

**Citizens' Advisory Committee (CAC)
Meeting Minutes
January 21, 2020**

CAC Members Present:

Sue Habel
Gilles Blais
Nora Jane Gillespie, Chairperson
Bob Storke
Roger Strcula
Alan Peterson, Vice Chairperson
Susan Elliott
Bobby Ball
Joe Villanella
Jack Delaney
Dave Castagnacci
Elizabeth Alicia Lendian
Melissa Winsett (non-voting)
Edie Biro
Vickie Wyche (non-voting advisor)

CAC Members Absent:

Ralph Bove
Janet Deyette (excused)
Daniel Klasel, Jr.
Rob Plympton
Marcia Stevens-Foltz (excused)
Faith Alkhatib (non-voting)
Tisha Peterson
Rick Basso
Ann Christian
Patricia Lipovsky

Others Present:

Debbie Stewart, Recording Secretary
Colleen Nicoulin
Pam Blankenship
Lois Bollenback
Stephan Harris
Roger Schmitt
Jim Wood

Representing:

Daytona Beach
Holly Hill
New Smyrna Beach
Orange City
Ormond Beach
Palm Coast
Pierson
Port Orange
Ponce Inlet
South Daytona
Volusia County Chair
Volusia County at Large
Volusia County Traffic Engineering
Votran (CTC)
FDOT District 5

Representing:

DeBary
Deltona
Edgewater
Flagler Beach
Flagler County
Flagler County Traffic Engineering
Flagler County Public Transportation
Lake Helen
Volusia County D-1
Volusia County D-2

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Florida Concrete & Products
Kimley-Horn, Inc.

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

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

II. Press/Citizen Comments

There were no press/citizen comments.

III. Action Items

A. Review and Approval of November 19, 2019 CAC Meeting Minutes

Ms. Habel requested a correction to her comment on page 12, second paragraph; it should read “when coming from the east on the Bellevue Avenue extension attempting to access US 92 by making a right-hand turn onto Tomoka Farms Road there is a bottleneck on Tomoka Farms Road. There is a similar bottleneck on Tomoka Farms Road when coming from the west on US 92 attempting to access the Bellevue Avenue extension by making a right-hand turn from Tomoka Farms Road”.

MOTION: *A motion was made by Mr. Storke to approve the November 19, 2019 CAC meeting minutes as amended. The motion was seconded by Mr. Peterson and carried unanimously.*

B. Review and Recommend Approval of Resolution 2020-## Supporting Alternative 3 (Partial Cloverleaf #2) of the I-95 and Pioneer Trail Project Development & Environment (PD&E) Study

Ms. Nicoulin stated FDOT gave a presentation in November on the project development and environment (PD&E) study at I-95 and Pioneer Trail. They presented three alternatives for the interchange as well as the no-build scenario and discussed the pros and cons of each. A similar presentation was also given to the TPO Board in November; the TPO Board directed staff to draft a resolution of support for Alternative 3 (partial cloverleaf #2) as the most viable alternative for this interchange. This alternative was also identified as having the most public support.

Ms. Habel asked what the cost of this alternative will be.

Chairperson Gillespie replied there is no cost estimate at this time.

Ms. Nicoulin replied the study looked at different alternatives; this alternative (partial cloverleaf #2) does not require as much right-of-way as the other alternatives. The alternative selected will move forward with the design; there are no design plans yet.

Ms. Habel asked if the selection of the alternative was determined by a cost benefit.

Ms. Nicoulin replied no; there was not a comparison of cost as there is not yet a design.

Ms. Bollenback stated the partial cloverleaf #2 current estimated construction cost is \$28.8 million; partial cloverleaf #1 is \$28.6 million; and the diamond alternative is \$27.9 million. There is not a substantial difference in cost. FDOT also mentioned that the cloverleaf #2 was the preferred alternative by the public and also has the longest horizon for being viable to handle the traffic.

MOTION: *A motion was made by Ms. Elliott to recommend approval of Resolution 2020-## supporting Alternative 3 (Partial Cloverleaf #2) of the I-95 and Pioneer Trail Project Development and Environment (PD&E) Study. The motion was seconded by Mr. Strcula and carried unanimously.*

IV. Presentation Items

A. Presentation and Discussion of the Development of the 2045 Long Range Transportation Plan (LRTP)

Mr. Jim Wood, Kimley-Horn, stated the revenue forecast is developed to define funding that will be reasonably available as the needs are developed and projects are selected for the Long Range Transportation Plan (LRTP). The revenue forecast encompasses state, federal and local sources and represents years 2026 through 2045. It is created by FDOT and provides a consistent forecasting pattern for revenues used by all MPOs throughout the state. He reviewed the projected state and federal revenues and explained how the forecast revenues were developed. He reviewed the Strategic Intermodal System (SIS) projects included in FDOT’s cost feasible plan and explained the difference between the 2040 LRTP and 2045 LRTP. There is a much more optimistic forecast for the 2045 than for the 2040 that was developed as we were coming out of a recession. As part of the 2045 LRTP, the TPO will be looking at funding scenarios above and below the 2045 estimate. They realize there may be limitations to the forecast because of the effect of electric vehicles and other issues that can change revenues; however, it is important to be consistent in the overall approach.

Mr. Peterson asked what kind of population growth is projected in these figures.

Mr. Wood replied he does not know the percentage but can get it.

Mr. Peterson asked if a population growth tool was used to develop this.

Mr. Wood replied yes.

Mr. Peterson asked if there are any assumptions made regarding the federal and state gas tax percentages; if the same fixed percentage was carried over.

Mr. Wood replied the forecast was developed by FDOT at the state legislative estimating conference; the fact that the federal percentage has not changed is a consideration but they also factor in population growth. The state gas tax is indexed and the state will consider what any change may be. It is an underlying consideration of the forecast.

Ms. Habel referred to Mr. Wood's comment stating funds had already been appropriated and asked what funds he was referring to.

Mr. Wood replied "planned" is the word he should have used. He was referring to the Strategic Intermodal System (SIS) projects on page 26 which are developed by FDOT. Those projects are already in FDOT's plan and are brought forward; this expected to be the amount of funding for those projects in this planning area.

Ms. Habel asked if they were anticipated funds but not dedicated money.

Mr. Wood replied yes; everything is subjective to the legislature.

Ms. Habel referred to the projected state and federal revenues and the difference between the 2040 and 2045 projects and asked him to explain why the figures are more optimistic for 2045.

Mr. Wood replied many factors go into these projections; one thing to consider is the 2040 projections were done as we were coming out of a recession and there was an economic pessimism; the 2045 projections were done while in a period of recovery and the economy is strong.

Discussion continued regarding the differences.

Ms. Bollenback stated these forecasts are developed by FDOT at the state level and given to all MPOs in the state; she agrees the 2045 projections are high and do not tell the narrative at the local level that the revenue is not keeping up with the demand. The forecast is much higher than the last LRTP; during the development of the 2040 LRTP we were in the depths of the recession and now we are coming out of that and the economy is stronger. FDOT is planning to reassess their SIS projections but that will not be completed until the end of the year and after we adopt the 2045 LRTP. The TPO develops the LRTP and include the SIS projects that are in FDOT's Cost Feasible Plan as well as identifying other projects the TPO would like to have moved in. These are not a set of funds like the TPO receives for local or state; the SIS is a category unto itself. If the TPO removes a project from the SIS list that costs \$20 million it does not mean the TPO will have that \$20 million for other projects.

Discussion continued regarding the SIS projects and revenues.

Mr. Blais asked if public transportation was considered when developing this forecast.

Mr. Wood replied yes; one section is for transit revenues.

B. Presentation and Discussion of Planning Projects Under Consideration for the Two-Year Fiscal Year (FY) 2020/21 and 2021/22 Unified Planning Work Program (UPWP)

Ms. Bollenback stated the Unified Planning Work Program (UPWP) is the two-year plan of projects that TPO staff follows. The TPO receives funding from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as well as state, local and SU funding. The TPO considers the available funding and identifies projects to undertake over a two-year period. Three tasks are being removed; that work is being consolidated into other tasks already on the list. This is being done because FDOT has requested the MPOs condense the UPWPs to have them be more straightforward and less complicated. She reviewed the funding for year one and year two and explained the recommended tasks and deliverables in the UPWP. She explained de-obligation which is when funds not spent in the existing UPWP are released to be included in the next UPWP.

Mr. Peterson referred to Task 2.01, Program Development, and asked why the funding was so volatile between Year 1 and Year 2 in the current and new UPWP.

Ms. Bollenback replied every other year the TPO has to develop the UPWP. Once developed it is implemented in Year 1; the de-obligation of funds occurs in Year 2 and a new UPWP is developed, a UPWP Subcommittee meets, revenue projections are developed, etc. Every second year is busy developing the next UPWP.

Chairperson Gillespie referred to Task 2.07, Community Transportation Survey, and asked if this was the public survey that was available online and is being combined into another task. She asked if this was like the "strings and ribbons" activity done in the past.

Ms. Bollenback replied yes, it is moving from an independent task to the public outreach task; it is the "Tell the TPO" survey. The "strings and ribbons" activity shows under the LRTP activity.

Chairperson Gillespie asked if adequate funds are provided by combining the tasks.

Ms. Bollenback replied it does not change the funding but is removing an independent task and moving the activity to the public outreach task. She continued reviewing the tasks and deliverables of the new UPWP.

Mr. Peterson asked what Brightline trains are.

Ms. Bollenback replied it is the Brightline/Virgin train system; it is currently in operation from Miami to Ft. Lauderdale. It will continue to Cocoa Beach and then to Orlando; then extend from Orlando to Tampa within the next couple of years. It is the first and only private passenger train in the nation. It was originally going to be high-speed rail but that project was vetoed by the prior Governor. The Florida East Coast (FEC) Rail decided then to have a passenger rail service using their existing tracks. It is direct competition for short airline routes such as Orlando to Miami. Last year, Richard Branson, Virgin, got involved and it is being rebranded as Virgin Trains. It is on our radar because hopefully it will eventually expand to Jacksonville. When it does there is interest to have a stop somewhere in our planning area.

Mr. Castagnacci asked if the trains were high-speed.

Ms. Bollenback replied no, not like a bullet train but it has speeds up to approximately 70 miles per hour (mph). She continued reviewing the tasks and deliverables including tasks that must be done annually and other tasks the TPO is proposing to undertake. Under Task 1.01, General Administration, staff will develop a grant resource list; a detailed spreadsheet of grant opportunities.

Mr. Peterson referred to the task to create a desk procedure/manual of CFO processes and asked what was being done now if there is not a manual or if this was codifying what is currently done.

Ms. Bollenback reminded members that the prior CFO was with the TPO for over 40 years until he retired last year. The new CFO, Ms. Julie Adamson, has done a great job replacing him but there is not a good manual to use if something were to happen so she is putting something together; there is backup for payroll, etc. but not

for other tasks such as filing invoices with FDOT for example. She continued reviewing the tasks and deliverables.

Ms. Habel referred to the task to adopt a Sea Level Rise Planning Horizons and Rate Policy under Task 2.08. General Planning Studies, and asked if the committee would see more about it and who is working on it.

Ms. Bollenback replied Mr. Harris is working on it, presentations have been given and more information will be presented. There are three big issues the TPO is tackling with this UPWP and sea level rise and resiliency is one of them; technology and funding are the other two.

Ms. Habel asked if Mr. Harris was on a committee or if he was working on this independently.

Ms. Bollenback replied there is a variety of things occurring; approving the rate policy, implementing resiliency standards, etc. Most of the work being done in this area in terms of modeling and sea level rise impacts is through the Regional Planning Councils (RPC). Mr. Harris is on a regional collaborative and has completed studies in both areas. The Northeast Regional Planning Council serves Flagler County; the East Central Florida Regional Planning Council serves Volusia County and is in the process of updating their model. The previous model included only the coastal area so they are updating it to include inland waterways. Resiliency will be a big part of the TPO's activities going forward. She continued reviewing the tasks and deliverables.

Ms. Lendian asked how many counties are in this TPO.

Ms. Bollenback replied all of Volusia County and the eastern portions of Flagler County. She continued to review the revenue forecast for bicycle and pedestrian and the tasks and deliverables. She continued to the transit revenue forecast and explained the tasks and deliverables for transit. Both Volusia County and Flagler County are updating their Transit Development Plans (TDP) which is similar to the LRTP but for ten years. This will be back next month for a recommendation of approval; a full draft must be submitted to FDOT for review by March 15, 2020 which will be adopted in May.

Ms. Lendian referred to the task to adopt a Volusia County Resiliency Report under previous activity and asked if that had been done.

Mr. Harris replied yes; the Volusia County Resiliency Report was adopted in 2017 and the Flagler County Resiliency Report was adopted in 2018.

Ms. Lendian asked where she could find that report.

Mr. Harris replied both reports are on the TPO website as well as the East Central Florida Regional Resiliency Action Plan.

Ms. Lendian commented there is a new Chief Resiliency Officer for the state of Florida.

Mr. Harris replied correct; Dr. Julia Nesheiwat is the Chief Resiliency Officer and reports directly to the Governor.

Ms. Bollenback stated if anyone has any suggestions regarding the new UPWP to provide them before next month.

C. Presentation and Discussion of Updated Safety Data and Targets

Ms. Mercedes gave a PowerPoint presentation of updated safety data and transportation performance measure targets for 2020. She reviewed the number of fatalities, serious injuries, and non-motorized fatalities and serious injuries for the last five years of data (from Signal 4 Analytics) of crashes with which the five-year rolling average was calculated. The safety performance targets for 2020 are based on a 2% reduction of crashes for our planning area.

Mr. Villanella asked how the data was compiled or where it comes from.

Ms. Mercedes replied the data is provided by Signal 4 Analytics which is a crash database and includes data for the entire TPO planning area.

Mr. Villanella asked how they gathered data from the local municipalities.

Ms. Mercedes replied the local municipalities contribute the data from crash reports submitted by the police.

Mr. Peterson referred to the 2% reduction from the 2018 data and commented it is fine for 2019 but it distorts it minutely for 2020; it states it is a 2% reduction from the prior year. It should state it is a 2% reduction from 2018; it needs to be explained how the 2% figure is developed.

Ms. Mercedes replied the 2% reduction number is developed from the last year of available data; at the time these safety targets were developed only 2018 data was available. Fatalities are available a month later so in January 2019 data was still unavailable.

Mr. Peterson stated the goals for 2020 are a reduction from 2018 not 2019; he asked what happens when the 2019 data is available.

Ms. Mercedes replied this is the time the TPO is required to adopt these safety targets; we have to use the best data available and make the assumption that the 2019 data will be in line with the previous year.

Ms. Nicoulin reminded members this process is consistent with the previous two years targets were required to be adopted; the immediate prior year data has not been available.

Mr. Peterson asked if the 2% reduction in 2021 would come from the data from 2019.

Ms. Nicoulin replied correct.

Mr. Peterson asked if the vehicle miles travelled (VMT) data came from the state.

Ms. Mercedes replied yes; from FDOT. She continued to review the data and targets for non-motorized fatalities and serious injuries.

Mr. Peterson commented he checked the figures for the 2019 and 2020 and did not get these numbers; he checked the fatality and serious injury numbers for the 2019 and 2020 projections. He asked that the math be rechecked.

Ms. Mercedes replied she would recheck and ensure the numbers are what they should be. She continued with the presentation and stated the TPO although supports FDOT's Vision Zero it adopts an independent target of a 2% reduction.

Ms. Lendian asked if these numbers were compared with the population increase.

Ms. Mercedes replied it is not a direct comparison but there are calculations that factor the VMT which indirectly factors it in.

Ms. Lendian asked if the age of the drivers was factored in.

Ms. Mercedes replied no.

Mr. Villanella asked how the TPO receives the VMT information and what database it is drawn from.

Ms. Mercedes replied the TPO obtains the information from FDOT; she does not know how it is collected.

Mr. Villanella commented that the VMT in the state of Florida has increased dramatically over the last few years.

Ms. Bollenback replied she does not have the recent history but FDOT follows the same formula for everyone in the state to calculate VMT by area and by county. That information is then sent to each MPO. It is required that TPOs develop targets and data and report it to FDOT who reports the information nationally. There is not a standard methodology for VMT across the nation which is problematic. She has asked when attending meetings and forums regarding this issue but there has not been an answer. That is the rate we follow and the proxy for activity which helps normalize the information across jurisdictions. It is not a great methodology but if we continue to do the same thing year after year the trends can be reviewed.

Discussion continued regarding VMT.

Mr. Peterson asked if the city and county police departments have a standard of what is deemed a "serious injury".

Ms. Nicoulin replied it is a life-changing injury; it changes your life in some way. There are different boxes to check on a crash report the police fill out; serious injury is one of those boxes.

Ms. Nicoulin replied this will be back next month for a recommendation of adoption of these targets.

D. FDOT Report

The FDOT report was provided in the agenda. Ms. Wyche announced a public meeting on February 4, 2020 from 5:00 pm to 7:00 pm at the Sanborn Center in DeLand regarding the improvements on Woodland Boulevard and a public meeting regarding improvements at International Speedway Boulevard and SR A1A on March 31, 2020 at the Midtown Cultural and Educational Gymnasium from 5:30 pm to 7:30 pm.

Ms. Habel referred to her comments regarding the intersection at Tomoka Farms Road and the Bellevue Avenue Extension and asked if an update would be provided at this meeting.

Ms. Nicoulin replied yes, she planned to address it during Staff Comments; she reached out to FDOT Traffic Operations and they are currently undertaking a study of that area. The study is not yet complete but she informed them the TPO would like a presentation when completed. Ms. Habel's other comment was in regards to I-4 to I-95 going east and the lane closure; the lane is closed because of the improvements to the SR 400 ramp and I-95 southbound; the work is not yet completed.

E. Volusia and Flagler County Construction Reports

The Volusia and Flagler County Construction Reports were provided in the agenda.

Ms. Winsett stated Volusia County is moving into construction on two projects that have been on the list for a long time; 10th Street in New Smyrna Beach and Howland Boulevard in Deltona.

Chairperson Gillespie stated she received complaint regarding Park Avenue in New Smyrna Beach; it is hazardous there at night making a turn because of the construction. She asked if they could get reflectors or something that warns drivers of the turn going west. The other complaint she received was regarding SR A1A in New Smyrna Beach and the new blinking stop sign; the driver did not know what it was and it scared them. She asked if drivers could be pre-warned the blinking stop sign is ahead.

Ms. Lendian agreed that stop sign is scary; the bar is brighter than the LED lights around the sign; the location is at 8th Street across from the closed Wachovia Bank.

Ms. Winsett replied the problem is getting drivers attention; the rate of crashes has to drop but it is hard to get drivers to stop and yield to pedestrians.

Ms. Lendian commented she has witnessed pedestrians not pushing the button to cross in a crosswalk and crossing anyway.

Mr. Villanella asked if there is an increase in this type of activity seasonally.

Ms. Winsett replied there is a correlation between VMT, gas prices and complaints, etc.

Mr. Delaney asked if Ms. Winsett could provide information regarding the plaques that will be installed on the new Veteran's Memorial Bridge.

Ms. Nicoulin replied she would coordinate with Volusia County and email the information.

Mr. Peterson referred to the TPO Board agenda meeting summary for November 27, 2019, Resolution 2019-24, clarifying the local match requirements and asked if the Board agreed with what was discussed regarding the local match and how a cost overrun would be allocated.

Ms. Nicoulin replied nothing changed regarding the cost overrun policy; the change requested was to clarify the 10% local match is the minimum.

Ms. Lendian announced the City of Edgewater will be hosting a symposium on February 8, 2020 from 9:00 am to 12:00 pm at the City Council Chambers regarding water quality; to RSVP, contact arussell@volusia.org.

V. Staff Comments

VI. CAC Member Comments

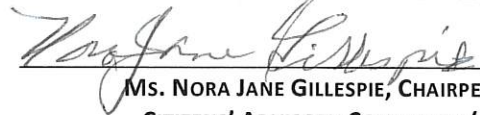
VII. Information Items

- CAC & TCC Attendance Records
- November 27, 2019 River to Sea TPO Board Meeting Summary
- November and December 2019 TPO Outreach and Events
- 2045 LRTP Subcommittee Report
- UPWP Subcommittee Report

VIII. Adjournment

There being no further business, the CAC meeting adjourned at 2:51 p.m.

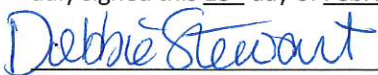
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



**MS. NORA JANE GILLESPIE, 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 January 21, 2020 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 18th day of February 2020.



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