JANUARY 23, 2019 MEETING MINUTES
OF THE
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) BOARD

2570 W. International Speedway Boulevard, Suite 100
Daytona Beach, FL 32114-8145

TPO Board Members Present:	**Representing:**
Mayor Stephen Emmett**	Beverly Beach
Commissioner Robert Gilliland, Acting Chairperson	Daytona Beach
Mayor Karen Chasez	DeBary
Commissioner Chris Cloudman	DeLand
Commissioner Chris Nabicht	Deltona
Councilwoman Christine Power	Edgewater
Chair Donald O'Brien	Flagler County
Commissioner Roy Johnson	Holly Hill Alternate
Vice Mayor Vernon Burton*	Lake Helen
Vice Mayor Jason McGuirk, 2nd Vice Chairperson	New Smyrna Beach
Commissioner Bill Lindlau*	Oak Hill
Council Member Jeff Allebach	Orange City
Commissioner Dwight Selby	Ormond Beach
Council Member Bob Cuff	Palm Coast
Council Member Joe Perrone*	Ponce Inlet
Council Member Scott Stiltner	Port Orange
Councilman Ralph Schoenherr	South Daytona
Volusia County Council Chair Ed Kelley	Volusia County
Council Member Barbara Girtman	Volusia County District 1
Council Member Billie Wheeler	Volusia County, District 2
Council Member Deb Denys	Volusia County, District 3
Council Member Fred Lowry	Volusia County, District 5
Carl Persis (non-voting)	Volusia County School Board
Andy Dance (non-voting)	Flagler County School Board
Vickie Wyche (non-voting advisor)	FDOT District 5
Robert Storke (non-voting)	BPAC Chairperson
Jose Papa (non-voting)	TCC Chairperson

TPO Board Members Absent:	**Representing:**
Vice Mayor John Rogers*	Bunnell
Commissioner Marshall Shupe*(excused)	Flagler Beach
Mayor James Sowell*	Pierson
Janet Deyette (non-voting) (excused)	CAC Chairperson

*** Non-voting member in the Small City Alliance**
**** Voting member for the Small City Alliance**

Others Present:	**Representing:**
Debbie Stewart, Recording Secretary	TPO Staff
Lois Bollenback	TPO Staff
Pam Blankenship	TPO Staff
Colleen Nicoulin	TPO Staff
Stephan Harris	TPO Staff
Julie Adamson	TPO Staff
Aarti Sharma	TPO Staff
Jabari Hampton	TPO Staff

Others Present:	Representing:
Keith Riger	DeLand
Ron Paradise	Deltona
David Cooke	Dewberry Consulting
Merissa Battle	Dewberry Consulting
Alison Stettner	FDOT
Loreen Bobo	FDOT
Paul Schoelzel	FDOT
Ron Meade	FDOT
Lorena Cucek	FDOT
Jesse Blouin	Inwood Consulting
David Dangel	Inwood Consulting
Pat Gadbaw	League of Women Voters
Travis Terpstra	Volusia County
Melissa Winsett	Volusia County Traffic Engineering
Frank Alverez	Votran

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

The meeting of the River to Sea Transportation Planning Organization (TPO) Board was called to order at 9:00 a.m. by TPO Acting Chairperson Rob Gilliland. The roll was called and it was determined that a quorum was present.

Ms. Stewart announced that Mayor Emmett, Beverly Beach, would be the voting member for the Small City Alliance.

Chairperson Gilliland introduced new TPO Board members, Daytona Beach Shores Mayor Nancy Miller, Flagler County Chair Donald O'Brien, Port Orange Council Member Scott Stiltner, Volusia County Council Member District 1 Barbara Girtman, Volusia County Council Member District 5 Fred Lowry, Volusia County School Board Chair, Carl Persis and DeBary Mayor Karen Chasez.

II. Pledge of Allegiance

III. Public Comment/Participation

There were no public comments.

IV. Consent Agenda

A. November 28, 2018 River to Sea TPO Board Meeting Minutes
B. Treasurer's Report
C. Executive Committee Report
D. Transportation Disadvantaged Local Coordinating Board Report
E. Bicycle and Pedestrian Advisory Committee (BPAC) Report
F. Citizens Advisory Committee (CAC) Report
G. Technical Coordinating Committee (TCC) Report
H. River to Sea TPO Board (R2CTPO) Summary Report
I. TPO Population Update

Chairperson Gilliland stated Consent Agenda Item I, TPO Population Update, is not complete yet and asked for a motion to pull it from the Consent Agenda.

MOTION: ***Commissioner McGuirk moved to pull Item I, TPO Population Update, from the Consent Agenda. Commissioner Nabicht seconded the motion which carried unanimously.***

MOTION: ***Commissioner Nabicht moved to approve the remainder of the Consent Agenda. The motion was seconded by Council Member Allebach which carried unanimously.***

MOTION: ***Council Member Wheeler moved to continue Consent Agenda Item I, TPO Population Update, to the February Consent Agenda. The motion was seconded by Council Member Denys which carried unanimously.***

V. Action Items

A. Review and Approval of Resolution 2019-01 Amending the 2040 Long Range Transportation Plan (LRTP)

Ms. Bollenback stated the Long Range Transportation Plan (LRTP) is one of the TPO's most important documents; it is where funding programs are developed and critical projects are identified for the future. The LRTP extends for a 25-year span but is updated every five years; the last update was in 2015. At that time, three interchange projects were identified as needed but were unfunded; a new interchange at I-95 and Pioneer Trail, improvements at I-95 and LPGA Boulevard and improvements at I-95 and US-1. FDOT recently updated their long range plan and have identified funding in future years to complete each of those projects. The interchange at I-95 and LPGA Boulevard and Pioneer Trail are currently under study phases. In order for these two projects to move into design they have to be reflected as cost feasible in the LRTP. The TPO would like to amend the LRTP and add these projects to the cost feasible list. Public outreach is very important; the TPO has placed legal ads in the newspaper, communicated with FDOT to forward the amendment to their mail list, and placed it on social media. FDOT and the Federal Highway Administration (FHWA) have been supportive of the amendment. No negative comments have been received as a result of the public outreach. By amending the 2040 LRTP, the TPO must also bring the plan up to current requirements. Changes to planning rules and performance measures have been incorporated.

Commissioner Selby commented his concern is the interchange at I-95 and US 1 in Ormond Beach; it is in need of updating and is currently very dangerous.

Ms. Bollenback replied that interchange needs a PD&E study and is not required to be in the Cost Feasible section of the 2040 LRTP. Advancement of this project will occur during the 2045 LRTP update.

MOTION: ***A motion was made by Council Member Wheeler to approve Resolution 2019-01 amending the 2040 Long Range Transportation Plan (LRTP). The motion was seconded by Commissioner McGuirk and carried unanimously with a hand count vote.***

B. Review and Approval of Resolution 2019-02 Amending the Policy for Establishing and Maintaining Transportation Priority Projects

(Handout)

Ms. Bollenback stated this item, along with the next two items, supports the annual Call for Projects.

Ms. Nicoulin referred to the handout which identifies the flow used to guide the project priority process. The process identifies priority projects for the planning area and they are communicated to FDOT. The Call for Projects opens tomorrow; the TPO will accept applications from local governments which will be scored and ranked through the subcommittees. The process is governed by three guiding policies and the TPO is proposing changes and additions to two of those. Language is being added in this policy to confirm use of the project prioritization process to support the development of regional lists. The Central Florida MPO Alliance (CFMPOA) is looking to develop regional priority lists for Transportation Systems Management and Operations (TSM&O) projects and planning studies.

Commissioner Selby asked what area is included in our region.

Ms. Bollenback replied for the CFMPOA it is the nine-county FDOT district.

MOTION: ***A motion was made by Commissioner McGuirk to approve Resolution 2019-02 amending the policy for establishing and maintaining transportation priority projects. The motion was seconded by Councilwoman Power and carried unanimously.***

C. Review and Approval of Resolution 2019-03 Amending the Local Match Requirements Placed on Member Local Governments for Projects Prioritized for Funding by the TPO

Ms. Nicoulin stated this resolution was also presented at the November meeting; there have been no changes since then. There has been a lot of discussion regarding cost overruns versus cost increases. Two separate definitions have been developed for this resolution; one for a cost overrun and one for a cost increase. The difference is whether or not the project sponsor chose to make changes to their application which would be identified as a cost overrun. A cost increase would be defined as an increase due to unforeseen conditions, such as market changes or if requirements from FDOT have changed and it is not directly related to a choice by the project sponsor. This resolution also excludes costs ineligible for federal funding to count toward the local match. The other change is to require a request for additional funds include a statement of hardship or justification from the project sponsor.

Ms. Bollenback stated some decisions are made that are within the control of the local government or as a result of not doing due diligence; when a cost overrun occurs because of choices made by that local government, the burden is on them to provide the funds. For something not reasonably foreseen, if the local government cannot absorb that cost, they can come to this board with a request. This change will tighten up the process.

Council Member Denys referred to the handout and commented that it is important for members to take this information back to their elected bodies and managers. She asked who represents the local governments on the Technical Coordinating Committee (TCC).

Ms. Bollenback replied planners and engineers from the local member governments.

Council Member Denys asked if every local government was represented on the TCC.

Ms. Bollenback replied yes.

Council Member Denys commented projects are also required to provide an updated cost annually. If the annual updates to the project costs are not being done, that is an issue. This is a great policy and will prevent other discussions throughout the year.

Chairperson Gilliland stated it has not been uncommon for a project to get to the funding stage and the local government asks for a 50% cost increase. That is very frustrating and leaves less funding to go around. It is important to annually look at project costs in order to plan responsibly. He also confirmed that there is no advantage to sponsors for submitting low funding estimates.

Chair Kelley stated the 10% local match is not enough; small cities would not be hurt any more than a large city with a large project. He gave an example of a sidewalk that cost 50% more due to a change in requirements. In hindsight, it would have been better to find another way to do the project.

Discussion continued.

Commissioner Nabicht referred to the statement of hardship or justification required for a request for additional funding and commented that hardship and justification are very ambiguous. He thinks it would be better to more clearly define a hardship and what the justification is.

It was recognized that examples of further definitions of a hardship may be included in further guidance.

Discussion continued.

MOTION: ***A motion was made by Council Member Allebach to approve Resolution 2019-03 amending the local match requirements placed on member local governments for projects prioritized for funding by the TPO. The motion was seconded by Councilwoman Power and carried unanimously.***

D. Review and Approval of the Priority Project Applications for Traffic Operations/Safety and Local Initiatives Projects, Transportation Planning Studies, and Bicycle/Pedestrian and B/P Local Initiatives Projects

Ms. Nicoulin stated the applications for Traffic Operations/Safety and Local Initiatives projects, Transportation Planning studies, and Bicycle/Pedestrian and B/P Local Initiatives projects are included in the agenda. The applications are submitted during the annual Call for Projects and ranked by the subcommittees. There were few changes but language has been included to meet federal requirements for safety and resiliency.

MOTION: ***A motion was made by Council Member Wheeler to approve 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 motion was seconded by Councilwoman Power and carried unanimously.***

E. Review and Approval of Request from City of DeLand for Additional Funding for the Alabama Avenue Trail (Minnesota Avenue to US 92)

Ms. Bollenback stated this project was submitted in 2014 and is programmed for construction in 2020. When the city first submitted the project cost estimate they submitted it with contingency funding; however, FDOT does not allow for programming of contingency funding. The increases are a result of time in addition to drainage requirements. Mr. Keith Riger, engineer for the city of DeLand, is here to answer questions regarding this project.

Commissioner Selby commented that this is a five-year old construction estimate and asked if there was a cost update from 2018.

Ms. Bollenback replied if the project was on the priority list, they would have had to provide an updated cost estimate but it was moved into the Work Program in 2014 and has not been updated since; that is something FDOT will have to do. The TPO will work with FDOT to get updated cost estimates if a project is programmed in an outer year.

Commissioner Selby commented it should not come back to the TPO once it is in the Work Program and nothing has been done to keep the cost updated.

Ms. Bollenback replied that over time there should have been an escalation factor. The project sponsor and the TPO have to continue to communicate with FDOT on changes.

Chairperson Gilliland stated that once a project is in the Work Program it is not being escalated annually. Communication needs to be improved and local governments need to have better estimates.

Council Member Wheeler commented the local funds were initially $187,165 and additional funding is $487,000; she asked if there would be another 10% local match for the additional funds.

Ms. Bollenback replied the 10% local match is being adjusted as well.

Mr. Riger stated that in addition to the 10% local match, the city is paying the Construction, Engineering and Inspection (CEI) costs and to re-permit the project; the actual match is 18.8% total.

MOTION: ***A motion was made by Council Member Girtman to approve a request from the city of DeLand for additional funding for the Alabama Avenue Trail (Minnesota Avenue to US 92). The motion was seconded by Council Member Wheeler and carried unanimously.***

VI. Presentations and Discussion Items

A. Presentation and Discussion of the Update Draft Bicycle Suitability Map

Ms. Bollenback stated the TPO previously developed cycling maps for the experienced bicyclist and the current effort represents an advancement to identify routes that are appropriate for certain types of cyclists.

Mr. Harris gave a PowerPoint presentation of the updated draft Bicycle Suitability Map and stated the purpose is to provide a portable, graphic representation of bicycle routes suitable for cycling in the R2CTPO planning area. The map is intended for use as a navigation tool by the general public and encompasses the entire R2CTPO planning area. It provides the user with roadway suitability data and replaces the 2014 Volusia County Bicycling Map for the Experienced Cyclist. He reviewed the criteria used including speed limits and explained the methodology which defines the suitability for each roadway segment. He reviewed the colors used in the map to define the comfort level of the bicycle routes.

Council Member Denys asked if this presentation was available online.

Mr. Harris replied it is available on the TPO's website and can also be accessed through the link provided in the agenda. The Bicycle Suitability Map Subcommittee will meet again on January 30, 2019 so there may be some minor changes next month; it will be back next month for adoption.

Commissioner Selby commented that not all the road segments on the east side are named and asked if the road names would be added.

Mr. Harris replied that was intentional; they did not label every road segment.

Commissioner Selby suggested that anywhere there is an on-road trail, the road should be named. He asked if this map would be used live with GPS or is it to be used in advance to plan a route.

Ms. Bollenback replied it does not have that level of functionality; historically, it has been a printed map. Earlier in the study suggestions were made to have the map available online. Having the map as a navigation tool would require developing a separate application or integrating it into something like Google Maps.

Councilwoman Power asked why the color blue was used to designate the more dangerous routes.

Mr. Harris replied that was suggested by the BPAC but at the last meeting, they decided to go back to red for the low comfort routes.

Commissioner McGuirk asked if the map was for cyclists or for families and kids.

Mr. Harris replied that it is for use by the general public.

Commissioner McGuirk commented that cyclists use the road and do not care about the trails; he has had them tell him that repeatedly. He has been wholeheartedly against putting families in the road. He asked who the intended rider will be.

Mr. Harris replied the map is intended for bicyclists of all skills and ages; both on-road routes that have suitability levels assigned and off-road trails on the map.

Commissioner McGuirk asked if it was a continuous trail; a 12' wide trail that is put onto the road at certain times.
Mr. Harris replied no; the trails on the map are showcase trails that are generally 12' wide and are separated from the roadways.

Commissioner McGuirk asked for clarification on who the intended rider is supposed to be; there are two different types of cyclists that are not interchangeable.

Mr. Harris replied if a cyclist uses the roadways to get to a destination, they will find this map useful; it will not be useful for cyclists riding through their neighborhoods.

Ms. Bollenback stated that the earlier versions of the map were for the experienced cyclist and the TPO worked with bike clubs to identify routes; it has evolved to include trails for all users. This map is using the colors for routes and trails that are more accommodating for families and cyclists that are not as skilled. It also identifies areas where more experienced cyclists will ride. The TPO is trying to develop a single map that will give information for a lot of different skill set users.

Commissioner McGuirk commented the point he is trying to make is that he is not sure each type rider is compatible with each other; he does not think trying to accommodate both will accomplish a goal for either.

Ms. Bollenback replied his point is well taken and in the future, the TPO may decide that a "one-size fits all" approach does not work and create a separate trail map.

Council Member Denys stated Volusia County has an application for trails. She asked if the TPO is required by law to do this.

Ms. Bollenback replied no.

Council Member Denys stated perhaps we need to review what it costs in staff time and for production for this map. Volusia County is putting a lot of money into trails due to SUN Trail funds and has an application for trails. This may be a question at the Executive Committee level to review to see if this is an exercise in futility. In 2014, we did not have the trail application or funding from the state for trails. This map may have outlived its purpose.

Ms. Bollenback stated the TPO is at the end of this process and before we go through this again, we can review the process. The TPO receives requests from bike shops for these maps.

Commissioner Cloudman commented that FDOT has produced trail maps and the St. Johns River to Sea Loop Alliance also has maps; he suggested sending links to those maps versus producing our own in the future. The Regional Planning Council (RPC) also produces maps.

B. <u>Presentation and Discussion of the St. Johns River to Sea Loop Trail PD&E Study (US 1 from Kennedy Parkway to Dale Avenue)</u>

Ms. Lorena Cucek, FDOT, introduced Mr. Jesse Blouin, Inwood Consulting, to give the presentation.

Mr. Blouin gave a PowerPoint presentation of the St. Johns River to Sea Loop Trail PD&E Study, US 1 from Kennedy Parkway to Dale Avenue. This section of trail is 13-miles on US 1 from Oak Hill to Edgewater and is a paved, multiuse trail. The trail is part of the Coast to Coast Connector Trail and a designated section of the East Coast Greenway. He reviewed proposed routes Alternative A and Alternative B and the evaluation

matrix. They will present the alternatives to FDOT on February 12, 2019 and decide on a recommendation; the funding is in the Work Program for design in 2021 in the amount of $2.1 million.

Commissioner Lindlau complimented Mr. Blouin and the consultants for listening to the citizens; there was concern that the trail would adversely impact businesses and those concerns were addressed satisfactorily.

C. Presentation and Discussion of the Draft Work Program Proposed by FDOT

Ms. Bollenback stated this is a key part of the TPO's process; FDOT updates their revenue estimates and uses the TPO's priorities to build their five-year Work Program that they submit to the state for final approval. If there are no additional changes, the TPO will match the Work Program with the Transportation Improvement Program (TIP). She introduced Ms. Loreen Bobo, FDOT, to give the presentation.

Ms. Bobo gave a PowerPoint presentation on the tentative five-year Work Program; it covers fiscal years 2020 to 2024 and all types of projects. It also considers changes in the TPO's priority lists. She explained the process and the types of projects included. It includes $7.2 billion throughout District 5's nine counties.

Chairperson Denys referred to the total District 5 Work Program funding for the five-year outlook and commented that the amounts are substantially smaller from year-to-year and yet costs are increasing; by the time we get to year 2024 there is a 40% decrease.

Ms. Bobo replied that this is based on projects that are in the five-year Work Program; Orlando has several projects that are several hundred million dollars and that is where the increase in funding is shown in 2022. These are the dollars that are allocated and FDOT has put those dollars where they could.

Ms. Bollenback stated it is might make more sense if this was split between the large I-4 projects and the basic revenue stream; this is not just the funding allocated but it is also project driven.

Ms. Bobo commented that it is not just roadway projects; it also includes airport funding and other projects.

Council Member Denys asked if this was normal and if this would cause TPO projects to back up.

Ms. Bollenback replied she would have to do some research to know what the average total is over time and what is driving these numbers up or down. The TPO has several presentations scheduled over the next several board meetings and one of those will be on funding; she will address this then.

Commissioner Selby asked how the funding for FDOT District 5 compares to the overall anticipated FDOT funding statewide.

Ms. Bobo replied FDOT District 5 has one of the bigger budgets for significant projects; she is not sure what the percentage is of the state but it is comparative to the other districts.

Commissioner Selby commented that gas consumption is declining as is the gas tax as a result and asked what the expectation is over time for the transportation revenue. Ormond Beach is also concerned about the interchange at I-95 and US 1 and modernizing it; there is a FDOT sign that shows a tractor trailer falling over if it exceeds over 25 mph. It is a dangerous interchange and it needs to be designed and funded.

Ms. Bobo replied she is not sure where that project is on the priority list but FDOT wants to push forward the right projects. When FDOT receives its allocations they do a fair share across all the counties in the district. She continued with the presentation and reviewed the impacts to the Work Program, i.e right-of-way costs, increased construction costs and revenue reductions. She highlighted some of the projects included in the tentative Work Program. FDOT has added over $100 million in projects for the Volusia/Flagler planning area. FDOT is ready to send the variance letter tomorrow to all the MPO/TPOs in District 5; there will be an opportunity to comment through January 30, 2019.

County Chair Kelley commented that the decline in funding shows that artificial intelligence (AI) needs to be pushed so that cars can move faster and safer because we will not have the funding for traditional roads.

Council Member Perrone asked since funding is such an issue, why not defer the construction of the roundabouts especially the controversial one on SR A1A and International Speedway Boulevard (ISB); funds will be needed for construction and right-of-way. He has heard that project will cost $24 million.
Ms. Bobo replied that cost includes right-of-way and all phases of the project.

Council Member Perrone asked why they could not use those funds on existing roads; there are alternatives that could free up that money.

Ms. Bobo replied that FDOT has met with representatives from all entities involved and has decided to move forward with that project.

Chairperson Gilliland commented that a roundabout is the only option to improve the traffic flow.

Council Member Stiltner referred to slide 9, the impacts of the Work Program, and the percentage increases; he asked what time frame those percentages covered and if there were any projections of increases over the next five years.

Ms. Bobo replied she is not sure what years those percentages spanned; it is statewide so impacts will be seen differently in different places. It is always fluctuating; if there are a lot of projects going on, prices go up.

Council Member Stiltner asked what methodology FDOT uses to look at the five-year forecasts.

Ms. Bobo replied the estimates group review bids that have come in over the last six months and FDOT Central Office helps to understand the unit prices.

Ms. Bollenback commented these estimates are those that cause impact to the Work Program but as part of the long range planning process a long range estimate is done. Ten year estimates are done routinely in order to figure out how projects will be completed beyond the five-year span.

D. <u>FDOT Report</u>

Ms. Wyche stated the report is in the agenda; the lighting in Lake Helen along I-4 and Orange Camp Road is scheduled to be turned on in early May.

VII. <u>Executive Director's Report</u>

Ms. Bollenback stated the TPO received a grant award for a Walkability Action Team which will partner the TPO with health planning agencies. Council Member Allebach has agreed to participate in this. It involves a trip to Georgia to discuss improvements that can be made to address pedestrian mobility issues. This is important in our area; the Dangerous by Design Study just came out and listed a number of Florida areas in the top ten as most dangerous to walk. Next month, the TPO will be updating the Safety Performance Measures.

She gave a brief update on the office upgrades; the next phase will include upgrading the audio and visual equipment.

→ Update on SU Funding/Work Program

Ms. Bollenback stated there is still funding in the current year; sidewalks for Derbyshire Park and Ormond Beach have been discussed as well as improvements at the intersection of SR 44 and Kepler Road. These projects are not quite ready and the TPO hopes to have a TIP amendment for February. The TPO submitted

a letter of commitment to FDOT indicating that based on TPO Board action and available funding, the TPO is willing to contribute up to $1 million for the design of the interchange at I-95 and Pioneer Trail.

→ Update on Development of Roundtable of Volusia County Elected Officials

Ms. Bollenback stated the Roundtable of Volusia County Elected Officials met recently and there was some interest for submitting a request for the Office of Program Policy Analysis and Government Accountability (OPPAGA) study that is going to have to move forward and a desire to have a special mail-in ballot to move forward with the half-cent sales tax consideration in Volusia County. The TPO will be giving several presentations on funding in upcoming weeks. The TPO relies on federal and state funding and sets priorities but the overall transportation system does not function without local involvement.

→ Update on SunRail

Ms. Bollenback stated SunRail continues to progress from FDOT management to an entity to be determined.

→ Announcement of Annual Planning Retreat (February 25, 2019 from 3-5 pm)

Ms. Bollenback announced the TPO's Annual Planning Retreat topic will be Economic Development and Transportation and the link between the two. The Daytona Beach Chamber of Commerce was planning something very similar and had invited some of the same speakers so the TPO decided to partner with the Chamber this year. The retreat will be held Monday, February 25, 2019 from 3:30 pm to 5:30 pm at Embry Riddle Aeronautical University. District 5 Secretary Mike Shannon will be on the panel along with Mr. Rusty Roberts from Brightline.

Ms. Bollenback referred to the annual Call for Projects and stated that FDOT receives priority lists from all the MPOs in the area and they are all different. The TPO is working with FDOT to try and create consistency across the board because it is in the TPO's best interest for it to be easy for them when trying to get funding. There may be some changes to the formatting of the priority lists this year; not in the substance but in the way they look.

VIII. River to Sea TPO Board Member Comments

Council Member Perrone referred to the office improvements and asked if the handicap door button outside would be addressed; it is not working.

Ms. Bollenback replied that would be looked at as part of regular office maintenance.

Council Member Perrone referred to Brightline attending the TPO's Annual Planning Retreat and asked about their future plans for high speed rail from Jacksonville to the Orlando Airport with a possible stop in Daytona Beach.

Ms. Bollenback replied she has had conversations with their CEO to involve them in the long range planning process and they were receptive to participating in that effort. They are still in the process of constructing the first project from Miami to Orlando; they submitted an unsolicited bid to extend service to Tampa. FDOT had to complete a formal bid process and Brightline was the only proposer. They will start work on that and it could possibly open in 2021. There is interest for the third leg which was originally part of the high speed rail plan; that would continue service along the coast to Jacksonville where FEC already owns the rail. She does not know where they are in their planning.

Council Member Perrone commented that since SunRail is supposed to go to the Orlando Airport, he asked if there was a way to have the two meet.

Ms. Bollenback replied the new terminal at the Orlando Airport has three or four transit bays for rail transit; SunRail, Brightline, etc.

Ms. Wyche announced that SR A1A is shut down both directions between Milsap Road and Plaza Boulevard in Ormond Beach due to a citizen on a Votran bus that claims to have an explosive device.

County Chair Kelley referred to Brightline and stated the good thing is that it is private; no tax dollars will go towards it. The cost of the leg of SunRail to the Orlando Airport is huge; they are working on a plan. He will attend his first meeting on January 31, 2019 as the Volusia County representative to SunRail. His focus is that Volusia County residents should not suffer for something they do not have.

Commissioner Johnson stated he does not understand why Congress will not allow cities to raise the excise tax on gasoline when gasoline prices are so volatile.

Council Member Perrone referred to SunRail and commented that the only way it would work would be to run it as a real railroad operating seven days a week, both directions, and at least 20 hours per day. It does not make sense to not bring it to DeLand and be functioning to Orlando.

Council Member Denys announced today is Commissioner McGuirk's birthday.

Ms. Bollenback stated that after 41 years, TPO CFO Mr. Herbert Seely, retired in December. She introduced Ms. Julie Adamson, new TPO CFO; she comes from the city of Jacksonville and also from FDOT's Central Office in Tallahassee. She also introduced new Transit Program Manager, Mr. Jabari Hampton and noted he would be leaving in February due to an unexpected change in his personal life.

IX. Information Items

→ Citizens Advisory Committee Attendance Record – 2018
→ Technical Coordinating Committee Attendance Report – 2018
→ Bicycle/Pedestrian Advisory Committee Attendance Record – 2018
→ November and December TPO Outreach and Activities
→ Executed Resolution 2017-03 (Reaffirming SU Set Aside Percentages)

X. Adjournment

There being no further business, the River to Sea TPO Board meeting adjourned at 10:55 a.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

DAYTONA BEACH COMMISSIONER ROB GILLILAND
ACTING CHAIRPERSON, RIVER TO SEA TPO

CERTIFICATE:

The undersigned, duly qualified and acting Recording Secretary of the River to Sea TPO Board certifies that the foregoing is a true and correct copy of the minutes of the January 23, 2019 regular meeting of the River to Sea Transportation Planning Organization (TPO) Board, approved and duly signed this 27th day of February 2019.

Debbie Stewart

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION