to these planning factors (See Chapter 2 – Table 2, Page 13). At that time, the new planning rules had been established, however, guidance had not been provided regarding the implementation of these new requirements. The new planning factors include:

- **Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation**
- **Enhance travel and tourism**

Additional planning activities are also required by the new planning rule. These include:

- **Incorporating intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers.**
- **Including public ports and intercity bus operators, and employer-based commuting programs, such as carpool or vanpool programs, transit benefit programs, parking cash-out programs, shuttle programs, or telework programs, to the list of interested parties for the MPO’s Public Participation Plan.**
- **Add tourism and natural disaster risk reduction agencies to the list of agencies the MPO should consult with when developing the LRTP and TIP.**

The following few sections of this appendix address the planning factors, as well as the additional planning considerations as they’ve been incorporated into the planning activities of the River to Sea TPO.

Improving Resiliency and Reliability

The River to Sea TPO planning area is shaped by the presence of water; the Atlantic Ocean, Intracoastal Waterway, St. Johns River and numerous canals, springs and lakes weave through our communities. Proximity to these beautiful waterways is what attracts many of us to live here and encourages so many others to visit. In planning for our communities, it’s important that we monitor, predict, plan for, and live with the water that surrounds us.
In October 2016, the coastal area was hit by Hurricane Matthew. The resulting storm surge caused significant damage to SR A1A in Flagler County and northern Volusia County, which left the road impassable in many locations. Emergency management organizations responded immediately to secure the area. FDOT also worked quickly to stabilize the shoreline, construct temporary travel lanes and re-open the road in record time. The damage caused by Hurricane Matthew and the subsequent response provide a valuable example of effective cooperation, communication and action.

Severe weather events are predicted to become more commonplace in future years. If these predictions are correct, the strength and success of our community will be defined by our ability to respond effectively to unpredictable and potentially disruptive events. Severe weather events include flooding from rising tides and extreme rainfall, significant fluctuations in temperature, high winds, heatwaves, droughts and windstorms (including tornadoes and tropical storms). The consequences of these events can include damage and deterioration of existing infrastructure, interference with evacuation plans, reduced effectiveness of storm water systems, limited access to property and reduced bridge clearances for vessels. Preparing for future events will require adaptation and resiliency. Adaptation involves changing or modifying our community to suit new conditions in order to reduce potential negative effects. Resiliency is the ability to anticipate, prepare for, and withstand changing conditions and recover rapidly from disruptions.

Creating more adaptive and resilient communities will require a variety of actions involving planning efforts, infrastructure changes, operations and response activities, and proactive governance. The River to Sea TPO has been proactive in addressing issues of transportation resiliency and reliability including the following activities:

- **Project Ranking Criteria in the 2040 LRTP (January 2016)** – Emergency evacuation in response to crisis events has been an emphasis area for the River to Sea TPO for many years. In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for improvements to evacuation routes identified by local emergency agencies (see Chapter 6, Table 21 and Appendix I).

- **2016 Sea Level Rise Vulnerability Assessment (August 2016)** – In partnership with the East Central Florida Regional Planning Council, the River to Sea TPO completed an initial and conservative assessment of the potential vulnerabilities of the planning area for issues associated with sea level rise.

- **River to Sea TPO Fiscal Year 2015/16 Annual Report (December 2016)** – In a follow-up to coastal damage resulting from flooding and storm surge, the annual report was used as a mechanism to promote awareness of resiliency and system reliability.

- **River to Sea TPO Annual Planning Retreat (March 3, 2017)** – In partnership with Volusia/Flagler Association for Responsible Development (V/FCARD), the River to Sea TPO held a planning workshop to discuss transportation issues associated with sea level rise.

- **2017 Resilient Volusia County Assessment (September 2017)** – In partnership with the East Central Florida Regional Planning Council, the River to Sea TPO analyzed impact areas resulting from 100-year coastal flooding levels inclusive of storm surge based on sea level rise projections from the Sea Level Scenario Sketch Planning Tool, identified a resiliency stakeholder working group, and identified implementation strategies and educational materials to enhance community resiliency.

- **2018 Resilient Flagler County Assessment (September 2018)** – In partnership with the Northeast Florida Regional Council, the River to Sea TPO analyzed impact areas resulting from 100-year coastal...
flooding levels inclusive of storm surge based on sea level rise projections from the Sea Level Scenario Sketch Planning Tool, identified a resiliency stakeholder working group, and identified implementation strategies and educational materials to enhance community resiliency.

- **Interagency Partnering (Ongoing)** – The River to Sea TPO continues to partner with local Emergency Management agencies/departments, local governments, regional planning councils, and other agencies that meet periodically to review and assess resiliency efforts.

- **Incorporation of Resiliency in Project Ranking Criteria (January 2019)** – In updates currently being considered by the TPO transportation improvement projects that address resiliency have been added to the project application criteria used to rank projects during the annual call for projects.

## Enhancing Travel and Tourism

Tourism represents a significant portion of the local and state economy. The River to Sea TPO has considered tourism as an integral part of the transportation planning efforts of the organization and actively partners with local tourism agencies during the development of the LRTP. The following activities represent the efforts of the River to Sea TPO to ensure transportation matters involving travel and tourism are considered in the transportation planning activities of the TPO:

- **Considerations in the 2040 LRTP (January 2016)**
  - Project Ranking Criteria for access and connectivity to Activity Centers has been an emphasis area for the River to Sea TPO for many years. In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for multimodal improvements to corridors providing access to designated activity centers.
  - Presentations and Stakeholder involvement for agencies directly related to tourism such as the Convention and Visitors Bureau and the Lodging & Hospitality Association.

- Partnering with the Lodging & Hospitality Association in the dissemination of the “Tell the TPO Survey”
- Presentations regarding Tourism in Transportation to the River to Sea TPO Board and the International Speedway Boulevard Coalition
- Participation and support in various events such as: the Annual Tourism and Travel Recognition Celebration and the Annual Bike Florida Tour event.
- Participation in the Central Florida Regional Visitor Study (estimated completion Spring 2019)

## Additional Planning Considerations

The River to Sea TPO recognizes the value of integrating additional planning considerations into the planning activities of the organization. The following information outlines the planning activities pursued by the River to Sea TPO with regards to the planning considerations.

### Incorporating Intermodal Facilities

Intercity Bus, Intercity/Commuter Rail and Commuter Vanpools are important elements in supporting a healthy transportation system. These services provide important intercity travel choices for residents and visitors. They also help play a role in reducing congestion, pollution, and energy consumption through automobile vehicle trip reductions, fuel savings and lower emissions. Identifying intermodal facilities that support intercity transportation, including intercity buses, intercity bus facilities and commuter vanpool
providers can be important to the long term success of these services. The River to Sea TPO has been engaged in efforts to support these services as follows:

- **Participation in the Intermodal Transit Station Study (March 2014)** – Completed by Florida Department of Transportation (FDOT) in collaboration with Votran, the City of Daytona Beach, Volusia County, International Speedway Boulevard (ISB) Coalition and other stakeholders to support the development of an integrated multimodal transportation system which is economically efficient and safely moves people and goods in an energy-efficient manner.

- **Considerations were included in the 2040 LRTP (January 2016)** - In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for projects that improved access and connectivity to the Designated Intermodal Terminal.

- **Partnering with ReThink Your Commute (Ongoing)** – The River to Sea TPO collaborates with reThink Your Commute to promote ridesharing transportation solutions and to incorporate ride sharing into the planning processes of the TPO.

- **Participation in the Volusia County Transit Connector Study (February 2017)** - Completed by FDOT in collaboration with Votran, Volusia County, and other stakeholders to evaluate the potential for developing a premium transit connection between SunRail and Daytona Beach (including a multimodal hub).

- **Outreach to various providers (Ongoing)** – The R2CTPO maintains an open dialogue with existing service providers such as SunRail, Greyhound, and Daytona Beach International Airport as well as potential service providers such as Brightline.

**Expanding the Stakeholders in Public Participation**

Additional planning considerations include involving intercity bus operators and commuting programs such as carpool or vanpool programs in the planning activities of the TPO and adding them to the list of interested parties as part of the TPO’s Public Participation Plan. Public outreach requirements also include adding tourism and natural disaster risk reduction agencies to the list of agencies the MPO should consult with when developing the LRTP.

As stated previously, the River to Sea TPO has routinely collaborated with reThink Your Commute, with the Lodging & Hospitality Association and with the Convention and Visitors Bureau on planning activities, including the development of the 2040 LRTP. These activities are documented in Chapter 5 of the 2040 LRTP titled “Public Outreach” and in Appendix E. As a key component of the local economy, tourism activities (including the employees who support the industry) are central to many of the transportation considerations in the planning area. The TPO has also worked with emergency management teams from Volusia and Flagler Counties as part of resiliency planning efforts. Members of emergency management are also represented on the Technical Coordinating Committee, an advisory committee of the TPO board. The TPO has had limited communication with intercity bus providers who often communicate with FDOT Central Office staff regarding state-wide planning needs and capital funding opportunities.

Long range transportation planning activities will begin in 2019 as the River to Sea TPO updates the metropolitan transportation plan and extends the planning horizon to the year 2045. The update will continue to build on previous practices of the TPO in considering the added planning factors of resiliency and tourism. In keeping with the spirit and intent of the FAST Act, the public outreach activities will be expanded and more clearly documented to demonstrate the inclusion of interested parties such as intercity bus operators, commuter program managers, tourism agencies and natural disaster risk reduction agencies.
Transportation Performance Management

Performance Management is a strategic approach to connect investment and policy decisions in order to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) required State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to national goals including:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

Fixing America’s Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own.

There are several milestones related to the required content of the System Performance Report:

- In any LRTP adopted on or after May 27, 2018, the System Performance Report must reflect Highway Safety (PM1) measures;
- In any LRTP adopted on or after October 1, 2018, the System Performance Report must reflect Transit Asset Management measures.

The River to Sea TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including:

- **Project Ranking Criteria in the 2040 LRTP (January 2016)** – Improving transportation safety has been an emphasis area for the River to Sea TPO for many years. In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for improvements that address safety concerns on the transportation network (see Chapter 2 and 6 of the 2040 LRTP).
- **Incorporation of Measures in Project Ranking Criteria (Ongoing)** – The TPO has a long history of emphasizing safety in the prioritization of transportation projects as a weighted factor in the criteria used to rank projects during the annual call for projects.
- **Interagency Partnering (Ongoing)** – For many years, the River to Sea TPO has participated in various partnerships to promote safety awareness and to identify and address safety concerns throughout the community. This includes involvement in the Community Traffic Safety Teams and Safe Kids Coalition.
• **Congestion Management Process and Plan (October 2018)** - The congestion management process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs. In addition to congestion resulting from traffic volume, this report incorporated additional transportation measures used in performance management.

• **Roadway Safety Evaluation & Improvement Study (September 2018)** – Building upon a crash analysis performed in 2017, this study developed a process to identify and mitigate the causes of crashes at high crash locations throughout the planning area.

**Safety Performance Measures (PM-1)**

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100M VMT.

The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida’s 27 metropolitan planning organizations (MPOs) through Florida’s Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) Annual Report documents the statewide interim performance measures that move the state toward the vision of zero deaths. The River to Sea Transportation Planning Organization has had a longstanding commitment to improving transportation safety, which is demonstrated through planning and programming activities. Activities included in the Unified Planning Work Program (UPWP), such as the completion of school safety studies for all elementary and middle schools within the planning area, pedestrian law enforcement training and exercises, health and safety partnerships with local agencies, participation on the Community Traffic Safety Teams and helmet distribution programs, have led to increased safety awareness and project specific recommendations to reduce injuries and fatalities throughout the planning area.

In January 2018, the River to Sea TPO adopted safety performance targets in support of FDOT’s 2018 safety targets. The TPO targets include a decrease in each of the safety measurements of 2% per year. In order to achieve the reduction established by the safety targets, the TPO has evaluated projects that fall into specific investment categories established by the TPO in the project application, evaluation, and ranking process. The River to Sea TPO recognizes the limitations of their role in affecting transportation safety. At this point, the TPO has not set long range targets for crash reduction, but has signaled support for the FDOT goal of zero.
The TPO has long utilized an annual project ranking criteria that identifies and prioritizes projects aimed at improving transportation safety. The ranking criteria are updated annually and are included in the appendices of the TIP. Going forward, the project evaluation and prioritization processes used in the LRTP and the TIP will continue to use a data-driven strategy that considers stakeholder input to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes. The following information reflects the data and goals approved by the River to Sea TPO in January 2018.

**Fatalities**: This target reflects a two percent (2%) annual reduction in the number of fatalities from the year 2016. This sets a target of reducing the annual fatalities to 136 with a resulting five-year rolling average of 123.3 in 2018.

- **Number**: 136
- **5-Year Rolling Average**: 123.3

**Serious Injuries**: This target reflects a two percent (2%) annual reduction in the number of serious injuries from the year 2016. This sets a target of reducing the annual serious injuries to 743 with a five-year rolling average of 722.0 in 2018.

- **Number**: 743
- **5-Year Rolling Average**: 722.0

**Fatalities Rate***: This target reflects a two percent (2%) annual reduction in the fatalities rate from the year 2016. This sets a target of reducing the fatality rate to 1.929 with a five-year rolling average of 1.783 in 2018.

- **Number**: 1.929
- **5-Year Rolling Average**: 1.783

**Serious Injuries Rate***: This target reflects a two percent (2%) annual reduction in the serious injuries rate from the year 2016. This sets a target of reducing the serious injuries rate to 10.343 with a five-year rolling average of 10.256 in 2018.

- **Number**: 10.343
- **5-Year Rolling Average**: 10.256

**Non-Motorized Serious Injuries and Fatalities**: This target reflects a two percent (2%) annual reduction in the number of non-motorized serious injuries and fatalities from the year 2016. This sets a target of reducing the non-motorized serious injuries and fatalities to 108 with a five-year rolling average of 102.9 in 2018.

- **Number**: 108
- **5-Year Rolling Average**: 102.9

*VMT specific to the planning area is not currently available, which includes all of Volusia County and a portion of Flagler County. As such, the fatalities rate was calculated using the data available for the entirety of Volusia and Flagler County, pending the provision of data at the planning area level.

The TPO’s goal of reducing fatal and serious injury crashes is linked to the LRTP and the TIP and the process used in prioritizing the projects is consistent with federal requirements.
Transit Asset Performance Measures

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and sub-recipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement Transit Asset Management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories as shown in the following table. The rule became effective on October 1, 2018.

<table>
<thead>
<tr>
<th>Asset Category</th>
<th>Performance Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment</td>
<td>Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark</td>
</tr>
<tr>
<td>Rolling Stock</td>
<td>Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Percentage of track segments with performance restrictions</td>
</tr>
<tr>
<td>Facilities</td>
<td>Percentage of facilities within an asset class rated below condition 3 on the TERM scale</td>
</tr>
</tbody>
</table>

To support progress towards TAM performance targets, transit investment and maintenance funding in the River to Sea TPO 2040 LRTP totals $265.9 million, approximately 14 percent of total LRTP funding. In addition, the TPO allocates 30% of the Transportation Management Area (TMA) funding or roughly $31 million to assist local transit agencies in meeting their State of Good Repair (SGR) goals.

TAM Plans and Targets

The Transit Asset Management (TAM) rule requires that every transit provider receiving federal financial assistance under 49 U.S.C. Chapter 53 develop a TAM plan or be a part of a group TAM plan prepared by a sponsor (i.e. FDOT). As part of the TAM plan, public transportation agencies are required to set and report transit targets annually. Transit providers or their sponsors must also share these targets with each M/TPO in which the transit provider’s projects and services are programmed in the M/TPOs TIP. M/TPOs can either agree to support the TAM targets, or set their own separate regional TAM targets for the M/TPOs planning area.

The River to Sea TPO planning area is served by three (3) transit service providers: Flagler County Public Transportation (FCPT), Votran, and SunRail. Votran and SunRail are considered Tier I providers and, as such, each must develop a TAM Plan. FCPT is considered a Tier II provider and thus is included in a group TAM plan developed by the FDOT Public Transit Office in Tallahassee.

The River to Sea TPO will continue to collaborate in transit planning activities and provide support to transit providers including continued inclusion in long range planning activities and transit asset management. The following tables represent the transit data reported by each transit agency for each of the applicable Asset Categories along with the 2019 targets.
### Flagler County Public Transportation – Bus Service

<table>
<thead>
<tr>
<th>Asset Category Performance Measure</th>
<th>Asset Class</th>
<th>Asset Class Condition</th>
<th>2019 Target</th>
<th>2020 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rolling Stock</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</td>
<td>Automobile</td>
<td>55%</td>
<td>55%</td>
<td>45%</td>
</tr>
<tr>
<td></td>
<td>Bus</td>
<td>15%</td>
<td>15%</td>
<td>13%</td>
</tr>
<tr>
<td></td>
<td>Cutaway Bus</td>
<td>28%</td>
<td>28%</td>
<td>28%</td>
</tr>
<tr>
<td></td>
<td>Mini-Bus</td>
<td>31%</td>
<td>31%</td>
<td>28%</td>
</tr>
<tr>
<td></td>
<td>Mini-Van</td>
<td>13%</td>
<td>13%</td>
<td>11%</td>
</tr>
<tr>
<td></td>
<td>SUV</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Van</td>
<td>47%</td>
<td>47%</td>
<td>34%</td>
</tr>
<tr>
<td><strong>Equipment</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</td>
<td>Non-Revenue/Service Automobile</td>
<td>67%</td>
<td>67%</td>
<td>67%</td>
</tr>
<tr>
<td></td>
<td>Trucks and other Rubber Tire Vehicles</td>
<td>50%</td>
<td>50%</td>
<td>40%</td>
</tr>
<tr>
<td></td>
<td>Maintenance Equipment</td>
<td>50%</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td></td>
<td>Route &amp; Scheduling Software</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td><strong>Facilities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale</td>
<td>Administration</td>
<td>0%</td>
<td>0%</td>
<td>9%</td>
</tr>
<tr>
<td></td>
<td>Maintenance</td>
<td>6%</td>
<td>6%</td>
<td>12%</td>
</tr>
</tbody>
</table>

**NOTE:** FCPT inventory includes one revenue service vehicle in poor condition (an automobile)
<table>
<thead>
<tr>
<th>Asset Category Performance Measure</th>
<th>Asset Class</th>
<th>2019 Target</th>
<th>2020 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rolling Stock</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</td>
<td>Bus</td>
<td>28%</td>
<td>23%</td>
</tr>
<tr>
<td></td>
<td>Cutaway Bus</td>
<td>32%</td>
<td>23%</td>
</tr>
<tr>
<td></td>
<td>Mini-Van</td>
<td>0%</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Equipment</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</td>
<td>Non-Revenue/Service Automobile</td>
<td>100%</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>Trucks and other Rubber Tire Vehicles</td>
<td>100%</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>Route &amp; Scheduling Software</td>
<td>86%</td>
<td>15%</td>
</tr>
<tr>
<td></td>
<td>Maintenance Equipment/Hardware</td>
<td>92%</td>
<td>20%</td>
</tr>
<tr>
<td></td>
<td>Security</td>
<td>100%</td>
<td>20%</td>
</tr>
<tr>
<td><strong>Facilities</strong>*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale</td>
<td>Administration</td>
<td>4.0</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>Maintenance</td>
<td>2.1</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>Parking Structures</td>
<td>3.3</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>Passenger Facilities</td>
<td>3.6</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>Administration/Maintenance</td>
<td>3.0</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>Storage</td>
<td>3.5</td>
<td>10%</td>
</tr>
</tbody>
</table>

*The Votran TAM plan lists the Transit Economic Requirements Model (TERM) rating but not the % at or above the target*
### SunRail – Fixed Guideway

<table>
<thead>
<tr>
<th>Asset Category Performance Measure</th>
<th>Asset Class</th>
<th>Useful Life Benchmark</th>
<th>Asset Class Condition</th>
<th>2019 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rolling Stock</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</td>
<td>Locomotives</td>
<td>43 years</td>
<td>23 years</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Coach Cars</td>
<td>39 years</td>
<td>3 years</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Cab Cars</td>
<td>39 years</td>
<td>3 years</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Equipment</strong>*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</td>
<td>Non-Revenue/Service Automobile</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>Trucks &amp; Other Rubber Tire Vehicles</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of track segments with performance restrictions (as applicable)</td>
<td>Rail fixed guideway track</td>
<td>n/a</td>
<td>2% DRM with speed restriction**</td>
<td>&lt; 3% DRM with speed restriction</td>
</tr>
<tr>
<td><strong>Facilities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale</td>
<td>Administration</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>Maintenance &amp; Operating Center</td>
<td>&gt; 3 on TERM Scale</td>
<td>New</td>
<td>100% ≥ 3</td>
</tr>
<tr>
<td></td>
<td>Maintenance (VSLMF)***</td>
<td>&gt; 3 on TERM Scale</td>
<td>New</td>
<td>100% ≥ 3</td>
</tr>
<tr>
<td></td>
<td>Stations</td>
<td>&gt; 3 on TERM Scale</td>
<td>New</td>
<td>100% ≥ 3</td>
</tr>
<tr>
<td></td>
<td>Park &amp; Ride Lots</td>
<td>&gt; 3 on TERM Scale</td>
<td>New</td>
<td>100% ≥ 3</td>
</tr>
</tbody>
</table>

*Equipment is provided through the operations contract and is not reported as a federally funded asset.

**DRM is Directional Route Miles

***VSMLF is the Vehicle Storage & Light Maintenance Facility

In support of the transit providers, the River to Sea TPO adopted these targets on October 24, 2018. Adoption of the transit asset targets represents an agreement by the TPO to plan and program projects in the LRTP and the TIP that will, once implemented, make progress toward achieving the transit provider targets.
The TPO’s goal of supporting local transit providers to achieve transit asset condition targets is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

**Closing Statements**

The River to Sea TPO recognizes that ongoing efforts must be made to continue incorporating new planning requirements and transportation system performance into the institutional decision-making and documents of the organization. This includes expanding stakeholder involvement, documenting the added planning factors of resiliency and tourism, and further incorporating transportation performance management. The TPO will continue to coordinate with FHWA, FTA, FDOT, and area transit providers to take the actions to further incorporate performance measures as they are established and are more fully understood. As further guidance is provided and transportation data reports are developed, the TPO expects to continue expanding its planning and public outreach activities and strengthening the connection between project programming and improved performance of the transportation system as required.
IV. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF THE DRAFT WORK PROGRAM PROPOSED BY FDOT

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 representative from FDOT will be present to make a presentation and answer questions on the Five year Tentative Work Plan.

A link to the presentation of the FDOT District 5 Work Program Public Hearing can be found here:

https://www3.mydocsonline.com/Share.aspx?448kgSJ5Md5BqqvMzQ%2BB145Wg

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE
IV. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

B  FDOT REPORT

Background Information:

Ms. Vickie Wyche, Florida Department of Transportation (FDOT) staff, will be present to answer questions regarding projects on the FDOT Construction Status Report and the Push-Button Report.

The Construction Status and Push Button Reports are provided for your information.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE
Volusia/Flagler County Project Status Update
as of December 16, 2018

The following is a brief status update on major FDOT road construction projects in Volusia and Flagler counties as of the December cutoff. The next cutoff date is January 20, 2019. Information is also available on www.cflroads.com.

Interstate Projects

- **242715-2-52-01 -- I-95 Widening, I-4, U.S. 92 System to System Interchange**
  - Contract: E5W26
  - Estimated Completion: Spring 2019
  - Work on the U.S. 92 interchange and collector/distributor roads continues.

- **438038-1 and 441070-1 – I-4 Resurfacing and Saxon Boulevard Interchange Improvements**
  - Contract T5606
  - Project Start: August 2018
  - Estimated completion early 2020
  - New ramp from eastbound I-4 to eastbound Saxon Boulevard is complete and open. New traffic signal operational at the ramp.
  - Mainline milling and resurfacing along I-4 continues.

Upcoming Significant Projects:

- **441210-1 – U.S. 1 at Old Dixie Highway Roundabout**
  - Contract: E5Z64
  - Project Start: January 2019
  - Estimated completion: mid-2020

- **440557-5,6,7 – SR A1A Permanent Repairs in Flagler County**
  - Contract: T5641
  - Project Start: January 2019
  - Estimated completion: Early 2020
  - Work to occur concurrently on segments 2 and 3
Current Projects

- **436855-1 – Drainage improvement on U.S. 92 from Emmet Street to Charles Street, and on N. Charles Street to north of West Street.**
  - Contract: E5Z25
  - Project Start: September 2018
  - Estimated Completion: Spring 2019
  - Work is progressing on North Charles Street with a continuous road closure and detour.
  - Traffic impacts to International Speedway Boulevard expected in January.

- **439270-1 – S.R. A1A/Dunlawton Avenue Bridge Painting**
  - Contract: E5Z21
  - Project Start: Early August
  - Estimated Completion: Spring 2019
  - The continuous lane closure for the outside eastbound lane will continue until early February. It will be removed before Speed Weeks.

- **439269-1 – S.R. 44/North Causeway Bridge Painting in New Smyrna Beach**
  - Contract: E5Z29
  - Project Start: September 2018
  - Estimated Completion: Late 2018
  - This is underway. Some impacts to drawbridge openings are expected. The contractor is coordinating with the U.S. Coast Guard.

- **439453-1 – U.S. 92/International Speedway Boulevard Bridge Bearing Rehabilitation**
  - Contract: E5Z44
  - Project Start: January 2019
  - Estimated Completion: Summer 2019
  - This project involves cleaning and painting the bridge bearings of the Broadway Bridge over the Halifax River. The project may require nighttime single lane closures.
### Project Status Report as of December 20, 2018

#### Volusia County

**I-95 Widening and I-4, US 92 System to System Interchange Reconstruction**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>CONTRACT #</th>
<th>TIME</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>242715-2-52-01</td>
<td>E5W05</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DESIGN BUILD**

**PROJECT DESCRIPTION:** Widening of I-95 from four to six lanes, complete reconstruction of the I-4/SR 400 and US 92 interchanges, reconstruction of Bellevue Bridge, improvements to SR 400, US 92, Bellevue Road and Tomoka Farms Road.

| CONTRACTOR: Archer Western Contractors LLC | LET DATE: | 9/05/2014 | ORIGINAL: | 1.100 | $204,975,000.00 |
|                                           | CCEI:      | Jacobs Engineering Group | NTP: | 11/25/2014 | 1.496 | $205,653,266.15 |
|                                           | FED. AID #: | 0954-140-1 | TIME BEGAN: | 11/25/2014 | 1.483 | $188,335,581.20 |
|                                           | FUND TYPE: | Federal | CURRENT: | 1.496 | 91.88% |
|                                           | WORK BEGAN: | 11/25/2014 | % ORIGINAL: | 134.82% |
|                                           | Current CPPR: | 100 | % TO DATE: | 99.13% |
|                                           | EST. COMPLETION: | Spring 2019 | EST. COMPLETION: | 91.58% |

**CONTACT**

<table>
<thead>
<tr>
<th>CEI PROJECT ADMINISTRATOR</th>
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<th>C: 904.449.0923</th>
<th><a href="mailto:robert.parker@jacobs.com">robert.parker@jacobs.com</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTRACT SUPPORT SPECIALIST (CSS)</td>
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<td>C: 386.281.2238</td>
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</tr>
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<tr>
<td>CONTRACTOR’S PROJECT MANAGER: Jeff Hutchinson, P.E.</td>
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<td>C: 904.669.8931</td>
<td><a href="mailto:jproberts@walshgroup.com">jproberts@walshgroup.com</a></td>
<td></td>
</tr>
<tr>
<td>CONTRACTOR’S ASST PROJECT MANAGER</td>
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<td>C: 817.721.5071</td>
<td><a href="mailto:jvenegas@walshgroup.com">jvenegas@walshgroup.com</a></td>
</tr>
<tr>
<td>CONTRACTOR’S ASST PROJECT MANAGER</td>
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<td>C: 863.245.1814</td>
<td><a href="mailto:rgwaltney@walshgroup.com">rgwaltney@walshgroup.com</a></td>
</tr>
<tr>
<td>FDOT PROJECT MANAGER: Chris Briggs</td>
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<td><a href="mailto:christopher.briggs@dot.state.fl.us">christopher.briggs@dot.state.fl.us</a></td>
<td></td>
</tr>
<tr>
<td>SENIOR PROJECT ENGINEER: Cyril Fernandez, P.E.</td>
<td>O: 386.333.9537</td>
<td>C: 813.245.0463</td>
<td><a href="mailto:brownmw@cdmsmith.com">brownmw@cdmsmith.com</a></td>
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</tr>
<tr>
<td>SENIOR INSPECTOR: Mike Meadows</td>
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<td>C: 352.547.7145</td>
<td><a href="mailto:mike.meadows@jacobs.com">mike.meadows@jacobs.com</a></td>
<td></td>
</tr>
<tr>
<td>MAINTENANCE CONTACT: Jim Read</td>
<td>O: 386.333.9537</td>
<td>C: 386.801.5584</td>
<td><a href="mailto:jim.read@dot.state.fl.us">jim.read@dot.state.fl.us</a></td>
<td></td>
</tr>
<tr>
<td>24 HR CONTRACTOR EMERGENCY CONTACT: Jeff Hutchinson, P.E.</td>
<td>O: 386.333.9537</td>
<td>C: 904.669.8931</td>
<td><a href="mailto:jhutchinson@walshgroup.com">jhutchinson@walshgroup.com</a></td>
<td></td>
</tr>
<tr>
<td>ALT. 24 HR CONTRACTOR EMERGENCY CONTACT: Jason Roberts</td>
<td>O: 386.333.9537</td>
<td>C: 386.916.4439</td>
<td><a href="mailto:jproberts@walshgroup.com">jproberts@walshgroup.com</a></td>
<td></td>
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#### Volusia County

**I-4 Resurfacing from West of Saxon Boulevard to East of S.R. 472, Saxon Interchange Improvements**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>CONTRACT #</th>
<th>TIME</th>
<th>COST</th>
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<tr>
<td>438038-1-52-01 and 441070-1-52-01</td>
<td>T5606</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Lump Sum**

**PROJECT DESCRIPTION:** Mill and resurface mainline and ramps along I-4 from west of Saxon Boulevard to east of S.R. 472. The project also consists of interchange improvements at Saxon Boulevard including realignment of the I-4 eastbound off ramp to Saxon Boulevard and widening along Saxon Boulevard.

<table>
<thead>
<tr>
<th>CONTRACTOR: P&amp;S Paving Inc.</th>
<th>LET DATE:</th>
<th>1/31/2018</th>
<th>ORIGINAL:</th>
<th>390</th>
<th>$8,022,650.00</th>
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<tr>
<td>CCEI: CDM Smith</td>
<td>NTP:</td>
<td>4/5/2018</td>
<td>CURRENT:</td>
<td>422</td>
<td>$7,936,975.83</td>
</tr>
<tr>
<td>FUND TYPE: Construction Lump Sum</td>
<td>WORK BEGAN:</td>
<td>6/4/2018</td>
<td>% ORIGINAL:</td>
<td>196</td>
<td>46.29%</td>
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<tr>
<td>Current CPPR: 100</td>
<td>EST. COMPLETION:</td>
<td>Fall 2019</td>
<td>% TO DATE:</td>
<td>46.45%</td>
<td></td>
</tr>
</tbody>
</table>

**CONTACT**

| CEI SENIOR PROJECT ADMINISTRATOR | Greg Shelton | O: 407.948.9021 | C: 407.948.9021 | gsheltonb@cdmsmith.com |
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| CONTRACTOR’S SUPERINTENDENT: John Dunlap | O: 386.333.9537 | C: 386.214.8896 | jd@pandspavinginc.com |
| FDOT PROJECT MANAGER: Glenn Raney | O: 386.333.9537 | C: 386.846.4862 | michael.raney@dot.state.fl.us |
| SENIOR PROJECT ENGINEER: Michael Ruland P.E. | O: 386.333.9537 | C: 386.566.0551 | rulandmb@cdmsmith.com |
| SENIOR INSPECTOR: Mike Brown | O: 386.333.9537 | C: 407.280.5435 | mbrownm@cdmsmith.com |
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### Volusia & Seminole Counties

#### Interstate Lighting I-4 in Seminole and Volusia Counties

<table>
<thead>
<tr>
<th>FIN #</th>
<th>CONTRACT #</th>
<th>Project Status Report as of December 20, 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>435056-1-52-01, 435056-1-52-02, 435053-1-52-01</td>
<td>T5572</td>
<td>Conventional</td>
</tr>
</tbody>
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**PROJECT DESCRIPTION:** Installation of new lighting and signing improvements at the I-4 interchanges with US 17/92, Dirksen Drive, SR 472, Orange Camp Road, SR 44 and US 92, and CR 15 at US 17/92.

| CONTRACTOR: | Chinchor Electric Inc. | LET DATE: | 6/14/2017 | ORIGINAL: | 700 | $6,749,944.86 |
| CCEI: | Mehta & Associates | NTP: | 8/14/2017 | CURRENT: | 746 | $6,768,975.90 |
| FED. AID #: | 0042275I | TIME BEGAN: | 12/12/2017 | ELAPSED: | 370 | $5,562,339.17 |
| FUND TYPE | Conventional | WORK BEGAN: | 12/12/2017 | % ORIGINAL: | 52.86% | 82.41% |
| Current CPPR | 100 | EST. COMPLETION: | Early 2020 | % TO DATE: | 49.60% | 82.17% |

**CONTACT**

- CEI SENIOR PROJECT ADMINISTRATOR: Sam Saleh C: 407.467.6250 hsaleh@mehtaeng.com
- CONTRACT SUPPORT SPECIALIST (CSS): Renu Paliath O: 407.201.7165 rpaliath@mehtaeng.com
- CONTRACTOR’S PROJECT MANAGER: Brett Fudge O: 386.774.1020 C: 386.804.0672 bfudge@chinchorelectric.com
- CONTRACTOR’S SUPERINTENDENT: Randy States C: 386.804.5817 rstates@chinchorelectric.com
- FDOT PROJECT MANAGER: Glenn Raney O: 386.740.3524 C: 386.846.4862 michael.raney@dot.state.fl.us
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### Volusia & Flagler Counties

#### Interstate Lighting I-95 in Volusia and Flagler Counties

<table>
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<th>FIN #</th>
<th>CONTRACT #</th>
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<tr>
<td>435059-1-52-01</td>
<td>T5598</td>
<td>Conventional</td>
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**PROJECT DESCRIPTION:** Installation of new lighting and signing improvements along I-95 at the interchanges with US 17/92, Dirksen Drive, SR 472, Orange Camp Road, SR 44 and Palm Coast Parkway.

| CONTRACTOR: | Chinchor Electric Inc. | LET DATE: | 6/14/2017 | ORIGINAL: | 590 | $5,555,555.55 |
| CCEI: | Mehta & Associates | NTP: | 8/14/2017 | CURRENT: | 647 | $5,555,555.55 |
| FED. AID #: | 0954141I | TIME BEGAN: | 12/12/2017 | ELAPSED: | 370 | $4,140,791.91 |
| FUND TYPE | Conventional | WORK BEGAN: | 12/12/2017 | % ORIGINAL: | 62.71% | 74.53% |
| Current CPPR | 100 | EST. COMPLETION: | Late 2019 | % TO DATE: | 57.19% | 74.53% |

**CONTACT**

- CEI SENIOR PROJECT ADMINISTRATOR: Sam Saleh C: 407.467.6250 hsaleh@mehtaeng.com
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- SENIOR INSPECTOR: Alan Forget C: 321.377.5848 aforget@mehtaeng.com
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- ALT. 24 HR CONTRACTOR EMERGENCY CONTACT: Austin deGaetani C: 386.414.1051 adegaetani@chinchorelectric.com

**PROJECT DESCRIPTION:** Installation of new lighting and signing improvements at the I-4 interchanges with US 17/92, Dirksen Drive, SR 472, Orange Camp Road, SR 44 and US 92, and CR 15 at US 17/92.
### Project Status Report as of December 20, 2018

**Volusia County**

**S.R. A1A/Dunlawton Avenue Bridge Painting (Bridge 790148)**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>439270-1-52-01</th>
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<tr>
<td>CONTRACT #</td>
<td>E5221</td>
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**Conventional Construction**

**PROJECT DESCRIPTION:** Abrasive blast clean and paint steel structures on the S.R. A1A/Dunlawton Avenue Bridge over the Halifax River.

<table>
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<tr>
<th>CONTRACTOR:</th>
<th>Intech Contracting LLC</th>
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<tbody>
<tr>
<td>LET DATE:</td>
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<tr>
<td>ORIGINAL:</td>
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<td>CDM Smith</td>
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<td>% TO DATE:</td>
<td>44.48%</td>
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<td>EST. COMPLETION:</td>
<td>Spring 2019</td>
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**CONTACT**

<table>
<thead>
<tr>
<th>CEI SENIOR PROJECT ADMINISTRATOR</th>
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</thead>
<tbody>
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<table>
<thead>
<tr>
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</thead>
<tbody>
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<td><a href="mailto:simpsonsa@cdmsmith.com">simpsonsa@cdmsmith.com</a></td>
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<table>
<thead>
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</tbody>
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<table>
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</thead>
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<tr>
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<tr>
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<td><a href="mailto:michael.raney@dot.state.fl.us">michael.raney@dot.state.fl.us</a></td>
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<tr>
<th>SENIOR PROJECT ENGINEER:</th>
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**SENIOR INSPECTOR:**

<table>
<thead>
<tr>
<th>PHONE</th>
<th>EMAIL</th>
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</thead>
<tbody>
<tr>
<td>C: 813.494.2039</td>
<td><a href="mailto:mark@pcs-fla.com">mark@pcs-fla.com</a></td>
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<table>
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<tr>
<th>MAINTENANCE CONTACT:</th>
<th>James Read</th>
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<tbody>
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**24 HR CONTRACTOR EMERGENCY CONTACT:**

<table>
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<tbody>
<tr>
<td>C: 330.272.1806</td>
<td><a href="mailto:Yiannibru3@yahoo.com">Yiannibru3@yahoo.com</a></td>
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**MEETING SCHEDULE:**

---

**Volusia County**

**SR 600/US 92 Drainage from Emmet Street to North Charles Street**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>436855-1-52-01</th>
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<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5225</td>
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**Construction Lump Sum**

**PROJECT DESCRIPTION:** Drainage improvements including new curb inlets, storm pipe installation and storm pipe relocation.

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>GPS Civil Construction</th>
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<tbody>
<tr>
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<tr>
<td>ORIGINAL:</td>
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<tr>
<td>COST:</td>
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<td>CCEI:</td>
<td>CDM Smith</td>
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<td>ELAPSED:</td>
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<td>FUND TYPE:</td>
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<td>WORK BEGAN:</td>
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<td>% TO DATE:</td>
<td>44.85%</td>
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<td>EST. COMPLETION:</td>
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**CONTACT**

<table>
<thead>
<tr>
<th>CEI SENIOR PROJECT ADMINISTRATOR</th>
<th>Ken Tomory</th>
</tr>
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<tbody>
<tr>
<td>PHONE</td>
<td>C: 407.269.3653</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:tomorykp@cdmsmith.com">tomorykp@cdmsmith.com</a></td>
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<tr>
<th>CONTRACTOR'S PROJECT MANAGER:</th>
<th>Greg Schlaifer</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>O: 386.872.5811 C: 386.316.9314</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:greg@gpscivil.com">greg@gpscivil.com</a></td>
</tr>
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<thead>
<tr>
<th>CONTRACTOR'S SUPERINTENDENT:</th>
<th>Dallas Moore</th>
</tr>
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<tbody>
<tr>
<td>PHONE</td>
<td>O: 386.872.5811 C: 386.566.4800</td>
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<thead>
<tr>
<th>SENIOR INSPECTOR:</th>
<th>Jeremy Ahmann</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>C: 407.516.8182</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:ahmannjm2@cdmsmith.com">ahmannjm2@cdmsmith.com</a></td>
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<tr>
<td>EMAIL</td>
<td><a href="mailto:jim.read@dot.state.fl.us">jim.read@dot.state.fl.us</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>24 HR CONTRACTOR EMERGENCY CONTACT:</th>
<th>Dallas Moore</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>O: 386.872.5811 C: 386.566.4800</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:dallas@gpscivil.com">dallas@gpscivil.com</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:</th>
<th>Greg Schlaifer</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>O: 386.872.5811 C: 386.316.9314</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:greg@gpscivil.com">greg@gpscivil.com</a></td>
</tr>
</tbody>
</table>

---

*Outside Consultant*  
*In-House Construction*  
*Maintenance*
# FLAGLER COUNTY

## SR A1A Permanent Repairs

### Project Status Report as of December 20, 2018

**FIN #** 440557-5, 440557-6, 440557-7  
**CONTRACT #** T5641

**Conventional Construction**

**PROJECT DESCRIPTION:** Construct permanent repairs along SR A1A in Flagler County in three sections from South 28th Street to South 22nd Street, from South 22nd Street to South 9th Street, and from North 18th Street to Osprey Drive.

<table>
<thead>
<tr>
<th>CONTRACTOR</th>
<th>LET DATE</th>
<th>ORIGINAL</th>
<th>TIME</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Superior Construction Co Southeast LLC</td>
<td>9/26/2018</td>
<td>300</td>
<td>$22,429,705.30</td>
<td></td>
</tr>
<tr>
<td>P&amp;S Paving Inc.</td>
<td>8/07/2018</td>
<td>420</td>
<td>$4,022,401.58</td>
<td></td>
</tr>
</tbody>
</table>

**CONTACT**

**CEI:** Atkins Global  
**CCEI:** Atkins Global  
**CONTRACTOR:** Superior Construction Co Southeast LLC  
**FED. AID #:** E171039E  
**FUND TYPE:** Conventional Construction

**MEETING SCHEDULE:**

**SENIOR INSPECTOR:** C: 386.320.2206  
**CONSTRUCTION ENGINEER:** O: 386.740.3594 C: 386.801.5571  
**PROJECT ADMINISTRATOR:** O: 386.740.3490 C: 386.527.3831  
**PROJECT SUPPORT SPECIALIST (CSS):** Ernie Saltar  
**ADD’L SENIOR INSPECTOR:**  
**STRUCTURES CONTACT:**  
**ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:**

---

## FLAGLER

### US 1 at Old Dixie Highway Roundabout

**FIN #** 441210-1-52-01  
**CONTRACT #** E5264

**Construction Pay Item**

**PROJECT DESCRIPTION:** Construct new roundabout along U.S. 1 at Old Dixie Highway. Project also includes drainage improvements, lighting and landscaping.

<table>
<thead>
<tr>
<th>CONTRACTOR</th>
<th>LET DATE</th>
<th>ORIGINAL</th>
<th>TIME</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>P&amp;S Paving Inc.</td>
<td>8/07/2018</td>
<td>420</td>
<td>$4,022,401.58</td>
<td></td>
</tr>
</tbody>
</table>

**CONTACT**

**CEI SENIOR PROJECT ADMINISTRATOR:** Harry Wood  
**CONTRACT SUPPORT SPECIALIST (CSS):** Ernesto Saltar  
**CONTRACTOR’S PROJECT MANAGER:** Brian Davidson  
**CONTRACTOR’S SUPERINTENDENT:** John Dunlap  
**FDOT PROJECT MANAGER:** Rick Coe  
**SENIOR PROJECT ENGINEER:** Rafael Rodriguez, P.E.  
**SENIOR INSPECTOR:** Chuck Crossman  
**CONTRACT SUPPORT SPECIALIST (CSS):** Prince Dorvilus  
**CONTRACTOR’S SUPERINTENDENT:** John Dunlap  
**24 HR CONTRACTOR EMERGENCY CONTACT:** Brian Davidson  
**ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:**

---

**Outside Consultant**  
**In-House Construction**  
**Maintenance**
## Project Status Report as of December 20, 2018

### VOLUSIA

**US 1 Intersection Improvements Big Tree Road and Reed Canal Road**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>T5619</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT DESCRIPTION:</td>
<td>Intersection improvements at the U.S. 1 intersections with Reed Canal Road and Big Tree Road, including widening, creation of new turn lanes, milling and resurfacing, minor drainage improvements, sidewalks, signal improvements, including new mast arms at Reed Canal Road, curb and gutter, signing and pavement markings.</td>
</tr>
</tbody>
</table>

| CONTRACTOR: Masci General Contractors Inc. | LET DATE: 8/30/2017 | ORIGINAL: 250 | COST: $1,769,310.98 |
| FED. AID #: D517009B | NTP: 11/7/2017 | CURRENT: 284 | $1,768,219.01 |
| FUND TYPE: Conventional | TIME BEGAN: 3/19/2018 | ELAPSED: 273 | $1,458,705.65 |
| Current CPPR: 94 | WORK BEGAN: 3/19/2018 | % ORIGINAL: 109.20% | 82.44% |
| EST. COMPLETION: Early 2019 | % TO DATE: 96.13% | 82.50% |

**CONTACT**

- **PROJECT ADMINISTRATOR**: Rick Coe<br>  O: 386.740.3490 C: 386.527.3831<br>  frederick.coe@dot.state.fl.us
- **CONTRACT SUPPORT SPECIALIST (CSS)**: Ernest Saltar<br>  O: 386.740.3416<br>  ernesto.saltar@dot.state.fl.us
- **CONTRACTOR’S PROJECT MANAGER**: David Jewett<br>  O: 386.281.9042<br>  davidjewett@mascigc.com
- **CONTRACTOR’S SUPERINTENDENT**: Doug Cain<br>  O: 386.281.9800<br>  dougcain360@gmail.com
- **CONSTRUCTION ENGINEER**: Rafael Rodriguez, P.E.<br>  O: 386.740.3594 C: 386.801.5571<br>  rafael.rodriguez@dot.state.fl.us
- **SENIOR INSPECTOR**: Paul Stacks<br>  C: 352.217.1773<br>  paul.stacks@aecom.com
- **ADD’L SENIOR INSPECTOR**: Prince Dorvilus<br>  C: 407.276.5810<br>  pdorvilus@pics-llc.com
- **MAINTENANCE CONTACT**: Jim Read<br>  O: 386.740.3406 C: 386.801.5584<br>  james.read@dot.state.fl.us
- **24 HR CONTRACTOR EMERGENCY CONTACT**: Doug Cain<br>  O: 386.281.9800
- **ALT. 24 HR CONTRACTOR EMERGENCY CONTACT**: David Jewett<br>  O: 386.281.9042

### VOLUSIA

**US 92 Bridge Bearing Rehabilitation (Bridges 790187 and 790188)**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>439453-1-52-01</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5244</td>
</tr>
</tbody>
</table>

**PROJECT DESCRIPTION**: Clean and coat the bridge bearings of the US 92 bridge over the Halifax River in Daytona Beach

| CONTRACTOR: Olympus Painting Contractors Inc. | LET DATE: 3/06/2018 | ORIGINAL: 320 | COST: $406,627.00 |
| FED. AID #: N/A | NTP: 5/9/2018 | CURRENT: 336 | $406,627.00 |
| FUND TYPE: Lump Sum | TIME BEGAN: 6/8/2018 | ELAPSED: 155 | $0.00 |
| Current CPPR: 100 | WORK BEGAN: Dec. 2018 | % ORIGINAL: 48.44% | 0.00% |
| EST. COMPLETION: Summer 2019 | % TO DATE: 46.13% | 0.00% |

**CONTACT**

- **PROJECT ADMINISTRATOR**: Chris Briggs<br>  O: 386.740.3505 C: 386.846.4753<br>  christopher.briggs@dot.state.fl.us
- **CONTRACT SUPPORT SPECIALIST (CSS)**: Ernest Saltar<br>  O: 386.740.3416<br>  ernesto.saltar@dot.state.fl.us
- **CONTRACTOR’S PROJECT MANAGER**: Paul Gladwin<br>  O: 727.942.4149
- **CONTRACTOR’S SUPERINTENDENT**:
- **CONSTRUCTION ENGINEER**: Rafael Rodriguez, P.E.<br>  O: 386.740.3594 C: 386.801.5571<br>  rafael.rodriguez@dot.state.fl.us
- **SENIOR INSPECTOR**: Paul Stacks<br>  C: 352.217.1773<br>  paul.stacks@aecom.com
- **ADD’L SENIOR INSPECTOR**: Sandusky McCartney<br>  O: 386.740.3455<br>  sandusky mccartney@dot.state.fl.us
- **24 HR CONTRACTOR EMERGENCY CONTACT**: Paul Gladwin<br>  O: 727.942.4149
- **ALT. 24 HR CONTRACTOR EMERGENCY CONTACT**:

### Outside Consultant

- **In-House Construction**
- **Maintenance**
## Project Status Report as of December 20, 2018

### VOLUSIA
**SR 46 Bridge Rehabilitation**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>439273-1-52-01</th>
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<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5219</td>
</tr>
</tbody>
</table>

#### Construction Pay Item

**PROJECT DESCRIPTION:** Apply an epoxy overlay to the concrete bridge deck, and clean and install non-structural pile jackets to bridge piers.

<table>
<thead>
<tr>
<th>TIME</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>130</td>
<td>$149,935.00</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>Broad Safety LLC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>LET DATE:</td>
<td>4/03/2018</td>
</tr>
<tr>
<td>ORIGINAL:</td>
<td>130</td>
</tr>
<tr>
<td>FED. AID #:</td>
<td>N/A</td>
</tr>
<tr>
<td>NTP:</td>
<td>6/7/2018</td>
</tr>
<tr>
<td>CURRENT:</td>
<td>145</td>
</tr>
<tr>
<td>FUND TYPE:</td>
<td>Conventional</td>
</tr>
<tr>
<td>TIME BEGAN:</td>
<td>7/7/2018</td>
</tr>
<tr>
<td>ELAPSED:</td>
<td>151</td>
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<tr>
<td>CURRENT:</td>
<td>$149,935.00</td>
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<tr>
<td>% TO DATE:</td>
<td>104.14%</td>
</tr>
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</table>

**CONTACT**

**PROJECT ADMINISTRATOR**
- Chris Briggs
  - O: 386.740.3505
  - C: 386.846.4753
  - christopher.briggs@dot.state.fl.us

**CONTRACT SUPPORT SPECIALIST (CSS)**
- Ernie Saltar
  - O: 386.740.3416
  - ernest.saltar@dot.state.fl.us

**CONTRACTOR’S PROJECT MANAGER:**
- Sean Howard
  - C: 941.306.8598
  - broadsafety@gmail.com

**CONTRACTOR’S SUPERINTENDENT:**
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  - O: 386.740.3594
  - C: 386.801.5571
  - rafael.rodriguez@dot.state.fl.us

**SENIOR INSPECTOR:**
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  - rwarthen@pics-llc.com

**ADD’L SENIOR INSPECTOR**
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  - O: 386.740.3455
  - sandusky.mcarnettey@dot.state.fl.us

**STRUCTURES CONTACT:**
- Sean Howard
  - C: 941.306.8598
  - broadsafety@gmail.com

**24 HR CONTRACTOR EMERGENCY CONTACT:**
- Sean Howard
  - C: 941.306.8598
  - broadsafety@gmail.com

**ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:**

---

### VOLUSIA
**SR 44/North Causeway Bridge Painting**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>439269-1-52-01</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5229</td>
</tr>
</tbody>
</table>

#### Construction Lump Sum

**PROJECT DESCRIPTION:** Clean and paint the steel surfaces of the North Causeway bridge in New Smyrna Beach.

<table>
<thead>
<tr>
<th>TIME</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>125</td>
<td>$997,135.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>Southern Road and Bridge LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>LET DATE:</td>
<td>5/01/2018</td>
</tr>
<tr>
<td>ORIGINAL:</td>
<td>125</td>
</tr>
<tr>
<td>FED. AID #:</td>
<td>N/A</td>
</tr>
<tr>
<td>NTP:</td>
<td>7/6/2018</td>
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<tr>
<td>CURRENT:</td>
<td>146</td>
</tr>
<tr>
<td>FUND TYPE:</td>
<td>Lump Sum</td>
</tr>
<tr>
<td>TIME BEGAN:</td>
<td>8/20/2018</td>
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<tr>
<td>ELAPSED:</td>
<td>119</td>
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<tr>
<td>CURRENT:</td>
<td>$997,135.00</td>
</tr>
<tr>
<td>% TO DATE:</td>
<td>81.51%</td>
</tr>
</tbody>
</table>

**CONTACT**

**PROJECT ADMINISTRATOR**
- Chris Briggs
  - O: 386.740.3505
  - C: 386.846.4753
  - christopher.briggs@dot.state.fl.us

**CONTRACT SUPPORT SPECIALIST (CSS)**
- Ernie Saltar
  - O: 386.740.3416
  - ernest.saltar@dot.state.fl.us

**CONTRACTOR’S PROJECT MANAGER:**
- Yanni Skaroulis
  - C: 727.423.5544
  - yskaroulis@southernrb.com

**CONTRACTOR’S SUPERINTENDENT:**
- Scott Lawrence
  - C: 903.821.4884
  - slawrence@southernrb.com

**CONSTRUCTION ENGINEER**
- Rafael Rodriguez, P.E.
  - O: 386.740.3594
  - C: 386.801.5571
  - rafael.rodriguez@dot.state.fl.us

**SENIOR INSPECTOR:**
- Mark Sadi
  - C: 310.279.6472
  - msadi@kta.com

**ADD’L SENIOR INSPECTOR**

**STRUCTURES CONTACT:**
- Sandusky McCartney
  - O: 386.740.3455
  - sandusky.mcarnettey@dot.state.fl.us

**24 HR CONTRACTOR EMERGENCY CONTACT:**
- Sean Howard
  - C: 941.306.8598
  - broadsafety@gmail.com

**ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:**

---

**PROJECT DESCRIPTION:** Apply an epoxy overlay to the concrete bridge deck, and clean and install non-structural pile jackets to bridge piers.

---

*Outside Consultant*
*In-House Construction*
*Maintenance*
## Project Status Report as of December 20, 2018

### Seminole County

**Bridge Security System St. Johns River Bridge**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>436323-1-52-01</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5Y52</td>
</tr>
</tbody>
</table>

**Conventional Construction**

**PROJECT DESCRIPTION:** Installation of ITS security surveillance system at the St. Johns River Bridge at US 1792

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>Traffic Control Devices, Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>LET DATE:</td>
<td>6/06/2017</td>
</tr>
<tr>
<td>ORIGINAL:</td>
<td>270</td>
</tr>
<tr>
<td>CURRENT:</td>
<td>476</td>
</tr>
<tr>
<td>ELAPSED:</td>
<td>469</td>
</tr>
<tr>
<td>FUND TYPE:</td>
<td>Construction Pay Item</td>
</tr>
<tr>
<td>WORK BEGAN:</td>
<td>9/5/2017</td>
</tr>
<tr>
<td>% ORIGINAL:</td>
<td>173.70%</td>
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<td>EST. COMPLETION:</td>
<td>Late 2018</td>
</tr>
<tr>
<td>% TO DATE:</td>
<td>94.90%</td>
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</table>

**FED. AID #:** N/A

**CURRENT:** 593

**COST:** $2,528,961.88

**PROJECT COMPLETION:** Late 2018

### VOLUSIA

**SR 40 (Granada Boulevard) Bridge Pier Repair over the Halifax River**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>436937-1-52-01</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5Y33</td>
</tr>
</tbody>
</table>

**Construction Lump Sum**

**PROJECT DESCRIPTION:** Repairs to Pier 8 crash wall of bridge 790132 in Ormond Beach

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>CMA Corporation</th>
</tr>
</thead>
<tbody>
<tr>
<td>LET DATE:</td>
<td>9/07/2016</td>
</tr>
<tr>
<td>ORIGINAL:</td>
<td>250</td>
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<tr>
<td>CURRENT:</td>
<td>476</td>
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<tr>
<td>ELAPSED:</td>
<td>469</td>
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<td>FUND TYPE:</td>
<td>Lump Sum</td>
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<tr>
<td>WORK BEGAN:</td>
<td>3/27/2017</td>
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<td>% ORIGINAL:</td>
<td>94.90%</td>
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<td>EST. COMPLETION:</td>
<td>Late 2018</td>
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<tr>
<td>% TO DATE:</td>
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</table>

**FED. AID #:** N/A

**CURRENT:** 173

**COST:** $2,392,153.70

**PROJECT COMPLETION:** Late 2018

### Contact Information

#### CEI SENIOR PROJECT ADMINISTRATOR

- **Kerry Worrell, P.E.**
  - **O:** 407.201.7165
  - **C:** 321.239.7308
  - **EMAIL:** kworrell@mehtaeng.com

#### CONTRACT SUPPORT SPECIALIST (CSS)

- **Chris Kochis**
  - **O:** 407.201.7165
  - **C:** 386.690.9690
  - **EMAIL:** dkochis@mehtaeng.com

#### CONTRACTOR'S PROJECT MANAGER:

- **Eric Schultze**
  - **O:** 407.869.5300
  - **EMAIL:** e.schultze@tcd-usa.com

#### CONTRACTOR'S SUPERINTENDENT:

- **Mark Jimenez**
  - **C:** 407.448.8768
  - **EMAIL:** m.a.jimenez@tcd-usa.com

#### FDOT PROJECT MANAGER:

- **Glenn Raney**
  - **O:** 386.740.3524
  - **EMAIL:** michael.raney@dot.state.fl.us

#### SENIOR PROJECT ENGINEER:

- **Anu Shah, P.E.**
  - **O:** 407.201.7165
  - **C:** 850.341.6114
  - **EMAIL:** ashah@mehtaeng.com

#### SENIOR INSPECTOR:

- **Howard Hernandez**
  - **C:** 407.276.7114
  - **EMAIL:** hohernandez@hntb.com

#### MAINTENANCE CONTACT:

- **Sandusky McCartney**
  - **O:** 386.740.3455
  - **EMAIL:** sandusky.mccartney@dot.state.fl.us

#### ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:

- **Eric Schultze**
  - **O:** 407.869.5300
  - **EMAIL:** e.schultze@tcd-usa.com

### FDOT PROJECT MANAGER:

- **Mark Jimenez**
  - **O:** 407.448.8768
  - **EMAIL:** m.a.jimenez@tcd-usa.com

#### CEI SENIOR PROJECT ADMINISTRATOR

- **Rita Worrell, P.E.**
  - **O:** 407.201.7165
  - **C:** 321.239.7308
  - **EMAIL:** rworrell@mehtaeng.com

### ROD PROJECT MANAGER:

- **Glenn Raney**
  - **O:** 386.740.3524
  - **EMAIL:** michael.raney@dot.state.fl.us

### CONSTRUCTION ENGINEER:

- **Rafael Rodriguez, P.E.**
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  - **C:** 386.801.5571
  - **EMAIL:** rafael.rodriguez@dot.state.fl.us

### SENIOR PROJECT ENGINEER:

- **Asher Shah**
  - **O:** 407.201.7165
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  - **EMAIL:** ashah@mehtaeng.com

### ADD'L SENIOR INSPECTOR:

- **Anu Shah, P.E.**
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  - **C:** 321.239.7308
  - **EMAIL:** ashah@mehtaeng.com

### MAINTENANCE CONTACT:

- **Sandusky McCartney**
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  - **EMAIL:** sandusky.mccartney@dot.state.fl.us

### ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:

- **Eric Schultze**
  - **O:** 407.869.5300
  - **EMAIL:** e.schultze@tcd-usa.com

---

**Outside Consultant**

**In-House Construction**

**Maintenance**

---

**FDOT**

72
Project Status Report as of December 20, 2018

Volusia County
Event Management System

FIN # 436325-1-52-01
CONTRACT #: ESY95

Construction Pay Item


<table>
<thead>
<tr>
<th>CONTRACTOR: Traffic Control Devices, Inc.</th>
<th>LET DATE: 6/06/2017</th>
<th>ORIGINAL: 380</th>
<th>COST: $2,610,610.00</th>
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<tbody>
<tr>
<td>FED. AID #: N/A</td>
<td>TIME BEGAN: 9/2/2017</td>
<td>ELAPSED: 469</td>
<td>COST: $2,640,603.79</td>
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<tr>
<td>FUND TYPE: Conventional</td>
<td>WORK BEGAN: 9/5/2017</td>
<td>% ORIGINAL: 123.42%</td>
<td>96.16%</td>
</tr>
<tr>
<td>Current CPPR: 100</td>
<td>EST. COMPLETION: Fall 2018</td>
<td>% TO DATE: 96.30%</td>
<td>95.06%</td>
</tr>
</tbody>
</table>

Project complete - pending final estimate

Contact Information:

Kerry Worrell, P.E. 386.201.7165 C: 321.239.7308 kworrell@mehtaeng.com
Chris Kochis 386.201.7165 C: 386.690.9690 okochis@mehtaeng.com
April Andrews 386.804.3611 aprilandrews@tcd-usa.com
Glenn Raney 386.740.3524 C: 386.846.4862 michael.raney@dot.state.fl.us
Anu Shah, P.E. 386.201.7165 C: 850.341.6114 ashah@mehtaeng.com
Jim Read 386.740.3406 C: 386.801.5584 jim.read@dot.state.fl.us
Eric Schultze 386.869.5300 e.schultze@tcd-usa.com

Volusia County
SR 44 Concrete Slab Repair and Replacement from Boundary Avenue to Hill Avenue

FIN #: 427956-1-72-18
CONTRACT #: E5U22

Maintenance

PROJECT DESCRIPTION: Concrete slab repair and replacement in various areas along SR 44 between Boundary and Hill avenues in DeLand.

<table>
<thead>
<tr>
<th>CONTRACTOR: Faith Construction Group, Inc.</th>
<th>LET DATE: 10/03/2017</th>
<th>ORIGINAL: 270</th>
<th>COST: $965,762.50</th>
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</thead>
<tbody>
<tr>
<td>FED. AID #: N/A</td>
<td>NTP: 12/11/2017</td>
<td>CURRENT: 356</td>
<td>TIME: 1044</td>
</tr>
<tr>
<td>Current CFPR: 74</td>
<td>WORK BEGAN: 12/11/2017</td>
<td>% ORIGINAL: 124.44%</td>
<td>95.81%</td>
</tr>
<tr>
<td>EST. COMPLETION: Jan. 2019</td>
<td>% TO DATE: 94.38%</td>
<td>95.81%</td>
<td></td>
</tr>
</tbody>
</table>

Contact Information:

Chris Briggs 386.740.3505 C: 386.846.4753 chrisopher.briggs@dot.state.fl.us
Ernie Saltar 386.740.3416 ernie.saltar@dot.state.fl.us
Joseph Faith 386.848.7522 joseph.corradino@gmail.com
Rafael Rodriguez, P.E. 386.740.3594 C: 386.801.5571 rafael.rodriguez@dot.state.fl.us
Bryan Cundall 386.740.3594 C: 386.801.5571 bcondall@corradino.com
Jim Read 386.740.3406 C: 386.801.5584 james.read@dot.state.fl.us
Joseph Faith 386.848.7522 joseph.corradino@gmail.com

Meeting Schedule:

Outside Consultant
In-House Construction
Maintenance
**Project Status Report as of December 20, 2018**

**VOLUSIA**

Pavement Markings, Various Roads

**FIN #**: 427833-1-72-05

**CONTRACT #:** E5U70

**Maintenance**

**PROJECT DESCRIPTION**: Install new thermoplastic pavement markings and reflective pavement markings on various roads.

<table>
<thead>
<tr>
<th>TIME</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>$0.00</td>
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- **CONTRACTOR**: Southern States Pavement Markings
- **LET DATE**: 10/02/2018
- **ORIGINAL**: 180
- **FED. AID #:** N/A
- **NTP**: 12/06/2018
- **CURRENT**: 180
- **FUND TYPE**: Maintenance
- **TIME BEGAN**: 12/14/2018
- **ELAPSED**: 2
- **WORK BEGAN**: 12/14/2018
- **% ORIGINAL**: 1.11%
- **% TO DATE**: 0.00%
- **EST. COMPLETION**: Summer 2019

**CONTACT**

- **PROJECT ADMINISTRATOR**: Rick Coe
  - O: 386.740.3406
  - C: 386.527.3831
  - frederick.coe@dot.state.fl.us
- **CONTRACT SUPPORT SPECIALIST (CSS)**: Ben Griffiths
  - O: 386.740.3564
  - ben.griffiths@dot.state.fl.us
- **CONTRACTOR’S PROJECT MANAGER**: Buck Adams
  - C: 904.814.8410
- **CONSTRUCTION ENGINEER**: Rafael Rodriguez, P.E.
  - O: 386.740.3594
  - C: 386.801.5571
  - rafael.rodriguez@dot.state.fl.us
- **SENIOR INSPECTOR**: Frederick Coe
  - O: 386.740.3490
  - C: 386.527.3831
  - frederick.coe@dot.state.fl.us
- **MAINTENANCE CONTACT**: Jim Read
  - O: 386.740.3406
  - C: 386.801.5584
  - james.read@dot.state.fl.us
- **24 HR CONTRACTOR EMERGENCY CONTACT**: Joseph Faith
  - C: 386.848.7522
  - jpcorpo@gmail.com

**MEETING SCHEDULE**

**LANDSCAPE PROJECTS CURRENTLY IN ESTABLISHMENT PERIOD**

**VOLUSIA**

I-4 / SR 44 Interchange Landscaping

<table>
<thead>
<tr>
<th>FIN #</th>
<th>CONTRACT #</th>
<th>Contract Days: 907</th>
<th>Days Elapsed: 827</th>
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</thead>
<tbody>
<tr>
<td>435469-3-52-01</td>
<td>E5Y19</td>
<td>Present Amount: $822,518.54</td>
<td>Paid to Date: $802,722.05</td>
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**VOLUSIA**

I-4 / Saxon Boulevard Interchange Landscaping

<table>
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<th>CONTRACT #</th>
<th>Contract Days: 951</th>
<th>Days Elapsed: 786</th>
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<tbody>
<tr>
<td>435469-2-52-01</td>
<td>E5Y26</td>
<td>Present Amount: $837,910</td>
<td>Paid to Date: $770,720</td>
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</table>
Upcoming Projects:

- **I-95 Resurfacing Flagler County — 438003-1-52-01, 438003-2-52-01**
  * From south of S.R. 100 to St. Johns County line
  * Contract: T5636
  * Contractor: Masci General Contractors
  * Project start: TBD
  * FDOT contact: Chris Briggs, O: 386.740.3505 C: 386.846.4753
    christopher.briggs@dot.statefl.us

- **U.S. 1 at Canal Street Intersection Improvements — 240992-5-52-01**
  * Includes milling and resurfacing, widening, curb and gutter, drainage improvements, sidewalk, signalization, lighting, and utility work (water and sewer).
  * Contract: T5660
  * Contractor: Masci General Contractors
  * FDOT contact: Glenn Raney, O: 386.740.3524 C:386.846.4862,
    michael.raney@dot.statefl.us

- **S.R. 44A (Old New York Avenue) Resurfacing — 437346-1-52-01**
  * From SR 44 to East of Grimm Lane
  * Contract: E5Z38
  * Contractor P&S Paving Inc.
  * Time starts early January
  * FDOT contact: Glenn Raney, O: 386.740.3524 C:386.846.4862,
    michael.raney@dot.statefl.us
IV. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

C. VOLUSIA COUNTY AND FLAGLER COUNTY CONSTRUCTION REPORTS

Background Information:

Staff from Volusia County Traffic Engineering and Flagler County Traffic Engineering will present an update on the county projects that are either under construction or close to being ready for construction. The Volusia County Construction Report and the Flagler County Construction Report are provided for your information.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE
Volusia County Construction Report – December 2018*

Completed within the last 6 months:
1) Doyle Road paved shoulders (Providence Blvd to Saxon Blvd)
2) Spring to Spring Trail - Grand Ave. (Lemon St. to King St.)
3) LPGA Blvd 4-lane widening (Jimmy Ann Dr. to Derbyshire)
4) ECRRT – Segment 5 (Brevard County Line to Cow Creek Rd.)
5) ECRRT – Segment 4B (Gobblers Lodge to Maytown Spur)
6) Spring to Spring Trail – Segment 3A (Detroit Terrace to Don Smith Blvd.)

Under Construction or Advertised for Construction:
1) Veterans Memorial Bridge (Orange Ave.) – Under construction
2) Turnbull Bay Bridge – Under Construction
3) W. Park Avenue 3-lane widening (Dale Street to Old Mission Rd) – Under Construction
4) New York Ave sidewalk (Hamilton to US-17/92) – Under Construction
5) Doyle Road paved shoulders (Lush Lane to Courtland Blvd) – Under Construction

Near Construction Projects:

Design Projects:
1) ECRRT – Segment 4A (Guise Rd. to Gobblers Lodge) – Concept Design Completed, Right-of-Way Acquisition Underway, Solicitation as Design/Build Anticipated in January 2019
2) Howland Blvd 4-lane widening (Providence Blvd to Elkcam Blvd) – Design Ongoing
3) Orange Camp Rd. 4-lane widening (MLK Blvd. to I-4) – Design Ongoing
4) Tenth St 4-lane widening (Myrtle to US 1) – Developer Land Swap Agreement Executed – requiring plan revisions, Waiting for Railroad and interlocal agreements.
5) Spring to Spring (DeLeon Springs gap) – Design Ongoing
6) Spring to Spring Trail – Segment 3B (Rob Sullivan Park to Dirksen Dr) – Design Ongoing
7) Spring to Spring Trail- Segment 3C (Trail along Don Smith Blvd.) – Construction Not Funded
8) Turnbull Bay Road paved shoulders – Topographic and ROW Survey Underway
9) Beresford Ave Extension (Blue Lake to MLK) – Waiting for ROW from City to start Design
10) Spring to Spring Trail (Lake Beresford to Grand Avenue) – PD&E study administered by FDOT is currently underway
11) Coast to Coast Trail Wayfinding Signage, and Emergency Location Markers – Design Ongoing
12) Amelia Ave (Voorhis to Ohio) – Study Complete / Awaiting FDOT programming
13) Williamson Blvd. (LPGA to Strickland Range) – Plan Update underway
14) Williamson Blvd. (Strickland Range to Hand Ave) – Design funded 2018/2019
15) Graves Ave Turn lanes (Veterans Memorial Parkway to Kentucky) – Study Complete / Awaiting FDOT programming
16) Old New York paved shoulders (Shell to S-44) – Topographic and ROW Survey Underway, Construction funded FY 2020/2021
17) Intersection Improvements at SR-44 and Kepler – Design by FDOT underway
18) Mast Arm Replacement at Catalina and Midway – Design Ongoing

*Changes/Updates since last report are underlined.
Note: Dates are subject to change due to normal project development issues.
# FLAGLER COUNTY CONSTRUCTION REPORT

As of January 2019

## Construction and Near Construction Phase

<table>
<thead>
<tr>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Dune Restoration</td>
</tr>
<tr>
<td>2 County Road 2006 Resurfacing (Design Completed)</td>
</tr>
<tr>
<td>3 County Road 305 Widening and Resurfacing from bridge # 734006 to SR 100</td>
</tr>
<tr>
<td>4 Old Dixie Highway Widening and Resurfacing</td>
</tr>
<tr>
<td>5 North Mala Compra Drainage Basin Improvements (Not FDOT)</td>
</tr>
<tr>
<td>6 Plantation Bay Water and Wastewater Treatment Facility Improvements (Not FDOT)</td>
</tr>
<tr>
<td>7 Bay Drive Park (not FDOT)</td>
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</table>

## Design Phase

<table>
<thead>
<tr>
<th>Project Description</th>
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<tbody>
<tr>
<td>1 Briarwood Drive (Design Completed)</td>
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<tr>
<td>2 County Road 304 Resurfacing from County Road 305 to SR5 (US1)</td>
</tr>
<tr>
<td>3 CR 304 Replacement of 4 Bridges</td>
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<tr>
<td>4 Mahogany Blvd. Resurfacing (Design Completed)</td>
</tr>
<tr>
<td>5 Marineland Acres Road Improvement</td>
</tr>
<tr>
<td>6 Old Haw Creek from County Road 304 to SR 11</td>
</tr>
<tr>
<td>7 Old Kings Road Box Culverts</td>
</tr>
<tr>
<td>8 Water Oak Road from County Road 2006 to Mahogany Blvd.</td>
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</tbody>
</table>
V. STAFF COMMENTS

VI. CAC/TCC MEMBER COMMENTS
   → Update on SU Funding

VII. INFORMATION ITEMS
   → CAC & TCC Attendance Records
   → River to Sea TPO Board Meeting Summary for November 28, 2018
   → November and December 2018 TPO Outreach and Events

VIII. ADJOURNMENT

**The next meetings of the CAC & TCC will be on February 19, 2019**
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<tr>
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<th>April</th>
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<td></td>
<td>Daytona Beach (appt. 3/18)</td>
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<tr>
<td>Janet Deyette (17/18 Chairperson)</td>
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<td>Deltona (appt. 11/10)</td>
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<td>Ralph Bove</td>
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<td>DeBary (appt. 11/16)</td>
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<td>Bliss Jamison</td>
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<td>Edgewater (appt. 1/11)</td>
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<tr>
<td>Rob Plympton/Mary Dioguardi</td>
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<td>Flagler Beach (appt 5/18)</td>
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<tr>
<td>Marcia Stevens Foltz</td>
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<td>Flagler County (appt 2/18)</td>
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<td>Heidi Petito/ Bob Owens</td>
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<td>Flagler County Transit (appt 9/14)</td>
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<tr>
<td>Faith Alkhatib (non-voting)</td>
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<td>Flagler County Traffic Engineering (appt 9/14)</td>
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<td>Gilles Blais (17/18 Vice Chairman)</td>
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<td>Holly Hill (appt. 11/07) (Reap. 02/13)</td>
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<td>Nora Jane Gillespie</td>
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<td>New Smyrna Beach (appt 12/14)</td>
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<td>Bob Storke</td>
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<td>Orange City (appt. 1/08)</td>
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<td>Roger Strcula</td>
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<td>Ormond Beach (appt 7/18)</td>
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<tr>
<td>Alan Peterson</td>
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<td>Palm Coast (appt. 03/15)</td>
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<td>Susan Elliott</td>
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<td>Pierson (appt. 3/06)</td>
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<td>Joe Villanella</td>
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<td>Ponce Inlet (appt. 10/15)</td>
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<td>Jack Delaney</td>
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<td>South Daytona (appt. 04/16)</td>
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<td>Port Orange (appt. 12/02)</td>
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<td>Elizabeth Alicia Lendian</td>
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<td>Volusia County At-Large (appt. 05/13) (Cusack)</td>
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<tr>
<td>Patricia Lipovsky</td>
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<td>Volusia County D-2 (appt 4/17)</td>
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<td>Votran (appt. 02/16) (alt. appt. 07/13)</td>
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<td>Vickie Wyche (non-voting)</td>
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<td>FDOT District 5 (appt 1/18)</td>
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<td>V.C. Traffic Eng. (appt 10/11)</td>
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<td>River to Sea TPO</td>
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Vacancies

Bunnell
Daytona Beach
Deland
Flagler County School Board
Lake Helen
Oak Hill
Volusia County School Board
Volusia County D-1
Volusia County D-2

January - December 2018

80
# TCC Attendance Record 2018

<table>
<thead>
<tr>
<th>Name</th>
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<th>Mar</th>
<th>Apr</th>
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<td>Bunnell (appt 2/17)</td>
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<tr>
<td>Andrew Holmes Dennis Mrozek</td>
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<td>Daytona Beach (11/18) (alt 6/18)</td>
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<tr>
<td>Stewart Cruz</td>
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<td>Daytona Beach Airport (appt 03/16)</td>
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<tr>
<td>Mike Holmes</td>
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<td>Deltona (appt 11/09)</td>
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<td>DeBary (appt 01/15)</td>
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<td>Darren Lear</td>
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<td>Larry Newsom</td>
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<td>Flagler Beach (Appt. 02/16)</td>
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<td>Faith Alkhatib/Adam Mengel</td>
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<td>Brian Walker</td>
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<td>Holly Hill (appt 10/17)</td>
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<td>Amye King/Kyle Fegley</td>
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<td>New Smyrna Beach (appt. 10/16)</td>
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<td>Ormond Beach (appt. 12/17)</td>
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<td>Becky Mendez</td>
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<td>Mark Karet</td>
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<td>V.C. Emergency Management (appt. 01/04)</td>
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<td>Vickie Wyche (non-voting)</td>
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<td>Volusia County Schools (appt. 1/15)</td>
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<td>Colleen Nicoulin (non voting)</td>
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</table>

## Vacancies

- Beverly Beach
- Flagler County
- Flagler County Transit
- Flagler County Aviation
- Flagler County Emergency Management
- Flagler County School Board
- Oak Hill

January - December 2018

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River to Sea TPO Board
Meeting Summary
November 28, 2018

- Recognized outgoing TPO Board Members, Volusia County Council Members Pat Patterson, Joyce Cusack, and TPO Chairperson Lita Handy-Peters, Vice Mayor of DeBary

- Approved consent agenda including approval of the October 24, 2018 TPO Board meeting minutes; the Executive Director’s overall evaluation result and recommendation for retention; approval of expenditure for US 17/92 at Dirksen Drive Traffic Operations Feasibility Study ($38,800); and cancellation of December Executive Committee and TPO Board meetings

- Approved the River to Sea TPO’s 2019 Legislative Positions

- Approved a motion to approve Resolution 2018-28 amending the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP) retroactively in January to advance the Derbyshire Park sidewalk project not to exceed $600,000 if LAP agreement is approved by FDOT

- Approved the R2CTPO to move forward with a public comment period for a draft amendment to the 2040 Long Range Transportation Plan (LRTP) moving to interchange projects to the Cost Feasible listing of the plan

- Received a staff presentation of changes being considered to the R2CTPO policy resolutions for the annual Call for Projects and reached a consensus for the funding allocations to remain as they currently are

- Received a staff presentation of the priority project applications for Traffic Operations/Safety and Local Initiatives projects, Transportation Planning Studies, and Bicycle/Pedestrian and B/P Local Initiatives projects

- Received a PowerPoint presentation of the St. Johns River to Sea Loop Trail PD&E Study (Lake Beresford Park to Grand Avenue)

- Received a PowerPoint presentation of the Regional Trails Program

- Received a staff presentation on current fiscal year (FY) SU funding and approved a motion to support FDOT’s request to place $1 million in current year SU funds on the design phase of the I-95 and Pioneer Trail interchange
• Received the FDOT report and announced a public hearing on the Five-Year Work Program for District 5 on December 5, 2018 from 4:30 pm to 6:30 pm at the District 5 office in DeLand; the on-line public hearing will be from December 10 -14, 2018

• Received the Executive Director’s Report including an update of the Roundtable of Volusia County Elected Officials

• Announced the R2CTPO’s Annual Open House and Toy Drive, today, from 3:00 pm to 5:00 pm

*The next River to Sea TPO Board meeting will be on Wednesday, January 23, 2019*
### November 2018 TPO Outreach & Activities

**1. Palm Coast Nature Walk/Presentation/Helmet Fitting**  
**Date:** Thursday, November 1, 2018  
**Location:** Palm Coast  
**Description:** TPO staff gave a presentation on trails and fit and donated 30 bicycle helmets.

**2. Halifax Arts Festival Helmet Fitting**  
**Date:** Saturday, November 3, 2018  
**Location:** Daytona Beach  
**Description:** TPO staff provided a booth and gave away safety promo items in addition to fitting and donating 128 bicycle helmets.

**3. Geographical Information Systems GIS DAY**  
**Date:** Tuesday, November 13, 2018  
**Location:** Volusia County Courthouse  
**Description:** TPO staff provided a booth highlighting the ways we utilize GIS.

**4. Annual TPO Toy Drive/Open House**  
**Date:** Thursday, November 28, 2018  
**Location:** River to Sea TPO Office  
**Description:** TPO staff held a toy drive for the Children’s Home Society and an open house for committee members and colleagues. The TPO donated 121 toys.

### DECEMBER EVENTS:

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>4</td>
<td>SJR2C Trail PD&amp;E Open House, Edgewater City Hall</td>
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<tr>
<td>5</td>
<td>Presentation on Transportation &amp; the TPO to Daytona Beach Association of Realtors Commercial Investment Division, Daytona Beach</td>
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<tr>
<td>7</td>
<td>Flagler County Legislative Delegation Meeting, Bunnell</td>
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<tr>
<td>10-14</td>
<td>Online FDOT Work Program Public Hearing</td>
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<tr>
<td>11</td>
<td>FDOT Work Program Public Hearing, DeLand</td>
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<tr>
<td>11</td>
<td>FDOT Public Meeting on SR-5/US-1 Resurfacing, O.B. Performing Arts Center</td>
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<tr>
<td>17</td>
<td>VC Legislative Delegation Meeting, DeLand</td>
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<tr>
<td>19</td>
<td>TPO Presentation to D.B. Econ. Dev. Committee</td>
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### OTHER UPCOMING EVENTS:

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>Jan 7</td>
<td>Roundtable of Volusia County Elected Officials, D.B. International Airport</td>
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<tr>
<td>Jan 28</td>
<td>TPO Presentation to VCLWV on Trans. Funding</td>
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<tr>
<td>Jan 31</td>
<td>Central Florida Commuter Rail Commission Meeting, MetroPlan Orlando</td>
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</table>

### ANNUAL TPO HOLIDAY TOY DRIVE

**ONGOING PROJECTS & STUDIES:**

- Annual Call for Projects Review of Process
- Development of 2017/18 TPO Annual Report
- Development of an Amendment to the 2040 LRTP
- Development of Bicycle Suitability Map
- Central Florida Visitors Study
- Regional Truck Parking Study
- Golfview Blvd. Shared-Use Path Feasibility Study
- Central Florida Regional Planning Model Update
- US 17/92 @ Dirksen Drive Feasibility Study
- Madeline Ave. Trail Feasibility Study, Phase 1 & 2
- Willow Run Boulevard Sidewalk Feasibility Study
- Development of 2045 Long Range Transportation Plan Scope of Services
December 2018 TPO Outreach & Activities

1. **TPO Presentation on Transportation and the TPO to DB Association of Realtors Commercial Investment Division**
   - **Date:** Wednesday, December 5, 2018
   - **Location:** Daytona Beach
   - **Description:** TPO staff gave a presentation on transportation and the TPO to the DB Association of Realtors

2. **Holly Hill School Career Day**
   - **Date:** Thursday, December 6, 2018
   - **Location:** Holly Hill
   - **Description:** TPO staff gave a presentation on TPO careers to 100 middle school students

3. **Light Up Midtown Health Fair**
   - **Date:** Saturday, December 8, 2018
   - **Location:** Daytona Beach
   - **Description:** TPO staff provided a booth and fit and donated 84 bicycle helmets

4. **FDOT Work Program Public Hearing**
   - **Date:** Tuesday, December 11, 2018
   - **Location:** DeLand
   - **Description:** TPO staff attended FDOT’s Work Program Public Hearing

5. **Volusia County Legislative Delegation Meeting**
   - **Date:** Monday, December 17, 2018
   - **Location:** DeLand
   - **Description:** TPO staff spoke about the TPO’s Legislative Priorities at the VC Legislative Delegation Meeting

**Ongoing Projects & Studies:**
- Annual Call for Projects Review of Process
- Development of 2017/18 TPO Annual Report
- Development of an Amendment to the 2040 Long Range Transportation Plan
- Development of Bicycle Suitability Map
- Central Florida Visitors Study
- Regional Truck Parking Study
- Central Florida Regional Planning Model Update
- US 17/92 @ Dirksen Drive Feasibility Study
- Madeline Ave. Trail Feasibility Study, Phase 1-2
- Willow Run Blvd. Sidewalk Feasibility Study
- Regional Resiliency Action Plan
- Development of 2045 Long Range Transportation Plan Scope of Services

**January Events:**
- **7:** Roundtable of Volusia County Elected Officials, D.B. International Airport
- **10:** Transportation and Civil Engineering (TRAC) Training, TPO Office
- **28:** TPO Presentation to VC League of Women Voters on Transportation Funding
- **31:** Central Florida Commuter Rail Commission Meeting, MetroPlan Orlando

**Other Upcoming Events:**
- Feb 25-March 2: Not So Noisy Bike Week
- March TBD: Annual TPO Retreat

**Merry Christmas**