# March 27, 2019 Meeting Minutes

**of the River to Sea Transportation Planning Organization (TPO) Board**

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

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<th>TPO Board Members Present:</th>
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<tr>
<td>Commissioner Jeffrey Schuitema**</td>
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<td>Commissioner Robert Gilliland, Acting Chairperson</td>
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<td>Mayor Karen Chazez</td>
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<td>Commissioner Chris Nabicht</td>
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<td>Councilwoman Christine Power</td>
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<td>Commissioner Marshall Shupe*</td>
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<td>Commissioner Penny Currie</td>
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<td>Commissioner Jason McGuirk, 2nd Vice Chairperson</td>
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<td>Commissioner Bill Lindau*</td>
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<td>Council Member Jeff Allebach</td>
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<td>Commissioner Dwight Selby</td>
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<td>Council Member Bob Cuff</td>
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<td>Council Member Joe Perrone*</td>
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<td>Council Member Scott Stiltner</td>
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<td>Councilman Ralph Schoenherr</td>
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<td>Volusia County Council Chair Ed Kelley</td>
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<td>Council Member Ben Johnson</td>
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<td>Carl Persis (non-voting)</td>
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<td>Kellie Smith (non-voting advisor)</td>
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<td>Robert Storke (non-voting)</td>
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<td>FDOT District 5</td>
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<td>BPAC Chairperson</td>
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<th>TPO Board Members Absent:</th>
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<td>Vice Mayor John Rogers*</td>
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<td>Mayor Nancy Miller* (excused)</td>
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<td>Commissioner Chris Cloudman (excused)</td>
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<td>Flagler County Chair Donald O’Brien (excused)</td>
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<td>Vice Mayor Vernon Burton*</td>
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<td>Council Member Barbara Girtman (excused)</td>
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<td>Council Member Fred Lowry (excused)</td>
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<td>Andy Dance (non-voting)</td>
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<td>Janet Deyette (non-voting) (excused)</td>
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* Non-voting member in the Small City Alliance
** Voting member for the Small City Alliance

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<tr>
<td>Debbie Stewart, Recording Secretary</td>
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<td>Lois Bollenback</td>
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<td>Pam Blankenship</td>
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<td>Colleen Nicoulin</td>
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<td>Stephan Harris</td>
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<td>Julie Adamson</td>
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<td>Aarti Sharma</td>
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Others Present:  
Andrew Holmes  
Andrew Landis  
Ron Paradise  
Jane Shang  
Kellie Smith  
Anna Taylor  
Loreen Bobo  
Ron Meade  
Judy Pizzo  
Heather Grubert  
Luis Diaz  
Maryam Ghyabi  
Jeff Arms  
Franco Saraceno  
Pat Gadbaw  
Courtney Reynolds  

Representing:  
Daytona Beach  
DeBary  
Deltona  
FDOT  
FDOT  
FDOT  
FDOT  
FDOT  
FDOT Consultant  
Ghyabi Consulting  
HDR Consulting  
Kittleson & Associates  
League of Women Voters  
reThink Your Commute

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

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

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

A moment of silence was observed in memory of Mayor James Sowell, Pierson.

II. Pledge of Allegiance

III. Public Comment/Participation

There were no public comments.

IV. Consent Agenda

A. February 27, 2019 River to Sea TPO Board Meeting Minutes  
B. Treasurer's Report  
C. Executive Committee Report  
D. Transportation Disadvantaged Local Coordinating Board Report  
E. Bicycle and Pedestrian Advisory Committee (BPAC) Report  
F. Citizens Advisory Committee (CAC) Report  
G. Technical Coordinating Committee (TCC) Report  
H. River to Sea TPO Board (R2CTPO) Summary Report  
I. Review and Approval of Executive Director’s Salary Based Upon Annual Performance Evaluation

MOTION: County Chair Kelley moved to approve the Consent Agenda. The motion was seconded by Council Member Allebach which carried unanimously.

V. Action Items

A. Review and Approval of an Amendment to the FY 2018/19 River to Sea TPO Budget
Ms. Bollenback stated the amendment is provided in the agenda packet; most of the changes were also included in the Unified Planning Work Program (UPWP) amendment that was approved last month. The first item is the addition of approximately $7,000 from a walkability grant the TPO received. There are also two line items that require additional money; one is an increase in insurance and the second for maintenance. Although renovations were budgeted, regular maintenance costs were not included. Funding for these line items will come out of the contingency funds.

**MOTION:** A motion was made by Commissioner McGuirk to approve an amendment to the FY 2018/19 River to Sea TPO budget. The motion was seconded by Commissioner Shupe and carried unanimously.

B. **Review and Approval of Resolution 2019-07 Amending the FY 2018-19 to 2022/23 Transportation Improvement Program (TIP)**

Ms. Bollenback stated this amendment adds two projects; design for the I-95 and Pioneer Trail interchange and construction for Derbyshire Avenue sidewalks. These projects have been at previous meetings and information is provided in the agenda.

**MOTION:** A motion was made by County Chair Kelley to approve Resolution 2019-07 amending the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP). The motion was seconded by Councilman Schoenherr and carried unanimously.

VI. **Presentations and Discussion Items**

A. **Presentation and Discussion of reThink Your Commute Activities**

Ms. Courtney Reynolds, reThink Your Commute, gave a PowerPoint presentation on the reThink Your Commute program and it is an FDOT program that serves the nine counties within District 5. The program was launched in 2010 and promotes smart transportation solutions for Central Florida’s workforce; transit, car pools, van pools, biking and walking along with compressed work weeks and telecommuting. She explained the van pool partnership program with Votran; roadside assistance, insurance and all preventative maintenance is included with the lease. She explained the emergency ride home program available for those that van pool, car pool, bike or walk to work when a situation occurs and someone must stay late or leave early. Votran will reimburse for the cost of a taxi or rental car as many as four times a year up to $150.00 each time. She spoke about the benefits of biking to work and explained the Cycling Savvy course which is an in-depth, nine-hour course that instructs novice bicyclists on bicycle laws and provides safety information. They just wrapped up the 3rd annual “Not So Noisy” Bike Week in partnership with the TPO, Embry-Riddle Aeronautical University, Daytona State College and Bethune-Cookman University. The TPO fit and distributed approximately 84 bicycle helmets. The event ended with a community bike ride escorted by the Daytona Beach Police Department.

Ms. Bollenback stated most of us have spent time on I-4 and the majority of vehicles around us have only the driver. If just a few people have the opportunity to ride together via Votran’s van pool or a car pool it can reduce hours of congestion and the need to widen and expand roadways. reThink Your Commute works with the employers to help facilitate that conversation and their online program helps people connect. People that van pool understand the savings and are willing to make the effort.

Commissioner Shupe asked if the van pool program was available in Flagler County.

Ms. Reynolds replied yes; reThink Your Commute covers all nine counties in FDOT District 5.

Commissioner Shupe asked for the information to contact reThink Your Commute.

County Chair Kelley commented this is a stop gap until Artificial Intelligence (AI) takes over which will help solve congestion issues because AI is much smarter than the majority of drivers.

Ms. Reynolds replied congestion is part of why the program exists but wellness and fitness is also a part of it.

B. Presentation and Discussion of Black Bear Scenic Trail

Ms. Judy Pizzo, FDOT, introduced Mr. Jeff Arms, HDR Consulting, who will partner in giving the presentation. They gave a PowerPoint presentation and reviewed the study area which includes Marion, Lake and Volusia Counties along SR 40. This trail will also fill a gap in the Heart of Florida Loop Trail. She reviewed the purpose and need of the study and stated two alternatives were identified.

Mr. Arms reviewed the two alternatives identified in the study; one on the north side of SR 40 and one on the south side of SR 40. He noted this is only the beginning phase of the planning study and it was done to understand what questions need to be answered during the PD&E study. He reviewed the evaluation factors that will be looked at during the PD&E study as well as the evaluation matrix between the two identified alternative trail routes. He reviewed the schedule and stated the PD&E study is funded for 2020; other phases are not yet funded.

Council Member Johnson commented this is a great project but his concern is we are spending $30 million for a trail that is very close to the road that eventually will be a four-lane road. It should be planned to be located further away from the road.

Mr. Arms replied the project previously had a PD&E study completed for SR 40 in its entirety for four-laning and it was recommended as a “no-build” from Levy Hammock Road to US 17 because of the cost and environmental impacts. One of the challenges in the PD&E phase is to consider where the corridor may become four lanes. The goal is to have the trail as far off the roadway as possible.

Commissioner McGuirk stated he has the same concerns as Council Member Johnson; it may not have the volume of traffic to add a lane but it definitely needs something as even the passing lane is dangerous. The trail should not be put in if the widening of the roadway is not taken into account.

Ms. Bollenback replied a trail is being developed along US 17 as part of the St. Johns River to Sea Loop and where there is expected widening the right-of-way is being acquired to include the trail. That is done when there are known widening projects. She asked if this project includes the crossing of the intersection at SR 40 and US 17.

Mr. Arms replied that would be part of the PD&E study; they will need to figure out how to cross US 17. There are challenges there with the businesses and railroad tracks but he will make sure that is on the list of concerns.

Commissioner Nabicht commented that the methodology is flawed; SR 40 needs to be widened. Secondly, crash data along that stretch of road needs to be taken into account; accidents tend to end up off the road and could put bicyclists and pedestrians in danger. They need to look at where accidents terminate and not where they occur.

Mr. Arms replied that is a good suggestion and that can be incorporated into the PD&E. They did review bicycle/pedestrian crashes and overall crash data along the corridor but can get into more detail during the PD&E phase.

Council Member Johnson asked if there has been any discussion with the US Forestry Commission about placing the trail along the edge of the forest. There is also a powerline off the road that parallels SR 40.

Ms. Pizzo replied that the US Forestry and the State Forestry Commission have been involved and are part of the project visioning team. His suggestion regarding the powerline is not available for the trail as there are...
environmental constraints and other issues within the corridor. They are trying to stay within the right-of-way FDOT has leased from the Ocala National Forest. As the project moves into the PD&E phase they will address where the alignments may fall.

County Chair Kelley commented 12 years ago when the original PD&E study was done and the “no build” decision was made they did not want the road widened and that was made was a mistake. That section of SR 40 is a disaster and needs to be widened and should have been done before a trail is to be installed. It is a mistake to put bike paths in lieu of transportation needs that will move us.

C. Presentation and Discussion of I-95 Interchange at Pioneer Trail PD&E Study

Ms. Heather Grubert, FDOT, introduced Mr. Luis Diaz, FDOT consultant, to give the presentation.

Mr. Diaz gave a PowerPoint presentation of the I-95 interchange at Pioneer Trail PD&E study. He explained a PD&E study is an environmental and engineering process used to document social, economic, and environmental impacts associated with a proposed transportation improvement project. The project is located between SR 421 (Dunlawton Avenue) and SR 44. He explained the purpose and need of the project and stated there is a lot projected growth in the area and we need to ensure there is the capacity and infrastructure to maintain the operation of the facilities in the area and improve the traffic safety. It also will enhance emergency evacuation situations. He reviewed the three alternatives; a diamond interchange, a partial cloverleaf #1 and a partial cloverleaf #2 interchange. They are currently evaluating these three alternative interchanges; he announced an alternatives meeting is scheduled for April 30, 2019 at the Brannon Center in New Smyrna Beach. After that, they will take the input received from the public and combine it with technical and environmental information to determine which will be the recommended alternative.

Chairperson Gilliland asked how they modeled this because it is not an existing interchange. He referred to the statement that other alternatives were considered and asked how they culled the alternatives down to these three.

Mr. Diaz replied the model used for developing the Long Range Transportation Plan (LRTP) is also the tool used for forecasting traffic in the future. They add the interchange into the model network to get the travel forecast and how it affects the two adjacent intersections.

Commissioner Selby asked what the potential cost of each of the three alternative interchanges would be.

Mr. Diaz replied they do not know yet but will have that information for the April 30, 2019 public meeting.

Council Member Johnson referred to the diamond design alternative and commented that it would fit now but we need to look ahead fifty years. The diamond design should be widened out so there would be room for the clover leaf; it would be cheaper to have the right-of-way now.

Mr. Diaz replied that is why they have the three alternatives; they will review the right-of-way needed and the costs and come up with a recommended alternative. The diamond is one of the three alternatives being considered.

Ms. Grubert commented it is being designed for 2045 so it is considering projected traffic, not current conditions.

Commissioner McGuirk stated it is important to know what the growth patterns are going to be in the future and not to redesign in ten years due to growth. We do not want an underbuilt interchange.

Mr. Diaz replied the traffic forecast being used is for the year 2045; they have reviewed the land use model to include any development that is currently not there.
Council Member Stiltner commented it does not take a two-year study to know where the bottleneck of traffic is now. It is obvious that Volusia County does not have enough east/west connectors and places to get on and off I-95. He encourages anything that will move this project along. The development in that area can already be seen and we are reaching a critical breaking point on SR 421 and SR 44; the same with I-95. Any crash along those corridors magnifies the issue; there is a pattern of crashes that occurs between Bevile Road and New Smyrna Beach which becomes very problematic. He encouraged this project to be moved along quickly and to find the safest way to get drivers on and off the interstate. Acquisition of property is another variable that needs to be reviewed as certain designs require more right-of-way. There are other areas that need to be looked at like the Williamson Boulevard extension and the need for additional schools.

Council Member Perrone referred to the diamond interchange at Dunlawton Avenue and Taylor Road which is a nightmare and cannot be developed into a clover leaf design because of the development there. He suggested looking at an extension of Taylor Road to connect to I-4 for the traffic coming into that I-95 intersection from the west.

Chairperson Gilliland stated there is concern regarding the growth modeling and commented when rooftops are added, so is retail. He agrees with everything that has been said today but we do not want another situation like we have with Dunlawton Avenue.

D. Presentation and Discussion of the Central Florida Regional Planning Model (CFRPM) Update

Ms. Bollenback stated TPO staff is in the process of updating the Central Florida Regional Planning Model (CFRPM) with FDOT to support the 2045 Long Range Transportation Plan (LRTP). Ms. Nicoulin will give the presentation; she has been working with the local agencies staff to develop the data that supports the model.

Ms. Nicoulin stated the information that is put into the CFRPM is a direct result of the analysis done in determining traffic volumes for the future. The TPO has been working with the local agencies technical staff to develop the data sets that go into the Central Florida Regional Planning Model (CFRPM); the datasets include the population and employment numbers within the model. The base year dataset of 2015 has been established. The CFRPM is developed by FDOT with input from the TPO and all the local municipalities; it is updated every five years and coincides with the TPO’s Long Range Transportation Plan (LRTP) update. The CFRPM is used to forecast future growth and this particular model will be developed out to 2045. She explained that the Bureau of Economic and Business Research (BEBR) out of the University of Florida provides the projections for population growth; there are different types of projections based on median growth and high growth. Typically, in years past, the TPO has used the median growth for the model but this year did not feel the median growth would accommodate for the potential growth in the planning area so the projection being used is a hybrid of median and high growth projections for both Flagler and Volusia Counties. The TPO is working with the local municipalities technical staff to determine where the growth will occur 30 years in the future; currently, it is our best guess based on current development as to where this growth will occur for Flagler and Volusia Counties. She stated the TPO will continue to work with FDOT and the local governments on how to allocate this growth. The TPO will use the model to develop the 2045 Long Range Transportation Plan (LRTP); it is also used by the development community to analyze the impact of development on the roadway network.

Council Member Cuff asked if there was a reason for the differences in the employment projections between Volusia and Flagler Counties; it is still projecting a robust population growth but the employment numbers are significantly lower.

Ms. Nicoulin referred to Column D, Employment Project for Flagler County and explained the current employment number was provided by the technical staffs of the local agencies; she explained that people that hold two part-time jobs can be counted twice. The growth rate from 2015 to 2045 is 3.13%; that percentage was applied to the base year number.
Council Member Stiltner commented he was in Tallahassee last week and the Governor’s office reports approximately 24,000 to 27,000 people moving to Florida each month. He referred to the projections in five-year increments and stated the numbers have been higher than what was projected. He asked about the methodology used for the projected numbers.

Ms. Nicoulin replied the TPO has the 2015 population and is working on the projection for 2045; the model develops datasets in five-year increments. Typically, a straight-line interpolation is used but with this model update, the TPO is setting a more realistic dataset for 2020 and 2025.

Commissioner Nabicht asked what is included in the population numbers and if there was another component to the formula that includes the transient population and tourists or if this is just based on rooftops.

Ms. Nicoulin replied it is population based on single family, multi-family, hotel and motel occupancy.

Commissioner Nabicht asked if there was another component that takes into account traffic coming in from Orlando or day traffic.

Ms. Nicoulin replied no, day traffic is not included.

Commissioner Nabicht asked where that was figured into the process.

Ms. Bollenback replied it is included because the model covers the Central Florida region and internal and external trips to our planning area are accounted for. Traffic counts are conducted on existing roadway network and the model is calibrated to reflect what is happening in the base year of 2015. It also reflects county to county activity.

Commissioner Nabicht commented that the formula seems flawed; we already know this model will need to be updated in five years yet it is feeding into the design of an interchange being designed for 2045. He asked if there was a component that deals with the anticipated increase.

Ms. Nicoulin replied that is where we look at what is projected for growth and the allocation of the growth.

Discussion continued.

E. **FDOT Report**

The FDOT report was provided in the agenda.

VII. **Executive Director’s Report**

(Handout)

→ Update on SU Funding/Work Program

Ms. Bollenback stated all of the TPO’s current year SU funding is well allocated; in addition, all of the funding allocated to the TPO for the next fiscal year has been obligated to projects.

→ Update on Roundtable of Volusia County Elected Officials

Ms. Bollenback announced public meetings are being held around Volusia County regarding the proposed half-cent sales tax. The county received the results of the Office of Program Policy Analysis and Government Accountability (OPPAGA) audit which were favorable and can be found on the Volusia County’s website. There will be a mail-in ballot for May 21, 2019.
Ms. Bollenback stated the Local Agency Program (LAP) helps local government sponsors build projects directly with federal funds which are the TPO’s set-aside projects. Anything not on the state road system requires federal or local funds. The LAP is not a popular program; there are a lot of hurdles and required certifications for local governments that are a challenge. FDOT District 5 has to report the delivery and scheduling of projects to Tallahassee and they have had some challenges associated with LAP projects. They are under pressure to continue to manage the program on time and on budget. District 5 has proposed a policy to help manage this but the TPO has concerns with the initial draft policy. The proposed policy, as written, would set a minimum threshold for projects of $250,000; this TPO Board has discussed minimum thresholds before and made a decision to not set them. FDOT did an analysis of the Work Program and this minimum threshold would affect 23% of projects in District 5. The policy also proposes to limit who can become LAP certified; currently, Volusia County and Daytona Beach have full certification while other cities have to get project specific LAP certification. FDOT is proposing Volusia County manage all LAP projects. FDOT is recommending better reimbursement of the costs associated with taking on that responsibility; however, they do not reimburse for indirect costs. Therefore, Volusia County would only get reimbursed $60 per dollar for administrative costs. The proposed LAP policy would also restrict the use of funds to construction only which means no more design or right-of-way funding; the analysis FDOT did shows one-third of the projects in the Work Program are design projects. FDOT is asking for comments and feedback; the TPO staff provided initial comments and the policy was discussed at the Technical Coordinating Committee (TCC) meeting. She agrees there are issues with the program but added that the question is if the proposed policy addresses the issues that are causing the problems. FDOT has requested to do a presentation once comments have been received and the proposed policy has been revised.

Commissioner Nabicht stated he would like to know what input FDOT District 5 had on this; he would like to see how this compares to the rest of the region and other districts across the state and if this is a problem just in District 5 or if there are issues elsewhere also. It is unwise for Volusia County to manage projects in Deltona when they do not have the staff to manage their own projects. This is adding another layer to the process when District 5 has been chastised for not getting projects completed timely and efficiently. If we want to improve the process and FDOT wants to be partners with this TPO, we should have a conversation to identify the problem and how to fix it; this policy will not work. It will make things worse and result in the smaller cities not getting projects done. He encouraged the members to read the draft policy and discuss it with their staff.

Councilman Schoenherr agreed and asked what the timeline is for this proposed policy.

Ms. Bollenback replied it will not affect the current Call for Projects or priority list; the limits on planning would start June 2020 and be fully implemented by June 2021.

Councilman Schoenherr asked what the timeline is for providing comments on the proposed policy.

Ms. Bollenback replied comments are underway now but the deadline is June 10, 2019. She reminded members this is still a draft. She is not opposed to having some policy guidelines but it seems like a huge step when smaller, incremental steps could be taken. The issues are happening in District 5 more than other districts; there is not a formal policy in any of the other districts to compare this proposed policy to. She has sat on the statewide LAP Committee for the last several years and they have recognized the challenges; LAP certification is onerous but it should still be an accessible program by even the smallest of local governments as long as they meet the certification requirements. This proposed policy puts a big limit on accessibility and she questions the authority to put limits on a federal program. FDOT is open for comments and she encouraged the TPO members to provide them.

Commissioner Nabicht commented that this is a significant issue and it needs to be on the agenda for the TPO Board or Executive Committee to discuss so the TPO can provide comments to FDOT; he is
uncomfortable with the short timeframe for comments; we need to be clear on what comments to provide to FDOT.

Ms. Bollenback replied that can be done; she was hesitant to agenda the proposed policy in its current form as there will be significant feedback from the other MPOs in the district. She is unsure that their concerns are the same as this TPO. The policy was not developed with input from the MPOs and we were waiting to see what the second iteration would look like after FDOT receives all comments.

Chairperson Gilliland asked if this was presented at the TCC meeting and what their comments were regarding this proposed policy; they may have technical insight that the board does not.

Ms. Bollenback replied yes but she was not in attendance for the entire TCC meeting. She asked Mr. Papa, TCC Chairperson, to provide an update on the TCC’s comments.

Mr. Papa stated the TPO Board comments echo what was discussed at the TCC. They also want the opportunity to review what these policies would mean. Putting any threshold on a project will impact cities of a smaller size more than the larger cities. Regarding the issue of staffing, Volusia County has expressed concern regarding the cost; even if they were able to manage this, it is still a money loser for the county. There are quite a few issues with the policy as it is written.

Chairperson Gilliland asked if the TCC intended to put forth a position or comment to the TPO Board from a technical perspective on these issues if the policy was to move forward in its current form or provide recommendations on ways it could be modified. It is important to have good communication with FDOT and they need to be aware of our concerns. The pedestrian bridge that collapsed in South Florida was a LAP program; this is not just a District 5 problem. Having better controls in place is important not just for our district but for the state. He does not want to be adversarial but this proposed policy would create significant hardships within our community if it was to move forward in its current form.

Ms. Smith replied FDOT is looking for comments on this draft policy; the program as it is now has issues. FDOT wants to improve the program, maximize the resources and get projects built. If there is a way to improve the program, please provide those comments; a solution must be found to resolve the issues. There has been more federal oversight; there is also a policy within the federal government that if a project is not built within ten years, the federal government can come and get the funds back. FDOT encourages the bundling of projects to maximize the resources in an area. There are exceptions to this policy on a case-by-case basis. FDOT understands some cities have the ability to manage their own projects but also understands the burden on the small cities that do not have the resources to utilize the program. FDOT has found a partial solution to reimburse the county that was not available in the past. This is a draft policy; there had to be a starting point to find a way to improve the program.

Commissioner Nabicht asked Ms. Smith to provide the TPO with the specifics regarding what the problems are with the federal oversight.

Ms. Smith replied absolutely; members’ staffs could also answer that from their perspective.

Chairperson Gilliland commented that there was an audit of District 5 and there were findings; he asked that the report also be provided to the TPO.

Ms. Smith replied there was an audit and District 5 did not have any findings; District 5 mimics District 4, the Fort Lauderdale area, and District 4 did have significant findings. They have a more extreme practice in that they just fund construction and not CEI. District 5 does have issues with some of the reporting; it is a compilation which is the reason for the draft policy.

Chairperson Gilliland stated District 4 is different from District 5 on many levels; population and funding in particular. He does not believe it is a good idea to mimic a District 4 practice in District 5.

Discussion continued regarding concerns of the proposed LAP policy.
Chairperson Gilliland requested members whose staff will provide comments to FDOT regarding the proposed LAP policy to copy the TPO on those comments.

Ms. Bollenback continued with the Executive Director’s report and referred to the last page of the agenda; a letter from FDOT informing the TPO of the deferral of a construction project. It is project number 2 on the SIS priority list; the widening of US 17 from DeLeon Springs Boulevard to SR 40. This is a $23 million construction project and it is being deferred from being programmed in 2021 to 2030. This is a two-lane undivided road; this project and the widening of SR 40 were initiated by FDOT to address safety issues and alleviate head-on collisions that occur on rural two-lane roads where there are higher speeds. The TPO will get more information regarding this matter.

Ms. Loreen Bobo, FDOT, District 5 Director of Development, stated FDOT submitted their Work Program to Tallahassee in January, and had to push back over $1 billion of projects statewide. This was one of those projects; they did not remove right-of-way, therefore FDOT will continue with right-of-way and design for the project so when funding becomes available, it will be at the top of the list to bring back into the Work Program. She hopes that the project will be under construction prior to 2030 but the state took a hit on funding and District 5 took the biggest hit.

Ms. Bollenback asked if the reason for this was known.

Ms. Bobo replied she does not know all the financial reasons.

Ms. Smith stated the funding has been hit for multiple reasons; legislation, cost increases and the recent significant hurricanes that have hit the state. The budget for response efforts has increased so it decreased in other areas.

County Chair Kelley commented this further emphasizes the need to take control of what we can such as with the proposed half-cent sales tax. If we had funds to put in we could possibly approach Washington; the earmarks have gone away but he understands funding is set aside for those that have more skin in the game so projects can move forward. Costs have been coming in higher on projects and it is not going to get better. We need to take care of what we can, how we can and the half-cent sales tax will help to improve the situation.

Council Member Perrone stated at the last TPO Board meeting Council Member Denys mentioned she had discovered there are millions of dollars the federal government made available for the state of Florida that the state has not asked for. She is not in attendance today and he wondered if there was more information and if that money exists, how to access it.

Ms. Bollenback replied she did not have an update but is following up to get more information.

County Chair Kelley stated that information was shared with Council Member Denys at a meeting in Washington D.C. with a member of the Under Secretary of USDOT’s office. It was shared in the respect that you have to have skin in the game in order to ask for funding.

Council Member Johnson commented this is something we must keep after because US 17 and SR 40 are a funeral director’s dream; US 17 has more traffic every day. It is the only way from northwest Volusia County to the east. That road is dismal and dangerous and, with the exception of I-4, is probably the most dangerous road in west Volusia County for fatalities. As a former, long-time law enforcement officer he knows what has happened on that road in the past. If this is pushed back to 2030, there will be at least another 10 to 15 deaths; this needs to be looked at hard.

Councilwoman Power asked if this project was picked because of the cost or how it came about because it is the number 2 project on the priority list.
Ms. Bobo replied FDOT had a dollar amount they had to match up but they looked at projects and where they were which is why they purposely did not remove the right-of-way phase from the project so when funding is available, it will be ready to go. It will be on top of the list when it comes back.

Ms. Bollenback referred to the handout summary of the TPO’s Annual Planning Retreat last month and stated there were approximately 124 attendees; she gave a brief report of the summary.

Ms. Bollenback referred to Action Item A and stated the motion was seconded by Commissioner Shupe but he is not the voting member today; she asked for a new second to the motion.

The motion to approve Resolution 2019-07 amending the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP) was seconded by Commissioner Nabicht and carried unanimously.

VIII. River to Sea TPO Board Member Comments

IX. Information Items
   → Citizens Advisory Committee Attendance Record – 2019
   → Technical Coordinating Committee Attendance Report – 2019
   → Bicycle/Pedestrian Advisory Committee Attendance Record – 2019
   → February TPO Outreach and Activities
   → MPOAC Letter to Senator Galvano
   → FDOT Deferral Letter to TPO

X. Adjournment

There being no further business, the River to Sea TPO Board meeting adjourned at 11:02 a.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

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

CERTIFICATE:

The undersigned, duly qualified and acting Recording Secretary of the River to Sea TPO Board certifies that the foregoing is a true and correct copy of the minutes of the March 27, 2019 regular meeting of the River to Sea Transportation Planning Organization (TPO) Board, approved and duly signed this 24th day of April 2019.

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
River to Sea TPO Annual Planning Retreat Summary

Monday, February 25, 2019
3:30 p.m. – 5:30 p.m.
Embry-Riddle Aeronautical University
Jim Henderson Welcome Center
Daytona Beach

On Monday, February 25, 2019, the River to Sea TPO, in partnership with the Daytona Regional Chamber of Commerce Tallahassee Speaker Series, held its annual planning retreat at Embry-Riddle Aeronautical University in Daytona Beach. The focus of the retreat was the “Relationship between Transportation and the Local Economy.” There were 124 attendees present including members from the River to Sea TPO Board and advisory committees, Daytona Regional Chamber of Commerce members, elected officials, city and county government staff representatives, interested citizens, consultants and press.

PURPOSE

The purpose of the retreat was to provide an engaging forum within which leaders in the transportation industry could provide insight into current and future transportation trends and their effect on the local economy.

INTERACTIVE EXERCISE – WORD CLOUDS

The event began with a welcome and introductions from River to Sea TPO Board Chairperson Rob Gilliland and Phil Maroney, Daytona Regional Chamber Board member. To kick off the event, Mr. Maroney directed participants at each table to participate in a “Word Cloud” poll via the Poll Everywhere app or through a web browser link. The first question: “What one word comes to mind when you think about the economic development environment today?” solicited the words “opportunity”, “transportation” and “robust” among others. The second question: “What one word represents the most important feature or characteristic of a successful transportation system?” produced the words “efficient,” “safety,” “connectivity” and “planned.”
PRESENTATIONS

A series of presentations were given following the interactive exercise. These included presentations by the following speakers:

- Mr. Mike Shannon, PE, FDOT District 5 Secretary, spoke about the Central Florida/Volusia County transportation outlook. He reviewed the purpose and vision of the Florida Transportation Plan. He discussed performance measures and how they are integrated into FDOT’s business practices on three levels: strategic level; decision-making level and project delivery level. He explained that the economic benefits of transportation investments include livability, economic development, cost effectiveness and system performance. Another way FDOT supports economic growth is through integrating the transportation network with the desired land use patterns of the local governments. In the past, FDOT focused on moving automobiles and reacting to land use decisions; today, they are active partners in helping local governments achieve their livability and economic development goals. FDOT has invested $839 million in River to Sea TPO planning area projects in their five-year Work Program.

- Representative Tom Leek, Florida House District 25, discussed the outlook for state transportation. He stressed his support for the east International Speedway Boulevard improvements in Daytona Beach as a project that supports economic development and redevelopment surrounding this important gateway corridor. Representative Leek reviewed funding at the federal, state and local levels and focused on the decrease in fuel taxes being collected due to advancing technology and people driving less. He suggested one solution may be instituting a “miles-driven” tax that taxes travelers based on the number of miles they drive rather than the fuel they consume.

- Mr. John Crossman, CCIM, CRX, CEO of Crossman & Company, discussed transportation’s role as a factor in commercial site selection. He explained the three rules of retail: retail follows; retail gets false pressure; and the rule of two miles. He went on to say that retail is about volume. There are four main points to site selection: local - choose local sites; ins and outs - provide multiple ways in and out of sites; access to industrial – make sure there is access to industrial sites; and connected together – make sure there are connections.

- Mr. Rusty Roberts, Virgin/Brightline Vice President Government Affairs, gave a presentation covering the history of Brightline. He noted that Brightline is the only privately owned, operated and maintained express, inter-city train service in the USA and the first to be operated in 100 years. He stated that Brightline has formed a strategic partnership with Virgin Group to establish “Virgin Trains USA.” Mr. Roberts reviewed the scale of development around the existing Brightline stations and emphasized that the overall project is about site development as well as the provision of passenger rail service. They plan to break ground for the Orlando International Airport stop in the second quarter of 2019 with a 30-36 month construction timeline. They are currently in the planning stages to go to Tampa.

Presentations are available on the River to Sea TPO website located at:
www.r2ctpo.org/public-involvement/community-presentations/
QUESTION AND ANSWER SESSION

Following the presentations, questions were written down by retreat participants and posed to the presenters by Mr. Maroney. Among the questions asked were the following:

Q: What are some other ways to fund transportation projects other than a ½ cent sales tax?
A: Representative Leek responded that it is important to plan for projects at least five to ten years out. Planning is the key.

Q: What is the most important action that can be taken to support economic development?
A: Mr. Crossman replied the most important action is to promote jobs and be job-friendly. The demographics of the residential population will drive the growth in commercial development.

Q: Will high speed rail be going to Jacksonville?
A: Mr. Roberts stated that Brightline is focused on establishing the route from Miami to Orlando first, then they will extend to the Tampa area. They have discussed an extension to Jacksonville with possible stops in St. Augustine and Daytona Beach but, he stressed, no decisions have been made yet.

Q: What will it take to get a high speed rail stop in Daytona Beach?
A: Mr. Roberts explained that for the Cocoa stop they went through the TPO process and had numerous discussions. The best location was decided through a study and site selection process managed by the TPO.

INTERACTIVE EXERCISE

Following the presentations and question and answer session, another Word Cloud exercise was undertaken using Poll Everywhere. The following question was asked: “Capitalizing on the growth of retail and restaurants in the region, what new names/brands would you like to see?” The following were some of the responses received: Mom and Pop stores, Trader Joe’s, Cheesecake Factory, Apple, BurgerFi, Unique Small Businesses and Amazon. A final evaluation question was posed: “Has today’s program enhanced your understanding of the relationship between transportation and the economy?” Sixty percent (60%) responded “definitely” and 40% responded “somewhat.”