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 16, 2018
TIME: **1:15 P.M. (CAC) & 3:00 P.M. (TCC)** *Please note CAC Meeting Time Change*
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 Vice Chairperson

CAC & TCC AGENDA

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

II. INTRODUCTION OF NEW TCC MEMBERS

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

IV. CONSENT AGENDA

  A. REVIEW AND APPROVAL OF NOVEMBER 21, 2017 CAC/TCC MEETING MINUTES *(Contact: Debbie Stewart) (Enclosure, CAC pages 3-17; TCC pages 3, 18-28)*

V. ACTION ITEMS

  A. NOMINATION AND ELECTION OF TCC CHAIRPERSON *(TCC ONLY) (Contact: Colleen Nicoulin) (Enclosure, page 29)*

  B. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2018-## AMENDING THE FY 2017/18 TO 2021/22 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) *(Contact: Colleen Nicoulin) (Enclosure, pages 30-32)*

  C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2018-## ADOPTING SAFETY TARGETS FOR THE RIVER TO SEA TPO *(Contact: Colleen Nicoulin) (Enclosure, pages33-36)*

  D. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2018-## CLARIFYING THE RIVER TO SEA TPO’S PRIORITIES FOR THE STRATEGIC INTERMODAL SYSTEMS (SIS) *(Contact: Colleen Nicoulin) (Enclosure, pages 37-40)*
VI. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF PLANNING PROJECTS UNDER CONSIDERATION FOR THE TWO-YEAR FY 2018/19 TO 2019/20 UNIFIED PLANNING WORK PROGRAM (Contact: Lois Bollenback) (Enclosure, pages 41-44)

B. PRESENTATION AND DISCUSSION OF THE DRAFT BICYCLE AND PEDESTRIAN MASTER PLAN REPORT (Contact: Stephan Harris) (Enclosure; pages 45-54)

C. PRESENTATION AND DISCUSSION OF THE DRAFT FINDINGS FOR THE VOLUSIA COUNTY BUS STOP IMPROVEMENT PLAN (Contact: Vince Wang) (Enclosure, page 55)

D. PRESENTATION AND DISCUSSION OF THE FDOT CONTEXT CLASSIFICATION AND DESIGN (Contact: Stephan Harris) (Enclosure, pages 56-65)

E. FDOT REPORT (Contact: Vickie Wyche, FDOT District 5) (Enclosure, pages 66-77)

F. VOLUSIA COUNTY AND FLAGLER COUNTY CONSTRUCTION REPORTS (Contact: Volusia County & Flagler County Traffic Engineering) (Enclosure, pages 78-80)

VII. STAFF COMMENTS (Enclosure, pages 81-84)

→ Update on FY 2017/18 SU Funding
→ Update on Roundtable of Volusia County Elected Officials – Transportation Committee Activity
→ Save the Date for the 2018 R2CTPO Annual Planning Retreat
→ Legislative Update
→ TIP Information Sheet and Priority Process Information Sheet
→ Rectangular Rapid Flashing Beacons Memo (RRFBs)

VIII. CAC/TCC MEMBER COMMENTS (Enclosure, page 81)

IX. INFORMATION ITEMS (Enclosure, pages 81, 85-93)

→ CAC & TCC Attendance Records
→ River to Sea TPO Board Meeting Summary for December 6, 2017
→ November and December TPO Outreach and Events
→ TPO Memo regarding FDOT request for TIP modification
→ 2018 TPO Board and Committee Meeting Schedule

X. ADJOURNMENT (Enclosure, page 81)

**The next CAC and TCC meetings will be on Tuesday, February 20, 2018**

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

NOTE: If any person decides to appeal a decision made by 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.

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

A. REVIEW AND APPROVAL OF NOVEMBER 21, 2017 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 CONSENT AGENDA
I. **Call to Order / Roll Call / Determination of Quorum**

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.

A moment of silence was observed in memoriam of Mr. Donald Smart, CAC member.
II. **Press/Citizen Comments**

There were no press/citizen comments.

III. **Consent Agenda**

A. **Review and Approval of October 17, 2017 CAC Meeting Minutes**

B. **Cancellation of December CAC Meeting**

*MOTION:* A motion was made by Mr. Feldman to approve the Consent Agenda including the approval of the October 17, 2017 CAC meeting minutes and cancellation of the December 19, 2017 CAC meeting. The motion was seconded by Mr. Storke and carried unanimously.

IV. **Action Items**

A. **Review and Recommend Approval of Resolution 2017-## Amending the FY 2017/18 – 2021/22 Transportation Improvement Program**

Ms. Nicoulin stated this amendment to the Transportation Improvement Program (TIP) programs SU and local funding for the West French Avenue sidewalk project into the current year.

*MOTION:* A motion was made by Mr. Storke to recommend approval of Resolution 2017-## amending the FY 2017/18 – 2021/22 Transportation Improvement Program (TIP). The motion was seconded by Mr. Blais and carried unanimously.

B. **Appointment to the Unified Planning Work Program (UPWP) Subcommittee**

Chairperson Deyette stated every other year, the River to Sea TPO committee members participate in the development of the Unified Planning Work Program (UPWP). Staff is looking for members of the CAC to serve on the UPWP Subcommittee.

Ms. Nicoulin stated the UPWP is the TPO work program that outlines activities and funding for the next two years. The TPO is looking for two CAC members to serve on the UPWP Subcommittee. There will be a meeting in December as well as a potential meeting in January.

Ms. Bledsoe asked where the subcommittee would meet.

Ms. Nicoulin replied in the TPO conference room.

Ms. Bledsoe volunteered to serve on the UPWP Subcommittee.

Mr. Blais asked what day of the week and what time the meetings would be.

Ms. Nicoulin replied that has not been decided yet; there will also be members from the TCC and BPAC on the subcommittee. The TPO will poll everyone for their availability.

Mr. Blais volunteered to serve on the UPWP Subcommittee.

*MOTION:* A motion was made by Ms. Elliott to appoint Ms. Bledsoe and Mr. Blais to the Unified Planning Work Program (UPWP) Subcommittee. The motion was seconded by Ms. Gillespie and carried unanimously.
C. **Review and Recommend Approval of Resolution 2017-## Reaffirming Transportation Priority Projects and Providing Direction to FDOT**

(Handout)

Ms. Bollenback stated all of the TPO’s funding starts with the Long Range Transportation Plan (LRTP); in the last LRTP the TPO set aside approximately $38 million in state funds to do projects of greater interest to local governments, such as the completed US 17/92 Corridor Improvement Plan and the US 1 Corridor Improvement Plan. The city of Daytona Beach was interested in an East International Speedway Boulevard (ISB) Corridor Improvement Plan and at that time, there were not a lot of details. It has now become concrete and moved up on the Bicycle and Pedestrian Priority List, which includes complete streets projects. Through the LRTP and priority list the TPO has tried to allocate funds towards projects like this. There have been changes in leadership at FDOT and they wanted confirmation from the TPO that it is expecting projects with a higher dollar value and will program them. The city of Daytona Beach is trying to enter into an agreement with FDOT for the design work and has set aside $750,000 for that. FDOT wants to ensure the TPO is comfortable with programming the subsequent phases; otherwise, there is no point in moving ahead with design. They are asking the TPO to support the design and the subsequent funding. The city has indicated it is willing to let the right-of-way acquisition for Clyde Morris Boulevard be deferred and use that money if necessary to fund the subsequent phases. When the TPO moves projects into the Work Program, it leaves the funding decisions as flexible as possible for FDOT to build programs based on money that becomes available. This year there was a reduction in funding and some projects were deferred; the hope is that it will come full circle and next year projects can be moved back in. FDOT is looking for reassurance that if they start moving projects back in, this is a project the TPO is ready to advance. The city of Daytona Beach passed a resolution asking for that and they are looking for confirmation from the TPO that it supports the city on this.

Ms. Bledsoe asked how long this project had been in the Long Range Transportation Plan (LRTP).

Ms. Bollenback replied this project is not named in the Long Range Transportation Plan (LRTP); the set aside for local initiatives and bicycle/pedestrian projects. If projects are major capital projects, they have to be named but if they are programmatic, such as trails or complete streets, they are not named; but the TPO sets aside money for these type projects. It is not named specifically in the LRTP; the program of local initiatives is.

Mr. Feldman stated he read the resolution and is confused with the summary. He asked if another project was being pushed back or not considered.

Ms. Bollenback replied it is a definite decision to put funds toward this project. The city is only looking for state funds on this project so it does not impact any of the projects on the list using federal funds. The TPO has funded some projects below this one on the list because only federal funding was available.

Mr. Feldman asked if they were projects previously approved.

Ms. Bollenback replied with the exception of Clyde Morris Boulevard, the TPO and the city of Daytona Beach are not asking for any other projects to be delayed that are in the Work Program.

Mr. Feldman asked what was not going to be done to Clyde Morris Boulevard.

Ms. Bollenback replied there had been money set aside for right-of-way acquisition for Clyde Morris Boulevard but it was deferred out of the five-year period. The city has said that East ISB is a priority and the city, the Chamber of Commerce and Embry Riddle Aeronautical University have said this is a more important project for the economic base. She announced there are representatives here from the city if there are questions.
Ms. Gillespie commented her concern is that the TPO will have its hands tied and be obligated to stay with the project. This has been done before and the TPO had its hands tied. She asked if the funding could be stopped if an emergency arose.

Ms. Bollenback replied the TPO tries to give FDOT as much flexibility as possible. The TPO creates the priority list and when projects start to move into the Work Program some get delayed because of right-of-way issues, environmental issues and a variety of reasons; some projects fall into place and advance quickly. The TPO does not manage that for FDOT. Emergency projects like SR A1A always take priority.

Ms. Gillespie referred to the Turnbull Bay bridge project and how it knocked everything off the list.

Ms. Bollenback replied if something unusual happens, she cannot guarantee FDOT would bring the project back but that has been their approach. They want to know the TPO is on the same page. They are our business partner in transportation and they want to know the TPO supports what they are doing.

Ms. Gillespie stated she wants the flexibility should an emergency arise that the TPO can opt out if necessary.

Ms. Bollenback replied under Florida law, once a project is in, it cannot be taken out. It becomes FDOT’s commitment to finish.

Mr. Peterson referred to page 2 of the resolution where it states “whereas the city of Daytona Beach as the area most directly impacted” and asked who else is impacted if the Clyde Morris Boulevard project is delayed.

Ms. Bollenback replied it is within the area of Daytona Beach; the southern end leads into South Daytona. This project was intended to handle the expansion of Embry Riddle Aeronautical University and the airport.

Mr. Peterson stated he would like to strike the words “if necessary” in that paragraph of the resolution.

Ms. Bollenback replied that would be more direct; the hope is that it will not be necessary. State money would have to become available or a stimulus package that allows FDOT to free up state funding to advance this project without delaying it.

Mr. Peterson commented this gives Daytona Beach the best of both worlds; moving up one project and not removing another one.

Ms. Bollenback replied the TPO is trying to be responsive to Daytona Beach, but it is the TPO’s priority list.

Mr. Cheney stated he is in support of the project but asked if it is in the top portion of protected projects that is held until fully funded or if it is below other projects.

Ms. Bollenback replied it is currently number 3 on the Bicycle/Pedestrian Priority List awaiting funds. The Tier A list, projects already in the Work Program, almost all are fully funded. There are no projects awaiting state funds above this project. It is ranked number 7 on the Traffic Operations/Safety Priority List; the TPO has programmed all the phases of other projects above it that are ready to be programmed. It is not skipping any other projects.

Mr. Cheney referred to how it relates to Clyde Morris Boulevard; typically FDOT money is used for capacity enhancement projects and Clyde Morris Boulevard is a capacity enhancement project along with streetscaping for the research park. The East ISB project is a complete streets project and not capacity related. He asked if FDOT was mixing funds.

Mr. Cooke replied it is all state funds.
Mr. Cheney asked how far out the deferment of Clyde Morris Boulevard is. This project is $26 million in construction, plus the right-of-way. The streetscaping project years ago on SR A1A consumed all of those funds for twenty years; he wants to make sure this is not the same type scenario.

Ms. Bollenback replied in this particular instance, the TPO built the Long Range Transportation Plan (LRTP) knowing that these type projects would come forward. We have some corridors that are outdated; they are not serving the purpose we need them to now as the communities around them have changed. Fixing those is not cheap and easy but there is a desire to do that; to make them more walkable and give them some aesthetics that are more supportive of the surrounding area. It used to be called “streetscaping” but now it is called “complete streets”. She referred to the recent project on ISB and stated it received high praise. It was expensive and was put in place to support the development activity that was going on around it and to change the nature of the corridor.

Ms. Gillespie commented she feels sorry for the small communities.

Ms. Bollenback replied that this is not the first time this project has been discussed; the TPO built the Long Range Transportation Plan (LRTP) and put funding in place. It has been discussed as part of the priority process. Initially, we did not have a lot of details but now the project is taking shape. The city has done everything that has been asked and now it is time to get it funded and designed.

Mr. Cheney stated his concern was that FDOT not mix capacity funds with streetscaping.

Mr. Cooke replied it is all state funds.

Mr. Cheney asked why the city chose Clyde Morris Boulevard and not US 92 to widen.

Daytona Beach City Commissioner, Rob Gilliland, introduced himself and stated he was also the city representative on the TPO Board. There are a lot of reasons but primarily it is that the development of the research park at Embry Riddle Aeronautical University (ERAU) has gone differently than originally contemplated. The plan was to build it on the east side of Clyde Morris Boulevard but now it is developing on the west side. ERAU has decided that the solution proposed initially is not the direction they want to go. They are comfortable taking a time out with their project. If they do it and use public funds, they want to see the right solution for what may develop over the next quarter of a century.

Mr. Cheney asked if there was a need to re-evaluate the Clyde Morris Boulevard project; instead of a six-lane divided facility dial it back to a four-lane divided facility.

Commissioner Gilliland replied there are a lot of people that cross the street there and making it wider will bisect the college campus; it may not be the best way to go. There were multiple factors that came into play when they went through their evaluation to decide if the original solution is the one they want to pursue. They have new leadership there as well and want to make sure if they go through a major public investment it is the right solution.

Mr. Cheney asked why the city needs to do this now; why it cannot go through the normal process and if there is something contingent upon this.

Commissioner Gilliland replied they are going through the normal process; there are state initiative funds in the LRTP, the project has been on the TPO’s priority list for three to four years, and it is highly ranked on two lists. The Clyde Morris project is one Daytona Beach project where the most directly affected party is ERAU and they want some time to reconsider. This is the next highest ranked project the city has.

Mr. Cheney asked if the TPO needs a resolution if it is the next project to be funded. He does not understand the timing.
Commissioner Gilliland replied this is in response to FDOT District 5 Secretary Martin’s request. He is new to the area and is looking for a level of comfort that both the city and the TPO are in agreement that this is consistent with the city’s desire and the TPO’s planning process.

Ms. Bledsoe referred to the resolution from the Daytona Beach City Commission and stated what bothers her is the language that states the city’s “intent to advance to FDOT $750,000 for preliminary design and engineering costs and $25 million for all other costs of completion of the project”. The way the TPO’s resolution is worded, it supports that entire provision. She feels that the TPO is agreeing to $26 million.

Ms. Bollenback replied the TPO’s resolution is not quite as direct as the city’s resolution; they have different membership with different interests. The TPO’s resolution is reaffirming its priority list; the money is already set aside. The TPO is trying to give a level of comfort that yes, that is how the list was built, how the plans were built, what is expected and now it is time to move it along. FDOT’s Secretary Martin was hesitant to enter into the design agreement without knowing that there was support for the remainder of the project. The priority list clearly does support the project in its entirety. The TPO is not asking for anything that has not already been put in place; this is just reaffirming it.

Ms. Gillespie asked why it was necessary.

Ms. Bollenback replied to give FDOT a level of comfort as they move forward.

Ms. Gillespie stated they know the TPO process and that the TPO follows procedure; she does not see the necessity.

Ms. Bollenback replied when the LRTP was built, FDOT had a different Secretary, a different Development Director, and a different liaison and they were all involved in these conversations. Now, we have people at FDOT who were not involved in the conversations and they are looking for confirmation that this is the direction the TPO intends to head.

Mr. Cheney stated FDOT is making a reasonable request from the River to Sea TPO for insurance.

Discussion continued.

**MOTION:** A motion was made by Mr. Blais to recommend approval of Resolution 2017-## reaffirming transportation priority projects and providing direction to FDOT. The motion was seconded by Mr. Storke and carried with one opposing.

**D. Review and Recommend Approval of Resolution 2017-## Amending the Policy for Establishing and Maintaining Transportation Priority Projects**

Ms. Nicoulin stated this resolution pertains to the annual call for projects and was brought for discussion last month. The TIP Subcommittee met and one of their recommendations was to include a policy that the project sponsor submit a letter of support indicating that they want their project to remain on the priority list and provide an updated cost estimate; this resolution incorporates that language into it.

Ms. Bledsoe stated there is no timeframe; it states “annually” but there is not a specific date. She thinks that needs to be clarified.

Ms. Gillespie replied the TIP Subcommittee discussed it and it is April.

Ms. Nicoulin replied the TPO wants to request the letter before it adopts the priority list in June; it would be before that.

Mr. Storke asked if that was added to the instruction section.
Ms. Nicoulin replied the instructions are not part of the policy.

Ms. Gillespie commented if the TPO is going to call for an annual report on a project and updated cost, it needs to put the date and time.

Ms. Bollenback stated the issue is the policy is broad but there are instructions; the TPO creates a schedule every year because the date changes. If we put a date this year, it will change next year and we may not be updating the policy next year. The TPO will always give a specific date but it will depend on the schedule for the call for projects. The letters come in at the same time that applications come in so the TPO can build the list and update the information. That specific date will be in the instructions but not in the policy.

Discussion continued on who provides the cost estimate updates.

Ms. Nicoulin stated it is up to the project sponsor to provide the cost estimates and they are also responsible for cost overruns. It would be prudent for them to provide accurate cost estimates.

Mr. Peterson replied as long as the project sponsors are responsible for cost overruns. He thinks the policy should specify where to find the date.

Ms. Nicoulin replied the TPO will add that language.

**MOTION:** A motion was made by Mr. Peterson to recommend approval of Resolution 2017-## amending the policy for establishing and maintaining transportation priority projects adding language on where to find the due date for cost estimate updates. The motion was seconded by Ms. Bledsoe and carried unanimously.

**E. Review and Recommend Approval of Resolution 2017-## Amending the Local Match Requirements Placed on Member Local Governments for Projects Prioritized for Funding by the TPO**

(Handout)

Ms. Nicoulin stated this resolution also pertains to the annual call for projects. The TIP Subcommittee recommended retaining the 10% local match. This item was also discussed at the TPO Board meeting at length and they directed staff to look at increasing the local match to 25%. There was a lot of discussion on how this would impact small local governments. It was not a unanimous direction from the board but a majority to look at 25%. She referred to page 33 of the agenda where it shows 10% local, 90% federal or 25% local and 75% federal. The TPO is asking the committee to consider what was discussed last month, which was to maintain the 10%, consider the direction from the board of 25% or something else that they want to recommend.

Mr. Peterson asked why the majority of the board wanted to increase the match by such a large amount.

Ms. Nicoulin replied there was a lot of discussion and one of the ideas was if there was a higher local match, there would be more money to go around.

Mr. Cheney gave a PowerPoint presentation regarding local matches. At the TPO Board meeting, there was a straw poll with 68% of the weighted vote in favor of going to 25%; there was 32% against it, mainly the small cities. There was even discussion about increasing the match to 50%. He reviewed an analysis of common types of projects and their costs, evaluated them at 10%, 25% and 50% and how that compares as a consumption of a local jurisdiction’s revenue. The general consensus is the board wants more “skin in the game” to do more projects but the projects will be done by the big cities. This hopefully illustrates that there is a cost prohibition for the small cities and even for some that are not small. The small city designation from the River to Sea TPO is based strictly on population as opposed to the funding distribution which is only one third of the equation. Maybe another solution is a hybrid; 25% of local revenue or 25% of the project, whichever is the lesser amount.
Ms. Gillespie commented she thought it was 10% up to 25%; not either/or.

Mr. Cheney replied it is retaining the 10% but trying to acknowledge the TPO Board’s desire for more skin in the game. The TIP Subcommittee thought it would be more of an incentive for those who wanted to submit more money since they would receive more points.

Ms. Gillespie stated she thought it was a sliding scale; this says “or”. As long as it is a sliding scale it does not injure; stating “or” injures.

Mr. Cheney stated the elected officials in all discussions are asking for a sales surtax next year due to a lack of money. He asked if this would send the wrong message to the public that the TPO is asking for money when a lot of local agencies do not have sufficient funds now. The elected officials will do what they believe is in the best interest.

Ms. Elliott commented her small city (Pierson) has asked for a turn lane or turn signal on the only traffic light corner for years; they cannot get it because they do not have the matching funds. This intersection is gridlocked twice a day but they cannot get a resolution due to lack of funds. The 10% match is something that is feasible; the city could possibly take it out of the water funds.

Mr. Cheney replied this analysis shows the higher the match is, the better it is for the big cities and the more opportunities they have. It would be interesting to see how many projects were submitted when it was 50% and 25% versus the 10%; and if it was just the big cities.

Ms. Elliott commented that as a small city they have to fight for every penny they get because they are up against the big cities. They also do not have the infrastructure or staff; they have to hire out.

Mr. Cheney replied everyone knows that this is putting stress on the smaller cities; this analysis shows how much stress. Volusia County does not put any ad valorem taxes into the transportation trust fund, which is for roads, bridges, traffic operations, and engineering and construction; it is all out of local option gas taxes. Cities do use ad valorem taxes to do needed improvements.

Discussion continued.

Mr. Feldman suggested having two separate matches; one for small cities and one for larger jurisdictions. Twenty-five percent is excessive; perhaps the small cities stay at 10% and the larger cities go to 15%.

Mr. Peterson proposed a hybrid; a minimum dollar amount a city must put in and over that it be phased down back to the 10%. He does not think it should be based on a population basis; if a community wants a project, they must put in a certain dollar amount. For example, $50,000 regardless of the cost and then it drops down to the 10%. The TPO Board is going to do what they want to do. Our best bet is to agree that there should be a minimum; maybe it has to be more than 10% regardless of the community. The board has already heard the argument that it hurts the smaller cities; they realize that but still want more “skin in the game”. There has to be some relief for the smaller cities but we cannot stay with the 10%; we will not win that argument.

Ms. Craig stated we are losing Pierson in the middle of all this. It has been years and they still cannot afford to get a traffic signal. We have to start looking at where we have had “no’s” to projects because they could not afford it, to the ones that can go into it and have a sliding scale. She is adamantly opposed to anything that will keep cities like Pierson out of the game and it needs to be addressed.

Ms. Elliott stated $50,000 to Pierson is like $500,000 to a larger city.

Ms. Bledsoe thanked Mr. Cheney for his presentation and added that it helps to understand the true nature of what it does to the small cities. She took Orange City’s letter to heart and wanted to get an idea
of what was really being discussed. She took the populations of the sixteen cities and compared them; a third of the cities in Volusia County are all under 10,000 people such as Pierson, Oak Hill, Daytona Beach Shores, Lake Helen and Ponce Inlet. All of these cities are adversely impacted and have no opportunity for growth as far as their transportation needs. She does agree that there should be some sort of hybrid. Chairperson Deyette stated there has been a lot of discussion and asked for a motion.

**MOTION:** A motion was made by Mr. Storke to recommend approval of Resolution 2017-## retaining the local match requirements placed on member local governments for projects prioritized for funding by the TPO at 10% local and 90% federal. The motion was seconded by Mr. Feldman. The motion carried with one opposing vote.

**MOTION:** A motion was made by Ms. Craig to direct Chairperson Deyette to address the TPO Board regarding the CAC’s concerns on the local match requirement regarding the small cities. The motion was seconded by Ms. Gillespie and carried unanimously.

**F. Review and Recommend Approval of the Priority Project Applications for Traffic Operations/Safety and Local Initiatives Projects for Feasibility Study and Project Implementation and Transportation Planning Studies**

Ms. Nicoulin stated these are the applications for project implementation. She referred to page 42 of the agenda packet and stated it is the application with the committee’s recommendation; it reflects the 10% local match and the additional points if the match is above 10%. Starting on page 47 is the application that reflects the TPO Board direction and reflects a local match of 25% and keeping the same funding scale up to 50%. The TPO is looking for a recommendation of approval for one of these applications.

**MOTION:** A motion was made by Ms. Gillespie to recommend approval of priority project applications for traffic operations/safety and local initiatives projects for feasibility study and project implementation and transportation planning studies reflecting the 10% the local match. The motion was seconded by Ms. Craig and carried unanimously.

**V. Presentation Items**

**A. Presentation and Discussion of the FY 2016/17 R2CTPO Public Outreach Program**

Ms. Blankenship gave a PowerPoint presentation on the R2CTPO’s FY 2016/17 Public Outreach Program and stated there are numerous ways the TPO reaches out to the community. The TPO had a major update to the website this year; it was streamlined and organized. She reviewed the media data from the website and Facebook and stated there were 74 newspaper articles or mentions during the year; that is equal to approximately six per month. She reviewed the public meetings, hearings and the community presentations given. She stated her position as the Public Outreach Coordinator was added during this fiscal year and her job includes coordinating and managing the community outreach and safety programs, and increasing the visibility of the TPO. She reviewed the promotional materials distributed and the community events the TPO participated throughout the fiscal year, including over 880 bicycle helmets fitted and donated. The estimated total number of people the TPO reached last year is over 11,250. This year there should be an increase with the Long Range Transportation Plan (LRTP) and Tell the TPO survey coming up.

Mr. Peterson commented there was only one event for helmet fittings in Flagler County.

Ms. Blankenship replied this year, the TPO targeted Palm Coast in Flagler County and had the biggest event of the year so far; the TPO went into the Flagler County Summer School program and fit over 265 bike helmets.

Ms. Craig thanked Ms. Blankenship; her granddaughter was fitted and given a helmet. She stated Ms. Blankenship is doing a great job at getting the TPO known.
Ms. Gillespie stated New Smyrna Beach puts on a health fair each year and suggested it would be a good place for the TPO. She suggested Ms. Blankenship contact Ms. Donna Graybanks, the coordinator for the health fair.

Ms. Blankenship thanked her for the suggestion and stated she would look into it for next year.

**B. Presentation and Discussion of Implementing Transportation Performance Measures and Developing Safety Targets for the River to Sea TPO**

Ms. Nicoulin stated the TPO is required by federal law to establish performance measures and set targets. The first targets to be set are safety performance measures; she reviewed the five measures targets will be set for. FDOT has adopted a target of Vision 0 for all five safety performance measures. The TPO can either adopt the state target or its own targets; these targets will be updated every two years. The TPO’s targets must be set by February 27, 2018. The TPO will set targets for the entire planning area; this is difficult because the planning does not cover the entire county of Flagler County. A lot of the data that is provided to the TPO is countywide, so the staff has to extract the data specific to the planning area.

Mr. Peterson commented that very few people live in the area of Flagler County that is not in the TPO planning area. If the right question is asked of the county staff, the TPO should be able to come up with an accurate estimate of the population in the TPO area. At least 95% live in the TPO area.

Ms. Nicoulin replied the roads outside the TPO planning area are also driven on and that is what the TPO is looking at; how many miles are driven on those roads. The rate used is vehicle miles traveled (VMT). She reviewed the five measures and the data over the last ten years that will be used to set the targets in Volusia and Flagler Counties.

Mr. Cheney asked if when calculating the rate for the pedestrians and bicycles the TPO has vehicle miles traveled data.

Ms. Nicoulin replied the TPO does not have to calculate a rate for non-motorized fatalities and injuries; it is just the number. The TPO can adopt FDOT’s target of Vision 0 or it can adopt independent targets for each of the five performance measures. Those independent targets can be based on a percentage reduction from year to year or be based on a number reduction. The TPO will be developing these targets over the next month and bring them back for approval.

Mr. Cheney asked when the targets are brought back if the TPO could show examples so the committee can visualize what the reduction will look like. He asked if Vision 0 meant zero crashes and fatalities.

Ms. Nicoulin replied yes. She confirmed that Mr. Cheney is looking for a projection of what a possible percentage reduction would be.

Mr. Peterson asked if this was to be done annually.

Ms. Nicoulin replied the TPO would be setting the safety targets every two years; it is an annual target that can be adjusted every two years.

Mr. Peterson asked what would happen if the TPO does not meet the target.

Ms. Nicoulin replied that right now, the understanding is there is no penalty for not meeting the target; it is not based on funding.

Mr. Peterson suggested setting a reasonable reduction; setting it at zero does not make sense. He suggested a 15% reduction over the next two years.
Ms. Nicoulin replied the TPO wants to set a target that means something and that is attainable.

Ms. Craig stated a lot of the charts showed a reduction; if we could be realistic and see what the average is to get to the target it could be a basis for the percent of reduction.

Ms. Nicoulin stated this shows a five-year average; once we go to 2017, 2011 will drop off. If 2017 is lower than 2011, the average will go down; if 2017 is higher than 2011 the average will go up.

Ms. Gillespie asked if the TPO is anticipating it be up.

Ms. Nicoulin replied that analysis has not yet been done.

C. Presentation and Discussion of the SR 40 Ormond Beach Trail Gap Study

Mr. Harris introduced Ms. Julia Holtzhauser, in-house consultant for FDOT District 5, to give the presentation.

Ms. Holtzhauser stated she is the project manager for the SR 40 Ormond Beach Trail Gap Study and stated this project fills in the trail gap from Cassen Park to SR A1A in the St. Johns River to Sea Loop. FDOT commenced a Concept Development Study; that is now close to completion. They have identified three trail route alternatives and chosen a preferred route. She introduced Mr. Kevin Freeman, VHB, Inc., to continue the presentation.

Mr. Freeman gave a PowerPoint presentation and stated the project is to connect a gap from Cassen Park on the west side of the Halifax River to SR A1A along SR 40. He reviewed the existing trail facilities on the west side and stated the existing trail gap is on the east side.

Mr. Cheney stated on SR A1A there is a sidewalk, but not a trail. He asked if the fact that it was not wide enough to be a trail is why it was considered a gap.

Mr. Freeman stated it will be looked at to see if it can be widened to accommodate a trail facility; there are some right-of-way constraints. There will be another study in the future to look at that. This study started in December 2016 and was kicked off with a walking tour with the stakeholders. They looked at the different trail options and came up with three alternatives. He reviewed the three options including the preferred option, Alternative 3, which stays south and crosses SR A1A.

Mr. Cheney asked if the bridge is currently Americans with Disability Act (ADA) compliant with the slope or if it will need to be retro-fitted with landing pads.

Mr. Freeman replied that was not looked at during this study. He does not see an issue with the slope but will look into it.

Mr. Cheney asked why they were bypassing the signal at Halifax Avenue at SR 40 where there are protected pedestrian features; instead, this is crossing mid-block which is unprotected and introducing stops at those locations.

Mr. Freeman replied there were some issues past John Anderson Drive; there are multiple historical buildings including the Casements to the south, Ormond Heritage Society and the post office to the north, historic buildings east, and some parking issues.

Mr. Cheney commented if he was a business owner, he would want trail users walking by his business, not behind it. At SR A1A and SR 40, he would nix out the two trails to the south because the pedestrian signal on that southwest corner has had to be replaced three to five times. That means vehicles are going over the curb and could potentially hit a person.
Mr. Freeman replied there was a study done in 2015 to look at providing minor improvements there. There was a meeting with the city last week and they looked at addressing some of these minor improvements recommended by the traffic operations department.

Mr. Cheney asked if that included the relocation of the pole that was Volusia County’s recommendation.

Mr. Freeman replied that study did not have that as a recommendation. The three alternative options were presented at a public workshop; Alternative 3 garnered most of the votes. He reviewed the evaluation matrix for the three alternatives and the process for used for evaluation. Due to the evaluation matrix and stakeholder and public opinion pointing out alternative three, the preferred alternative is Alternative 3. The trail could not stay on SR 40 because there was no room and acquiring right-of-way was an issue with the historical buildings.

Mr. Feldman asked if the loop on the trail on the map was over or under the bridge.

Mr. Freeman replied it is under the bridge. He reviewed the schedule and stated they are currently developing concept plans to be completed in early 2018. There is currently no funding available after this; the design phase is not funded. SUN Trail is looking for a call for projects for 2024.

Ms. Holtzhauser stated the deadline for the SUN Trail call for projects is December 15, 2017 for 2024. This project is prioritized, and they are looking at design as the next step. They are developing the concept to be design ready once funding is available.

Mr. Cheney asked what happens if they build it and no one comes since it is not obvious; there is an obvious sidewalk on SR 40 and this takes them through a lot of turns and twists.

Mr. Freeman replied signage will be installed that will direct people in the proper direction. There will also be pavement markings to help guide pedestrians. The issue is there is a lot going on in that area; SR 40 is really tight and there were some residential owners to the north that wanted nothing to do with the project. By keeping it to the south, there is a lot of city owned right-of-way that can be utilized as well as keeping it within roadways that have wider right-of-way that might accommodate a wider sidewalk for the trail.

D. FDOT Report

Mr. Cooke stated FDOT is doing deck sealing on the bridge over the St. Johns River on SR 415, south of Osteen at the Seminole County line. Audible pavement markings are being installed on SR 44 from Prevatt Avenue to east of Hidden Pines Boulevard in New Smyrna Beach.

E. Volusia and Flagler County Construction Reports

Mr. Cheney referred to page 76 of the agenda and called attention to the Near Construction Projects, projects 5 and 6, the Howland Boulevard four-laning and Orange Camp Road four-laning, and stated the Volusia County Council has approved both design contracts so design should be starting soon. The Tenth Street four-laning project now has a developer that wants to do a land swap agreement with the county so that they can swap some land at the corner of US 1 for more land. He is not sure how that will work and the county is still waiting for the railroad interlocal agreement. He referred to project 13, Beresford Avenue extension from Blue Lake Avenue to Martin Luther King Parkway and stated the county is waiting for right-of-way from the city prior to starting design.

The Flagler County Construction Report was provided in the agenda.
VI. Staff Comments

→ SU Funding Information

Ms. Nicoulin stated there is a flow chart in the agenda packet regarding SU funding; it shows how the funding flows through the TPO and how it gets programmed.

→ Update on SunRail

There was no update.

→ Update on FY 2017/18 SU Funding

Ms. Nicoulin stated the TPO is still programming current year SU funding with FDOT. There was a TIP amendment this month adding the West French Avenue project and the TPO is still working with the city of Palm Coast on another potential project.

→ Update on FDOT Central Florida Regional Planning Model (CFRPM)

Ms. Nicoulin stated FDOT is updating their Central Florida Regional Planning Model in advance of the Long Range Transportation Plans (LRTP). They will be looking at the TAZ zonal structure as well as socio-economic (SE) data that is in there. She stated that if anyone has input or wanted additional information to contact her.

→ Update on SR A1A Stabilization (Public Meeting – November 2, 2017)

There was no update.

→ Update on Regional Transit Study

There was no update.

VII. CAC Member Comments

Ms. Gillespie referred to the SR 44 project and stated the design is finished. There have been four meetings and the design is approved and everyone is happy with it. She wants to know how to implement it now.

Ms. Nicoulin replied that the feasibility study has not been completed yet; the TPO is providing comments to the consultant and they will finalize the study within the next month.

Ms. Gillespie asked why it was push button; there are sections of the recommendations that are push button.

Ms. Bollenback replied there will be a meeting scheduled to discuss that; to discuss who will be following up on which items.

Ms. Craig stated that the meeting notice stated if the CAC member was not unable to attend to contact their alternate but they do not have alternates.

Ms. Stewart replied she would double check and see if there are and if so, who the alternates are.

Ms. Lendian stated she attended the St. Johns River to Sea Loop Trail Summit and that it was wonderful.

Mr. Feldman clarified that four out of five of the jurisdictions in Flagler County have a less than 10,000 in population.
VIII. **Information Items**

→ CAC & TCC Attendance Records  
→ October 25, 2017 River to Sea TPO Board Meeting Summary  
→ October TPO Outreach and Events  
→ 2018 R2CTPO Meeting Calendar

IX. **Adjournment**

There being no further business, the CAC meeting adjourned at 3:07 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 21, 2017 regular meeting of the Citizens’ Advisory Committee (CAC), approved and duly signed this 16th day of January 2018.

______________________________________

DEBBIE STEWART, RECORDING SECRETARY  
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
Technical Coordinating Committee (TCC)  
Meeting Minutes  
November 21, 2017

TCC Members Present:  
Fred Griffith  
Chris Walsh  
Auba Joseph  
Ron Paradise  
Darren Lear  
Brian Walker  
Amye King  
Becky Mendez  
Jose Papa, Vice Chairperson  
Mark Karet  
Aref Joulani  
Patty Rippey  
Jon Cheney  
Heather Blanck  
David Cooke (non-voting advisor)

TCC Members Absent:  
Arlene Smith  
Stewart Cruz  
Matt Boerger/Laura Dodd (excused)  
Larry Newsom  
Faith Alkhatib  
Jason Yarborough  
Ric Goss, Chairperson (excused)  
Tim Burman (excused)  
Larry LaHue  
Eric Kozielski

Others Present:  
Debbie Stewart, Recording Secretary  
Lois Bollenback  
Colleen Nicoulin  
Stephan Harris  
Vince Wang  
Julia Holtzhauser  
Jason Lawrence  
Shawn Finley  
Kevin Freeman

Representing:  
Bunnell  
Daytona Beach Alternate  
DeLand Alternate  
Deltona  
Edgewater  
Holly Hill  
New Smyrna Beach  
Orange City  
Palm Coast  
Pierson  
Ponce Inlet  
South Daytona  
V.C. Traffic Engineering  
Votran  
FDOT District 5

Representing:  
Daytona Beach Int’l Airport  
Daytona Beach Shores  
DeBary  
Flagler Beach  
F.C. Traffic Engineering  
Lake Helen  
Ormond Beach  
Port Orange  
V.C. Emergency Management  
Volusia County School District

Representing:  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
HNTB Consultant for FDOT D-5  
Lake Helen  
Ormond Beach  
VHB, Inc.

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

Vice Chairperson Jose Papa called the meeting of the River to Sea Transportation Planning Organization (TPO) Technical Coordinating Committee (TCC) to order at 3:10 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. Consent Agenda

A. Review and Approval of October 17, 2017 TCC Meeting Minutes

MOTION: A motion was made by Mr. Cheney to approve the October 17, 2017 TCC meeting minutes and cancellation of the December TCC meeting. The motion was seconded by Mr. Lear and carried unanimously.

IV. Action Items

A. Review and Recommend Approval of Resolution 2017-## Amending the FY 2017/18 to 2021/22 Transportation Improvement Program (TIP)

Ms. Nicoulin stated this TIP amendment programs SU and local funding for the construction of the West French Avenue sidewalk project.

MOTION: A motion was made by Mr. Cheney to recommend approval of Resolution 2017-## amending the FY 2017/18 to 2021/22 Transportation Improvement Program. The motion was seconded by Ms. Mendez and carried unanimously.

B. Appointment to the Unified Planning Work Program (UPWP) Subcommittee

Ms. Nicoulin stated the TPO is looking for a volunteer from the TCC to serve on the subcommittee in developing the Unified Planning Work Program (UPWP). The UPWP is the document used to plan the TPO’s activities as well as funding for the activities. The UPWP Subcommittee will meet twice before the document is adopted; once in December and once in January. She asked for volunteers to serve on the UPWP Subcommittee.

Ms. Mendez volunteered to serve on the UPWP Subcommittee.

MOTION: A motion was made by Mr. Lear to appoint Ms. Mendez to the Unified Planning Work Program (UPWP) Subcommittee. The motion was seconded by Mr. Cheney and carried unanimously.

C. Review and Recommend Approval of Resolution 2017-## Reaffirming Transportation Priority Projects and Providing Direction to FDOT

Ms. Bollenback stated the TPO begins establishing the funding programs through the Long Range Transportation Plan (LRTP); the current LRTP was developed in 2015. The TPO identified the major capacity enhancing projects and named them in the LRTP. The TPO also sets aside funding for traffic operations, bicycle/pedestrian or transit projects. In this last LRTP the TPO identified local initiatives; it was intended to be a broad category that would cover complete streets or roundabouts. In the LRTP, the TPO also sets aside a portion of the state funding that was available; approximately $38 million over the period of the Long Range Transportation Plan (LRTP). This funding can only be used on the state road system. Each year, the TPO goes through the priority process to adopt its set of transportation priorities. Several years ago, the city of Daytona Beach submitted the East International Speedway Boulevard (ISB) Corridor Improvement Plan. It was submitted without a lot of detail; the city has since come up with a clearer plan for the corridor. The project cost remained the same; it is more expensive than most projects on that list but this has been known. As this project has moved along, there were staff changes at FDOT. When the LRTP was developed, there was a different Secretary, a different Development Director, and a different liaison. The FDOT staff currently in place wanted confirmation that this is what the TPO intended to do. This project is different from other projects on the list; that was intentional by the TPO. The city of Daytona Beach passed a resolution requesting the TPO do the same to send to FDOT; a draft was included in the agenda. The resolution states that the TPO recognizes the city is going to enter into a design agreement and has pledged $750,000 to do so. The city wanted this immediately; one reason is because they are going to issue it under a continuing services agreement and it did not come out as announcement when the Work Program came out. Another reason is the city has declared this project is
very important to them; more important than the Clyde Morris Boulevard widening. That project was to accommodate and be responsive to the development going on in the area but that has changed. The city and Embry Riddle Aeronautical University want to pause that project and make sure the design that was in place is what they want. Embry Riddle Aeronautical University is no longer developing a corporate park on the other side of Clyde Morris Boulevard; they are extending their campus across Clyde Morris Boulevard and doing the corporate development closer to the airport. That will probably change the predicted traffic patterns in the area. This resolution recognizes that this is a project on the TPO priority list, it is working its way up the list and is ready to advance into the Work Program pending available funding, even if it means deferring the Clyde Morris Boulevard right-of-way acquisition.

**MOTION:** A motion was made by Mr. Cheney to recommend approval of Resolution 2017-## reaffirming transportation priority projects and providing direction to FDOT. The motion was seconded by Mr. Walsh and carried unanimously.

D. **Review and Recommend Approval of Resolution 2017-## Amending the Policy for Establishing and Maintaining Transportation Priority Projects**

Ms. Nicoulin stated this resolution pertains to the annual call for projects. Last month, the TIP Subcommittee’s recommendations were discussed; one of the recommendations made to handle cost overruns was to request the project sponsors submit updated cost estimates as well as the desire to retain their projects on the priority list. This resolution was amended to include that language.

Mr. Cheney asked for a reminder of the additional verbiage added by the Citizen’s Advisory Committee (CAC) regarding this.

Ms. Nicoulin replied the CAC asked for additional verbiage because they were concerned that this was not tied to a date when asking for an annual letter to be submitted. The dates are set in the schedule for the annual call for projects and they wanted the resolution to reference it to the schedule for the annual call for projects.

**MOTION:** A motion was made by Mr. Cheney to recommend approval of Resolution 2017-## amending the policy for establishing and maintaining transportation priority projects with the additional verbiage requested by the Citizen’s Advisory Committee (CAC). The motion was seconded by Mr. Lear.

Mr. Paradise asked what the staff will accept as an updated cost estimate and what standards would be applied to determine the validity of the updated cost estimate.

Ms. Nicoulin replied it is up to the project sponsor to provide accurate cost estimates, either with a cost estimate provided in-house or by a consultant so when the TPO puts projects on the list, there are cost estimates associated with them. The TPO is asking if those estimates are still valid or if they need to be updated. This is something the TPO currently does and this is putting it in the resolution as a policy.

Mr. Paradise asked if the cost estimates referred to were generated during the design phase of a project.

Ms. Nicoulin replied it could be generated during the feasibility study phase or the design phase.

Mr. Paradise asked if there was a standard based on best available data. He asked if he could simply reaffirm the cost estimates are still good 12 months later.

Mr. Cheney commented an email can be generated to that effect; Volusia County has done that in the past.

Mr. Paradise asked what would happen if a local government submits an inaccurate cost estimate.
Ms. Nicoulin replied if the cost estimate is inaccurate, it is the project sponsor’s responsibility for cost overruns.

Mr. Paradise asked if a local government could then come back to the TPO and ask for more money.

Ms. Nicoulin replied yes, they could. Nothing else in the resolution is changing; this is an attempt to prevent cost overruns from happening as often as they do.

Mr. Paradise replied he is looking for something more measurable.

Mr. Walsh commented there is an estimate of the project in terms of pay items, quantities and those type things, but it comes down to unit cost. It is not going back and revisiting the feasibility of the project but seeing if the historical cost of unit pay items has risen. FDOT has the historical costs on their website.

*The motion carried unanimously.*

E. **Review and Recommend Approval of Resolution 2017-## Amending the Local Match Requirements Placed on Member Local Governments for Projects Prioritized for Funding by the TPO**

(Handout)

Ms. Nicoulin stated this resolution also pertains to the annual call for projects. The TIP Subcommittee recommended retaining the 10% local match. This item was discussed at the TPO Board meeting at length and the board directed staff to look at increasing the local match to 25%. There was a lot of discussion of how this would impact small local governments. A vote was taken to provide the TPO with direction which is seen in the 25% local match in the resolution; 10% or 25%. The TPO is asking the committee to consider what was discussed last month, which was to maintain the 10%, the direction from the board of 25% or something else that they want to recommend.

Mr. Cheney gave a PowerPoint presentation regarding local matches. At the TPO Board meeting, there was a straw poll with 68% of the weighted vote in favor of going to 25%; 32% were against it, mainly the small cities. There was even discussion about increasing the match to 50%. He reviewed an analysis of common types of projects and their costs, evaluated them at 10%, 25% and 50% and how that compares as a consumption of a local jurisdiction’s revenue. The general consensus is the board wants more “skin in the game” to do more projects but the projects will end up being done by the big cities. This hopefully illustrates that there is a cost prohibition for the small cities and even for some that are not small. The small city designation from the River to Sea TPO is based strictly on population as opposed to the funding distribution which is only one third of the equation. Maybe another solution is a hybrid; 25% of local revenue or 25% of the project, whichever is the lesser amount. At the Citizen’s Advisory Committee (CAC) meeting, they recommended retaining the 10% local match. If the elected officials want a policy of putting more “skin in the game” and want to go to 25%, he suggested it be 25% of the local revenue from the gas tax or 25% of the project cost or phase cost, whichever is the lesser amount. Volusia County Council Member Cusack had asked why there was concern and this presentation illustrates why.

Ms. Mendez thanked the TPO staff for transmitting the letter from Orange City regarding increasing the local match. The Orange City Council discussed this item at their last meeting and basically said the same thing regarding increasing the local match; there is no federal mandate to do so and it is prejudiced against small local governments. She thanked Mr. Cheney for his presentation and stated it proves that. The city disagrees that increasing the local match requirement will result in more projects being funded each year and that the local match requirement will hold sponsor governments more accountable for their project implementation. The Local Agency Program (LAP) process is regulated and overseen by FDOT. Without a grandfather clause, there is no provision for that as the resolution is written, and it will have substantial impact on the West French Avenue sidewalk project.

**MOTION:** A motion was made by Ms. Mendez to deny Resolution 2017-## amending the local match requirements placed on member local governments for projects prioritized for funding by
the TPO and the current Resolution 2016-01 stand at 10% local and 90% federal. The motion was seconded by Mr. Lear and carried unanimously.

F. Review and Recommend Approval of the Priority Project Applications for Traffic Operations/Safety and Local Initiatives Projects for Feasibility Study and Project Implementation and Transportation Planning Studies

**MOTION:** A motion was made by Mr. Cheney to recommend approval of priority project applications for Traffic Operations/Safety and Local Initiatives projects for feasibility study and project implementation and Transportation Planning studies.

Ms. Nicoulin asked for clarification of the motion.

Mr. Cheney replied it was to recommend approval of the committee directed applications as opposed to the board directed applications, which is consistent with the resolution just passed.

Ms. Nicoulin stated there are two applications; one is the application discussed last month that was the TIP Subcommittee recommendation with the 10% local match and the sliding scale for additional extra points and the TPO Board directed application consistent with their directive of a 25% local match but had the points awarded for more than that match at the scale that was previously approved.

**MOTION:** A motion was made by Mr. Cheney to recommend approval of priority project applications as directed by the TIP Subcommittee for Traffic Operations/Safety and Local Initiatives projects for feasibility study and project implementation and Transportation Planning studies to be consistent with the previously approved resolution. The motion was seconded by Ms. King.

Ms. Mendez stated Orange City disagrees that the match criteria should increase from 10 to 20 points; it dilutes the intent of funding quality, significant projects by shifting the focus away from livability and sustainability to whichever local government can provide the most money. She will be voting no on this agenda item. If it goes through, she does not think increasing the points from 10 to 20 points and the changing the threshold has subjectivity between the ranking. She liked that TPO staff mirrored those thresholds so that it was very clear if a local government provides between 10% and 12.5%, they will receive 2 points instead of 1. It is the same threshold but the points increased to match up to 20 points. She does not support Mr. Cheney’s motion to support the committee directed threshold.

Mr. Cheney asked if the committee had not previously approved the committee directed threshold and made the recommendation to the TPO Board.

Ms. Mendez replied it was a discussion item not an action item. Part of that discussion was that there was subjectivity in the thresholds from the committee directed application. She likes the TPO staff’s recommendation; it is very clear.

Mr. Cheney replied he likes the TIP Subcommittee’s recommendation which is his motion.

**MOTION:** A motion was made by Mr. Cheney to call the question. The motion was passed unanimously.

Vice Chairperson Papa asked Mr. Cheney to repeat his original motion.

**MOTION:** A motion was made by Mr. Cheney to recommend approval of priority project applications as directed by the TIP Subcommittee for Traffic Operations/Safety and Local Initiatives projects for feasibility study and project implementation and transportation planning studies to be consistent with the previously approved resolution. The motion was seconded by Mr. Paradise.
Vice Chairperson Papa called for a roll call vote. The motion is to accept the TIP Subcommittee’s recommendation and asked Mr. Cheney to explain the motion.

Mr. Cheney referred to page 44 of the agenda, Criteria 7 and stated the point of contention is the desire by the TPO Board to go to a higher local match. The TIP Subcommittee disagreed and recommended retaining the 10% but to show good faith to the board, reward those who do provide a higher local match, this is the corresponding extra points they would get.

Mr. Lear asked if it used to be 1, 2, 3 and 4 maximum points awarded.

Mr. Cheney replied yes; the points were doubled to incentivize it and increased the scoring criteria.

Mr. Griffith asked if the motion was to approve this application.

Vice Chairperson Papa replied yes, the committee directed application.

Mr. Walker stated this would still not be advantageous for small cities; they would still be at a disadvantage with this new point system, even with keeping the 10% local match.

A roll call vote was taken with six supporting and seven opposing the motion. The motion failed.

Mr. Walsh asked Ms. Mendez if her objection was a question of subjectivity in the ranking.

Ms. Mendez replied Orange City is opposed to increasing the weighting of 10 points to 20 points. If it has to go to 20 points, the TPO staff’s threshold makes more sense. She referred to page 45 of the agenda and Criteria #7.

Mr. Cheney asked if she wanted to retain the 10 maximum points and use the previous scale; to modify the committee directed application, retain everything but Criteria #7 and retain the previous weighted score and allocation of points.

Ms. Mendez replied correct.

Mr. Cheney asked if that was her motion.

Ms. Mendez replied yes; it is not changing any of the applications.

Mr. Cheney replied his concern is that other parts of the application were changed; which is why he asked about retaining the other portions.

Ms. Mendez replied she cannot make a motion to approve the increase of weighting from 10 to 20 points. Her motion would be to keep the applications as they are currently drafted. She disagreed with what came out of the committee so she cannot make a motion for a compromise.

Discussion ensued regarding the project applications and potential changes.

MOTION: A motion was made by Mr. Cheney to recommend approval of the committee directed applications except for Criteria #7 (Local Matching Funds) which will revert back to the original application method for how points are allocated on a scale of 0 to 10. The motion was seconded by Mr. Paradise and carried unanimously.

V. Presentation Items

A. Presentation and Discussion of the FY 2016/17 R2CTPO Public Outreach Program
Ms. Blankenship gave a PowerPoint presentation on the R2CTPO’s FY 2016/17 Public Outreach Program and stated there are numerous ways the TPO reaches out to the community. The TPO had a major update to the website this year; it was streamlined and organized. She reviewed the media data from the website and Facebook and stated there were 74 newspaper articles or mentions during the year; that is equal to approximately six per month. She reviewed the public meetings, hearings and the community presentations given. She stated her position as the Community Outreach Coordinator was added during this fiscal year and includes coordinating and managing the community outreach and safety programs, and to increase the visibility of the TPO. She reviewed the promotional materials distributed and the community events the TPO participated throughout the fiscal year, including over 880 bicycle helmets being fitted and donated. The estimated total number of people the TPO reached last year is over 11,250. This year there should be an increase with the Long Range Transportation Plan (LRTP) and Tell the TPO survey coming up.

B. Presentation and Discussion of Implementing Transportation Performance Measures and Developing Safety Targets for the River to Sea TPO

Ms. Nicoulin gave a PowerPoint presentation on implementing transportation performance measures and developing safety targets for the River to Sea TPO. The first targets to be set are safety targets; she reviewed the five measures targets will be set for. FDOT has adopted a target of Vision 0 for all five safety performance measures. The TPO can either adopt the state target or its own targets. These are annual targets but can be updated every two years. The TPO’s targets must be set by February 27, 2018; this is the day before the TPO Board meeting so the TPO will bring these back in January for a recommendation of approval. The TPO will set targets for the entire planning area; this is difficult because the planning area does not cover the entire county of Flagler County. A lot of the data that is provided to the TPO is countywide, so staff has to extract the data specific to the planning area. The TPO can adopt FDOT’s target of Vision 0 or it can adopt independent targets for each of the five performance measures. Those independent targets can be based on a percentage reduction from year to year or on a number reduction. The TPO will be developing these targets over the next month and bringing them back for approval.

Mr. Walsh asked over what time frame the Vision 0 is for.

Ms. Nicoulin replied it is FDOT’s annual target.

Mr. Cheney asked if a Vision 0 target was practical.

Mr. Walsh asked if setting a target like Vision 0 would set the TPO up for failure in terms of funding.

Ms. Nicoulin replied the TPO’s understanding is that funding is not tied to these targets; if a target is set and not met, the TPO will not be penalized through funding.

Mr. Cheney commented during the CAC meeting earlier he asked TPO staff to provide some examples based on Vision 0, percent reductions and number reductions so that the committee could see what it would look like.

Mr. Paradise stated he believes this concept will lead to future monitoring events for projects funded through the TPO to assess their effectiveness for safety. He asked if that was correct.

Ms. Nicoulin replied the TPO will be required to report the information. The TPO will also be required to incorporate the performance measures into the Long Range Transportation Plan (LRTP) as well as into the projects in the Transportation Improvement Program (TIP) and identify and describe how a particular project is meeting a performance measure.

Mr. Paradise asked if this foreshadows future monitoring for grant recipients.

Ms. Nicoulin replied potentially.
Mr. Cheney asked if there was a way to drill down into the statistics and if the TPO has to have one overall target. For instance, have one target for SIS roads which is the majority of vehicle miles traveled (VMT) and has the highest risk factor for number of crashes, and have another target for a collector or arterial road, and another for local roads. He asked if the TPO knows what those five-year average rates are for those types of facilities.

Ms. Nicoulin replied the TPO does not have that data; that is something to look into. Her understanding is the TPO has to set a target specific to the number of fatalities on all roads and it is not broken up into the type of road.

Mr. Cheney commented he brought it up because it has been on the news that I-4 is the most dangerous road in the U.S.

Mr. Paradise asked if there were safety metrics available that could be applied to quantify the safety benefits of an improvement.

Mr. Cheney replied yes, there are safety modification factors, for instance a right-turn lane will decrease certain types of crashes, a signal will decrease other types of crashes and roundabouts decrease a lot of crashes. There are safety modification factors that can be utilized for justifying a project. The state and district safety office compiles data on high crash segments on the state road system and interstate crash locations.

Mr. Karet asked if the TPO knew if it was safer to put in a roundabout is put in opposed to a four-way stop.

Mr. Cheney replied there could be an analysis of the number of crash reductions compared to what the benefit cost ratio of a $50 stop sign versus a $4 million roundabout. An economic value of life could also be done; all that is needed is one $10 million fatal crash to justify the roundabout versus a four-way stop.

Ms. Blanck commented she believes it might be beneficial to delineate between road types; I-4 is very different than International Speedway Boulevard (ISB). She considers 50 mile per hour a high road speed in an urban area where there is the possibility of pedestrian crossings. She asked to what extent it could be drilled down. Road speed is a no-cost zone where improvements could be made by changing the speed signs.

Ms. Nicoulin replied that is something the TPO can look into; she reminded the committee of the crash analysis report that was recently presented. There were recommendations that came from that and the TPO will take it further as the next step.

C. Presentation and Discussion of the SR 40 Ormond Beach Trail Gap Study

Mr. Harris introduced Ms. Julia Holtzhauser, in-house consultant for FDOT District 5 to give the presentation.

Ms. Holtzhauser stated she is the project manager for the SR 40 Ormond Beach Trail Gap Study and this project fills in the trail gap from Cassen Park to SR A1A in the St. Johns River to Sea Loop; it is part of the SUN Trail network. FDOT commenced a Concept Development Study into a one-mile section starting at Beach Street and SR 40 and ending at SR A1A. She introduced Mr. Kevin Freeman, VHB, Inc., to continue the presentation.

Mr. Freeman gave a PowerPoint presentation and stated the project is the Ormond Beach Trail Gap Study connecting the St. Johns River to Sea Loop in the urban area of Ormond Beach. The project is a mile segment gap between Cassan Park on the west side of the Halifax River to SR A1A. He reviewed the existing trail facilities on the west side and stated the existing trail gap is on the east side. This study started in December 2016 and was kicked off with a walking tour with the stakeholders. They looked at the different trail options and came up with three alternatives. He reviewed the three options including
the preferred option, Alternative 3, which stays south, utilizing city right-of-way and lower volume, slower speed roadway.

Mr. Cheney asked if there were any design waiver considerations; if SUN Trail funding had to be a certain width of pavement to be eligible for the funding or if they can ask for a waiver and instead of a 10 or 12 foot width, have something smaller.

Ms. Holtzhauser replied the SUN Trail preferred width is 12-foot asphalt; however, this particular project goes through a more urban environment and FDOT realizes they will go down to 10-foot on SR 40 due to right-of-way constraints. According to SUN Trail, they can technically go down to 10-foot width, or even 8-foot with the right justification.

Mr. Cheney commented that Alternative 3 seems a bit out of the way; if he was a business owner, he would want trail users to enjoy his business easily. The trail alternative looks like it goes behind everything; to get somewhere for refreshments or to use a facility it is out of the way. He asked Mr. Shawn Finley, City of Ormond Beach, if he could explain.

Mr. Finley replied the city is on board with Alternative 3. Small businesses on Vining Court would lose the on-street parking with other options. It has a good flow and it gives the ability to get as close as possible to the design specifications of a 12-foot width. Given the constraints of Granada Boulevard, it is really the best that can be done.

Mr. Cheney stated it looks like no one would come because there is an existing sidewalk on SR 40.

Mr. Finley replied it gives an addition to the existing sidewalk. When the city made improvements to SR 40 five years ago, it took a lot of the bicycling ability out and rerouted people onto Tomoka. He does not think it takes people out of the loop too much; it creates some new opportunities in the commercial area south of Granada Boulevard.

Mr. Cheney stated that the SR 40/Granada Boulevard bridge is one of the older, high-rise bridges and asked if it met current Americans with Disability Act (ADA) requirements or if it would need to be retro-fitted.

Mr. Freeman replied he would look at that.

Mr. Karet asked if there was public feedback on leaving the bridge configuration as it is.

Mr. Freeman replied there was a lot of discussion at the public hearing about how to handle this. There was discussion about pushing out the protective barrier and making a wide trail. The problem is when bicyclists and pedestrians are combined, going downhill creates a speed deferential; keeping them separated allows them to be in their own lane. The three alternatives were presented at the public meeting and approximately half supported Alternative 3. He reviewed the evaluation matrix for the three alternatives, the crash rates along the proposed routes, and the process for used for evaluation. Due to the evaluation matrix and stakeholder and public opinion pointing out Alternative 3, the preferred alternative is Alternative 3. The trail could not stay on SR 40 because there was no room and acquiring right-of-way was an issue with the historical buildings. He reviewed the schedule and stated they are currently developing concept plans to be completed early 2018. There is currently no funding available after this; the design phase is not funded. SUN Trail is looking for a call for projects for 2024.

D. FDOT Report

Mr. Cooke stated FDOT is doing deck sealing on the bridge over the St. Johns River on SR 415, south of Osteen at the Seminole County line.

Ms. Mendez asked what deck sealing was.
Mr. Cheney replied they are sealing the deck from cracks.

Mr. Cooke stated audible pavement markings are being installed on SR 44 from Prevatt Avenue to east of Hidden Pines Boulevard in New Smyrna Beach.

Mr. Cheney asked if FDOT was starting the lighting projects along the interstate.

Mr. Cooke replied yes, that is an ongoing project.

E. Volusia and Flagler County Construction Reports

Mr. Cheney referred to page 76 of the agenda and called attention to the Near Construction Projects, projects 5 and 6, the Howland Boulevard four-laning and Orange Camp Road four-laning, and stated the Volusia County Council has approved both design contracts so design should be starting soon. The 10th Street four-laning project now has a developer that wants to do a land swap agreement with the county so that they can swap some land at the corner of US 1 for more land. He is not sure how that will work and the county is still waiting for the railroad interlocal agreement. He referred to project 13, Beresford Avenue extension from Blue Lake Avenue to Martin Luther King Parkway and stated the county is waiting for right-of-way from the city of DeLand prior to starting design.

VI. Staff Comments

→ SU Funding Information

Ms. Nicoulin stated there is a flow chart on SU funding in the agenda packet. The TPO Board is taking a concept or document that the TPO and breaking it down.

Mr. Harris reviewed the SU funding flow chart.

→ Update on SunRail

There was no update.

→ Update on FY 2017/18 SU Funding

Ms. Nicoulin stated the TPO is still programming current year SU funding with FDOT. There was a TIP amendment this month adding the West French Avenue project and the TPO is still working with the city of Palm Coast on another potential project.

→ Update on FDOT Central Florida Regional Planning Model (CFRPM)

Ms. Nicoulin stated FDOT is updating their Central Florida Regional Planning Model in advance of the TPO’s Long Range Transportation Plans (LRTP). They will be looking at the TAZ zonal structure as well as socio-economic (SE) data. She stated that if anyone has input or wanted additional information to contact her.

→ Update on SR A1A Stabilization (Public Meeting – November 2, 2017)

There was no update.

→ Update on Regional Transit Study

There was no update.

VII. CAC Member Comments

Ms. Blanck announced Votran would have service on Thanksgiving Day.

Technical Coordinating Committee (TCC) Minutes

November 21, 2017

Page 10 of 11
Mr. Paradise asked for confirmation that the next TPO Board meeting is being held on December 6, 2017.

Ms. Nicoulin replied yes, it was originally scheduled for tomorrow but due to the Thanksgiving holiday it was postponed.

VIII. Information Items

→ CAC & TCC Attendance Records
→ October 25, 2017 River to Sea TPO Board Meeting Summary
→ October TPO Outreach and Events
→ 2018 R2CTPO Meeting Calendar

IX. Adjournment

There being no further business, the TCC meeting adjourned at 4:35 p.m.
V. ACTION ITEMS

A. NOMINATION AND ELECTION OF TCC CHAIRPERSON

Background Information:

The current TCC Chairperson, Ric Goss, has retired, and as such has created a vacancy in the Chairperson. Action is requested to appoint a Chairperson to serve the remainder of the term, through June 30, 2018.

ACTION REQUESTED:

MOTION TO APPOINT AS TCC CHAIRPERSON
V. ACTION ITEMS

B. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2018-## AMENDING THE FY 2017/18 TO 2021/22 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Background Information:

The proposed amendment to the FY 2017/2018 to 2021/2022 TIP programs current year funding for the Seminole Woods Parkway/SR 100 Intersection Improvement Project (FM# 4407921)

The proposed amendment is more fully described in the enclosed Resolution 2018-##; Attachment “A” will be provided under separate cover.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2018-## AMENDING THE FY 2017/18 TO 2021/22 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
AMENDING THE FY 2017/18 TO FY 2021/22
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

WHEREAS, the River to Sea TPO shall annually endorse and amend as appropriate, the plans and programs required by 23 C.F.R. 450.300 through 450.324, among which is the Transportation Improvement Program (TIP); and

WHEREAS, the River to Sea TPO’s adopted TIP is required to be consistent with the Florida Department of Transportation’s adopted Five-Year Work Program; and

WHEREAS, the Florida Department of Transportation has provided additional information to the River to Sea TPO regarding the FDOT adopted Five-Year Work Program.

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

1. River to Sea TPO’s FY 2017/18 to FY 2021/22 TIP is hereby amended as shown in Attachment "A" attached hereto and made a part of this resolution; and the

2. Chairperson of the River to Sea TPO (or his/her designee) is hereby authorized and directed to submit the FY 2017/18 to FY 2021/22 TIP as amended to the:
   a. Florida Department of Transportation;
   b. Federal Transit Administration (FTA);
   c. Federal Highway Administration (FHWA); and the
   d. Department of Economic Opportunity.

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 24th day of January 2018.
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 24, 2018.

ATTEST:

________________________________________
DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
V. ACTION ITEMS

C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2018-## ADOPTING SAFETY TARGETS FOR THE RIVER TO SEA TPO

Background Information:

The Federal Highway Administration (FHWA) issued final rules on the transportation performance measures required for the State Departments of Transportation (DOTs) and Metropolitan/Transportation Planning Organizations (M/TPOs). The final rule requires targets to be set for the following five safety performance measures:

- Number of Fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of Non-Motorized Fatalities and Serious Injuries

Resolution 2018-## adopts the River to Sea Transportation Safety Targets for the year 2018, which are presented in Exhibit “A”. TPO staff will discuss and present the data used to develop the safety targets.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2018-## ADOPTING SAFETY TARGETS FOR THE RIVER TO SEA TPO
WHEREAS, the River to Sea TPO is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

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

WHEREAS, the FHWA issued a final rule based on section 1203 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and with consideration to provisions in the Fixing America's Surface Transportation Act (FAST Act), which identified national transportation goals, outlined standards for measuring and reporting safety data and established five safety performance measures; and

WHEREAS, in accordance with 23 C.F.R. 490.209(a), the Florida Department for Transportation (FDOT), as part of the annual development of the State Highway Safety Improvement Plan (HSIP), has developed safety targets for each of the five safety performance measures; and

WHEREAS, 23 C.F.R. 490.209(c), requires that each Metropolitan Planning Organization establish safety targets and report progress over time in reaching the adopted targets; and

WHEREAS, the River to Sea TPO recognizes certain limitations in the availability of data required to develop data sets for the planning area in Flagler County where the planning area boundaries do not align with the county boundaries.

NOW, THEREFORE, BE IT RESOLVED, by the River to Sea TPO that the:
1. River to Sea Transportation Planning Organization supports the intentions of FDOT outlined in the State HSIP for Calendar Year 2018 including a target of zero for each of the safety performance measures and establishing an interim measure for each of the five measures; and

2. River to Sea TPO Board and advisory committees have reviewed and endorsed the safety related transportation performance data and targets as shown in Exhibit A; and the

3. Chairperson of the River to Sea TPO (or his/her designee) is hereby authorized and directed to submit these targets to the:
   a. Florida Department of Transportation; and
   b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
   c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

**DONE AND RESOLVED** at the regularly convened meeting of the River to Sea TPO held on the 24th day of January 2018.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

__________________________________________
Volusia County Council Vice Chair Deb Denys
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 24, 2018.

**ATTEST:**

__________________________________________
Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization
Fatalities
Basis for Establishing Target:
This target reflects a two percent 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
Basis for Establishing Target:
This target reflects a two percent 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:*  
Basis for Establishing Target:
This target reflects a two percent 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

*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.

Serious Injuries Rate*
Basis for Establishing Target:
This target reflects a two percent 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

*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.

Non-Motorized Serious Injuries and Fatalities
Basis for Establishing Target:
This target reflects a two percent 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
V. ACTION ITEMS

D. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2018-## CLARIFYING THE RIVER TO SEA TPO’S PRIORITIES FOR THE STRATEGIC INTERMODAL SYSTEMS (SIS)

Background Information:

At their December 6, 2017 meeting, the TPO Board directed the Chairperson to send a letter to the FDOT District 5 Secretary explaining the R2CTPO’s Strategic Intermodal System (SIS) priorities as adopted in the Long Range Transportation Plan (LRTP).

Resolution 2018-## will be send to FDOT Central Office confirming the R2CTPO Priority Projects for the SIS Plan Update.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2018-## CLARIFYING THE RIVER TO SEA TPO’S PRIORITIES FOR THE STRATEGIC INTERMODAL SYSTEMS (SIS)
WHEREAS, the River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

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

WHEREAS, 23 USC 134 and 49 U.S.C. 5303 prescribe the transportation planning role and responsibilities of metropolitan planning organizations especially with respect to establishing local government transportation project priorities; and

WHEREAS, the River to Sea TPO engages in an open, cooperative process with the local governments, the public and the Florida Department of Transportation, to develop long range transportation plan and annual project priorities for the planning area; and

WHEREAS, the Florida Department of Transportation (FDOT) maintains a Strategic Intermodal Systems (SIS) Policy Plan and engages in an open, cooperative process with metropolitan planning organizations, to develop SIS project priorities for the state.

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

1. River to Sea TPO hereby encourages the addition of a new interchange on I-95 at Pioneer Trail in Volusia County Florida to the SIS cost feasible plan; and

2. River to Sea TPO also encourages the SIS cost feasible include funding for needed improvements for two existing interchanges on I-95 at LPGA Boulevard and at US-1; and

3. FDOT give consideration to the information included in Exhibit A as an expression of the need for these improvements; and
4. The Chairman of the River to Sea TPO (or his designee), is hereby authorized and directed to submit this resolution to the:

   a. Florida Department of Transportation, Office of Policy Planning; and
   b. Central Florida MPO Alliance

DONE AND RESOLVED at the regular meeting of the River to Sea Transportation Planning Organization on the 24th day of January 2018.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

______________________________
VOLUSIA COUNTY COUNCIL VICE CHAIR DEB DENYS
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 24, 2018.

ATTEST:

______________________________
DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
Exhibit A
R2CTPO Resolution 2018-##
Strategic Intermodal System Project Needs

I-95 Interchange at Pioneer Trail
An interchange on I-95 at Pioneer Trail has been proposed for many years and has been supported by the River to Sea TPO in several previous transportation plans. The project is supported as a priority by the cities of Port Orange and New Smyrna Beach as well as the County of Volusia. With over 13 FEMA declared events in the last 20 years, is dependent upon good evacuation routes to move people into emergency shelters and to locations away from coastal storm surge activity. This interchange is considered by Volusia County to be a critical component in their emergency management plan. In recent years, the interchange was also evaluated as part of the Florida Department of Transportation (FDOT) I-95 Systems Operational Analysis Report (2005) and as part of the I-95 Sketch Interstate Plan (2010). An Interchange Justification Report (IJR) was approved in May 2017 and a Project Development and Environmental (PD&E) study is currently underway.

I-95 Interchange at LPGA Boulevard
Improvements to the I-95 interchange at LPGA Boulevard were identified during the development of the 2040 Long Range Transportation Plan (LRTP) to address operational deficiencies in a high growth location of eastern Volusia County. Significant large-scale commercial retail and residential development is underway on both the east and west sides of Interstate 95. Existing developments such as the LPGA Development of Regional Impact, the Daytona Auto Mall, and the Trader Joes Distribution Center coupled with near term development will continue to affect the safe and efficient operation of the interchange. This planned development activity is projected to bring an additional 6,250 dwelling units, 2.0 million square feet of commercial development, and 3.7 million square feet of industrial development within a two-mile radius of the I-95/LPGA Boulevard Interchange. A pre-screening evaluation is currently underway to determine the need for a Project Development and Environmental (PD&E) study. If not required, the existing contract executed by FDOT will allow the design phase for the project to commence as soon as funding is made available.

I-95 Interchange at US-1
The interchange at I-95 and US-1 was originally constructed in 1964 and is currently listed as obsolete. Traffic growth and development over time as well as changes in design standards necessitate improvements to the interchange. Existing development proximate to the interchange includes a truck stop that supports freight hauling activities as well as the famous Destination Daytona motorcycle event area. Additional growth near this interchange includes 2,950 dwelling units and 4.9 million square feet of non-residential land use that will continue to put pressure on this aging facility. In recent years, during the development of the 2040 LRTP, improvements were identified to address both safety and operational needs of this SIS facility. The interchange was also evaluated as part of the Florida Department of Transportation (FDOT) I-95 Systems Operational Analysis Report (2005) and as part of a 2016/17 update to the SOAR that focused on interchanges along I-95. Results of the most recent evaluation led to the initiation of an Interchange Modification Report (IMR) which was completed by the FDOT in November 2017. The report established the need for improvements and preferred alternatives will be identified during a subsequent PD&E study.
VI. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF PLANNING PROJECTS UNDER CONSIDERATION FOR THE TWO-YEAR FY 2018/19 TO 2019/20 UNIFIED PLANNING WORK PROGRAM

Background Information:

The TPO's transportation planning activities are funded in large part through federal grants. These federally-funded transportation planning activities must be identified and approved by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and FDOT in advance of each fiscal year. The activities, products and budgeted funds must be documented in the TPO's Unified Planning Work Program (UPWP) which is updated every two years.

The UPWP Subcommittee met once in December and once in January to discuss the attached draft task outline and funding table and recommended projects to be included in the FY 2018/19 to 2019/20 UPWP.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE
<table>
<thead>
<tr>
<th>Task #</th>
<th>Task Title</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Previous Annual Average</th>
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<td>General Administration &amp; Program Support</td>
<td>Meeting and member support, financial management, Office Expense &amp; overhead (75%), Annual Audit, Grant Applications, Annual Retreat, Assist TPO Policy Resource Guide, Update COOP, Professional Development/Team Building, Outreach Flyer</td>
<td>Meeting and member support, financial management, Office Expense &amp; overhead (75%), Annual Audit, Grant Applications, Annual Retreat, Update Purchasing Manual, Update Employee Handbook</td>
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<td>General IT Support Services &amp; Equipment</td>
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<td>Public Information</td>
<td>Public Outreach, Community &amp; Business Relations, News Releases, Website &amp; Facebook promotion, Annual PI Summary, Monthly Events Flyer, Annual Report, TRAC Program, Public Participation Plan Update</td>
<td>Public Outreach, Community &amp; Business Relations, News Releases, Website &amp; Facebook promotion, LEP Title VI Update, Annual PI Summary, Monthly Events Flyer, Annual Report, TRAC Program</td>
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<td>Management planning activities &amp; deliverables</td>
<td>Management planning activities &amp; deliverables, UPWP Document Update</td>
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<td>Transportation Improvement Program (TIP) Development</td>
<td>Annual TIP Update &amp; amendments, Call for Projects &amp; List of Priority Projects (LOPP)</td>
<td>Annual TIP Update &amp; amendments, Call for Projects &amp; List of Priority Projects (LOPP)</td>
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<td>Data support for planning activities, Congestion Management-Performance Measures Report, Ped Crash Data Analysis, CMP Update</td>
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<td>FDOT corridor studies, project development, LAP assistance, etc.</td>
<td>FDOT corridor studies, project development, LAP assistance, etc.</td>
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<td>Regional LOPP, MPOAC &amp; CFMPOA</td>
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<td>ITS/Traffic Operations/Safety Feasibility Studies</td>
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<td>Community Transportation Survey</td>
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<td>General Planning Studies &amp; Initiatives</td>
<td>ITS Funding Agreements &amp; Follow-up, Automated &amp; Connected Vehicle Planning, Planning Studies Review, Flagler County Resiliency Planning (continuation of Current UPWP)</td>
<td>Complete Streets Ordinance</td>
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<td>Complete all activities needed to develop the 2045 LRTP (public outreach, traffic forecasting, alternatives testing, financial forecasting, project development &amp; cost, etc)</td>
<td>Complete all activities needed to develop the 2045 LRTP (public outreach, traffic forecasting, alternatives testing, financial forecasting, project development &amp; cost, etc)</td>
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<tr>
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<td>Masterplan complete. Follow-up activities will be completed under General Planning</td>
<td>Masterplan complete. Follow-up activities will be completed under General Planning</td>
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<td>Community Safety-Related Program</td>
<td>Development of a Safety Awareness Plan, Annual Events (helmet fittings), CTST participation, Crash Analysis Follow-up (continuation of current UPWP)</td>
<td>Development of a Safety Awareness Plan, Annual Events (helmet fittings), CTST participation, Crash Analysis Follow-up (continuation of current UPWP)</td>
<td>$28,392</td>
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<td>Bicycle/Pedestrian Planning &amp; Implementation</td>
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RIVER TO SEA TPO
UPWP FY 18/19
First Year
Estimated Expenses

PL Carryover: $100,000
PL 18/19: 726,193
FTA 18/19: 256,142
TD 18/19: 29,505
SU 18/19: 517,471
$1,629,311
## RIVER TO SEA TPO
### UPWP FY 19/20
#### Second Year
##### Estimated Expenses

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PL Carryover | $75,000
PL 19/20 | 726,193
FTA 19/20 | 256,142
TD 19/20 | 29,505
SU 19/20 | 200,000
TPO Local | 40,000

Total: $1,326,840

January 3, 2018
B. PRESENTATION AND DISCUSSION OF THE DRAFT BICYCLE AND PEDESTRIAN MASTER PLAN REPORT

Background Information:

The Bicycle and Pedestrian Plan is intended to serve as a resource for non-motorized travel on multi-use trails, sidewalks, and bicycle lanes in Volusia and Flagler Counties. TPO staff will provide an update on the draft master plan report.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE
DRAFT Bicycle and Pedestrian Plan Report

CAC and TCC Meetings
January 16, 2018
Outline

Draft Bicycle and Pedestrian Plan Report

Cover
Acknowledgements
Table of Contents
Executive Summary
Section 1: Introduction
I. Overview of River to Sea TPO
II. BPAC
III. Background
IV. Plan Development
Outline
Draft Bicycle and Pedestrian Plan Report

Section 2: Vision, Goals, and Objectives
I. Vision
II. Goals
III. Objectives

Section 3: Policy Statements
I. USDOT
II. FDOT
III. R2CTPO
Outline
Draft Bicycle and Pedestrian Plan Report

Section 4: Public Involvement
I. Tell the TPO Survey
II. Public Meetings and Workshops
III. Community Outreach

Section 5: Safety Program
I. Education
II. Encouragement
III. Engineering
IV. Enforcement
V. Bicycle and Pedestrian Crash Statistics
Outline
Draft Bicycle and Pedestrian Plan Report

Section 6: Facility Design Guidelines and Considerations

I. General bike/ped. planning and design guidelines
   I. Complete Streets
   II. Federal, State and Local Guidelines

II. Bicycle and Pedestrian Design Considerations
   I. Bicycle Boulevards
   II. Bicycle Lanes
   III. Bicycle Parking
Outline
Draft Bicycle and Pedestrian Plan Report

I. Bicycle Wayfinding
II. Intersection Treatments
III. Paved Shoulders
IV. Separated Bicycle Lanes
V. Shared-Use Paths/Sidewalks
VI. Signed/Marked Shared Lanes
VII. Pedestrian Curb Ramps
VIII. Pedestrian Shared Streets
IX. Sidewalks and Walkways
Outline
Draft Bicycle and Pedestrian Plan Report

Section 7: Bicycle Master Plan
Section 8: Pedestrian Master Plan
Section 9: Implementation

I. Identifying opportunities and strategies to move forward

II. Performance Criteria

Appendix: Existing Plans
• Regional Trails Corridor Assessment
• Volusia County Bicycling Map for the Experienced Cyclist
Outline
Draft Bicycle and Pedestrian Plan Report

Appendix: Existing Plans (continued)
• Bicycle & Pedestrian School Safety Review Study Master Plans
• Palm Coast Trail Map & Park Guide
• Flagler County Parks
• Volusia County Trails Plan
Next Steps

• BPAC Subcommittee review
• BPAC review and recommendation of draft plan
• TPO Board adoption of draft plan
VI. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

C. PRESENTATION AND DISCUSSION OF THE DRAFT FINDINGS FOR THE VOLUSIA COUNTY BUS STOP IMPROVEMENT PLAN

Background Information:

The purpose of the Volusia County Bus Stop Improvement Plan is to better serve the general public with safe and accessible bus stops. The effort is intended to identify a uniform process to document bus stop conditions throughout Volusia County and within each of the individual cities served by Votran.

Building on Votran’s existing bus stop inventory data, Phase I activities will use a systematic method for collecting and updating existing conditions data. A standardized industry database will be utilized for this data collection effort. The study consists of an overview of the system’s overall bus stop conditions and the unincorporated county’s improvement plan. Two stakeholder meetings have been held to review and discuss the Technical Memos that were used to create the final study. This presentation will provide an overview of the study.

ACTION REQUESTED:

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

D. PRESENTATION AND DISCUSSION OF THE FDOT CONTEXT CLASSIFICATION AND DESIGN

Background Information:

The Florida Department of Transportation (FDOT) adopted a Complete Streets Policy in 2014 and a Complete Streets Implementation Plan in 2015. The Complete Streets Handbook was completed in June 2017. The FDOT Design Manual (FDM), which replaced the Plans Preparation Manual, was completed in November 2017 and became effective on January 1, 2018. FDOT created a context classification matrix to represent the Florida environment. The context classification matrix informs planners and engineers about the type and intensity of users along various roadway segments. The matrix consists of eight context classifications and will be used for new projects that have not begun design by January 1, 2018.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE
OVERVIEW

1. FDOT Complete Streets Policy
2. Context Classifications
3. Florida Design Manual (FDM) Design Criteria
4. Implementation Schedule
COMPLETE STREETS AND CONTEXT CLASSIFICATION

FDOT Complete Streets Policy

- 100+ yrs. – select typical section elements based on needed capacity and urban/rural designation.
- 15 years ago “Context Sensitive Solutions” debuted.
- 2014 – Provide a typical that serves all users and is in harmony with the context of adjacent properties.

Policy adopted in Sept 2014
FDOT Context Classification

- Defines Approach, Process, Expectations, Best Practices
- Complete description of context classifications

FDOT Design Manual (FDM)

- Final manual posted November 1, 2017
- Implementation date January 1, 2018.
- Replaces Plans Preparation Manual
What are the FDOT Context Classifications?

- C1-Natural
- C2-Rural
- C2T-Rural Town
- C3R-Suburban Residential
- C3C-Suburban Commercial
- C4-Urban General
- C5-Urban Center
- C6-Urban Core
Context classification informs planners and engineers about the type and intensity of users along various roadway segments.

- For example, C4, C5, and C6 context classification will have higher number of pedestrians, bicyclists, and transit users than in a C1, C2, or C3 context classification. C2T will be similar to C4.

**WHAT DOES CONTEXT CLASSIFICATION TELL YOU ABOUT ROADWAY USERS?**

**HOW WILL CONTEXT CLASSIFICATION BE USED?**
CONTEXT CLASSIFICATION MATRIX

<table>
<thead>
<tr>
<th>Context Classification</th>
<th>Designating Characteristic</th>
<th>Location of Parking (if supported)</th>
<th>Location of Pedestrian Zones</th>
<th>Pedestrian Character</th>
<th>Length</th>
<th>Width</th>
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<td>C1: Rural</td>
<td>Mostly intended to maintain existing conditions with minimum change to adaptation to urban conditions.</td>
<td>Limited (if supported)</td>
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<td>C3: Urban Center</td>
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<td>C4: Urban Core</td>
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<td>N/A</td>
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</table>

RELATIONSHIP TO FDM

- On-street parking – may be acceptable in Rural Towns (C2T), Urban General (C4), Urban Center (C5), and Urban Core (C6) if supported by codes and regulations
- Bulb-outs – not required, but may be applied in appropriate contexts
- Street Trees – not required, but lower speeds permit closer placement to face of curb. Clear sight triangles still apply.
- Sidewalks – 6’ standard width, but wider in Urban Center (C5) and Urban Core (C6), where possible
- Application of FDM criteria also influenced by local plans, codes, and regulations
FDM IMPLEMENTATION SCHEDULE

- The FDM was made effective January 1, 2018
- Context-based criteria in the FDM will be required on projects that have not begun design by January 1, 2018
- For PD&E projects, implementation of context classification and the FDM is required for all projects that have the Public Hearing scheduled in April 2018 or later

WHO WILL DETERMINE CONTEXT CLASSIFICATION?

- District Staff
  - District Five has assigned a Complete Streets coordinator to oversee context classification evaluation
  - Multiple offices/groups should be involved
  - On projects where FDOT currently coordinates with local governments, FDOT should continue to coordinate with local governments to calibrate context classification
  - Local form-based codes and zoning can be used to inform FDOT’s context classification determination

- Final determination is made by FDOT
LOCAL INFLUENCE ON CONTEXT CLASSIFICATION

- Current classification is as-built/conditions today
- Future changes based on plans, codes, and regulations that support the proposed future use

FDOT CONTEXT CLASSIFICATION CONTACT

Jean Parlow
FDOT District Five
Planning & Environmental Management Office
jean.parlow@dot.state.fl.us
386.943.5470
Thank You
VI. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

E. FDOT REPORT

Background Information:

Ms. Vickie Wyche, Florida Department of Transportation (FDOT), 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 22, 2017

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 21, 2018. 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
  - Work Began: November 2014
  - Estimated Completion: Summer 2018
  - Activity continues to complete the structures at the I-4 and U.S. 92 interchanges.
  - The project is on schedule.
  - Approximately 150 workers are on site each day.

New Projects

- **435053-1-52-01, 435056-1-52-01 and 435056-1-52-02 – Interstate Lighting Along I-4**
  - Contract: T5572
  - Work Began: December 12, 2017
  - Estimated Completion: Fall 2019
  - Contract Amount: $6.7 Million
  - This project involves installation of new lighting and signage at the I-4 interchanges with U.S. 17/92, Dirksen Drive, S.R. 472, Orange Camp Road, S.R. 44, U.S. 92 and C.R. 15 in Seminole and Volusia counties.

- **435059-1-52-01 – Interstate Lighting Along I-95**
  - Contract: T5588
  - Work Began: December 12, 2017
  - Estimated Completion: Fall 2019
  - Contract Amount: $5.6 Million
  - This project involves installation of new lighting and signage at the I-95 interchanges with LPGA Boulevard, U.S. 1, Old Dixie Highway, S.R. 100 and Palm Coast parkway in Volusia and Flagler counties.
• **436915-1-52-01 – SR 5A/Nova Road Resurfacing from Brentwood Drive to Flomich Street and the Frontage Road between 3rd Street and Nova Road**
  o Contract: T5600
  o Work to Begin: December 4, 2017
  o Estimated Completion: Fall 2018
  o Contract Amount: $3.3 Million
  o Contractor: P&S Paving Inc.
  o This project involves milling and resurfacing Nova Road and the Frontage Road, as well as guardrail, drainage, sidewalk and curb ramp improvements.

• **427956-1-72-01 – SR 44 Concrete Slab Repair and Replacement between Boundary Avenue and Hill Avenue**
  o Contract: E5U22
  o Work Began: December 11, 2017
  o Estimated Completion: Fall 2018
  o Contract Amount: $966,000
  o This project involves repair and replacement of concrete slabs in various locations along S.R. 44 in DeLand.

**Other Current Projects**

• **437447-1-52-01 – Bridge Deck Repairs, Berrys Canal and Conners Canal on the west end of the North Causeway, New Smyrna Beach**
  o Contract: E5Y56
  o Estimated Completion: Spring 2018
  o Contract Amount: $1,274,655.31
  o All concrete poured for Phase I.
  o New lane shifts expected in early February.

• **436937-1-52-01 – S.R. 40 (Granada Boulevard) Bridge Pier Repair – Bridge No. 790132 over the Halifax River**
  o Contract: E5Y33
  o Estimated Completion: Spring 2018
  o Contract Amount: $1,750,000
  o Coffer dam construction is still in progress

• **436325-1-52-1 – Event Management System Installation**
  o Contract: E5Y95
  o Estimated Completion: October 2018
  o Contract Amount: $2,610,610.00
  o Drilled shafts for signs expected to be constructed in January.
Project Status Report as of Dec. 22, 2017

Volusia County
I-95, I-4, US 92 SYSTEM TO SYSTEM INTERCHANGE

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

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<td>% ORIGINAL: 101.73%</td>
<td>77.66%</td>
<td></td>
</tr>
<tr>
<td>FUND TYPE Federal</td>
<td>WORK BEGAN: 11/25/2014</td>
<td>% ORIGINAL: 101.73%</td>
<td>77.66%</td>
<td></td>
</tr>
<tr>
<td>DBE Achieved: 4.73%</td>
<td>EST. COMPLETION: Summer 2018</td>
<td>% TO DATE: 82.16%</td>
<td>77.59%</td>
<td></td>
</tr>
<tr>
<td>Current CPPR: 100</td>
<td>LIQ. DAMAGES: 0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CONTACT

CEI SENIOR PROJECT ADMINISTRATOR: Robert Parker  C: 904.449.0923 O: 386.333.9537  robert.parker@jacobs.com
CEI PROJECT ADMINISTRATOR: David Bowden  C: 407.873.1905 O: 386.333.9538  dbowden@go-iei.com
CONTRACT SUPPORT SPECIALIST (CSS): Yleana Baez  C: 813.293.6252 O: 386.333.9537  yleana.baez@jacobs.com
CONTRACTOR’S PROJECT MANAGER: Jeff Hutchinson, P.E.  C: 904.669.8931 O: 386.333.9575  jhutchinson@walshgroup.com
CONTRACTOR’S ASST PROJECT MANAGER: Jaime Venegas  C: 817.721.5071 O: 386.333.9576  jvenegas@walshgroup.com
CONTRACTOR’S ASST PROJECT MANAGER: Ryan Gwaltney  C: 863.245.1814 O: 386.333.9577  rgwaltney@walshgroup.com
FDOT PROJECT MANAGER: Chris Briggs  C: 386.846.4753 O: 386.740.3505  christopher.briggs@dot.state.fl.us
SENIOR PROJECT ENGINEER: Cyril Fernandez  C: 813.245.0463 O: 386.333.9537  cyril.fernandez@jacobs.com
SENIOR INSPECTOR: Mike Meadows  C: 352.547.7145 O: 386.333.9537  rmike.meadows@jacobs.com
SENIOR INSPECTOR: Jose Medina  C: 386.804.2403 O: 386.333.9537  jose.medina@jacobs.com
MAINTENANCE CONTACT: Jim Read  C: 386.801.5584 O: 386.340.3406  jread@dot.state.fl.us
24 HR CONTRACTOR EMERGENCY CONTACT: Jeff Hutchinson, P.E.  C: 904.669.8931 O: 386.333.9575  jhutchinson@walshgroup.com
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT: Jason Roberts  C: 386.916.4439 O: 386.333.9575  jroberts@walshgroup.com

MEETING SCHEDULE: Tuesday 9:30 a.m., Field Office, 735 Fentress Blvd.

---

Flagler, Brevard, Seminole Counties

Truck Parking Availability System

PROJECT DESCRIPTION: Installation of a truck parking availability system at 7 locations in Brevard, Flagler and Seminole counties.

<table>
<thead>
<tr>
<th>CONTRACTOR: SICE, Inc.</th>
<th>LET DATE: 4/26/2017</th>
<th>ORIGINAL: 250</th>
<th>TIME</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>FED. AID #: PARK001A</td>
<td>TIME BEGAN: 6/30/2017</td>
<td>% ORIGINAL: 68.40%</td>
<td>51.84%</td>
<td></td>
</tr>
<tr>
<td>FUND TYPE CDB</td>
<td>WORK BEGAN: 6/30/2017</td>
<td>% ORIGINAL: 68.40%</td>
<td>51.84%</td>
<td></td>
</tr>
<tr>
<td>DBE Achieved: 0.00%</td>
<td>EST. COMPLETION: Spring 2018</td>
<td>% TO DATE: 55.70%</td>
<td>51.84%</td>
<td></td>
</tr>
<tr>
<td>Current CPPR: 100</td>
<td>LIQ. DAMAGES:</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CONTACT

CEI SENIOR PROJECT ADMINISTRATOR: Kerry Worrell, P.E.  C: 407.657.6662 O: 321.239.7308  kworrell@mehtaeng.com
CONTRACT SUPPORT SPECIALIST (CSS): Chris Kochis  C: 407.754.6425 O: 386.333.9537  okochis@mehtaeng.com
CONTRACTOR’S PROJECT MANAGER: Pablo Loriente de Elio  C: 305.772.8082  ploriente@sice.com
CONTRACTOR’S SUPERINTENDENT: Richard Mann  C: 813.507.6363  rmannjr@sice.com
FDOT PROJECT MANAGER: Glenn Raney  C: 386.846.4862 O: 386.740.3524  michael.raney@dot.state.fl.us
SENIOR PROJECT ENGINEER: Anu Shah, P.E.  C: 407.657.8662 C: 850.341.6114  ashah@mehtaeng.com
SENIOR INSPECTOR: Bakir Ebrahim  C: 407.274.5208  bebrahim@mehtaeng.com
MAINTENANCE CONTACT: Jim Read  C: 386.801.5584 O: 386.740.3406  jread@dot.state.fl.us
24 HR CONTRACTOR EMERGENCY CONTACT: Pablo Loriente de Elio  C: 305.772.8082  ploriente@sice.com
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT: Richard Mann  C: 813.507.6363  rmannjr@sice.com

MEETING SCHEDULE: Biweekly on Wednesdays at Mehta’s office, One Purlieu Place, Winter Park
**Volusia County**

**Event Management System**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>436325-1-52-01</th>
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<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5Y95</td>
</tr>
</tbody>
</table>

**PROJECT DESCRIPTION:** Installation of five new arterial dynamic message signs, 54 blank-out signs and 21 Bluetooth devices along SR 400, US 92, LPGA Boulevard, SR 40 and US 1

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>Traffic Control Devices, Inc.</th>
<th>LET DATE: 6/06/2017</th>
<th>ORIGINAL: 380</th>
<th>TIME</th>
<th>COST</th>
<th>6/06/2017</th>
<th>$2,610,610.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>FED. AID #:</td>
<td></td>
<td>TIME BEGAN: 9/2/2017</td>
<td>ELAPSED: 107</td>
<td></td>
<td></td>
<td></td>
<td>$599,231.87</td>
</tr>
<tr>
<td>FUND TYPE:</td>
<td></td>
<td>WORK BEGAN: 9/5/2017</td>
<td>% ORIGINAL: 28.16%</td>
<td></td>
<td></td>
<td></td>
<td>22.95%</td>
</tr>
<tr>
<td>DBE Achieved:</td>
<td>0.34%</td>
<td>EST. COMPLETION:</td>
<td>% TO DATE: 26.29%</td>
<td></td>
<td></td>
<td></td>
<td>22.95%</td>
</tr>
<tr>
<td>Current CPPR:</td>
<td>100</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CONTACT**

| CEI SENIOR PROJECT ADMINISTRATOR | Kerry Worrell, P.E. | 407.657.6662 C: 321.239.7308 kworrell@mehtaeng.com |
| CONTRACT SUPPORT SPECIALIST (CSS) | Chris Kochis | 407.754.6425 C: 386.690.9690 okochis@mehtaeng.com |
| CONTRACTOR’S PROJECT MANAGER: | April Andrews | 386.804.3811 aprilandrews@tcd-usa.com |
| CONTRACTOR’S SUPERINTENDENT: | April Andrews | 386.804.3811 aprilandrews@tcd-usa.com |
| FDOT PROJECT MANAGER: | Glenn Raney | 386.846.4862 C: 386.740.3524 michael.raney@dot.state.fl.us |
| SENIOR PROJECT ENGINEER: | Anu Shah, P.E. | 386.857.8662 C: 850.541.6114 ashah@mehtaeng.com |
| SENIOR INSPECTOR: | Vince Clenney | 850.533.9523 vclenney@mehtaeng.com |
| MAINTENANCE CONTACT: | Jim Read | 386.801.5584 C: 386.740.3406 jim.read@dot.state.fl.us |
| 24 HR CONTRACTOR EMERGENCY CONTACT: | April Andrews | 386.804.3611 aprilandrews@tcd-usa.com |
| ALT. 24 HR CONTRACTOR EMERGENCY CONTACT: | Eric Schulze | 407.869.5300 e.schultze@tcd-usa.com |

**MEETING SCHEDULE:** Wednesdays at Mehta’s office, One Purlieu Place, Winter Park

---

**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>

**PROJECT DESCRIPTION:** Installation of ITS security surveillance system at the St. Johns River Bridge at US 17/92

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>Traffic Control Devices, Inc.</th>
<th>LET DATE: 6/06/2017</th>
<th>ORIGINAL: 270</th>
<th>TIME</th>
<th>COST</th>
<th>6/06/2017</th>
<th>$745,547.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>CCEI:</td>
<td>Mehta &amp; Associates</td>
<td>NTP: 8/3/2017</td>
<td>CURRENT: 371</td>
<td></td>
<td></td>
<td></td>
<td>$745,547.00</td>
</tr>
<tr>
<td>FED. AID #:</td>
<td></td>
<td>TIME BEGAN: 9/3/2017</td>
<td>ELAPSED: 107</td>
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<td></td>
<td></td>
<td>$37,000.00</td>
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<tr>
<td>FUND TYPE:</td>
<td></td>
<td>WORK BEGAN: 9/5/2017</td>
<td>% ORIGINAL: 39.63%</td>
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<td></td>
<td></td>
<td>4.96%</td>
</tr>
<tr>
<td>DBE Achieved:</td>
<td>0.00%</td>
<td>EST. COMPLETION:</td>
<td>% TO DATE: 28.84%</td>
<td></td>
<td></td>
<td></td>
<td>4.96%</td>
</tr>
<tr>
<td>Current CPPR:</td>
<td>100</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CONTACT**

| CEI SENIOR PROJECT ADMINISTRATOR | Kerry Worrell, P.E. | 407.657.6662 C: 321.239.7308 kworrell@mehtaeng.com |
| CONTRACT SUPPORT SPECIALIST (CSS) | Chris Kochis | 407.754.6425 C: 386.690.9690 okochis@mehtaeng.com |
| CONTRACTOR’S PROJECT MANAGER: | Eric Schulze | 407.869.5300 e.schultze@tcd-usa.com |
| CONTRACTOR’S SUPERINTENDENT: | Mark Jimenez | 386.448-8768 mjimenez@tcd-usa.com |
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| SENIOR INSPECTOR: | Howard Hernandez | 407.276.7114 ho.hernandez@hntb.com |
| MAINTENANCE CONTACT: | Sandusky McCartney | 386.740.3455 sandusky.mccarney@dot.state.fl.us |
| 24 HR CONTRACTOR EMERGENCY CONTACT: | Eric Schulze | 407.869.5300 e.schultze@tcd-usa.com |
| ALT. 24 HR CONTRACTOR EMERGENCY CONTACT: | Eric Schulze | 407.869.5300 e.schultze@tcd-usa.com |

**MEETING SCHEDULE:** Wednesdays at Mehta’s office, One Purlieu Place, Winter Park
### Volusia & Seminole Counties

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

<table>
<thead>
<tr>
<th>FIN #</th>
<th>435056-1-52-01, 435056-1-52-02, 435053-1-52-01</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTRACT #</td>
<td>T5572</td>
</tr>
</tbody>
</table>

**Project Description:** Installation of new lighting and signing improvements along I-4 at the interchanges with US 17/92, Dirksen Drive, SR 472, Orange Camp Road, SR 44.

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>Chinchor Electric Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>LET DATE:</td>
<td>6/14/2017</td>
</tr>
<tr>
<td>ORIGINAL:</td>
<td>700</td>
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<tr>
<td>COST:</td>
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<td>CCEI:</td>
<td>Mehta &amp; Associates</td>
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<td>NTP:</td>
<td>8/3/2017</td>
</tr>
<tr>
<td>CURRENT:</td>
<td>700</td>
</tr>
<tr>
<td>ELAPSED:</td>
<td>6</td>
</tr>
<tr>
<td>FUND TYPE:</td>
<td></td>
</tr>
<tr>
<td>WORK BEGAN:</td>
<td>12/12/2017</td>
</tr>
<tr>
<td>% ORIGINAL:</td>
<td>0.86%</td>
</tr>
<tr>
<td>DBE Achieved:</td>
<td>0.00%</td>
</tr>
<tr>
<td>EST. COMPLETION:</td>
<td>Early 2018</td>
</tr>
<tr>
<td>% TO DATE:</td>
<td>0.86%</td>
</tr>
<tr>
<td>LIQ. DAMAGES:</td>
<td>1.37%</td>
</tr>
<tr>
<td>Current CPPR:</td>
<td>100</td>
</tr>
</tbody>
</table>

#### Contact Information

<table>
<thead>
<tr>
<th>Contact Role</th>
<th>Phone Numbers</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>CEI SENIOR PROJECT ADMINISTRATOR</td>
<td>O: 407.657.6662 C: 321.239.7308</td>
<td><a href="mailto:kworrell@mehtaeng.com">kworrell@mehtaeng.com</a></td>
</tr>
<tr>
<td>CONTRACT SUPPORT SPECIALIST (CSS)</td>
<td>O: 407.446-6409</td>
<td><a href="mailto:rpalaiath@mehtaeng.com">rpalaiath@mehtaeng.com</a></td>
</tr>
<tr>
<td>CONTRACTOR’S PROJECT MANAGER:</td>
<td>O: 386.774.1020 C: 386.804.0672</td>
<td><a href="mailto:budge@chinchorelectric.com">budge@chinchorelectric.com</a></td>
</tr>
<tr>
<td>CONTRACTOR’S SUPERINTENDENT:</td>
<td>O: 386.804.5817</td>
<td><a href="mailto:rstates@chinchorelectric.com">rstates@chinchorelectric.com</a></td>
</tr>
<tr>
<td>FDOT PROJECT MANAGER:</td>
<td>O: 386.846.4862 C: 386.740.3524</td>
<td><a href="mailto:michael.raney@dot.state.fl.us">michael.raney@dot.state.fl.us</a></td>
</tr>
<tr>
<td>SENIOR PROJECT ENGINEER:</td>
<td>O: 386.774.8662 C: 850.341.6114</td>
<td><a href="mailto:ashah@mehtaeng.com">ashah@mehtaeng.com</a></td>
</tr>
<tr>
<td>SENIOR INSPECTOR:</td>
<td>O: 321.377.5648</td>
<td><a href="mailto:abforget@chinchorelectric.com">abforget@chinchorelectric.com</a></td>
</tr>
<tr>
<td>MAINTENANCE CONTACT:</td>
<td>O: 386.801.5584 C: 386.740.3406</td>
<td><a href="mailto:jim.read@dot.state.fl.us">jim.read@dot.state.fl.us</a></td>
</tr>
<tr>
<td>24 HR CONTRACTOR EMERGENCY CONTACT:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Meeting Schedule:** Wednesdays at Mehta’s office, One Purlieu Place, Winter Park

### Volusia & Flagler Counties

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

<table>
<thead>
<tr>
<th>FIN #</th>
<th>435059-1-52-01</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTRACT #</td>
<td>T5588</td>
</tr>
</tbody>
</table>

**Project Description:** Installation of new lighting and signing improvements along I-95 at the interchanges with LPGA Boulevard, US 1, Old Dixie Highway, SR 100.

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>Chinchor Electric Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>LET DATE:</td>
<td>6/14/2017</td>
</tr>
<tr>
<td>ORIGINAL:</td>
<td>590</td>
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<tr>
<td>COST:</td>
<td>$5,555,555.55</td>
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<tr>
<td>CCEI:</td>
<td>Mehta &amp; Associates</td>
</tr>
<tr>
<td>NTP:</td>
<td>8/3/2017</td>
</tr>
<tr>
<td>CURRENT:</td>
<td>590</td>
</tr>
<tr>
<td>ELAPSED:</td>
<td>6</td>
</tr>
<tr>
<td>FUND TYPE:</td>
<td></td>
</tr>
<tr>
<td>WORK BEGAN:</td>
<td>12/12/2017</td>
</tr>
<tr>
<td>% ORIGINAL:</td>
<td>1.02%</td>
</tr>
<tr>
<td>DBE Achieved:</td>
<td>0.00%</td>
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<tr>
<td>EST. COMPLETION:</td>
<td>Late 2019</td>
</tr>
<tr>
<td>% TO DATE:</td>
<td>1.02%</td>
</tr>
<tr>
<td>LIQ. DAMAGES:</td>
<td>1.22%</td>
</tr>
<tr>
<td>Current CPPR:</td>
<td>100</td>
</tr>
</tbody>
</table>

#### Contact Information

<table>
<thead>
<tr>
<th>Contact Role</th>
<th>Phone Numbers</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>CEI SENIOR PROJECT ADMINISTRATOR</td>
<td>O: 407.657.6662 C: 321.239.7308</td>
<td><a href="mailto:kworrell@mehtaeng.com">kworrell@mehtaeng.com</a></td>
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<td><a href="mailto:budge@chinchorelectric.com">budge@chinchorelectric.com</a></td>
</tr>
<tr>
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<td><a href="mailto:michael.raney@dot.state.fl.us">michael.raney@dot.state.fl.us</a></td>
</tr>
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<tr>
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<td><a href="mailto:abforget@chinchorelectric.com">abforget@chinchorelectric.com</a></td>
</tr>
<tr>
<td>MAINTENANCE CONTACT:</td>
<td>O: 386.801.5584 C: 386.740.3406</td>
<td><a href="mailto:jim.read@dot.state.fl.us">jim.read@dot.state.fl.us</a></td>
</tr>
<tr>
<td>24 HR CONTRACTOR EMERGENCY CONTACT:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Meeting Schedule:** Wednesdays at Mehta’s office, One Purlieu Place, Winter Park
### Project Status Report as of Dec. 22, 2017

#### VOLSUA

**SR 5/US 1 Resurfacing Oak Hill-Edgewater**

<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 Pay Item**

**PROJECT DESCRIPTION:** Resurfacing from South Street in Oak Hill to Magnolia Ave/Shangri-La Circle in Edgewater. Also includes new sidewalks, drainage and signal improvements.

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>P&amp;S Paving Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>LET DATE:</td>
<td>6/15/2016</td>
</tr>
<tr>
<td>ORIGINAL:</td>
<td>480</td>
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<tr>
<td>COST:</td>
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<tr>
<td>FED. AID #:</td>
<td>4857054P</td>
</tr>
<tr>
<td>NTP:</td>
<td>8/11/2016</td>
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<tr>
<td>CURRENT:</td>
<td>557</td>
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<tr>
<td>ELAPSED:</td>
<td>489</td>
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<tr>
<td>FUND TYPE:</td>
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<tr>
<td>TIME BEGAN:</td>
<td>8/15/2016</td>
</tr>
<tr>
<td>WORK Began:</td>
<td>8/15/2016</td>
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<tr>
<td>% ORIGINAL:</td>
<td>101.88%</td>
</tr>
<tr>
<td>% TO DATE:</td>
<td>87.79%</td>
</tr>
<tr>
<td>DBE Achieved:</td>
<td>3.51%</td>
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<td>Current CPPR:</td>
<td>100</td>
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<td>EST. COMPLETION:</td>
<td>Early 2018</td>
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<td>EST. COMPLETION:</td>
<td>Early 2018</td>
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<tr>
<td>EST. COMPLETION:</td>
<td>Early 2018</td>
</tr>
<tr>
<td>LIQ. DAMAGES:</td>
<td></td>
</tr>
</tbody>
</table>

**CONTACT**

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  - EMAIL: suthar@pics-llc.com
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  - EMAIL: james.read@dot.state.fl.us

**MEETING SCHEDULE:**

#### VOLSUA

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

<table>
<thead>
<tr>
<th>FIN #</th>
<th>436678-1-52-01</th>
</tr>
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<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5Y33</td>
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</table>

**Construction Lump Sum**

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

<table>
<thead>
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<th>CONTRACTOR:</th>
<th>CMA Corporation</th>
</tr>
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<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>COST:</td>
<td>$1,750,000.00</td>
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<tr>
<td>FED. AID #:</td>
<td></td>
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<tr>
<td>NTP:</td>
<td>11/14/2016</td>
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<tr>
<td>CURRENT:</td>
<td>326</td>
</tr>
<tr>
<td>ELAPSED:</td>
<td>234</td>
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<tr>
<td>FUND TYPE:</td>
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<tr>
<td>TIME BEGAN:</td>
<td>2/27/2017</td>
</tr>
<tr>
<td>WORK Began:</td>
<td>3/27/2017</td>
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<td>% ORIGINAL:</td>
<td>117.60%</td>
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<td>% TO DATE:</td>
<td>90.18%</td>
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<tr>
<td>DBE Achieved:</td>
<td>29.72%</td>
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<tr>
<td>Current CPPR:</td>
<td>100</td>
</tr>
<tr>
<td>EST. COMPLETION:</td>
<td>Early 2018</td>
</tr>
<tr>
<td>EST. COMPLETION:</td>
<td>Early 2018</td>
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<tr>
<td>EST. COMPLETION:</td>
<td>Early 2018</td>
</tr>
<tr>
<td>LIQ. DAMAGES:</td>
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</tr>
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**CONTACT**

- **PROJECT ADMINISTRATOR:** Rick Coe  
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**MEETING SCHEDULE:**

---

### Outside Consultant

**In-House Construction**

**Maintenance**

---

72
### VOLUSIA

#### Bridge Deck Repairs SR 44/North Causeway

<table>
<thead>
<tr>
<th>FIN #</th>
<th>437447-1-52-01</th>
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<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5Y56</td>
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**District Construction Contract**

**PROJECT DESCRIPTION:** Bridge deck repairs on bridges 790179 and 790150 at the western end of the North Causeway in New Smyrna Beach.

<table>
<thead>
<tr>
<th>CONTRACTOR: M&amp;J Construction Company</th>
<th>LET DATE: 5/02/2017</th>
<th>ORIGINAL: 280</th>
<th>TIME</th>
<th>COST</th>
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<tbody>
<tr>
<td>FED. AID #:</td>
<td>NTP: 6/29/2017</td>
<td>CURRENT: 308</td>
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<tr>
<td>FUND TYPE</td>
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<td>$553,974.79</td>
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<tr>
<td>DBE Achieved: 0.00%</td>
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<td>% ORIGINAL: 50.71%</td>
<td>43.46%</td>
<td></td>
</tr>
<tr>
<td>Current CPPR: 98</td>
<td>EST. COMPLETION: Spring 2018</td>
<td>% TO DATE: 46.10%</td>
<td>43.46%</td>
<td></td>
</tr>
</tbody>
</table>

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  - Email: mmiller@mjconstruction.net

**MEETING SCHEDULE:**

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  - Email: mmiller@mjconstruction.net

**MEETING SCHEDULE:**

### VOLUSIA

#### SR 5A (Nova Road) Resurfacing from SR 400 to US 92

<table>
<thead>
<tr>
<th>FIN #</th>
<th>432438-3-52-01</th>
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<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5Y92</td>
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</table>

**Construction Lump Sum**

**PROJECT DESCRIPTION:** Milling and resurfacing of SR 5A from Beville Road to International Speedway Boulevard.

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<thead>
<tr>
<th>CONTRACTOR: P&amp;S Paving Inc.</th>
<th>LET DATE: 5/02/2017</th>
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<th>TIME</th>
<th>COST</th>
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<tbody>
<tr>
<td>FED. AID #:</td>
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<tr>
<td>FUND TYPE</td>
<td>TIME BEGAN: 8/2/2017</td>
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<tr>
<td>DBE Achieved: 0.00%</td>
<td>WORK BEGAN: 8/2/2017</td>
<td>% ORIGINAL: 91.33%</td>
<td>92.10%</td>
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</tr>
<tr>
<td>Current CPPR: 98</td>
<td>EST. COMPLETION: Early 2018</td>
<td>% TO DATE: 80.12%</td>
<td>92.10%</td>
<td></td>
</tr>
</tbody>
</table>

**CONTACT**

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  - Barry Johnson
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**MEETING SCHEDULE:**
## Project Status Report as of Dec. 22, 2017

### VOLUSIA
#### SR 415 Bridge 79014 Over St. Johns River

**FIN #** 437446-1-52-01  
**CONTRACT #** E5Y58

### Construction Pay Item

**PROJECT DESCRIPTION:** Apply an epoxy overlay to the bridge deck of bridge 79014 on northbound SR 415 over the St. Johns River.

<table>
<thead>
<tr>
<th>TIME</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>159</td>
<td>$498,196.01</td>
</tr>
</tbody>
</table>

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**EMAIL**

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### VOLUSIA
#### SR 44 Audible Striping and Pavement Marking

**FIN #** 436235-1-52-01  
**CONTRACT #** T5599

**Construction Lump Sum**

**PROJECT DESCRIPTION:** Pavement marking and addition of rumble striping and profiled thermoplastic on SR 44 from east of Prevatt Avenue to east of Hidden Pines Boulevard in Volusia County.

<table>
<thead>
<tr>
<th>TIME</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>74</td>
<td>$456,460.95</td>
</tr>
</tbody>
</table>

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**EMAIL**

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**MEETING SCHEDULE:**
### VOLUSIA

**SR 5A Nova Road Resurfacing from Brentwood Drive to Flomich Street, Including the Frontage Road**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>436915-1-52-01</th>
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</thead>
<tbody>
<tr>
<td>CONTRACT #</td>
<td>T5660</td>
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</tbody>
</table>

#### Construction Pay Item

**PROJECT DESCRIPTION:** Milling and resurfacing, base work, drainage improvements, curb & gutter, signals, highway signing, guardrails, sidewalk/shared use path on Nova Road between Brentwood Drive and Flomich Street, including Frontage Road from 3rd Street to Nova Road.

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>P&amp;S Paving Inc.</th>
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</thead>
<tbody>
<tr>
<td>LET DATE:</td>
<td>9/27/2017</td>
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<tr>
<td>ORIGINAL:</td>
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<td>COST:</td>
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<td>NTP:</td>
<td>12/4/2017</td>
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<tr>
<td>CURRENT:</td>
<td>329,870.51</td>
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<td>ELAPSED:</td>
<td>15</td>
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<tr>
<td>WORK BEGAN:</td>
<td>12/4/2017</td>
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<tr>
<td>% ORIGINAL:</td>
<td>6.00%</td>
</tr>
<tr>
<td>EST. COMPLETION:</td>
<td>Late 2018</td>
</tr>
</tbody>
</table>

**CONTACT**

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**24 HR CONTRACTOR EMERGENCY CONTACT:**

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

**MEETING SCHEDULE:**

### VOLUSIA

**Pipe Cleaning, Lining, Repair and Video Inspection - Various Roads, Volusia County**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>429179-1-72-04</th>
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</thead>
<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5790</td>
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</table>

#### Maintenance Pay Item

**PROJECT DESCRIPTION:** Storm drain desilting, video inspection, lining and replacement on SR 15A, SR 5A, SR 430 and SR 44.

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>Envirowaste Services Group, Inc.</th>
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<tbody>
<tr>
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</tr>
<tr>
<td>EST. COMPLETION:</td>
<td>Early 2018</td>
</tr>
</tbody>
</table>

**CONTACT**

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

**MEETING SCHEDULE:**
### VOLUSIA

**Inside Paved Shoulders - Various Locations Volusia County**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>434847-1-72-01</th>
</tr>
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<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5126</td>
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**District Maintenance Contract**

**PROJECT DESCRIPTION:** Construct 2-foot-wide inside paved shoulders on sections of SR 472, SR 15/US 17, SR 40, US 1, US 17/92

<table>
<thead>
<tr>
<th>CONTRACTOR: Rogar Management &amp; Consulting</th>
<th>LET DATE:</th>
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<th>ORIGINAL:</th>
<th>179</th>
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<td>76.21%</td>
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<td>100</td>
<td>EST. COMPLETION:</td>
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<td></td>
<td>% TO DATE:</td>
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</tr>
</tbody>
</table>

**CONTACT**

- **PROJECT ADMINISTRATOR**
  - Glenn Runey
  - C: 386.846.4862
  - O: 386.740.3524
  - michael.raney@dot.state.fl.us

- **CONTRACT SUPPORT SPECIALIST (CSS)**
  - Dobromir Benchev
  - O: 386.740.3564
  - dobromir.benchev@dot.state.fl.us

- **CONTRACTOR’S PROJECT MANAGER:**
  - Javier Rodriguez
  - C: 305.979.1991
  - O: 786.573.1872
  - rogarlic@gmail.com

- **CONTRACTOR’S FIELD MANAGER:**
  - Miguel Faraldo
  - C: 786-486-1821
  - O: 786-486-1821
  - rogarlic@gmail.com

- **CONSTRUCTION ENGINEER**
  - Paul Wabi, P.E.
  - C: 386.279.5504
  - O: 386.740.3594
  - paul.wabi@dot.state.fl.us

- **SENIOR INSPECTOR:**
  - Bryan Cundall
  - C: 407-608-0546
  - bcundall@corradino.com

- **ADD’L SENIOR INSPECTOR**

- **MAINTENANCE CONTACT:**
  - Jim Read
  - C: 386.801.5584
  - O: 386.740.3406
  - james.read@dot.state.fl.us

### VOLUSIA

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

<table>
<thead>
<tr>
<th>FIN #</th>
<th>427956-1-72-01</th>
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<tbody>
<tr>
<td>CONTRACT #</td>
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**Maintenance**

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

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<td>Late 2018</td>
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<td>% TO DATE:</td>
<td>2.22%</td>
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**CONTACT**

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

- **CONTRACT SUPPORT SPECIALIST (CSS)**
  - Dobromir Benchev
  - O: 386.740.3564
  - dobromir.benchev@dot.state.fl.us

- **CONTRACTOR’S PROJECT MANAGER:**
  - Joseph Faith
  - O: 386.848.7522
  - fjcorpo@gmail.com

- **CONTRACTOR’S SUPERINTENDENT:**

- **CONSTRUCTION ENGINEER**
  - Paul Wabi, P.E.
  - C: 386.279.5504
  - O: 386.740.3594
  - paul.wabi@dot.state.fl.us

- **SENIOR INSPECTOR:**
  - Paul Stacks
  - C: 863-243-9440
  - paul.stacks@aecom.com

- **ADD’L SENIOR INSPECTOR**

- **MAINTENANCE CONTACT:**
  - Jim Read
  - C: 386.801.5584
  - O: 386.740.3406
  - james.read@dot.state.fl.us

### MEETING SCHEDULE:

**24 HR CONTRACTOR EMERGENCY CONTACT:**
- O: 386.848.7522
- fjcorpo@gmail.com

**ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:**
- C: 386.801.5584
- O: 386.740.3406
- james.read@dot.state.fl.us
## Project Status Report as of Dec. 22, 2017

### LANDSCAPE PROJECTS CURRENTLY IN ESTABLISHMENT PERIOD

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<th>VOLUSIA</th>
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VI. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

F. 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 2017*

Recently Completed within the last 6 months:
3) Doyle Road paved shoulders (Providence Blvd to Saxon Blvd)

Under Construction or Advertised for Construction:
1) Veterans Memorial Bridge (Orange Ave.) – Under construction
2) LPGA Blvd 4-lane widening (Jimmy Ann Dr. to Derbyshire) – Under construction
3) Turnbull Bay Bridge – Under Construction
4) Spring to Spring Trail - Grand Ave. (Lemon St. to King St.) – Under Construction
5) ECRRT – Segment 5 (Brevard County Line to Cow Creek Rd.) – Design/Build – Under Construction
6) ECRRT – Segment 4B (Gobblers Lodge to Maytown Spur) – Design/Build – Under Construction

Near Construction Projects:

Design Projects:
1) Doyle Road paved shoulders (Lush Lane to Courtland Blvd) – Design nearing completion, Construction Funded FY 2017/2018
2) Spring to Spring Trail – Segment 3A (Detroit Terrace to Don Smith Blvd.) – Design nearing Completion, Finalizing agreement with Duke Energy, Construction FY 2017/2018
3) W. Park Avenue 3-lane widening (Dale Street to Old Mission Rd) – Design nearing completion
4) ECRRT – Segment 4A (Guise Rd. to Gobblers Lodge) – Concept Design Completed, Right-of-Way Acquisition Underway, Design/Build in FY 2017/2018
5) Howland Blvd 4-lane widening (Providence Blvd to Elkcam Blvd) – Design Starting
6) Orange Camp Rd. 4-lane widening (MLK Blvd. to I-4) – Design Starting
7) Tenth St 4-lane widening (Myrtle to US 1) – Waiting for Developer Land Swap Agreement including Design revisions, Waiting for Railroad and interlocal agreements.
8) Spring to Spring (DeLeon Springs gap) – Design Funded FY 2017/2018
9) Spring to Spring Trail – Segment 3B (Rob Sullivan Park to Dirksen Dr) – Design funded 2017/2018, Construction FY 2018/2019
10) Spring to Spring Trail- Segment 3C (Trail along Don Smith Blvd.) – Design funded 2017/2018, Construction Not Funded
12) Old New York paved shoulders (from Shell Rd. to SR 44) – Design funded FY 2018/2019, Construction funded FY 2020/2021
13) Beresford Ave Extension (Blue Lake to MLK) – Waiting for ROW from City to start Design
14) Spring to Spring (Lake Beresford to Grand Avenue) – PD&E study administered by FDOT is currently underway
15) Coast to Coast Trail Wayfinding Signage, Mile Markers, and Emergency Location Markers – Design/Build likely to be funded in FY 2018/2019
16) Doyle Road paved shoulders (Twisted Oak to Courtland Blvd) – Project Not Funded

*Changes/Updates since last report are underlined.

Note: Dates are subject to change due to normal project development issues. Please see Volusia County’s road program at http://www.volusia.org/publicworks/ for more information.
## Construction and Near Construction Phase

| 1 | County Road 205 Design for Widening and Resurfacing from SR 100 to County Road 13 - Design Completed |
| 2 | Dune Restoration |
| 3 | County Road 305 Widening and Resurfacing from bridge # 734006 to SR 100 |
| 4 | County Road 305 Widening and Resurfacing from South of bridge # 734086 to 734084 |
| 5 | North Mala Compra Drainage Basin Improvements (Not FDOT) |
| 6 | Island House Bridge Replacement |
| 7 | Colbert Lane - Design Completed |
| 8 | Old Dixie Highway Widening and Resurfacing - Design Completed |
| 9 | Plantation Bay Water and Wastewater Treatment Facility Improvements |

## Design Phase

| 1 | Briarwood Drive |
| 2 | County Road 2006 Resurfacing |
| 3 | County Road 304 Resurfacing from County Road 305 to SR5 (US1) |
| 4 | CR 304 Replacement of 4 Bridges |
| 5 | Mahogany Blvd. Resurfacing |
| 6 | Marineland Acres Road Improvement |
| 7 | Durrance Lane from Shedd Lane to Flagler County line |
| 8 | Old Haw Creek from County Road 304 to SR 11 |
| 9 | Old Kings Road Box Culverts |
| 10 | Water Oak Road from County Road 2006 to Mahogany Blvd. |
| 11 | Bay Drive Park (not FDOT) |
VII. STAFF COMMENTS
   → Update on FY 2017/18 SU Funding
   → Update on Roundtable of Volusia County Elected Officials – Transportation Committee Activity
   → Save the Date for the 2018 R2CTPO Annual Planning Retreat
   → Legislative Update
   → TIP Information Sheet and Priority Process Information Sheet
   → Rectangular Rapid Flashing Beacons (RRFBs)

VIII. CAC/TCC MEMBER COMMENTS

IX. INFORMATION ITEMS
   → CAC & TCC Attendance Records
   → River to Sea TPO Board Meeting Summary for December 6, 2017
   → November and December TPO Outreach and Events
   → TPO Memo regarding FDOT request for TIP modification
   → 2018 TPO Board and Committee Meeting Schedule

X. ADJOURNMENT

**The next meetings of the CAC & TCC will be on January 16, 2018**
**Transportation Improvement Program (TIP)**

**Flow of Projects**

1. **TPO’s Annual Priority Project Process**
2. **TPO approves List of Priority Projects (LOPP) and submits to FDOT**
3. **FDOT Tentative Work Program (WP)**
4. **Work Program approved by Florida Legislature**
5. **Projects added into the TIP**
6. **Other Projects Added:**
   - Public Transportation
   - Aviation (Seaport)
   - Operations & Maintenance Systems Preservation
   - Landscaping/Lighting
7. **Incorporated into the State Transportation Improvement Program (STIP)**

### Acronyms to Know

**ACRONYMS TO KNOW**

- **WP**: Work Program – FDOT’s Five-Year Work Program provides clear direction on: where to build, when to build, and how to fund projects
- **LRTP**: Long Range Transportation Plan – Long-range planning document developed by TPO, identifies needed transportation projects and financial resources to support their development over the next 25 years
- **FM**: Financial Management Number – Number FDOT uses to identify projects in TIP

**Some of the Funding Codes used in TIP:**

- **DDR**: District Dedicated Revenue – State Funds
- **SU**: Urban Attributable Set Aside funds – TPO Federal Funding
- **LF**: Local Funds – Matching Funds
- **AC**: Advance Construction Funds
- **HSP**: Highway Safety Program
- **TLWR**: SunTrail Funds
- **TA**: Transportation Alternative Funds

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**Transportation Improvement Program (TIP):** A mid-range planning document that reflects the transportation expenditures planned to be spent over the next five years; includes federally and state funded transportation projects scheduled for implementation in the TPO planning area.

*Only projects consistent with TPO's adopted LRTP may be included in the TIP*

**TIP Amendments:** Necessary to keep TIP consistent with FDOT’s Work Program; amendments can be due to changes in funding or project limits; can also be projects funded strictly by FDOT not using the TPO's Set-Aside (SU) Funding.

**Examples of Projects in the TPO’s FY 2017/18 to 2021/22 TIP:**

- Volusia - Votran Increase Headways Routes 3 & 4 (FM# 4302851)
- Doyle Road Paved Shoulders from Lush Ln to Courtland Blvd (FM# 4355951)
- I-95 Widening - Brevard County Line to 0.5 miles North of SR 44 (FM# 4068694)
- East Central FL Rail Trail - Seg. 4A - Guise Rd to Gobbler's Lodge Rd (FM# 4154348)
- Old New York Av from Shell Rd to SR 44 (Pave Shoulders) (FM# 4389801)
TPO’s Annual Priority Project Process

- **Fall**
  - CAC, TCC and BPAC Members volunteer to serve on TIP Subcommittee
  - TPO Issues Call for Projects

- **January**
  - TPO Board approves Priority Process applications and resolutions

- **February**
  - Priority Process Workshop held for Cities and Counties to discuss the Process

- **March**
  - Project Applications Submitted from Cities and Counties to TPO
  - TIP Subcommittee & BPAC Project Review Subcommittee meet separately to score/rank applications
  - BPAC reviews preliminary rankings of Bicycle & Pedestrian Projects
  - CAC/TCC review preliminary rankings of Traffic Ops/Safety Projects and Planning Studies

- **April**
  - TPO Board reviews preliminary rankings of Bicycle & Pedestrian and Traffic Ops/Safety Projects and Planning Studies
  - BPAC recommends approval of rankings for Bicycle/Pedestrian projects
  - CAC and TCC recommend approval of rankings for Traffic Ops/Safety projects and Planning Studies

- **May**
  - TPO Board approves List of Priority Projects (LOPP) and submits to FDOT
Memorandum

Subject: INFORMATION: MUTCD – Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (IA-11) —TERMINATION

From: Martin C. Knopp
Associate Administrator for Operations

To: Federal Lands Highway Division Directors
Division Administrators

Purpose: Through this memorandum, the Federal Highway Administration (FHWA) officially rescinds the subject Interim Approval (IA) issued on July 16, 2008.

Background: Federal regulation, through the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD),\(^1\) prohibits the use of patented devices under an IA,\(^2\) or official experimentation\(^3\) with patented devices. The MUTCD is incorporated by reference at 23 CFR, Part 655, Subpart F, and is recognized as the national standard for all traffic control devices in accordance with 23 U.S.C. 109(d) and 402(a).\(^4\)

Action: The MUTCD prohibits patented devices from experimentation, IA, or inclusion in the MUTCD.\(^5\) The FHWA has learned of the existence of four issued U.S. patents, and at least one pending patent application, covering aspects of the Rectangular Rapid Flashing Beacons (RRFB) device originally approved under IA-11 of July 16, 2008.

For the aforementioned reasons, FHWA hereby rescinds IA-11 for all new installations of RRFB devices. Installed RRFBs may remain in service until the end of useful life of those devices and need not be removed.

Nothing in this memorandum should be interpreted as expressing an opinion as to the applicability, scope, or validity of any patent or pending patent application with regard to

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\(^1\) MUTCD 2009 Ed., Intro. ¶ 4 at I-1
\(^2\) Id.; § 1A.10.
\(^3\) Id.
\(^4\) See id. at ¶ 02 at I-1.
\(^5\) Id. at ¶ 04.
the installation or use of RRFBs, generally, or for those currently in use. The FHWA, the U.S. Department of Transportation, and the U.S. express no opinion on the merits, and take no position on the outcome, of any litigation relating to the RRFB.

cc:
Associate Administrators
Chief Counsel
Chief Financial Officer
Directors of Field Services
Director of Technical Services
### CAC Attendance Record 2017

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<tr>
<th>Name</th>
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<th>Mar</th>
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<th>May</th>
<th>June</th>
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<th>November</th>
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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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</tbody>
</table>

### Vacancies
- Bunnell
- Beverly Beach
- Daytona Beach
- Daytona Beach Shores
- Deland
- Flagler Beach
- Flagler County School Board
- Lake Helen
- Oak Hill
- Ormond Beach
- Volusia County School Board
- Volusia County D-2

*January - December 2017*
# TCC Attendance Record 2017

<table>
<thead>
<tr>
<th>Name</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
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<td>V.C. Emergency Management (appt. 01/04)</td>
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<td>Vickie Wyche</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 2017

87
River to Sea TPO Board  
Meeting Summary  
December 6, 2017

- Received (2) public comments in support of the East International Speedway Boulevard (ISB) Corridor Improvement project
- Approved consent agenda including approval of the October 25, 2017 TPO Board meeting minutes, cancelling the December Executive Committee and TPO Board meetings, and approving support for the Safe Routes to School project applications for Turie T. Small Elementary and Campbell Middle Schools
- Approved Resolution 2017-29 amending the FY 2017/18 to 2021/22 Transportation Improvement Program (TIP)
- Approved the River to Sea TPO’s 2018 Legislative Positions
- Approved Resolution 2017-30 Reaffirming Transportation Priority Projects and Providing Direction to FDOT
- Approved a motion to postpone indefinitely approval of Resolution 2017-31 amending the local match requirements placed on member local governments for projects prioritized for funding by the TPO
- Approved Resolution 2017-32 amending the policy for establishing and maintaining transportation priority projects
- Approved a motion to keep the priority project applications for Traffic Operations/Safety and Local Initiatives projects, Transportation Planning Studies, and Bicycle/Pedestrian and B/P local initiatives projects the same for 2018 as for 2017
- Received a TPO staff PowerPoint presentation on FY 2016/17 TPO Public Outreach Program
- Received TPO staff PowerPoint presentation on implementing transportation performance measures and developing safety targets for the River to Sea TPO
- Received a TPO staff presentation on the two-year Unified Planning Work Program (UPWP)
- Received a PowerPoint presentation on the St. Johns River to Sea Loop Summit
• Received the FDOT report

• Received the Executive Director’s report including an update on SunRail; FY 2017/18 SU funding; and TPO office lease

• Executive Director discussed flexing SU funding to planning activities including a resiliency study in Flagler County and a follow-up to the crash data report; will bring back in January

• Distributed legislative update from the Metropolitan Planning Organization Advisory Council (MPOAC) regarding limiting MPO and TPO membership and banning the weighted vote

• Approved draft letter to FDOT District 5 Secretary Martin regarding the Strategic Intermodal System (SIS) Cost Feasible Plan

• Announced TPO Holiday Open House on Tuesday, December 12, 2017 at 4:00 pm

• Announced the MPOAC Institute for Elected Officials will be held in Orlando in April 2018 and in Tampa in June 2018

• Received member comments supporting the Hand Avenue extension as a critical east-west alternative

**Items Requiring Follow Up:**

• TPO staff to follow up on member request for information on local matching funds for other MPOs

*The next River to Sea TPO Board meeting will be on Wednesday, January 24, 2018*
TPO Outreach & Activities Completed in November 2017

1 **Presented TPO Legislative Priorities to the Volusia County Legislative Delegation**
   
   **Date:** Friday, November 3, 2017
   
   **Location:** Ormond Beach City Hall
   
   **Description:** The TPO staff presented the R2CTPO Legislative Priorities to the Volusia County Legislative Delegation

2 **Volusia County Information Technology’s Geographical Information Systems (GIS) Day Event**
   
   **Date:** Wednesday, November 15, 2017
   
   **Location:** Volusia County Historic Courthouse
   
   **Description:** TPO staff manned a display booth at Volusia County’s annual GIS Day

3 **Dale Avenue Trail Ribbon Cutting**
   
   **Date:** Saturday, November 18, 2017
   
   **Location:** Daytona State College, New Smyrna Beach
   
   **Description:** The TPO staff attended the ribbon cutting for Edgewater Dale Ave Trail, the first SUN Trail-funded project to be constructed in Florida

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**December Events:**

- **December 6:** River to Sea TPO Board Meeting, TPO Office
- **December 9:** Light Up Midtown Health Fair & Helmet Fitting, Daytona Beach
- **December 12:** TPO Annual Holiday Open House, TPO Office
- **December 13:** UPWP Subcommittee Meeting, TPO Office

**Other Upcoming Events:**

- **January 8:** Roundtable of Volusia County Elected Officials Meeting, Daytona Beach International Airport
- **January 19:** Central Florida MPO Alliance Meeting, MetroPlan Orlando

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**Ongoing Projects & Studies:**

- Update of the TPO’s Citizens Guide to the R2CTPO
- Development of FY 2018/19 and 2019/20 Unified Planning Work Program (UPWP)
- Bicycle and Pedestrian Plan
- Votran Bus Stop Improvement Plan
- Flagler County Fixed Route Transit Operations Plan
- I-95 to SR 417 Connector Environmental Study
- SR 44 @ Mission Rd/Wallace Rd/Canal St Alternative Intersection Design Study
- Annual FY 2016/17 TPO Audit
- Update to the Volusia County Bicycle Map for the Experienced Cyclist
- R2CTPO FY 2016/17 Annual Report
- TSM&O (ITS) Masterplan Phase II
- Review of Priority Project Process
- Turnbull Bay Road Trail Feasibility Study
- Flomich Street Sidewalk Phase 2 Feasibility Study
TPO Outreach & Activities Completed in December 2017

1. **Light Up Midtown Health Fair Helmet Fitting**
   - **Date:** Saturday, December 9, 2017
   - **Location:** Daisy Stocking Park, Daytona Beach
   - **Description:** The TPO staff manned a booth and properly fit and donated 127 bicycle helmets to adults and children at the Light Up Midtown Health Fair.

2. **Annual TPO Toy Drive for the Children’s Home Society**
   - **Date:** Tuesday, December 12, 2017
   - **Location:** R2CTPO Office
   - **Description:** The TPO staff held a toy drive for the Children’s Home Society in South Daytona. Seventy toys were donated by TPO staff and colleagues who attended the TPO annual Holiday Open House.

3. **Annual TPO Holiday Open House**
   - **Date:** Tuesday, December 12, 2017
   - **Location:** R2CTPO Office
   - **Description:** The TPO staff held its annual Holiday Open House and Toy Drive which was attended by 24 people.

**January Events:**
- January 8: Roundtable of Volusia County Elected Officials Meeting, Daytona Beach International Airport
- January 19: Central Florida MPO Alliance Meeting, MetroPlan Orlando
- January 22: Volusia County’s State of the County Address, Ocean Center Ballroom

**Other Upcoming Events:**
- February 1-2: MPO Advisory Council Meeting, Location TBD
- February 14: Transportation Disadvantaged (TD) Day, Tallahassee

**Ongoing Projects & Studies:**
- Update of the TPO’s Citizens Guide to the R2CTPO
- Development of FY 2018/19 and 2019/20 Unified Planning Work Program (UPWP)
- Bicycle and Pedestrian Plan
- Votran Bus Stop Improvement Plan
- Flagler County Fixed Route Transit Operations Plan
- I-95 to SR 417 Connector Environmental Study
- SR 44 @ Mission Rd/Wallace Rd/Canal St Alternative Intersection Design Study
- Annual FY 2016/17 TPO Audit
- Update to the Volusia County Bicycle Map for the Experienced Cyclist
- R2CTPO FY 2016/17 Annual Report
- TSM&O (ITS) Masterplan Phase II
To: River to Sea TPO Board and Advisory Committee Members
From: Lois Bollenback, Executive Director, River to Sea TPO
Date: January 8, 2018
Re: Modifications to Three Projects Included in the FY 2017/18 to 2022/23 TIP

At the October 25th, 2017 meeting, the River to Sea TPO Board approved an amendment to the Fiscal Year (FY) 2017/18 to 2021/22 Transportation Improvement Program (TIP) allocating funds to several projects from the adopted List of Priority Projects (LOPP). These are:

- FM#4409201 – Intersection Improvements on Tivoli Drive at Providence Blvd. and Saxon Blvd.;
- FM#4424991 – Traffic Adaptive Signals on SR 44 from Airport Road to East 3rd Ave.;
- FM#4425221 - Traffic Adaptive Signals on SR 421 from Summer Trees Road to SR A1A; and
- FM#4424671 – Traffic Signal Installation at US 17/92 and Fort Florida Road.

Funding for each of these projects included design in the current year (FY 2017/18) and construction in subsequent years. Florida Department of Transportation (FDOT) staff has directed the River to Sea TPO remove the construction funding in subsequent years pending approval of the Work Program.

Please note that the funding available for the construction phases of these projects will remain in a reserve box to be allocated as part of the annual TIP update that occurs in the May and June time frame. We do not anticipate this to have any impact on the expected progression of these projects and I encourage you to contact me immediately with any questions or concerns you may have.
### 2018 Meeting Schedule of the River to Sea TPO Board and Committees

<table>
<thead>
<tr>
<th></th>
<th>River to Sea TPO Board</th>
<th>Executive Committee</th>
<th>Technical Coordinating Committee (TCC)</th>
<th>Citizens Advisory Committee (CAC)</th>
<th>Bicycle/Pedestrian Advisory Committee (BPAC)</th>
<th>Trans. Disadvantaged Local Coordinating Board (TDLCB)</th>
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<tr>
<td>2018</td>
<td>4&lt;sup&gt;th&lt;/sup&gt; Wed. @9:00 a.m.</td>
<td>1&lt;sup&gt;st&lt;/sup&gt; Wed. @ 8:30 a.m.</td>
<td>3&lt;sup&gt;rd&lt;/sup&gt; Tues. @ 3:00 p.m.</td>
<td>3&lt;sup&gt;rd&lt;/sup&gt; Tues. @ 1:30 p.m.</td>
<td>2&lt;sup&gt;nd&lt;/sup&gt; Wed. @ 3:00 p.m.</td>
<td>2&lt;sup&gt;nd&lt;/sup&gt; Wed. every other month @ 11:00 a.m. **</td>
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* These meetings are typically cancelled
** TDLCB Meetings are at Votran