

**JANUARY 25, 2023 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 Physically Present:**

Commissioner Stacy Cantu  
Council Member Mel Lindauer\*  
Mayor Karen Chasez  
Commissioner Chris Cloudman, 1<sup>st</sup> Vice Chairperson  
Commissioner Dana McCool  
Councilwoman Charlotte Gillis  
Commissioner James Sherman\*  
Commissioner Andy Dance  
Commissioner Roy Johnson  
Commissioner Randy Hartman  
Council Member Bill O'Connor  
Mayor Bill Partington  
Vice Mayor Reed Foley  
Vice Mayor Bill Lindlau\*  
Vice Mayor Gary Smith\*\*  
Vice Mayor Eric Sander  
Council Member Matt Reinhart  
Council Vice Chair Danny Robins  
Council Member David Santiago  
Council Member Jake Johansson  
Anna Taylor (non-voting)

**TPO Board Members Virtually Present:**

Commissioner Tina-Marie Schultz\*  
Commissioner Nick Klufas  
Council Chair Jeff Brower  
Ted Wendler (non-voting)  
Kerry Karl (non-voting)

**TPO Board Members Absent**

Commissioner Jeffrey Schuitema\*  
Commissioner Rick Basso\*  
Mayor Samuel Bennett\*  
Ruben Colón (non-voting)  
Brian Walker (non-voting)

**\* Non-voting member in the Small City Alliance**

**\*\* Voting member for the Small City Alliance**

**Others Physically Present:**

Colleen Nicoulin  
Stephan Harris  
Garry L. Hinson  
Mark Bowling  
Derek LaMontagne  
Noel Eaton  
Gwen Herstein  
John Tyler  
Jack Atkins  
Glenn Raney

**Representing:**

Daytona Beach  
Daytona Beach Shores  
DeBary  
DeLand  
Deltona  
Edgewater  
Flagler Beach  
Flagler County Alternate  
Holly Hill  
New Smyrna Beach  
Orange City  
Ormond Beach  
Port Orange  
Oak Hill  
Ponce Inlet  
South Daytona  
Volusia County, District 2  
Volusia County District 3  
Volusia County, District 5  
Volusia County at Large  
FDOT

**Representing:**

Bunnell  
Palm Coast Alternate  
Volusia County  
BPAC Vice Chairperson  
CAC Chairperson

**Representing:**

Beverly Beach  
Lake Helen  
Pierson  
Volusia County School Board  
TCC Chairperson

**Representing:**

TPO Staff  
TPO Staff  
Citizen  
Citizen  
Citizen  
Daytona Beach Shores  
Daytona Beach Shores  
FDOT  
FDOT  
FDOT

**Others Physically Present:**

Lisa Buscher  
 Jonathan Scarfe  
 Kellie Smith  
 Steven Buck  
 Jennifer Fengren  
 Ed Kestory  
 Kathy Enot  
 Ken Strickland  
 Maryam Ghyabi  
 Claire Hartman  
 Joe Forte  
 Charles Guarria  
 Steven Bostel  
 Jim Cameron  
 Adam Burghdoff  
 Travis Hills  
 Wayne Clark  
 Scott Fink  
 Kirk Hall  
 Kelvin Miller  
 Jay Williams  
 George Recktenwald  
 Ben Bartlett

**Others Virtually Present:**

Debbie Stewart, Recording Secretary  
 Pam Blankenship  
 Mariel Lemke  
 Maureen Ledda  
 Alex Zelenski  
 Robert Parker  
 George Sawaya  
 Dick Smith  
 Lynne McGrath  
 Emilio Santiago  
 Jennifer Smith  
 Steven Pyle  
 Suzanne Scheiber  
 Tricia Cobb  
 Council Member Richard Bryan  
 Billie Wheeler  
 Jeffrey Cicerello  
 Jean Parlow

**Representing:**

FDOT  
 FDOT  
 FDOT  
 FDOT  
 FDOT  
 FDOT  
 Daytona Beach  
 Ghyabi Consulting  
 Ghyabi Consulting  
 Holly Hill  
 Hometown News  
 InNovo Partners  
 Jim Cameron & Associates  
 Kittelson & Associates  
 Kittelson & Associates  
 Port Orange  
 Southeastern Surveying & Mapping Corp  
 Southeastern Surveying & Mapping Corp  
 Votran  
 Volusia County  
 Volusia County  
 Volusia County

**Representing:**

TPO Staff  
 TPO Staff  
 TPO Staff  
 Citizen  
 Citizen  
 Citizen  
 Citizen  
 Citizen  
 Citizen  
 Citizen  
 Citizen  
 Citizen  
 Citizen  
 Citizen  
 Citizen  
 Daytona Beach Shores  
 Daytona Beach Shores  
 FDOT  
 FHWA

**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 1<sup>st</sup> Vice Chairperson Chris Cloudman. He introduced new TPO Board members, Edgewater Councilwoman Charlotte Gillis; Orange City Vice Mayor Bill O'Connor; Volusia County Council D-2 Member Matt Reinhart; Volusia County Council D-5 Member David Santiago; Volusia County Council at Large Member Jake Johansson; and Daytona Beach Shores Council Member Mel Lindauer. The roll was called and it was determined a quorum was physically present. Due to the COVID-19 virus, the meeting was held in a hybrid format with 17 voting and four non-voting members physically present; and with two voting and two non-voting members attending remotely.

**MOTION:** *A motion was made by Mayor Partington to allow TPO Board members attending remotely due to COVID-19 precautions to participate and vote. The motion was seconded by Mayor Chasez and carried unanimously.*

**II. Pledge of Allegiance**

The Pledge of Allegiance was given.

**III. Public Comment/Participation**

There were no public comments.

**IV. Consent Agenda**

- A. November 30, 2022 River to Sea TPO Board Meeting Minutes
- B. Treasurer's Report
- C. Executive Committee Report
- D. Transportation Disadvantaged Local Coordinating Board (TDLCB) 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) Report
- I. Executive Director Timesheet Review Report

**MOTION:** *A motion was made by Council Member Johansson to approve the Consent Agenda. The motion was seconded by Vice Mayor Sander and carried unanimously.*

**V. Action Items**

**A. Review and Approval of Resolution 2023-01 Updating the River to Sea TPO Bylaws (Roll Call Vote Required)**

1<sup>st</sup> Vice Chairperson Cloudman stated Section 2.2 and 2.5 of the River to Sea TPO Bylaws are being amended to establish a process to fill officer vacancies that occur during the fiscal year. Language was added to Section 2.2 to specify a procedure to select a temporary Chairperson in the event no officers are present at the meeting. He explained that the TPO has a unique situation where the majority of the Executive Committee either did not seek re-election or failed to get re-elected; therefore, the Executive Committee went from seven members to three. As the 1<sup>st</sup> Vice Chairperson, he is the only officer remaining. The TPO does not have an existing policy regarding this situation and this will update the bylaws in the event something similar happens in the future.

**MOTION:** *A motion was made by Mayor Partington to approve Resolution 2023-01 updating the River to Sea TPO Bylaws. The motion was seconded by Commissioner Cantu and carried unanimously by a roll call vote.*

**B. Election of River to Sea TPO Board Members to Fill Officer Vacancies for the Remainder of the FY 2022/23 Term**

1<sup>st</sup> Vice Chairperson Cloudman stated that this item is to fill those officer vacancies; nominations will be taken, and each officer position will be voted on individually.

Ms. Nicoulin explained that historically, officer appointments come from a Nominating Committee who nominates and recommends a slate of officers for a one-year term; a chairperson, 1<sup>st</sup> vice chairperson/treasurer, and a 2<sup>nd</sup> vice chairperson/secretary. As a result of the November election, two of those offices are currently vacant. The previous action item approved amending the TPO Bylaws to establish a procedure to fill those vacancies for the remainder of the fiscal year term which expires June 30, 2023 when we will default to the normal practice of nominating officers. Mayor Cloudman currently serves as the 1<sup>st</sup> Vice Chairperson and has been filling in as the Acting Chairperson in the absence of a chairperson. Typically, the

nomination of officers comes out of the Executive Committee; currently, there are only three members on the Executive Committee; Mayor Cloudman, Mayor Partington, and Mayor Alfin. The TPO is looking to fill the Chairperson position and then the subsequent offices.

Mayor Chasez nominated 1<sup>st</sup> Vice Chairperson Cloudman as Chairperson.

**MOTION:** *A motion was made by Council Member Reinhart to elect Mayor Cloudman as River to Sea TPO Chairperson . The motion was seconded by Vice Mayor O'Connor and carried unanimously.*

Council Member Reinhart nominated Vice Mayor Foley as 1<sup>st</sup> Vice Chairperson.

Mayor Chasez commented that historically, the officers come from the Executive Committee; she asked if Mayor Alfin was absent today.

Ms. Nicoulin replied yes; Council Member Klufas is attending virtually as the alternate. She has spoken with Mayor Alfin and he indicated he would be willing to serve as the 2<sup>nd</sup> Vice Chairperson.

Vice Mayor Foley stated Mayor Partington has been on the TPO Board longer and is more familiar with the issues; therefore, he respectfully declined the nomination.

Mayor Partington commented that the Executive Committee membership was drastically reduced by the last election process which is something the TPO has not had happen before. He agreed to serve as the 1<sup>st</sup> Vice Chairperson although he likes to see the younger members get involved if Vice Mayor Foley is interested.

Mayor Chasez stated that there will still be vacancies on the Executive Committee after filling the officer positions and asked if filling those seats would occur after the office nominations.

Ms. Nicoulin replied that the Executive Committee is a seven-member body consisting of three officers, the immediate past Chairperson, and three others appointed by the Chairperson. Because the immediate past Chairperson's seat is vacant, the Chairperson will appoint four members in addition to the three officers.

Mayor Chasez encouraged Chairperson Cloudman to consider the nomination for the 1<sup>st</sup> Vice Chairperson who stepped aside for one of the appointments, especially in light of Mayor Partington's comment about having younger members involved. She nominated Mayor Partington as 1<sup>st</sup> Vice Chairperson.

**MOTION:** *A motion was made by Council Member Reinhart to elect Mayor Partington as River to Sea TPO 1<sup>st</sup> Vice Chairperson. The motion was seconded by Vice Mayor Foley and carried unanimously.*

Commissioner Dance nominated Mayor Alfin as 2<sup>nd</sup> Vice Chairperson.

**MOTION:** *A motion was made by Mayor Chasez to elect Mayor Alfin as River to Sea TPO 2<sup>nd</sup> Vice Chairperson. The motion was seconded by Commissioner Dance and carried unanimously.*

**C. Review and Approval of Resolution 2023-02 Amending the Connect 2045 Long Range Transportation Plan (LRTP) (Roll Call Vote Required)**

(Handout)

Chairperson Cloudman noted this item requires a roll call vote; this request for an amendment to the Connect 2045 Long Range Transportation Plan (LRTP) adds funding and advances the I-95 at Pioneer Trail interchange project to the current year. Procedurally, the board hears information from TPO staff first, but for this item, FDOT members are in attendance to provide information about the project and for questions. There is one public comment request.

Ms. Nicoulin explained this requested amendment to the LRTP is specific to the Pioneer Trail interchange project; it is a new interchange along the I-95 corridor at Pioneer Trail. The proposed amendment reflects additional funding for the design, right-of-way, and construction phases of the project and advances funding



to the 2021/25 time band of the LRTP. Funding in the LRTP is represented in time bands; the first time band of 2021/25 is consistent with the adopted Transportation Improvement Program (TIP) at the time the LRTP was adopted. It is important to note that this project is currently in the LRTP which was adopted in September 2020 and is also included in the TIP which was adopted in June of 2022 as well as the priority list also adopted in June 2022. This amendment request does not represent a change in the scope of the project; the request is to add funding to account for cost increases that are being seen on projects throughout the Work Program and to advance the project to the current year in order to access funding that has become available. A presentation of this item was provided at the November 30, 2022 TPO Board meeting and a subsequent public comment period opened; a number of public comments have been received. Comments received prior to the agenda being sent were included in the agenda and comments received through 8:00 am this morning are provided as a handout. There are a number of new board members and due to the number of public comments received, FDOT District 5 Secretary John Tyler, Planning and Environmental Administrator Ms. Kellie Smith, and Project Development Administrator Mr. Steven Buck are here to present information on the significance of the I-95 corridor including past, present and future projects; and information on the Pioneer Trail interchange project.

Chairperson Cloudman explained that procedurally, a presentation is given one month, and action is taken at the next regularly scheduled board meeting. Since we have a number of new board members in attendance who were not present at the November board, we felt it was appropriate to have a full presentation of this item to ensure everyone is fully informed..

Council Member Santiago asked for clarification that today's discussion and vote are only to change the timeline of the funding process and not the validity of the project.

Ms. Nicoulin replied yes; the amendment request is to advance the funding to the current time band and add additional funding to the project.

Ms. Kellie Smith, FDOT, gave a PowerPoint presentation on the I-95 Corridor Overview; I-95 is one of the oldest highways on the interstate highway system running from Miami north to the US/Canadian border. She explained the significance of the corridor to connectivity, the economy and the movement of goods, and its importance as an evacuation route. She reviewed some of FDOT's past projects along the I-95 corridor including widening the entire segment within District 5 from four to six lanes as well as the new interchanges and modifications to existing interchanges. Current projects in Volusia County include the US 1 and LPGA Boulevard interchanges and new interchanges at Pioneer Trail and Maytown Road; she provided details on each project. Public hearings for both the US 1 and LPGA Boulevard interchanges will occur in early 2023. She explained that the Maytown Road interchange is being coordinated with Volusia County through planned developer funding and the PD&E phase is scheduled for FY 2026. She reviewed the future plans including a strategic plan for all of I-95 within District 5 to address mobility, safety, resiliency, technology, and community engagement.

Mr. Steven Buck, FDOT, continued the presentation and gave a history of the Pioneer Trail interchange project; it will be constructed between the existing interchanges at SR 44 to the south and Dunlawton Avenue to the north. He noted that the state is growing at a rapid pace with District 5 as one of the fastest growing areas; as growth continues, transportation infrastructure needs are looked at in order to adequately, efficiently, and safely move people. Although this project has been driven by local support, it has regional significance as I-95 is an important component of the state highway system. He reviewed the purpose and need of the project which will reduce congestion at adjacent interchanges, improve regional mobility, enhance evacuation, accommodate approved future developments in the area, and provide logical and safe connections for future roadways expected as part of local growth. The Pioneer Trail interchange has been identified as a priority in local transportation plans for nearly 40 years; he reviewed the history of the project. He explained the FDOT process they followed for federal approvals and the Efficient Transportation Decision Making (ETDM) environmental screening tool; 15 state and federal agencies weighed in on potential impacts as well as the purpose and need of the project. This was followed by the Project Development and Environmental (PD&E) study which continued the state and federal regulatory agency coordination as well as studying all the species, wetlands, floodplains, and comprehensive plans; they studied the social and cultural impacts, impacts to local waterways, planning consistency, noise impacts, and evaluated the right-of-way impacts. Approval of the location design concept for the National Environmental Policy Act (NEPA) was received on November 9, 2021

and agency coordination continued through design and will continue through construction. He reviewed the wetland impacts and mitigation; all wetlands have been mitigated and the project will not result in the loss of wetlands within the basin. He reviewed the water quality results and noted that this project does not directly drain into any FDEP-impaired water; the project's stormwater runoff will drain into an unnamed canal that eventually drains into Spruce Creek. The project's stormwater system will overtreat the expected stormwater runoff which will improve existing water quality and provide a net benefit to the system itself. He reviewed the results of the wildlife and habitat component; they conducted a general ground base biological survey over a period of three years; no federally listed species were observed during any of the surveys and except for two gopher tortoise burrows, no state listed species were identified. The gopher tortoises will be safely relocated to a designated site prior to construction. This project is not expected to impact any other protected species and both the US Fish and Wildlife Service and the Florida Fish and Wildlife Commission have concurred with this determination. The floodplain impacts were evaluated per state and federal regulations; 7.23-acre feet of floodplains are being encroached upon with this project, but FDOT is compensating with 8.7-acre feet of floodplain compensation resulting in a 1.47-acre feet benefit. They looked at the Doris Leeper Spruce Creek Preserve and found that this project does not encroach into the existing boundaries of it. He introduced D-5 Secretary Mr. John Tyler to provide a provide summary.

Secretary Tyler stated it is important to review the history of the project, place it into context for its regional significance regarding mobility and to discuss the extensive environmental efforts FDOT has undertaken. This is an opportunity to align the TPO's plan with the advancement of funding that came from the American Rescue Plan Act (ARPA); the Legislature approved \$1.5 billion from the federal government in 2021 to invest in the Florida transportation system. The legislature tasked FDOT with identifying projects for those advancements; they were able to select three projects for advancement in Volusia County along I-95; the US 1 interchange and the LPGA Boulevard interchange were advanced into design; and the third project is the Pioneer Trail interchange which has been under development for many years, was further along in the process and ready for construction funding which is why it was chosen as the third project to further enhance the I-95 corridor. This project was adopted by the 2022 Legislature into FDOT's Work Program and approved by the Governor. The action before the TPO Board is to decide to align the TPO's LRTP with the advancement of this construction funding. He announced a groundbreaking ceremony for another regionally significant project on the East International Speedway Boulevard (ISB) corridor on February 17, 2023, and invited members to attend.

Mayor Chasez asked where the wetlands were mitigated; and why the construction of the Pioneer Trail interchange was funded but the US 1 and LPGA Boulevard interchanges were unfunded; and if the advancement of the funding came from Tallahassee or District 5.

Mr. Tyler and his team explained there were two mitigation banks but the largest were mitigated to Farmton. The projects selected statewide were advanced to the next unfunded phase; the US 1 and LPGA Boulevard interchanges were just getting started with the PD&E phase and the next phase is design; the next unfunded phase for Pioneer Trail is construction. The decision was made by FDOT's Central Office with input from all the districts that provided the priorities.

Chairperson Cloudman asked Mr. Tyler to explain the PD&E phase.

Mr. Tyler explained PD&E is a project development and environmental study; during this phase, they engage the public, conduct the preliminary screening for environmental concerns and develop a mitigation plan; most importantly, they take the project through the NEPA process to ensure they comply with those requirements.

Commissioner Hartman commented that there were several public comments at last night's New Smyrna Beach Commission meeting regarding this project; he thanked FDOT staff for attending and providing information to the residents.

Council Member Johansson commented that he is sensitive to the public input received; he sees a recurring theme in two or three areas that were addressed by Mr. Buck; ARPA guidelines state that new infrastructure can be built so this is not a misuse of funds. This interchange must be built correctly so that stormwater does not further impair Spruce Creek. FDOT has made stormwater designs that will enhance it. The interchange will affect some wetlands but that will be mitigated and although the Doris Leeper Spruce Creek Preserve is

close, this project will not impact it. He is one of the people that wanted this project as the former Port Orange City Manager; there is a very real issue with traffic coming from the barrier islands to I-95 for evacuation and this interchange will also help the Coastal Woods and Woodhaven developments as well as other areas on Pioneer Trail. He still supports this project.

Mr. Tyler replied that is correct; he noted that public engagement and feedback are vitally important and strengthen their projects. FDOT received a number of public comments both for and against the project. FDOT relies on the elected bodies of the communities to let them know if the project is still a priority and is why they reviewed the history of this project. This project has been prioritized by the community year after year and why FDOT identified it for advancement once funding was made available. They appreciate and welcome public comments but unfortunately in the process.

Commissioner McCool referred to the eco-impact studies and asked when the latest studies were conducted; if any were more current than 2017 and if any studies have been done post Hurricane Ian or Nicole.

Mr. Buck replied that the PD&E was completed in 2021 and since then, they have been in the design phase. During design, the design is refined, and the environmental office continually coordinates with the design office to see if they are making any changes that would impact anything that was not already studied and to ensure everything that was agreed upon by the state and regulatory agencies is being met and the project is not impacting anything new. He is not sure if any studies have been done since the hurricanes.

Commissioner McCool asked for clarification that they are basing the plan on the pre-hurricane impact study.

Mr. Buck replied they normally do a 24-hour storm study; all their analyses are based on state and federal regulations. For this project, they went above and beyond and based it on a 100-year storm; the hurricanes that occurred last year were 500-year storms which are not studied from a state and regulatory agency standpoint.

Commissioner McCool commented that Deltona thought they were set with their plans and development based on a 100-year storm study; however, these hurricanes were 500-year storms that completely altered her city as far as stormwater and environmental impact mitigation go. She wants the public to know the true picture of what the design looks like post-hurricane. She asked for clarification; she understood that the Department of Environmental Protection (DEP) is involved in eco-impact studies for this project and asked if there is any requirement with accepting federal funds that the Environmental Protection Agency (EPA) must be involved as well; she did not see anything in the presentation regarding the EPA.

Ms. Jennifer Fengren, FDOT, replied that the DEP took over from the Army Corp of Engineers and that the EPA reviews the project as part of the public comment process; they have provided comments.

Commissioner McCool asked what those comments were; if the EPA supports the project and if the comments were in support of advancing the project or about further mitigation.

Mr. Tyler replied that FDOT has those comments and can provide them; the EPA is involved and they are an advising agency to FDEP which is the leading agency for issuing the Army Corp of Engineers permit for wetland mitigation; all the regulatory agencies are receiving public feedback and they are doing their due diligence by asking FDOT questions as well. FDOT is responding to those questions.

Commissioner McCool asked if FDOT could provide any data on the ratio of positive versus negative public comments.

Mr. Tyler replied FDOT can reply with more specifics; as part of the recent Work Program public hearing they received public feedback regarding this project; there were both positive and negative comments.

Mr. Buck explained they do not tally up the positive versus negative comments for a ratio.

Commissioner McCool asked if that is factored into the decision; because 95% of the comments provided to the TPO are unfavorable. She asked him to please provide the EPA comments to the TPO Board.

Mayor Chasez commented she is concerned about understanding how the layers of government are responding to the public feedback; public feedback was received during the PD&E phase. The TPO received a large number of public comments; New Smyrna Beach Commissioner Hartman commented that they had concerned citizens and FDOT representatives helped them with those comments recently. She asked what good it does to ask for public comment if it does not have the ability to sway anything at this point; there is outstanding information that has been requested today and yet the board is being asked to vote today. She does not like to vote on something when there is outstanding information; in her opinion, public comment must have meaning. She is unclear on the process where public comments have meaning and when there is a request for information that will not be received until after the vote; she asked what the repercussions are if the vote is postponed or if the board does not approve this amendment.

Ms. Nicoulin replied the requested amendment is to advance the project to the current year and add additional funding into the LRTP. If the vote is delayed, she would have to defer to FDOT for when the funding would need to be expended and how a delay would affect the project's timeframe.

Mr. Tyler explained the project is currently in the WP for this fiscal year which ends June 30, 2023; the action today is one of many steps to take to be able to let the project in June; he is uncertain about the ramifications of a delay to the schedule if a vote is not taken today. They are on a schedule and the goal is to let construction by June. If this board does not approve aligning the TPO's plan with the advancement of funds, it would have to be explored as to what that would mean. It is difficult for him to answer as no TPO has ever refused an advancement of funds; it is highly unlikely that the funds would be used for anything else but would instead go back to the original concept of what the ARPA funds are to be used for. FDOT is open to receiving public comment and they do respond during the PD&E phase if contact information is provided. They take the feedback and incorporate it into the official project record. It is always appropriate to provide comments.

Council Member Santiago commented his takeaway from the presentation is that 15 agencies have interacted in the decision-making process of this project which means there are a lot of checks and balances for approval. These are professionals we have entrusted to do the right thing based on our processes and state law. As it pertains to the EPA comments, he believes if there were any concerns, FDOT would have addressed them so he does not take the absence of that information as an issue; he trusts those 15 agencies and FDOT leadership to do the right thing and has no reason to believe otherwise. There has been constant public input regarding this project over many years and the state and local agencies have continued to support this project. As an elected official, he appreciates public comments; however, he is a realist in that opposing comments are typically where the energy comes from. The question is do they want an additional access point in their community for emergencies or to get where they need to go?

Commissioner McCool asked if the ARPA funds are eligible for other projects if this is not approved. She asked for clarification that there is another exit within four miles either way of this proposed interchange.

Ms. Nicoulin replied yes regarding the exits; she explained the ARPA funding was awarded to the state and projects attributed to that funding would go through the state process.

Mr. Tyler stated that the project has been identified, programmed, and incorporated into the WP and this funding was allocated to this project. It is difficult to speculate where it would be spent if not on this project.

Commissioner Johnson referred to the US 1 interchange project and asked if FDOT has an idea for that interchange and if it would be relocated.

Mr. Tyler replied that the project is currently going through the PD&E study to decide the best solution for reconstructing it; that interchange is one of the last original interchanges in the state and is out-of-date and needs modernization.

Mr. Buck announced a public hearing will be held for that project on March 30, 2023; they have a preferred alternative of a diverging diamond interchange and the public will be able to see the graphics and how it will handle the traffic from Love's Truck Stop. It will be in the same location but the ramps will be modified.



Volusia County Council Chair Brower commented that one of the intended, written goals of this project is to increase economic development in that area; everything east of this proposed interchange towards Spruce Creek is not yet developed and is part of the Florida Wildlife Corridor but it will be developed. There is no guarantee they can control the water quality for that development. He is astounded that there is not a BMAP for that area.

Council Vice Chair Robins asked if a BMAP is required; he asked if a BMAP was a lesser test because it seems that FDOT is going above and beyond what a BMAP would offer. He asked if a BMAP was needed or required.

Ms. Ferngren replied that currently, Spruce Creek has a total maximum daily load (TMDL) that establishes a level of pollutants, nutrients, etc. that are allowed in it. It is up to the DEP to establish a BMAP; she cannot say when or if they will develop a BMAP.

Mr. Tyler stated that, FDOT would have to comply with whatever is required by the regulatory agencies.

Mayor Chasez explained that a BMAP is done for certain outstanding springs in the state; this is a creek and not a spring. TMDLs are a very common restriction on waterways of all kinds.

Mr. Ben Bartlett, Volusia County, stated there are two TMDLs for Spruce Creek; one for fecal and one for nutrients which is based on dissolved oxygen. The county has contacted the DEP to determine the status of the TMDLs; they responded that the TMDL for nutrients has been moved to a "no action" status which means that under current standards it is no longer considered impaired.

Chairperson Cloudman invited comments from the public.

Mr. Derek LaMontagne, a citizen from Port Orange, and chief researcher for the "Save – Don't Pave Spruce Creek" group, passed out a handout with information in opposition to this interchange. He has been studying this project as a resident and a scientist and commented that this is a request to fund a bad design in a bad location. They are going to pave over 60 acres of wetlands, the cost is over \$200 million, and it has close to 90% opposition from the public. After the hurricanes last year, New Smyrna Beach put a moratorium on projects of a large scale; there are other roads that can relieve traffic such as Williamson Boulevard; I-95 is not supposed to be used as a city connector. The design for this interchange is bad; he has found holes in FDOT's logic and they have not been entirely as the Doris Leeper Spruce Creek Preserve will be affected because part of the footprint for this project is on land that is on the Florida Forever list of acquisition to complete an envisioned finality of the Doris Leeper Spruce Creek Preserve. If this is built, the Doris Leeper Spruce Creek Preserve will never achieve what it was meant to be as a habitat refuge and a water-quality protected wetland. FDOT has been asked how they will accommodate habitats; he does not think we are getting \$200 million in benefits with this project. This project has been opposed for over 30 years which is why it has not yet been built. He asked that everyone wait a year to approve this to see what the next hurricane season brings; re-evaluate the project and what other alternatives there are. The design could be made smaller and less expensive. This is a serious concern with government money; ARPA funds can be used for small businesses, non-profit organizations, and parks; the state could reallocate these funds to other things as this project does not benefit people. It was said that in 25 years the project might benefit Dunlawton Avenue by a 10% to 15% in traffic reduction for an increase in traffic on Pioneer Trail. This project is not worth the astronomical cost; these funds could be used on other projects. The need for this project is not there and it will hurt the Doris Leeper Spruce Creek Preserve.

Ms. Suzanne Schreiber, a citizen, stated that when New Smyrna Beach passed its moratorium, they lost the 25% discount on insurance because of storm water issues. She asked what Port Orange or Volusia County would do if they lost their discount due to flooding. There has been flooding there previously and moving this project up seems questionable. She noted the Citizens Advisory Committee (CAC) voted against this project with a vote of nine to two. It appears that FDOT is advising the board to vote against the citizens which is dismissive. She wants to see storm water addressed and she agrees with Mr. LaMontagne about the cost of the project. The money needs to be spent in the most practical way.

Ms. Nicoulin stated that the Bicycle/Pedestrian Advisory Committee (BPAC) makes recommendations on bicycle/pedestrian concerns; they did not take any action on this item because it is not a bicycle/pedestrian issue. The CAC and the Technical Coordinating Committee (TCC), which is made of technical staff members from each of the municipalities and counties, took action last week which is summarized in the agenda. The CAC voted nine to two against the amendment and the TCC voted unanimously to support it. Questions did arise about the discussion at those meetings; the CAC Chairperson, Ms. Kerry Karl, representing Deland, was unable to attend that meeting so the Vice Chairperson, Mr. Dave Castagnacci, representing Volusia County, chaired the meeting. Ms. Karl submitted a transcript of that portion of the meeting which is provided as a handout.

Ms. Blankenship read an online comment from Mr. Alex Zelenski; he asked if there was a way to transfer from banked mitigation credits to near-site mitigation within the Doris Leeper Spruce Creek Preserve or some other natural area if the interchange is implemented.

Ms. Ferngren replied probably not; it would have to be approved by the regulatory agencies; even if it was possible, it would not make it this fiscal year. The Doris Leeper Spruce Creek Preserve would have to be able to have mitigation credibility which she does not think they have. The preferred mitigation from the DEP is mitigation banked credits.

Mr. Tyler stated the water management district and the regulatory agencies prescribe the mitigation process; it is being pursued as close as possible.

Ms. Blankenship read an online public comment from Ms. Tricia Cobb; she is opposed to moving this project forward with ARPA funding; the American Rescue Plan Act (ARPA) has been abused and is a waste of our tax dollars. She does not want ARPA funds as an emergency for this project. She agreed with Ms. Schreiber.

Ms. Blankenship stated Ms. Schreiber asked for a count of the number of public comments that are opposed to this interchange. She tallied them up and it is 62 comments opposed to the interchange and 5 comments for it.

***MOTION: A motion was made by Mayor Partington to approve Resolution 2023-02 amending the Connect 2045 Long Range Transportation Plan (LRTP). The motion was seconded by Commissioner Cantu.***

Council Member Johansson stated this interchange has been part of the plan since 1985; the state has earmarked this project because it has been on the list for a long time. There seems to be a question of why the state is funding it now with ARPA funds; if we do not use these funds, they will be put towards another project. The elephant in the room is that people think a developer is pushing this project forward; however, Coastal Woods is built and expanding; the same goes for Woodhaven and Venetian Bay. People complain about developers not contributing to transportation infrastructure; this is an opportunity to get the needed infrastructure for these developments. 62 people are against this project; however, people that complain let you know but if people are happy with something they do not. If you go to these developments and ask the residents if they will want it, they will. This interchange is important to aid with transportation and evacuation. There are a lot of people who live there but do not work here and the best way for them to commute is I-95 to I-4; it will not be used for one-exit-up purposes. We have heard comments from citizens that it is 90% opposition to the interchange but there are over 550,000 residents in Volusia County and we have not heard from 90% of them. It is an important project that has been in the plan for years. The interchange needs to be built and be in conjunction with the development that has already been approved.

Vice Mayor Foley stated there are neighborhoods already being built and it will be a safety concern; our first responders need to be able to use this interchange to access these neighborhoods in addition to evacuation purposes. He appreciates the concern about water quality; the way we are going to improve our water quality is going to be through technological advances and not by stopping one project. This is not a new project but an advancement of funds. He appreciates the citizens' concerns but the board members role is to help FDOT and TPO staff to learn and improve projects. Dunlawton Avenue is a choke point for Port Orange with safety concerns; we need to look at the whole picture and be proactive.

Commissioner Hartman stated that the New Smyrna Beach City Commission approved this plan in 2019 and as of last night's commission meeting, they are still on board with it. He referred to the comment made about a moratorium and the 25% loss of insurance, that is the first he has heard about that. Several emails from residents were received after the hurricanes regarding the lack of evacuation routes for the city; SR 44 was flooded so there is a need for an additional evacuation route. The city is currently undergoing a study on the watershed and the new developments on how that impacted the flooding in the area; it is expected to be completed by June and the city will share the results with FDOT so they will have this information before constructing this project in case another watershed needs to be built.

Vice Mayor Smith commented that he has lived here his entire career and is familiar with both sides of this issue; he is a resident, developer, and retired engineer. Public comments are always negative because they do not want change. If elected officials listened to the local citizens that do not want the change, we would not be where we are today and would never have been developed to where we are. This project has been in the pipeline for a long time and it would be a mistake not to approve it.

Volusia County Council Chair Brower stated he agrees with Vice Mayor Foley that future science will tell us how to solve this problem, but we know that there are areas that should not be developed. The intended purpose of this interchange is to provide for more development in an area of the watershed. The watershed for Spruce Creek contains wetlands and we have already seen that the development pattern that we have undertaken has consequences; Spruce Creek is an outstanding waterway that is impaired; the Indian River Lagoon is impaired. We cannot continue to ignore the consequences and the cost of the pollution we are creating for our state's water system which is resulting from the decisions we are making to develop these essential wetlands and watersheds; it is his opinion that it is irresponsible to continue on with this project even though it has been on the list for decades. We have learned things in those decades; we do not need another evacuation route as there are two very close and it will not take vehicles off SR 44 but will likely increase the traffic. He cannot in good conscience vote for this project by approving this funding that is needed in other areas. There are more critical transportation projects that need to be addressed for safety and future growth that do not put place sensitive environmental lands in danger. He urged the board to vote no on this amendment.

Council Vice Chair Robins stated the board has heard numerous opinions about future science; one thing to consider is that there are some areas that may not need to be developed such as the Doris Leeper Preserve and Spruce Creek which have been identified as environmentally sensitive and need to be protected. He referred to the Samsula and Spruce Creek area that used to be cabbage farms; what has impaired our waterways is fertilizer from those old cabbage farms. We now have a project that will improve that water quality and runoff from its current state. The development is already there and has been approved; Council Member Johansson, Vice Mayor Foley, Commissioner Hartman and others have all made the point that we have the opportunity to do something good with this funding. If we do not do this now, everyone in Volusia County will pay more for it later. He encouraged board members to consider everything when making a decision.

Chairperson Cloudman announced he received another request for public comment and because there is a motion on the floor, a motion is needed to allow additional public comment at this time.

**MOTION:** *A motion was made by Council Member Santiago to allow additional public comment. The motion was seconded by Vice Mayor Foley and carried unanimously.*

Ms. Maryam Ghyabi, Ghyabi Consulting, stated her brother is local developer Mr. Mori Hosseini whom she believes is the developer being discussed. She has been an advocate for transportation for 40 years for Volusia County; she has written numerous editorials about growth and the accountability of government for infrastructure. She has always encouraged infrastructure before approving developments. She can be emotional regarding misinformation that County Council Chair Brower expressed; she has shown him the science behind this project. She cannot understand why we would want to miss \$100 million coming to that facility over misinformation. She has travelled to Tallahassee many times trying to get funding for the US 1 interchange; she asked if this will be the same issue when funding for it becomes available; and for the LPGA Boulevard interchange. The science supports this project which is why the TCC unanimously approved it. The traffic in Volusia County is bearable now but we will have suffering as we move forward. This interchange is



not \$200 million; that is more misinformation. The I-4 and I-95 at International Speedway Boulevard (ISB) interchange was \$220 million but that included multiple interchanges coming together; negative comments were received for that project as well. She referred to the statue at that interchange that promotes Daytona Beach; everyone on the interstate sees that promotion.

Chairperson Cloudman referred to the motion on the floor for approval and asked if there were any more comments or discussion; he summarized the project and noted that it was identified as a future project many years ago. This board exists to collectively do what is right for this region and is the funnel for federal funding for transportation, often matched by the city, county or state. What the board is being asked to do today is approve federal funding being offered for a project included in our LRTP and current work program; this body voted to include this project in the LRTP and the five-year WP in the past. Today we will be voting on identified ARPA funding to advance the project to the current year. If these funds were not offered, we would be waiting to secure funding from another source; it is not about whether the project should exist but whether to accept the federal funding and advance it. There have been some valid points made by both elected officials and the public.

Ms. Nicoulin replied his summary is correct about what this requested amendment would do in terms of accepting ARPA funds, making our plans consistent with FDOT, and advancing construction to the current year.

Commissioner McCool stated that is unpopular to ask uncomfortable questions that her constituents have directed her to ask; it is her job to do so. Volusia County does not have the best record regarding development; she has a large project in her area that she hopes the TPO will be just as passionate about; the Rhode Island extension. Deltona is desperate for commercial development; the town was laid out poorly and they have serious storm water issues, flooding issues, etc. It is her job to ask the hard questions and no disrespect is intended; she is trying to be the best elected official possible for her constituents.

Councilwoman Gillis commented that the people who have reached out to her regarding this project that were against it and worried that moving the project up would cause more issues. They were not necessarily against the project because they know it is coming, but against it happening sooner.

Volusia County Council Chair Brower clarified his comment was not about the \$200 million; that comment was made by a member of the public. His comment was regarding the water quality of the Indian River Lagoon and Spruce Creek.

***The motion passed with a roll call weighted vote of 78.61% to 21.39%.***

Chairperson Cloudman explained that the weighted votes are based on population; and the small cities have one vote collectively.

**D. Review and Approval of Resolution 2023-03 Amending the FY 2022/23 to 2026/27 Transportation Improvement Program (TIP) (Roll Call Vote Required)**

Ms. Nicoulin stated this request is to amend the TIP to include seven new projects and to revise funding for the I-95 at Pioneer Trail interchange project. In addition, the TPO received a request from FDOT on Friday to also include the Flagler Central Commerce Parkway Connector project; this is a project that was amended into the TIP in October; this request is to add the local funding to make the project whole. There are five new Section 5310 transit operations and capital projects; one project that programs funding for a new operations safety project; one project that programs funding for a new electric vehicle infrastructure project; adding the local funding to the Flagler Central Commerce Parkway Connector project; and adding the additional funding for the I-95 at Pioneer Trail interchange project for fiscal year 2023.

Council Member Santiago asked what the process is for the additional projects and when that was decided.

Ms. Nicoulin explained the transit funds come from the Federal Transit Administration (FTA) and those additional projects are requests to access grant funding. It is a separate process as those projects do not go through the TPO's priority process; however, those funds are identified in the TIP. The funds for the electric

vehicle infrastructure program were made available through FDOT's traffic operations to take advantage of a study to identify gaps in electric vehicle infrastructure along I-95.

**MOTION:** *A motion was made by Mayor Partington to approve Resolution 2023-03 amending the FY 2022/23 to 2026/27 Transportation Improvement Program (TIP). The motion was seconded by Commissioner Dance and carried unanimously by roll call vote.*

**E. Review and Approval of River to Sea TPO Office Lease Termination**

Chairperson Cloudman stated the leasing company for this building has notified the TPO they are exercising a clause in the lease that indicates if storm damage cannot be repaired within 120 days, they have the option to terminate the lease; all tenant leases in the building are being terminated.

Ms. Nicoulin explained the current lease that is being terminated is a ten-year lease set to expire in 2028; the TPO is being asked to vacate the premises by February 28, 2023. The leasing agent submitted a preliminary termination agreement that outlined the requirements for us to leave by that date; it also indicated they were under no obligation to provide any financial assistance to relocate. The clause in the lease states it is in their sole discretion if they are unable to complete repairs caused by water damage during Hurricane Ian. Water came into three offices, the copy room, the waiting room and this conference room; it was cleaned up and the space was environmentally tested; it was indicated that those tests were acceptable but other parts of the building were not which is why the landlord is exercising the justification of that lease clause for the entire building. All tenants were given the same date to vacate. She has contacted the TPO's legal counsel who provided back comments and marked-up the proposed termination agreement. We requested negotiating the termination date and for financial assistance. Initially, the landlord stated there was no flexibility on the termination date and they were under no obligation to provide the TPO with any financial assistance. She received a certified letter from the landlord's attorney and the Executive Committee directed her to engage the TPO's attorney to work with the landlord's attorney on the termination agreement. Late last week, she was contacted by the leasing agent who indicated they would be willing to consider some type of financial assistance as we have been a long-term tenant here for 17 years. Following that, staff put together costs to relocate. We may have to move twice given the short timeframe and how unrealistic it is to find a space that fits our needs quickly. The TPO has a unique need for a large meeting space and everything available would need some type of build-out for a large conference room; therefore, we are looking for a short-term solution and a long-term solution. Given the short timeframe to vacate, we do not want to rush into a long-term lease; we will move to a temporary location and identify the long-term options that best suit the needs of the TPO. Staff has begun putting together the costs associated with moving which have not yet been presented to the leasing agent. We have identified two stages of the moving process which include relocation of the server, phone system, furniture, copiers, legal costs associated with the negotiation of a new lease, potentially having to store furniture and printing needs; it would cost approximately \$34,000 for the initial move and approximately \$26,000 for the second move. When the TPO signed the current lease, we underwent two rounds of renovations with the understanding we would be here for ten years that cost approximately \$35,000 which includes the balance of funds for the remaining five years on the lease. In addition, the clause in the lease the landlord is using as justification for lease termination indicates if they exercises this clause, they shall abate rent from the date of the occurrence of the damage; the damage was reported on September 30, 2022 which was the day after Hurricane Ian. If the justification falls within that clause, the TPO will ask for a refund on October, November, December and January's rent; the TPO's legal counsel and their legal counsel disagree on that clause so there will be additional negotiations with them. She asked the TPO Board delegate authority to the Executive Committee to take action on items associated with the lease termination. The Executive Committee does meet next week but it is much easier to convene them for an emergency meeting if necessary.

Chairperson Cloudman stated this item relates specifically to the termination of the lease; the next agenda item relates to identifying a future location. The TPO Board does not meet again until a few days before the TPO must vacate so the Executive Committee will be able to convene and move things along as we negotiate the terms.

Mayor Partington noted that if the TPO Board delegates authority to the Executive Committee, the Chairperson will need to make appointments to that committee soon so they can make those decisions. He noted that the certified letter tried to push the TPO's Executive Director to sign; he does not think the attorney

for the leasing agent realizes the TPO is a different type of tenant and the Executive Director cannot do anything without the authority of the board who represents thousands of tax payers. It is important that we negotiate a fair and reasonable deal and that it abides by the language in the contract. We need to protect the tax payers and make wise decisions. Staff has done an amazing job managing this situation.

**MOTION:** *A motion was made by Mayor Chasez to delegate authority to the Executive Committee on items associated with the River to Sea TPO office lease termination. The motion was seconded by Vice Mayor Lindlau and carried unanimously.*

**F. Review and Approval of River to Sea TPO Office Relocation**

(Handout)

Chairperson Cloudman stated that this item is regarding the task of relocating and everything that goes along with it as well as identifying a location that is reasonable for all board and committee members to drive to for meetings. There is also at least one outside organization that utilizes the TPO's conference room. He noted that the TPO's lease was locked into a rate established five years ago and not the leasing rates of today.

Ms. Nicoulin explained the handout is a map of potential locations and a comparison of rent summaries. As mentioned previously, the TPO is going to have to move twice. She has contacted a commercial real estate broker to assist with this search and Volusia County to see if they have any office space available either short-term or long-term; the county did not have anything on this side of the county but has a 1,000 square foot space on the west side. The current office space is approximately 6,200 square feet; however, we only pay rent on 5,200. She also contacted the city of Daytona Beach for availability of space and they have two; one is at the marina at Halifax Harbour and the other is at the Florida Tennis Center on LPGA Boulevard. She looked at both spaces; the space at the marina is about 9,000 square feet and is temporarily housing some of the public utilities staff while their space is being renovated. It does need some work and would need flooring. The space at the tennis center is built out as office space with 4,000 square feet and would not work long-term because it is not on a transit line. She reviewed the map that shows the current location, the temporary location at the tennis center and four possible long-term locations; the tennis center could provide a six-month lease or a month-to-month at \$5,000 per month. She reviewed each of the four potential long-term locations along with the rent and community association management (CAM) amounts associated with each location compared to the current lease and CAM amounts. She explained what would need to be built out on each and what each property owner is willing to contribute to a build out.

Chairperson Cloudman noted that Ms. Nicoulin has worked through this and he is thankful the city of Daytona Beach is offering a temporary location for staff; a temporary meeting space has been reserved at the airport for meetings through June. It is a space that the county provides for free which is also helpful.

Members discussed the various options and how often the large conference room is utilized which is at least four times a month. They discussed the possibility of staff working remotely temporarily; it was explained that this was considered as COVID showed that working remotely is possible. There are some challenges with that such as the assembly of agendas, the financial positions and access to physical files. Also, the TPO has a physical server that would need to be housed somewhere. The TPO uses a third-party IT company and they indicated some clients use only the cloud; however, the TPO has not done that before. Also, there is the team morale to consider and being able to come together as a team. It was also suggested using a city or county chambers to hold meetings in the interim; however, it was noted that was considered but it makes it difficult for coordination and attendance. The Beach Safety Headquarters and the Sheriff's Office were also suggested as temporary meeting spaces. An explanation of CAM charges was provided.

**MOTION:** *A motion was made by Council Member Johansson to delegate authority to the Executive Committee regarding the River to Sea TPO office relocation. The motion was seconded by Vice Mayor O'Connor and carried unanimously.*

**VI. Presentations and Discussion Items**

**A. Presentation and Discussion of FDOT's Tentative Five-Year Work Program for FY 2023/24 to 2027/28**

Ms. Lisa Buscher, FDOT, gave a PowerPoint presentation of FDOT's Tentative Five-Year Work Program (WP) for fiscal year (FY) 2023/24 to 2027/28. FDOT's WP is a five-year plan and a listing of transportation needs planned for the upcoming five-year period and includes public transit, seaport, airport and rail projects; activities such as transportation planning, transportation systems management and operations, engineering and design; right-of-way acquisition and construction activities. Each year, the upcoming five-year needs are developed in collaboration with their local partners' priorities. She explained the process of approval for the WP. The WP is managed on a fiscal year basis which starts July 1 and ends June 30. A video that explains the process is available on FDOT's website. They held a public hearing in December and public comments were accepted until December 23, 2022. She explained the key dates and the timeline for the WP. The WP must be balanced with available resources such as revenue forecasts for state and federal resources; program target areas must be met. She reviewed the funding table specific to the River to Sea TPO's planning area as well as a breakdown of project types. She reviewed key projects in the WP for Volusia County and Flagler County and noted the funding for each project. She reviewed the deferred projects and how far out they were deferred.

Members discussed the presentation; the roundabout project in Orange City was questioned and it was explained that is an Orange City project and not FDOT's. It was asked if the WP could be amended at any time and when the projects included are taken into consideration; the WP runs from July 1 through June 30 each year. What has been presented today is what is planned for the next five-year cycle; development is typically started at the beginning of the fiscal year; the TPO will develop its priority list which is provided to FDOT; FDOT conducts intake meetings for those projects to determine which projects will be added to the WP. The program for the year is wrapped up between October and December; FDOT accepts public comments during this time. The WP then goes to the Legislature and the Governor for approval. Regarding making any changes, FDOT is at the end of the development of this cycle and will begin development of the next cycle; there are opportunities at that time for priorities to shift and other considerations to be made. The Rhode Island extension project was referenced as a definitive need.

Chairperson Cloudman announced the annual Call for Projects is currently open through February 28, 2023; the draft priority list will be presented to the TPO Board for approval.

Ms. Nicoulin added that the TPO works with FDOT in the fall to identify projects for the WP; the TPO uses the tentative five-year WP in the spring to help develop our TIP. The cycle goes back and forth between FDOT and the TPO; she confirmed that the Rhode Island extension project is on the priority list.

#### **B. Presentation and Discussion of 2023 River to Sea TPO Safety Data and Targets**

Ms. Nicoulin gave a PowerPoint presentation on the updated safety data and the TPO's safety targets. Adopting safety targets by the end of February has been a requirement for the TPO for the last five years and the five measures have remained unchanged. Those targets are the number of fatalities, serious injuries, non-motorized fatalities and serious injuries, the rate of fatalities and the rate of serious injuries. FDOT has adopted a target of Vision Zero which sets a target of zero for all five of these measures. Over the last five years, the TPO has adopted an independent target based on a 2% reduction. The TPO recently applied for the Safe Streets and Roads for All (SS4A) grant, and as part of that grant, the TPO must make the commitment to adopt the Vision Zero target. This target focuses on driver behavior and working with partner agencies such as FDOT and local law enforcement. She noted that the TPO always addresses safety in the projects that are programmed through the annual Call for Projects and this year, safety was emphasized in the project applications. The past year's safety data was just released so staff has not yet had the opportunity to dissect it; she reviewed the safety data for both Volusia and Flagler Counties as a whole. The data shows that the numbers have increased; she showed the data for fatalities, serious injuries, non-motorized fatalities and serious injuries, and the rates for both. The data will be analyzed specifically for the TPO's planning area.

Chairperson Cloudman stated he was part of the TPO Board that initially adopted the 2% reduction; the justification was the board wanted realistic targets but that target would go up and down based on the previous year's data; FDOT has a fantastic campaign of Vision Zero including impactful commercials. If the TPO is not penalized or loses funding because we have not met the target, then the target should be zero.

Commissioner McCool announced that Deltona held two workshops on this issue last year and they encouraged the other municipalities to do so as well; there are things the locals can do such as asking developers in their



agreements to contribute to helping mitigate this issue; it is an art of the traffic problem. There is evidence that we have a problem in Volusia County; Deltona included, especially along the Howland Boulevard corridor. They are asking the other municipalities and the county to discuss safety mitigation and include it when they meet with developers.

Vice Mayor O'Connor asked if it is because FDOT is providing the information regarding the bicycle/pedestrian data as there is a significant difference between what we can do to prevent fatalities and serious injuries and the state; he asked if the data could be separated on how it is recorded.

Ms. Nicoulin explained that the data is available to analyze separately.

**C. FDOT Report**

The FDOT report was provided in the agenda.

**VII. Executive Director's Report**

Ms. Nicoulin announced the TPO's annual Call for Projects is currently open and will close on February 28, 2023. This is the process where the TPO accepts project applications from the local governments; a workshop was held at the TCC meeting this month. The TCC is the technical staff that completes the applications that include the ranking criteria used. The TPO also requests the local governments to indicate continued support for projects on the priority list as well as updated cost estimates for unfunded projects.

**VIII. River to Sea TPO Board Member Comments**

There were no board member comments.

**IX. River to Sea TPO Chairperson Comments**

Chairperson Cloudman stated the summary reports from the advisory committees and attendance records are provided in the agenda; he asked members to review those and if they have a vacancy in their jurisdiction to appoint someone.

**X. Information Items**

- Citizens Advisory Committee Attendance Record – 2023
- Technical Coordinating Committee Attendance Report – 2023
- Bicycle/Pedestrian Advisory Committee Attendance Record – 2023
- River to Sea TPO Outreach and Activities
- Upcoming River to Sea TPO Events
- Volusia and Flagler County Construction Reports
- 2023 River to Sea TPO Board and Committee Meeting Schedule

**XI. Adjournment**

There being no further business, the River to Sea TPO Board meeting adjourned at 12:40 p.m.

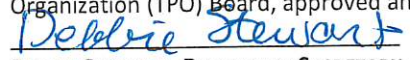
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



CITY OF DE LAND MAYOR CHRIS CLOUDMAN  
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 25, 2023 regular meeting of the River to Sea Transportation Planning Organization (TPO) Board, approved and duly signed this 22<sup>nd</sup> day of February 2023.



DEBBIE STEWART, RECORDING SECRETARY

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

***\*\* A recording of the January 25, 2023 TPO Board meeting is available upon request.***

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) BOARD**

**ROLL CALL VOTE SHEET**

**RIVER TO SEA TPO BYLAWS**

**MEETING DATE:**  
**MEETING TIME:**  
**MEETING LOCATION:**

JANUARY 25, 2023  
9:00 A.M.  
RIVER TO SEA TPO CONFERENCE ROOM  
2570 W. INTERNATIONAL SPEEDWAY BLVD., SUITE 100  
DAYTONA BEACH, FL 32114

**QUORUM:** 10 MEMBERS: YES/NO

YES/NO

\*\*\*\*\*

**REPRESENTING:**

**TPO MEMBER:**

**YES** **NO**

DAYTONA BEACH	COMMISSIONER CANTU	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DEBARY	MAYOR CHASEZ	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DELAND	MAYOR CLOUDMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DELTONA	COMMISSIONER MCCOOL	<input checked="" type="checkbox"/>	<input type="checkbox"/>
EDGEWATER	COUNCILWOMAN GILLIS	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FLAGLER COUNTY	COUNCIL MEMBER DANCE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HOLLY HILL	COMMISSIONER JOHNSON	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NEW SMYRNA BEACH	COMMISSIONER HARTMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ORANGE CITY	VICE MAYOR O'CONNOR	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ORMOND BEACH	MAYOR PARTINGTON	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PALM COAST	COUNCIL MEMBER KLUFAS	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PORT ORANGE	COUNCIL MEMBER FOLEY	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SOUTH DAYTONA	COUNCILMAN SANDER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VOLUSIA COUNTY	VOLUSIA COUNTY COUNCIL CHAIR BROWER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VOLUSIA COUNTY	COUNCIL VICE CHAIR ROBINS	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VOLUSIA COUNTY	COUNCIL MEMBER REINHART	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VOLUSIA COUNTY	COUNCIL MEMBER SANTIAGO	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VOLUSIA COUNTY	COUNCIL MEMBER JOHANSSON	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SMALL CITY ALLIANCE**

BEVERLY BEACH	COMMISSIONER SCHUITEMA	<input type="checkbox"/>	<input type="checkbox"/>
BUNNELL	COMMISSIONER SCHULTZ	<input type="checkbox"/>	<input type="checkbox"/>
DAYTONA BEACH SHORES	VICE MAYOR LINDLAUER	<input type="checkbox"/>	<input type="checkbox"/>
FLAGLER BEACH	COMMISSIONER SHERMAN	<input type="checkbox"/>	<input type="checkbox"/>
LAKE HELEN	COMMISSIONER BASSO	<input type="checkbox"/>	<input type="checkbox"/>
OAK HILL	VICE MAYOR LINDLAU	<input type="checkbox"/>	<input type="checkbox"/>
PIERSON	MAYOR BENNETT	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PONCE INLET	VICE MAYOR SMITH**	<input checked="" type="checkbox"/>	<input type="checkbox"/>

\*\*\*\*\*

**TPO STAFF:**

DEBBIE STEWART	<input type="checkbox"/>	<input type="checkbox"/>
PAMELA BLANKENSHIP	<input type="checkbox"/>	<input type="checkbox"/>
STEPHAN HARRIS	<input type="checkbox"/>	<input type="checkbox"/>
COLLEEN NICOU LIN	<input type="checkbox"/>	<input type="checkbox"/>



RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) BOARD

ROLL CALL VOTE SHEET

LRTP AMENDMENT

MEETING DATE:  
MEETING TIME:  
MEETING LOCATION:

JANUARY 25, 2023

9:00 A.M.

RIVER TO SEA TPO CONFERENCE ROOM

2570 W. INTERNATIONAL SPEEDWAY BLVD., SUITE 100

DAYTONA BEACH, FL 32114

QUORUM: 10 MEMBERS: YES / NO

\*\*\*\*\*

REPRESENTING:

DAYTONA BEACH  
DEBARY  
DELAND  
DELTONA  
EDGEWATER  
FLAGLER COUNTY  
HOLLY HILL  
NEW SMYRNA BEACH  
ORANGE CITY  
ORMOND BEACH  
PALM COAST  
PORT ORANGE  
SOUTH DAYTONA  
VOLUSIA COUNTY  
VOLUSIA COUNTY  
VOLUSIA COUNTY  
VOLUSIA COUNTY  
VOLUSIA COUNTY

TPO MEMBER:

COMMISSIONER CANTU  
MAYOR CHASEZ  
MAYOR CLOUDMAN  
COMMISSIONER MCCOOL  
COUNCILWOMAN GILLIS  
COUNCIL MEMBER DANCE  
COMMISSIONER JOHNSON  
COMMISSIONER HARTMAN  
VICE MAYOR O'CONNOR  
MAYOR PARTINGTON  
COUNCIL MEMBER KLUFAS  
COUNCIL MEMBER FOLEY  
COUNCILMAN SANDER  
VOLUSIA COUNTY COUNCIL CHAIR BROWER  
COUNCIL VICE CHAIR ROBINS  
COUNCIL MEMBER REINHART  
COUNCIL MEMBER SANTIAGO  
COUNCIL MEMBER JOHANSSON

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SMALL CITY ALLIANCE

BEVERLY BEACH  
BUNNELL  
DAYTONA BEACH SHORES  
FLAGLER BEACH  
LAKE HELEN  
OAK HILL  
PIERSON  
PONCE INLET

COMMISSIONER SCHUITEMA  
COMMISSIONER SCHULTZ  
VICE MAYOR LINDLAUER  
COMMISSIONER SHERMAN  
COMMISSIONER BASSO  
VICE MAYOR LINDLAU  
MAYOR BENNETT  
VICE MAYOR SMITH\*\*

✓	

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TPO STAFF:

DEBBIE STEWART  
PAMELA BLANKENSHIP  
STEPHAN HARRIS  
COLLEEN NICOU LIN


# RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) BOARD

## ROLL CALL VOTE SHEET

### TIP AMENDMENT

MEETING DATE:  
MEETING TIME:  
MEETING LOCATION:

JANUARY 25, 2023  
9:00 A.M.  
RIVER TO SEA TPO CONFERENCE ROOM  
2570 W. INTERNATIONAL SPEEDWAY BLVD., SUITE 100  
DAYTONA BEACH, FL 32114

QUORUM: 10 MEMBERS: YES / NO

\*\*\*\*\*

#### REPRESENTING:

DAYTONA BEACH  
DEBARY  
DELAND  
DELTONA  
EDGEWATER  
FLAGLER COUNTY  
HOLLY HILL  
NEW SMYRNA BEACH  
ORANGE CITY  
ORMOND BEACH  
PALM COAST  
PORT ORANGE  
SOUTH DAYTONA  
VOLUSIA COUNTY  
VOLUSIA COUNTY  
VOLUSIA COUNTY  
VOLUSIA COUNTY  
VOLUSIA COUNTY

#### TPO MEMBER:

COMMISSIONER CANTU  
MAYOR CHASEZ  
MAYOR CLOUDMAN  
COMMISSIONER MCCOOL  
COUNCILWOMAN GILLIS  
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VOLUSIA COUNTY COUNCIL CHAIR BROWER  
COUNCIL VICE CHAIR ROBINS  
COUNCIL MEMBER REINHART  
COUNCIL MEMBER SANTIAGO  
COUNCIL MEMBER JOHANSSON

YES NO

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#### SMALL CITY ALLIANCE

BEVERLY BEACH  
BUNNELL  
DAYTONA BEACH SHORES  
FLAGLER BEACH  
LAKE HELEN  
OAK HILL  
PIERSON  
PONCE INLET

COMMISSIONER SCHUITEMA  
COMMISSIONER SCHULTZ  
VICE MAYOR LINDLAUER  
COMMISSIONER SHERMAN  
COMMISSIONER BASSO  
VICE MAYOR LINDLAU  
MAYOR BENNETT  
VICE MAYOR SMITH\*\*

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#### TPO STAFF:

DEBBIE STEWART  
PAMELA BLANKENSHIP  
STEPHAN HARRIS  
COLLEEN NICOLIN

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## Connect 2045 LRTP Public Comments January 2023 Pioneer Trail Amendment (Received after 01/18/23)

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We are writing to voice our strong opposition to the proposed I-95/Pioneer Trail Interchange in Volusia County, and the allocation of any funds to it. Our concerns include the unethical use of ARPA funding, the increased flood risk it will generate, and the negative impact on quality-of-life for residents.

Furthermore, in light of the fact that the project has changed and expanded significantly, we believe the public deserves more time for further review in the interest of full transparency and preventing irreversible damage to our environment, health, and way of life.

Please do not amend the 2045 Long Range Transportation Plan to bestow \$100+ million to this controversial and harmful project. Also, please kindly transmit our comments to the TPO Board.

Sincerely,  
Ken and Julie Sipes

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Good morning. I am in support of the funding for the Pioneer Trail Interchange Project (FM# 436292-1). I live in Sugar Mill Gardens and this interchange would save time, fuel and money on my daily commute. With the Williamson Blvd. Expansion and the addition of the ICI Homes development and proposed developments and the addition of the Coastal Woods development, there needs to be another less congested way to access the interstate system. SR-44 is already impacted daily by the number of vehicles exiting I-95 and turning onto Sugarmill Drive. SR-44 is backed up onto the travel lanes due to the number of cars turning.

An argument has been made that homeowners security would be impacted. I counter that argument as there is always a security threat no matter where you live and how close you are to an interchange. The security threat exists in the new number of homes and persons living in these homes. I have experienced home break-in and theft and it was always committed by a local or neighbor.

Another argument is that the slow paced small town feel will be impacted. I counter that argument by simply stating that all of the new developments and the planned new developments are the demise of the small town feel, not the interchange. The interchange is merely a consequence of progress and development.

Thank you,  
Justin Grillot

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Basically, at this point in time I would strongly support a moratorium on any project that would encourage further growth and traffic. I see no public interest in such a project, only developers would benefit.

Richard Fasse

jayhawk1972@gmail.com

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Could you tell us the results of the votes from Tuesday's committee meetings?

Also, when you have time, could you share the recordings and minutes?

But please at least get us the vote results before Tuesday, even if the recordings/minutes are not ready yet.

Thank you!

The Save Don't Pave Spruce Creek Coalition

SaveDontPaveSpruceCreek@gmail.com

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please back off on proceeding with this proposed pioneer trail i-95 interchange. the existing infrastructure of the community can not handle the additional traffic and folks.

i am sure you are aware how pioneer trail ends going east.

beach access is limited to two causeway that cannot handle the flow now. adding another feeder, the pioneer interchange, will only exacerbate the problem not fix it. this town is still unique. allow it to uniquely continue to exist.

Timothy English

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Hi, would like to support the new interchange at I-95 and Pioneer Trail. We need this interchange to take some of the congestion off of State Road 44 in new Smyrna Beach.  
Sincerely, Robert R West.

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We would like to register our objection to adding another I-95 exchange at Pioneer Trail. This area has been zoned for large lot private residences. It is rural country. Adding an exchange here would destroy what was intended & turn this beautiful area into another disaster like the Rt. 44 urban sprawl. Not to mention the negative impact on the environment and abundant wildlife that exists today.

Please do NOT allow a new exchange to be built from I-95 to Pioneer Trail.

Bill & Margaret Crellin  
1843 Bayview Drive  
NSB. 32168

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Please register my further comment as follows:

1. Shouldn't we wait for the NSB Flooding Study before we sacrifice many, many acres of precious wetlands that help alleviate flooding, control erosion, remove pollution and help clean the water? Once these areas are destroyed, they are gone forever. Not to mention the threat to the wildlife and wildlife corridors across the state, critical to maintaining biodiversity and a healthy ecosystem.
2. 10s of millions of dollars would be spent on this project to save drivers possibly 60 seconds time at the existing two nearby interchanges. Are we so impatient that we need to destroy the natural environment that supports us and particularly one that helps alleviate the threat of flooding among other critical benefits?
3. How is the notice for the Request of Public Comment being distributed? I'm concerned this is reaching very few folks, I happened to see this on the NSB town website, which indicates a membership of less than 600 members, a very small segment of the population. Would it make sense to actually send a mailing to residents so that EVERYONE gets notice of this opportunity?

Thank you for taking comments.

Kind regards,  
Erica Ell  
4200 Saxon Dr. New Smyrna Beach  
[ericaell@gmavt.net](mailto:ericaell@gmavt.net)

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No, no, no, no, no, no interchange at Pioneer Road. Please find an alternative to this!

Thank you!  
Irene Groo  
703 Laurel Bay Circle  
NSB 32169

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Again's this whole Project. This is a disgrace

Thanks,  
Jimmi

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Please include my following comments.

I am totally against this new exit. There are sensitive wetlands that will be impacted. There are narrow roads like Pioneer trail that cannot safely handle the influx of the traffic. Not sure how traffic will be routed but I see it impacting NSB's historic westside neighborhood towards North Dixie Freeway. I also see it causing more gridlock within our city. Let's just improve our current interchange exits like Dunlawton and SR44, if needed.

With all of our recent flooding within new and older developments on the NSB mainland this is the last thing we need.

I always thought Spruce Creek was an Outstanding Florida Waterbody and should be protected. At the very least, I would hope there would be an Environmental Impact Study and a realistic balance of nature and concrete. This should not be perpetuated by overdevelopment and greed.

I believe it is only a distance of 7.5 miles between SR44 and Dunlawton exits on I95. The proposed Spruce Creek Exit cuts that in half. The environmental destruction and wildlife displacement are not worth shaving 5 to 10 minutes of driving time. The Pioneer trail exit and Williamson Blvd extension are only meant to further the efforts of opportunistic developers and not benefit the majority of county and municipal residents.

Thank you,  
Leslie Sachs  
816 E 8th Ave  
New Smyrna Beach, FL 32169

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Please do not ruin this beautiful area with traffic. There are owls, hawks, Bobcats, eagles, sandhill cranes, etc...in this area. They are getting squeezed out of all the woods nearby due to out of control large developments - PLEASE don't pollute more of their habitat.

Thank you for your time.  
Jenene Miller

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I vehemently oppose the Pioneer Exchange.

Sincerely,  
Ann Johnson

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I oppose the pioneer exchange

Lori Richards

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I oppose the pioneer exchange.  
LA Goonie

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I am against the Pioneer Trail Interchange Project for obvious reasons stated below. (Copied from a post on Nextdoor)

This proposal for an unnecessary additional interchange with I95 at Pioneer Trail in New Smyrna Beach will destroy hundreds of acres of critical wetlands adjacent to Dorris Leaper Spruce Creek Preserve.

As researched and advised, "if built, this project and associated secondary impacts will bring about the loss of hundreds of acres of critical wetlands in Volusia County, FL, as well as destroy habitat corridors needed to maintain the health and biodiversity of Doris Leeper Spruce Creek Preserve.

Please reconsider and protect these wetlands.

Thank you!  
Eva Davis  
813 E 15th Ave  
New Smyrna Beach

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I oppose the Pioneer Trail Interchange. We can't keep taking sensitive areas for unnecessary projects like this.

Donna Craig  
Ormond by the Sea, FL 32176

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My thoughts on this, is wondering if this Highway is absolutely necessary. This is just another impervious surface which will make the area a flood zone. I think these last couple years are good examples of the need for less building. Florida is beautiful and I would hate to see things get too overbuilt. In other words you can't go back. Leave the open space.

Michael Tague

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My email to you is concerning my and my family's opposition to the Pioneer Trail Interchange.

Florida should be striving to preserve our forests and the wildlife that calls those forests their home rather than destroying them.

Money is the root of all evil and we are not only allowing, but encouraging the destruction of Mother Nature so a few selfish people can profit from the killing of trees and the many amazing animals that live there.

Thank you,  
Mindy McLarnan  
Ormond Beach, FL

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I am against this because it will cause a lot of disruption to the natural area, the families that live there, bring more traffic, fast food chains etc. and for what? Convenience? I believe it is only 5 miles between the NSB and Port Orange interchange - that does seem adequate to me even as our area grows in population.

I would prefer to see the existing interchanges be upgraded to adding a new one.

Betsy Suposs | Interior Design  
Modern | Classic | Coastal  
<http://www.interiormotivesdesign.com>

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Common sense should tell you, table the Pioneer Trail Interchange project, which offers little to help the residents in that area. The available funds should be channeled to priority infrastructure needs in Volusia County.

The interchange can always be considered at a later date. On behalf of myself and all citizens in Volusia County, we appreciate and thank all involved for your understanding and consideration in the above matter.

Jack Blum

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Please be aware that all of us in this area (32 years here for me) are AGAINST bringing more traffic off I-95 here or elsewhere! Already you (FDOT) have turned our once-lovely, peaceful country town into a maelstrom of noise, dirt, dust, pollution, and uprooted the homes of countless wild animals, lovely plant life, natural forests, and NATURAL WATERSHED—which has led to recent flooding and will do even more harm and the total degradation of life for humans and animals! STOP this at once! We taxpayers do not want our money spent this way- to destroy LIFE! NO, NO, NO! We do not want to be an other Daytona Beach or any big city!!!

Suzanne Barber  
Corbin Park area New Smyrna Beach  
386-426-5657  
SUZY OF FLORIDA  
GOD BLESS AMERICA!

---

Citizens on your own Advisory Committee are against this exchange. But I find it unconscionable that ARPA money would even be considered as a funding source. Disgraceful misuse of those funds IMO.

Weegie Kuendig  
Daytona Beach Resident

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There is no reason to destroy more nature in this area. There have been too many new neighborhoods that have totally decimated all the trees and wildlife. After the last two storms it has been Proven that flooding was a major issue and destroyed so many homes. The traffic is already beginning to be a problem on pioneer trail and no one wants additional vehicles & accidents, plus neighborhoods being entombed with traffic. Please do not pass this Pioneer Trail interchange. The homeowners of New Smyrna Beach have voted for you and trusted you to protect us. Please do not pass this unnecessary project.

Thank you & please vote no.  
Michele & William Burns

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Many New Smyrna residents are against the Pioneer Trail Interchange. I helped you with the TPO survey a few years ago, and feel many residents made their feelings clear at that time. If you have any questions please let me know.

Please vote no. Enough changes are happening in your precious town of Edgewater. We are exploding!

Sincerely,  
Tricia Cobb

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I am a resident of Volusia County since 1989 and I am making a statement AGAINST the Pioneer Interchange for your consideration, to the TPO and those I addressed this to. We spent our tax dollars, as a tax paying resident and homeowner, over a period of many years in an effort to protect Spruce Creek, it's Wetlands and Habitat. If we go forward with this Interchange, there will be clear cutting, loss of habitat, loss of Wetlands and our tax dollars and efforts are for not. I am in complete disagreement with the use of American Rescue Plan Dollars to fund this project that decreases our quality of life. In fact, I have not personally researched this, but many have commented this is not lawful. The price tag is outrageous! We know that with the interchange comes more clear cutting and development of malls and mega gas stations. For years now malls are phasing out, often are empty. We really don't need another mall. The mega gas stations are unsightly and we don't need more of those. We know the result of this interchange will be more excess building over wetlands. Our wetlands are vital to our environment. Our wetlands offer habitat to our wildlife and protection to our communities from flooding. My final point is I believe this interchange will have a negative impact towards sending traffic and possible flooding into vulnerable communities, as well as again the loss of many years of tax dollars that were meant to protect Spruce Creek and it's surrounding Wetlands.

Sincerely,  
Carla J Black  
Volusia County Resident



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Thank you very much for this information...

Can you tell me if a complete environmental impact study was ever done for the project? And if so where to see it.

Many thanks again for the information.

Kind regards,  
Erica

---

I am writing to comment on the proposed budget increase for the construction of an I-95 interchange at Pioneer Trail.

I live at 3630 Pioneer Trail, New Smyrna Beach, FL 32168, within the boundaries of the Samsula Local Plan. The idea for this interchange has been around for almost as long as I have been a resident of Samsula--28 years.

The obvious objection to this interchange has been repeated so many times:

Disruption of the natural drainage pattern into the Spruce Creek Watershed.

Further disruption of the wildlife corridor, particularly on the westside of the present I-95 overpass, once the most used wildlife crossing in the area.

Yet I want to emphasize for your department's knowledge that Pioneer Trail is a two-lane county road with little shoulder space and ditches on the sides of most of the road. This was brought up twenty years ago.

So while you are considering a budget increase for the intersection itself, be aware that it will soon be necessary to budget a widening and improvement of Pioneer trail, which will increase your expenditure exponentially. Pioneer Trail has already become a dangerous road to transit with increased traffic seeking relief from Highway 44.

Your consideration is appreciated.

Sincerely,  
J. Douglas McGinnis  
(386)547-5550  
doug1952@cfl.rr.com

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I write to you to express my opposition to the said project above. This project will increase flooding to the area, destroy a vital watershed that we tax payers paid to clean, and restore and a good chunk of Spruce Creek is The Doris Leeper Preserve. The secondary impact of this interchange will bring the loss of hundreds of acres of critical wetlands. Has there been an environmental impact study? I can't find one. The strongly oppose the use of ARPA funds to the tune of \$200 million dollars to pay for the interchange. There are better uses for this money to help our community, not for an interchange.

Thank you for your consideration,  
Laura Devlin  
Edgewater, Fl

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I feel the proposed Pioneer Trail interchange is a prudent idea. Not only to relieve congestion on the Hwy 44 interchange but most importantly for emergency evacuations.

Thank you.  
Chuck Luther

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I am writing today to share my views about opposing the I95 Interchange at Pioneer Trail. I am a resident of beautiful New Smyrna Beach and reside on Sunset Drive along the beautiful Turnbull Bay. Our beautiful area hosts Florida Wildlife and is also a bird sanctuary.

Allowing another interchange will destroy habitats while allowing unnecessary development to take its place, We already have exits from I95 available in Port Orange and Edgewater. Is there a valid need to have another interchange? No! I am appalled by the clearcutting of trees that occurs when developments slap these houses in as quickly as they can, destroying everything living there with little care. All for greed.

It has already become too clear that paving over watersheds and undeveloped land has resulted in current flooding. Allowing another interchange will result in more negative impacts.

The most important characteristic in leadership is wisdom. Although it seems to be the least used. Please use wisdom in your decisions for our communities and the actual people that make this area our home and depend on you to make good decisions for the future.

Deborah Mongato  
Joseph Mongato  
2531 Sunset Drive  
New Smyrna Beach, Fl 32168  
Resident since 1983 in NSB



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It's shocking to learn that the state's TPO would ever consider building anything in a wetland. The wetlands are essential to maintaining a wildlife area, provide a watershed for drainage and a recreational area for humans. Wetland are essential to a naturally sustainable ecosystem. Approving this interchange indicates the state and the area's municipalities are focused on supporting wealthy developers instead of the local voters/tax payers.

The flooding issues resulting from hurricanes Ian and Nicole destroyed many homes in Volusia county. How many more homes will be ruined during the next significant storm due to the impact of building this interchange? Does the TPO even care about that impact?

The fact that this interchange is being considered indicates that the state and local politicians only care about the money the developer will make and the subsequent contributions to their campaigns. Shame on you!

Thanks!

Joan Pirraglia

Mobile: 908-256-3767

[joanpirraglia@gmail.com](mailto:joanpirraglia@gmail.com)

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I am emailing you to express my opposition to the pending Pioneer Trail Interchange planned for Interstate 95. The reasons I have for opposing this exchange include damage to an already threatened Spruce Creek, use of ARPA funds for a portion of the project and the priority being placed on this project.

First, I think it is clear to anyone who lives in Volusia County that we are fighting an enormous battle to recover and save precious water sources in our region. To intrude on such an environmentally sensitive area such as Spruce Creek for a non-essential project like a highway interchange does nothing but exacerbate an already tenuous situation. This issue alone would seem to be enough to halt any thoughts of putting in this unnecessary interchange, yet here we are with elements persisting in moving this project forward.

Secondly, the use of ARPA funds to finance this project appears to the average taxpayer as a complete violation of the public trust. From the National Association of Counties own website, ARPA funds are "intended to combat the COVID-19 pandemic, including the public health and economic impacts." I fail to see how building a highway interchange that is necessary only in the eyes of the developers and associated industries meets this criteria. I'm sure former business owners who had to close their businesses during the pandemic would agree with me that there are more target-oriented uses of these funds.

Finally, there is an enormous number of other highway projects that would be more of a priority than this exchange if federal money is, indeed, to be spent. First, locally, renovating the LPGA exchange that already exists appears to be a far greater need than a new exchange at Pioneer Trail; modernizing the US 1 interchange that has not been redesigned since it was built more than 50 years ago would also be a higher priority; and, finally, moving the money elsewhere on the I-95 corridor would have far more beneficial impact than this new exchange. It is incredible to believe that the major north-south interstate on the east coast of this country is still a four-lane highway through two complete states, North and South Carolina, no better than when it was built 60 years ago. All one has to do is travel I-95 thru North or South Carolina at high traffic times of year to experience the need for funding to improve and expand that roadway. Any of these items would be a far higher priority for funding than a new interchange on Pioneer Trail.

It is apparent to anyone familiar with political influences of Volusia County and the State of Florida that this interchange is being proposed for one reason and one reason only, to serve the interests of developers who are large donors to political campaigns of this state and who have a financial interests in further expansion of developments surrounding the proposed exchange. Are we to sacrifice every inch of our state to these forces or will someone have the courage to stand up and say enough is enough. I stand in firm opposition to the Pioneer Trail interchange and encourage my fellow citizens to do likewise.

Doug Pettit  
Ormond Beach, FL





Please make this part of public record. I am writing concerning the Pioneer Trail Interchange. At a cost of two hundred million paid for by ARPA funds, we have more pressing infrastructure needs after two recent hurricanes in Volusia County. With the TPO citizens committee voting against the action, their recommendation should not be ignored. The federal required studies were not done by federal agencies for this project and there is no BMAP for Spruce Creek. Local studies are not a substitute for Federal Environmental Impact Studies. The Transportation Planning Organization should be responsible for proper due diligence with projects of this size and scope. There was significant flooding in the area of the proposed project after the recent hurricanes. Safety of residents should be the TPO Board's concern as the decision being made impacts the future of homeowners in the area. Insurance rates to homeowners pertaining to flooding should also be considered before continuing to build the project. Stormwater storage has significant impact on insurance.

New Smyrna Beach recently chose to pass a moratorium to address flooding issues in their city, as they lost a 25% discount on insurance. The moratorium is on developments of 10 acres or more and located in zones A and AE. They know they must address storm water problems. In 2007 the New Smyrna Beach Commission voted against the Interchange due to adverse environmental, development, and traffic impact. What has changed pertaining to all these issues and especially pertaining to environmental impact and flooding?

According to documents there was discussion that the City of New Smyrna Beach would lose their seat at the table, if they voted against it. This is reflected in the commission conversations from public records request 4/19/2013 and again recently in their last commission meeting. Did someone at the TPO or FDOT relay this to the City of New Smyrna Beach to influence their change in vote? Their city would be heavily impacted by the building of the Pioneer Trail Interchange. The City of New Smyrna Beach will be discussing the Interchange again on Tuesday 1/24/2023 at their commission meeting. They should be free of decision making without political intimidation from government entities.

I respectfully ask you to vote against moving the Pioneer Trail Interchange up the funding list of projects in Volusia County and perform the due diligence required.

Suzanne Scheiber

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Hello R2CTPO, NSB and Edgewater City Councils,

I am writing to you to express a grave concern of mine as it relates to the I-95/Pioneer Trail interchange and the build out of SE Volusia County.

I know we need affordable housing in Volusia. I know we need to keep growing to maintain economic development. I know we need various infrastructure improvements around our county. I know we can only do so much to protect natural resources from private interest. I know as a region we are trying to do our best to ensure our citizens are happy, well served, and can peacefully co-exist with one another.

If approved the proposed I95/pioneer trail interchange enables further degradation of Volusia's precious natural resources before we really have a handle on the current impacts that we're experiencing from all the development we've seen in the past 5 years. Volusia's ENRAC and other organizations, including UF, are working on trying to improve Volusia's environmental standards, land development codes, and some are even trying to set up some guidance on implementing Low Impact Development standards within the county. If we move to approve and build this out soon, we may miss the chance to integrate that great work and may be walking down a path of irreversible ecosystem destruction.

As a member of the conservation committee at the state level in the Sierra Club and the conservation chair of the local Volusia-Flagler group, I have presented on some of the future impacts associated with this interchange at The New Smyrna Beach Regional Library in October 2022 and at Stetson University's Institute for Water and Environmental Resilience in November 2022. A 1 hr recording of the NSB library presentation is available here: <https://www.youtube.com/watch?v=Sqr57zeZf4g> if you would like to watch it. The PowerPoint of the November presentation is available here: 2022 1129 Threats to Wildlife Corridor-Rds and Development.pptx. There is some really great information about how this interchange impacts all sorts of stuff, but most important to my interest is the impacts to the wildlife corridor. We had around 50 people attend either in person or virtual to those sessions.

See this link (<https://youtu.be/jcG5glweeOU>) for a timelapse of aerial imagery from 1984 to 2020. Ormond expands out the northern PUD area. Daytona practically doubles in size. NSB and Port Orange fill in around Spruce Creek. South Village and the Farmton area seemingly had some land prep work conducted within the footprints of planned development. Edgewater expands up to NSB. Construction in Debary, Deltona and the Deland area starts to ramp up and eat up urban interior green spaces and Pierson starts to explore an eastward expansion.

From what I gather from speaking with stakeholders around the community about this matter, we have a dire need for less large-scale developments and impacts, more connected and novel conservation projects, and much less "business as usual." The interchange represents one of



(Continued from previous page)

several dominos that are seeming to be about to fall. If they fall... what assurance do we have that we will not harm the corridor beyond repair given what we have already done, what is currently being planned for, and what will eventually come? In another 20-40 years, will the only remaining undeveloped land be within conservation easements and park systems?

I'm happy to discuss if you have any questions, comments or need for additional information. Thank you for your time and consideration of my email.

Alex Zelenski, GISP

CEO & President

E: [azelenski@clearviewgeographic.com](mailto:azelenski@clearviewgeographic.com)

O 386-957-2314 | M 386-265-9994

W [www.clearviewgeographic.com](http://www.clearviewgeographic.com)

A 344 S. Woodland Blvd. DeLand, FL 32720

Clearview

Geographic,

LLC

Volusia – Flagler Group, Executive Committee & Conservation Chair; State Conservation Committee

[www.sierraclub.org/florida/volusia-flagler](http://www.sierraclub.org/florida/volusia-flagler)

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I recently learned about possibility to move up the development and construction of the proposed Interstate 95 & Pioneer Trail Interchange. I understand there is some opposition to this development. However, I did want to express my support for this project.

The addition of this proposed interchange will significantly enhance our current infrastructure. The traffic we currently face daily on the existing city & county roads while driving southbound from the Daytona area is exhausting, and dangerous.

This addition would make travel safer, more efficient, and increase the quality of life for the multitude of people living in the western areas on New Smyrna and west Port Orange.

As homeowner and 30-year resident of Port Orange I would welcome this new proposed interchange.

Mark Bowling

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Thank you for the opportunity for me to comment on the escalation of the APRA funds for the Pioneer Exchange Project. The APRA funds have been designated for those areas that are in need of immediacy or correction. It doesn't seem appropriate that a project on the list should be moved ahead of those that have been rightfully placed on the list ahead of this project.. These other projects may have some negative impacts that need to be corrected, or some immediate concern for quick construction. the Pioneer Exchange Project does not fit that criteria.

As we move ahead and develop many different areas, we have seen many negative impacts that can occur, whether flooding- habitat destruction and unforeseen issues- when thorough planning has not been allowed to take place. It is critical - knowing all the flooding that occurred in the New Smyrna Beach area following the 2022 Ian and Nicole weather events that we pause and determine how best to implement this project, without accelerating it into a faster phase. There are many new factors to consider.

Everyone knows growth is occurring; however, we need to be mindful of the pace to ensure that the best job is being performed. This project has not warranted the need for acceleration. The recommendations of the CAC should be considered as you move forward.

Thank you  
Sincerely,  
Kay Burniston

My husband and I would like to register our concern and opposition to the use of ARPA funding for the construction of the Pioneer Trail/195 Exchange. In researching the purpose of the ARPA, nowhere do I find any indication that the monies are meant to be used for this purpose. This exchange would greatly degrade the environment of our area and only benefit the developers and those who have the means to own higher-priced homes in the area, rather than benefitting people and small businesses impacted by the COVID pandemic, which is the stated purpose of the ARPA. Shame on our legislators for trying to hijack the funding for commercial use.

Alice & Wayne Culberson  
New Smyrna Beach



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I'm writing out of very deep concern about the Pioneer Trail Interchange and its impact on the Spruce Creek wetland environment and the many birds, fish, wildlife and people that call it home.

The Pioneer Interchange project would be devastating to wildlife - especially the endangered and threatened wildlife that need this land to connect to wildlife corridors that give animals space to survive - as Florida's rampant development devours wild lands at an alarming rate. The Pioneer Trail Interchange would destroy this corridor and destroy an entire ecosystem that so many species dependent on to survive.

It was also brought to light by Volusia Chairman Jeff Brower that the powers that be illegally bypassed environmental impact inspections and regulations when deciding to place this interchange at this location. In addition, the people of Florida voted to protect wild spaces such as this for wildlife, and this construction goes against that. This is critical wild land that should be protected at all costs. Once it is bulldozed, filled in, devoured by developers, it is gone forever. And then where do the animals go?

It also became very clear after Hurricane Ian flooded numerous neighborhoods that less wetlands and more concrete means more flooding for future hurricanes. Wetlands serve a purpose and act as sanctuaries for baby fish and absorb storm impacts that protect our communities. I urge you to not fund this project for the many important reasons listed - for the future of animals, conservation, and our communities.

Most urgently,  
Kim Hover  
New Smyrna Beach resident

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I am writing to you about my concerns over the proposed interchange at I-95 and Pioneer and today's TPO funding meeting.

There are several important reasons that this interchange should at the least be put on pause if not postponed indefinitely.

1. The recent two hurricanes have highlighted the massive flood damage done to not just the coast line but to the many developments inland both east and west of I-95. New Smyrna Beach has declared a six month moratorium on projects over 10 acres to do a vulnerability study and to review existing water management policies for the safety of current residents and future development. TPO should acknowledge New Smyrna's move to insure best practice for water management and preservation of the fragile environment by pausing this interchange

2. Although this interchange has been in the planning stage for many years, what was considered good development has altered dramatically in the last decade. Climate change and over building in ecologically sensitive areas has challenged all of Florida to reconsider what is needed as the state grows. This is not the time to add an additional access point that will negatively impact rural lands and flood plains for the questionable need of an interchange so close to the one on SR 44.

3. Evacuation/emergency routes are indeed a concern as during Jan both SR44 and Pioneer were flooded. But opening another point to enter on I-95 which already becomes a parking lot during emergencies is not the answer. This Recovery Money would be better spent developing other north south routes ( i.e. Williamson Blvd) that are needed to move folks away from danger and from the many huge housing projects on the books for Edgewater west of I-95.

4. This is not the time to fast track an interchange that is based on old data in light of recent disasters and questionable need other than that of a few large developers. The outcome of this interchange will end in the creation of a second SR 44, overbuilding along a narrow road adding many problems both in traffic flow and costs to infrastructure that will fall on the County of Volusia and the City of New Smyrna Beach.

I wish you well in your deliberations today and hope my comments may assist in the difficult discussion and decision making on this proposed interchange. Florida has a long history of development based on greed and not on need, neglecting best practices in growth that impacts flood plains and wetlands and coastal communities. Please join New Smyrna Beach during their Moratorium and put a pause to this proposed interchange and not allocate Recovery money at this time.

Respectfully submitted

Dr Randy Herman  
108 Esther Street  
NSB, FL 32169

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**NO**

**PIONEER**

**INTERCHANGE**

**THIS IS NOT A DONE DEAL!**



# WHY THE PROPOSED PLAN FOR A PIONEER TRAIL/I-95 INTERCHANGE IS SO HARMFUL - THE FACTS -

## IRREVERSIBLE ENVIRONMENTAL DAMAGE:

- 64+ acres of pristine wetlands from the imperiled Spruce Creek watershed will be destroyed
- Project impacts numerous threatened species including the manatee, scrub jay, and gopher tortoise
- Damages biodiversity by cutting off Volusia Nature Corridor and the Doris Leeper Spruce Creek Preserve
- Runoff will pollute Spruce Creek, an Outstanding Florida Waterway on the brink of collapse

## COST BURDEN FOR TAXPAYERS (YOU AND ME!):

- Estimated cost of ~~\$80~~<sup>\$200+</sup> million = less funds for other essential infrastructure
- \$30+ million in Right-of-Way acquisition alone is far more than the public should be paying
- Previous investments along Pioneer Trail will be undone while inviting costly sprawl and added congestion
- Developers are legally responsible for building their own infrastructure, not relying on public funds

## INCREASED TRAFFIC AND HARMS TRANSPORTATION NEEDS:

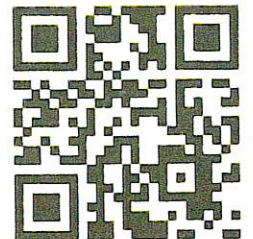
- Experts say issues like congestion on Dunlawton Ave. and SR-44 will be "duplicated" on Pioneer Trail
- No true alternatives considered by FDOT like improving other roads or adding nature passes
- There are alternatives to emergency access that don't include the high-impact design chosen
- More cars = more accidents and deaths in the community

## INCREASED FLOODING/NOISE/POLLUTION DECREASES QUALITY OF LIFE, HURTS TOURISM:

- Underground and overground water flow will be disrupted to Spruce Creek
- Paving wetlands increases flood risk to homes and businesses
- More trucks entering Pioneer Trail = added noise and pollution
- Loss of cherished character of the area, negatively impacting tourism

## NO TRANSPARENCY OR CONSIDERATION OF PUBLIC INPUT:

- Agencies proceeding despite receiving hundreds of comments in opposition
- Opposition rate is around 90%, and overwhelmingly opposed by the public for 30+ yrs
- Since last public FDOT meeting, new segments were added without public disclosure
- CARES Act funds illegally applied for using improper "Categorical Exclusion" claim



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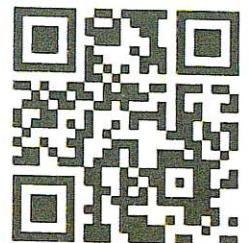
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**NO**



**PIONEER**

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Citizens Advisory Committee (CAC)  
Tuesday, January 17 at 1:15 p.m.

**RE: Motion to recommend approval of Resolution 2023-## amending the Connect 2045 Long Range Transportation Plan (LRTP); motion failed to pass by a vote of 9 to 2.**

[AUDIO FILE]

**Speaking: Ed Fendley, Flagler Beach**

There's a couple things. One is just the process issue that the head of the governing body of the jurisdiction that the project is in, on his own behalf, is opposed to it. And for me from a process standpoint, obviously when money is scarce, we tend to look to allocate the resources where you have both a broader need, but also support for the project in the community that it would happen.

So, it strikes me as at a minimum unusual and potentially problematic that here we have the Chair of the governing body opposed to it. So that would be the first maybe most significant procedural issue that I would be interested in: whether FDOT has taken note of that, are there are any changes to the project, is there any consultation that are going to address the concern of the Chair?

And then, I guess, the other issue is you have members of the public that have expressed opposition. And that may be less unusual as with any project there may be members of the public who are opposed. But in this case, it's quite a substantial number of people and quite a substantial number of groups.

So those would be my questions. Whether there is any FDOT representative that would be able to speak to what appears to me is a very considerable and unusual level of opposition to a project.

**Speaking: Colleen Nicoulin, TPO Executive Director**

This project, so before DOT if they are able to answer some of the questions, this project has a long history with the TPO. And it initially was requested by Volusia County and the City of Port Orange for an interchange at this location. It has been included in our past Long Range Transportation Plans dating back to the year 2020. Keep in mind we are in our 2045 LRTP. So it has been a project that has been in the process and has been in the plans, has been vetted through the different developments of the Long Range Transportation Plans. The recent letter from July that came from the Chair did not come from Volusia County Council. I just want to make sure that is in the record and that is clear. That was not a position of the Volusia County Council, it was the position of one individual on the Council.

**Speaking: FDOT Representative (unidentified)**

Just to speak on the process of how we've gotten to where we are. So this project is in Design. Before that there is the Planning phases and the departments done what is a called a PD&E. And you will hear some of us talk about the [muffled]. Those are Project, Development & Environment studies and it's environmental and engineering process basically where we go through and investigate the social, economic, and environmental aspects that are associated with any mode of transportation project. So we do look into. You do some engineering analysis.

Citizens Advisory Committee (CAC)

Tuesday, January 17 at 1:15 p.m.

You get a general footprint for wetlands impacted, right of way needs, wildlife, and any socio-economic or cultural impacts. And we also throughout that entire process, a big part of that, is to engage the public. Not only let them know the alternative proposed improvements that we would be doing, but then work with them to come up with a preferred alternative. Which is what we can design and where we are now. Throughout that process we have public meetings and public hearings and we document any and all public comments wherever that's from. So that process followed throughout this process and that study was completed noting and dating that the public and city, county partners things like that, and the department is now in the design stage. That gives you a little bit more information on the process of what it goes through. And that is a federal process.

**Ed Fendley:**

Does the County Council support this project? Is the Chair's view in opposition to that? If you know, or if anyone knows?

**Colleen Nicoulin**

The County Council requested the interchange and throughout the process they have passed resolutions in support of the project.

**Ed Fendley**

So it's fair to say the Chair is the opposite position. Is that an accurate statement?

**Colleen Nicolulin:**

I can't really speak to that.

	Current Location						Option 1 1616 Concorge Blvd 4,944 SF Occupied 5,720 SF Rentable							Option 2 700 Fentress Blvd  6,188 SF		Option 3 One Daytona SC Credit Union      2nd Floor Shell 3,750                  5,000 (Flexible)			Option 4 Halifax Harbor Marina 2nd Floor Office approx. 9,000 SF \$13.00 - \$14.00			
Base Rent	\$	14.75	\$	20.00	\$						13.00	\$			20.00	\$				30.00		
CAM Charges	\$	6.03	\$	7.25	\$						3.50	\$			10.14	\$				5.00		
Monthly Rent	\$	6,408.88	\$	9,533.33	\$						6,703.67	\$			6,250.00	\$				12,500.00		
Monthly CAM	\$	2,620.04	\$	3,455.83	\$						1,804.83	\$			3,168.75	\$				2,083.33		
Total	\$	9,028.91	\$	12,989.17	\$						8,508.50	\$			9,418.75	\$				14,583.33	\$	10,000.00
Annual Rent	\$	76,906.50	\$	114,400.00	\$						80,444.00	\$			75,000.00	\$				150,000.00		
Annual CAM	\$	31,440.42	\$	41,470.00	\$						21,658.00	\$			38,025.00	\$				25,000.00		
Total	\$	108,346.92	\$	155,870.00	\$						102,102.00	\$			113,025.00	\$				175,000.00	\$	120,000.00







River to Sea TPO Office Location Options

- ★ Short Term Temporary Location
- ★ Long Term Location Option
- ★ Current Location