Technical Coordinating Committee (TCC)
Meeting Minutes
April 16, 2019

TCC Members Present:	Representing:
Andrew Holmes	Daytona Beach
Matt Boerger	DeBary
Ron Paradise	Deltona
Mike Holmes	DeLand
Darren Lear	Edgewater
Brian Walker	Holly Hill
Rebecca Witte	Lake Helen
Amye King	New Smyrna Beach
Becky Mendez, Vice Chairperson	Orange City
Shawn Finley	Ormond Beach
Jose Papa, Chairperson	Palm Coast
Mark Karet	Pierson
Mike Disher	Ponce Inlet
Margaret Tomlinson	Port Orange
John Dillard	South Daytona
Frank Alvarez	Votran
Vickie Wyche (non-voting advisor)	FDOT District 5

TCC Members Absent:	Representing:
Rodney Lucas	Bunnell
Arlene Smith	Daytona Beach Int'l Airport
Stewart Cruz	Daytona Beach Shores
Larry Newsom	Flagler Beach
Faith Alkhatib	F.C. Traffic Engineering
Eric Kozielski	Volusia County School District
Larry LaHue	V.C. Emergency Management
Jon Cheney (excused)	V.C. Traffic Engineering

Others Present:	Representing:
Debbie Stewart, Recording Secretary	TPO Staff
Lois Bollenback	TPO Staff
Colleen Nicoulin	TPO Staff
Pam Blankenship	TPO Staff
Anna Cava Grasso	DeLand, Alternate
David Cooke	Dewberry
Heather Grubert	FDOT
Kellie Smith	FDOT
Luis Diaz	Stantec
Travis Terpstra	Volusia County Traffic Engineering
Amy Dunham	WSP

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

Chairperson Papa called the meeting of the River to Sea Transportation Planning Organization (TPO) Technical Coordinating Committee (TCC) to order at 3:00 p.m. The roll was called and it was determined that a quorum was present.

II. Press/Citizen Comments

There were no press/citizen comments.

III. Action Items

A. Review and Approval of March 19, 2019 TCC Meeting Minutes

MOTION: ***A motion was made by Mr. Lear to approve the March 19, 2019 TCC meeting minutes. The motion was seconded by Mr. Holmes and carried unanimously.***

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

Ms. Nicoulin stated this TIP amendment includes eight projects for programming in fiscal year (FY) 2019/20.

MOTION: ***A motion was made by Mr. Holmes to recommend approval of Resolution 2019-## amending the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP). The motion was seconded by Mr. Lear and carried unanimously.***

IV. Presentation Items

A. 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; 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 Papa commented that Turnbull Bay Road empties onto Pioneer Trail and asked if a traffic signal is needed for the cross roads and when a warrant study would be done.

Mr. Diaz replied that analysis has been done and a need was shown for signals at all four locations; Williamson Boulevard, the two ramps to I-95 and Turnbull Bay Road.

B. Presentation and Discussion of Update to the R2CTPO Public Participation Plan

Ms. Blankenship gave a PowerPoint presentation on the update to the R2CTPO's Public Participation Plan (PPP) and stated the document is updated every three years. The PPP is the guidebook that underlies the majority of what the TPO does regarding public participation and outreach. The purpose of the PPP is to outline the strategies used to engage the public in ways that are meaningful and inclusive. She reviewed the objectives of the PPP and the topics covered within it. The 2019 update includes minor edits to increase readability, adding the 2045 Long Range Transportation Plan (LRTP), the 2018 Tell the TPO survey, and the addition of an environmental justice section. The PPP is being presented to the committees and TPO Board for review this month and will be released to the public on April 25, 2019 for a required minimum 45 day comment period; comments will be taken until June 26, 2019 and the document will then be presented to the TPO Board for adoption. Comments on the plan can be submitted via the telephone, email, mail, fax or in person. She will review the comments received in June.

Mr. Disher asked how often the Public Participation Plan is updated.

Ms. Blankenship replied every three years.

C. Presentation and Discussion of a Reformatted Draft Template for the R2CTPO List of Prioritized Projects (LOPP)

(Handout)

Ms. Nicoulin stated the TPO has been working with FDOT and the other MPOs in the district to develop a common format to submit projects for programming to FDOT. A draft template was presented last month with the information FDOT must see but not all of that information needs to be on the TPO's priority list. She referred to the handout of the adopted Tier A Traffic Operations/Safety projects which is the current format of the priority list. The second handout marked "Draft" is the proposed format with the changes incorporated into it. In order to match information with FDOT, some of the column headings have changed. A column has been added for performance measures to include which performance measure is being addressed with a particular project. The TPO has had a column for "needed phases" but it will now be labeled "unfunded needs" to be consistent with FDOT. The biggest difference is the current adopted list was developed using Word and the proposed new list will be developed using Excel which will allow the TPO more opportunities to filter and search projects. The new list will not be able to track changes in a strikethrough and underline format as previous lists did; new projects and those that have moved from one tier to another will be shown on a separate list.

Mr. Alvarez asked if the status of a project should be added to the list.

Ms. Nicoulin replied that information is not always known and the status changes throughout the year. If that information is known, another column could be added.

Ms. Mendez referred to the earlier approved TIP amendment and asked if the LOPP will go into the TIP.

Ms. Nicoulin replied yes; there are more projects in the TIP than on the LOPP as the LOPP does not include railroad projects.

Ms. Mendez commented previous project funding has not been shown on the list and asked if there will be a record of when projects are funded.

Ms. Nicoulin replied that information could be included on the Excel spreadsheet but will not show on the printed LOPP. **16:02**

D. Presentation and Discussion of FDOT D-5 Local Agency Program (LAP) Proposed Policy

Ms. Nicoulin stated the draft FDOT D-5 Local Agency Program (LAP) proposed policy was discussed during last month's TCC meeting under staff comments. It was also discussed at last month's TPO Board meeting and the TPO Board requested this item be brought back to the CAC and TCC as a presentation item for discussion and additional feedback. Currently, the policy is in the open comment period and the TPO is asking TCC members to provide comments on how this policy would affect their jurisdiction moving forward with programming projects. The TPO has reviewed the draft policy and Executive Director, Ms. Lois Bollenback, provided a list of questions and comments to FDOT in order to understand how the policy will impact projects. There are three bullet points that are of concern; the proposed policy will set a $250,000 minimum threshold, limits LAP certification to counties to administer LAP projects and limits funding to the construction phase only. The TPO will prepare a resolution with a position on the policy and is requesting each municipality to submit comments to FDOT specific to how these proposed policy changes will impact their municipality and their ability to fund projects through the LAP. She announced that Ms. Kellie Smith, FDOT, is in attendance and can answer questions.

Mr. Paradise asked who comments should be sent to.

Ms. Nicoulin replied a link was provided in the agenda; the comment period ends June 20, 2019.

Mr. Paradise stated Deltona will formally send a letter to FDOT and asked if they should copy the TPO.

Ms. Nicoulin replied yes.

Mr. Paradise asked if feasibility studies as well as planning studies would no longer be done as LAP projects.

Ms. Nicoulin replied the TPO has set aside money for feasibility studies. Design and right-of-way would not qualify for LAP funding as the policy is now written.

Mr. Lear asked if construction, engineering and inspection (CEI) are included.

Ms. King asked for the justification to limit funding to only the construction phase.

Ms. Smith replied the CEI is included in the construction phase; District 5 has mimicked this policy based on what District 4 does. They do not have a written policy; however, they only fund construction. FDOT D-5 has noticed through observation of the LAP that most issues occur in the design phase; projects have had construction phases delayed because of design issues which causes instability in the program.

Mr. Holmes asked how not funding the design phase would improve it.

Ms. Smith replied the cities would not have to follow the federal procurement process. Because of the 10% required local match, the design of some projects with the R2CTPO are funded locally. They are trying to remove the federal restrictions for design; however, municipalities would still have to follow federal guidelines for the environmental process.

Mr. Lear asked what the rationale is for LAP certifying counties only; Volusia County does not have the time or the manpower to do this.

Ms. Smith replied FDOT is trying to have a regional approach; they have the exception policy because they know some counties are constrained with staff. It will be a case-by-case basis.

Mr. Lear commented he thinks this policy will slow down or eliminate local projects.

Mr. Karet asked if the county would be able to decide if they want to do a project.

Ms. Smith replied that is why they have the exception policy; FDOT wants to encourage bundling projects to maximize the available resources and have a more regional approach. She gave an example of a countywide sidewalk project that was done in Marion County.

Ms. King referred to the exception policy and asked if that meant except for Volusia County.

Ms. Smith replied no; if there are issues with the county doing a project for a city, the city could then request an exception.

Mr. Paradise commented his experience is when exceptions or variations are granted repeatedly it implies compliance is too difficult and the policy needs to be changed. If there are going to be exceptions to policy parameters it casts doubt on the merit, effect and intent of FDOT's proposal.

Ms. Smith replied FDOT's hope is that exceptions will not be the norm; the intent of having the counties manage the LAP projects is to have a more regional approach and for the smaller cities and towns that

would not be able to access the program without the county's assistance to be able to access it. If there is the depth of staff within the local agency it would then be reviewed as an exception. There have been issues with staff turnover; when someone leaves and there is not someone to take over, projects can get delayed.

Chairperson Papa asked if full certification would be limited to the counties and if project specific certification would still be available for counties or cities.

Ms. Smith replied correct.

Mr. Lear commented that the counties will still have to administer the projects and asked what the point would be of being project specific certified.

Ms. Smith replied the counties would be the only ones that can have full certification.

Mr. Lear replied that is the way it is now.

Ms. Smith replied not necessarily as Daytona Beach has full certification. The larger cities and the counties can be fully LAP certified.

Mr. Paradise stated the city of Deltona is looking at full certification but is aware it will require a lot of work and demonstration of mastering the LAP process.

Ms. Smith replied at a meeting with MetroPlan there were some larger cities that stated if the county was not willing to administer LAP projects they would be willing to get full certification to administer for other cities.

Mr. Lear asked if a city was to get project specific LAP certified if the county would still administer the project.

Ms. Smith replied that is not the intention; the city could get project specific certified.

Chairperson Papa asked if it was now an exception for a city to get project specific certified or does a city need to clear it with the county to do so.

Ms. Smith replied no, they would need to clear it with FDOT; the Director of Development or the Secretary would grant the exception to move forward a project specific certification based on the staff and the project. FDOT would hope the cities would go to the counties first but understands that will not always be the case which is why there is the exception policy.

Chairperson Papa stated there is concern with his city's perception; if they were to rely on the county's go-ahead to move forward with a project with their blessing. This puts municipalities in a bind.

Ms. Smith replied the LAP would still follow the TPO's priority list and recommendation of projects; if there is an issue between a city and the county, the city could go to FDOT.

Mr. Dillard asked if a city was successful with a LAP project in the past and have a good track could they go to FDOT first.

Ms. Smith replied yes.

Chairperson Papa asked if absent any criteria as to what would be required for a city to go to the county to get their blessing to do a project is a serious concern. The appeal is to FDOT and he asked why not eliminate the middleman.

Ms. Smith replied a lot of the larger cities are getting LAP certified and can administer LAP projects but there are issues with the smaller cities being able to move projects forward because of the LAP process. That is the intent behind having the counties administer the LAP.

Mr. Disher asked how this encourages the counties to do it.

Ms. Smith replied that previously, the administration cost was ineligible but now FDOT has found they can reimburse for those costs; this includes the cities also. It does not include overhead but is just the direct rate.

Mr. Holmes there is a lot in this proposed policy that affects the local agencies and asked if FDOT D-5 had made any changes internally to help streamline the LAP process and make it more successful.

Ms. Smith replied they have hired additional consultants to assist the local agencies but have also taken guidance from District 2 which put out a continuing service contract for CEI and design so the local agencies can use FDOT's contract instead of procuring their own contract.

Mr. Lear referred to the proposed policy of the $250,000 minimum threshold and asked what would happen to projects that may only be $100,000 such as bicycle/pedestrian projects and if those projects would just go away.

Ms. Smith replied FDOT is encouraging bundling projects; the safety program as well as the Safe Routes to School program will not be impacted by this policy. They are federal funds and fall under LAP but due to the safety parameters they will not be impacted.

Ms. Mendez commented that she feels the $250,000 minimum threshold is okay because of the amount of administration required but some of the design like Orange City's French Avenue sidewalk project which includes a pedestrian bridge, would not have been able to move forward if the city had to fund the design. She asked if the $250,000 threshold is met if design could still be included.

Ms. Smith replied it is a draft policy and FDOT wants suggestions and comments; that is one thing heard repeatedly so it is being considered. Right-of-way and design can be expensive; they are hoping cities will look at it from a local perspective first and if there are issues it could be an exception especially with larger projects.

Ms. Mendez asked if the local agency does the design for a project that is then funded for construction through the LAP does the city's portion of the design count towards the required local match.

Ms. Nicoulin replied yes, the TPO would apply it toward the match.

Mr. Karat commented that he represents Pierson; they cannot get LAP certified and their projects go through the county. The city had a project and went through the local process, went to the county but the county redesigned the project. They could help with the design and inspection but the right-of-way was a burden so the county decided to shrink the project to a sidewalk versus a shared use path. It put the county in a position of being able to dictate to the city what their project would be. He feels it could have been because the county was not incentivized and it was a burden. If the county is not excited to take on this role it will not work. If a city has the ability to manage their own projects, they should hold on to that.

Mr. Holmes asked if FDOT has talked to Volusia County about this proposed policy.

Ms. Smith replied there have been partnering meetings and Volusia County was in attendance but they have not received any feedback yet.

Ms. Bollenback referred to the continuing services contract for CEI and design that was mentioned earlier; the idea behind that contract is to make it easier for local agencies to get their projects designed if they do

not want to do it themselves. She asked if under this policy, it moves forward as is, does FDOT expect local agencies to pay them with local funds or the TPO's SU funding; what funding does source FDOT expect to be used.

Ms. Smith replied there is an implementation plan that is included in the PowerPoint presentation on the website but she cannot quote it offhand. As of now, it is for projects that are in the Work Program and that will be put into the Work Program based on the phased implementation. Going forward, she is not sure what the plan is.

Ms. King asked if the website was just for District 5.

Ms. Smith replied there is a link included in the agenda; the deadline for comments has been moved to June 20, 2019 and asked that suggestions are also provided. FDOT knows there are issues with the proposed policy but it is a starting point. They want to make sure comments are taken into consideration but also look for ways to improve the program because as the program is now, it is not working.

Mr. Terpstra asked what problem the proposed policy is supposed to solve.

Ms. Smith replied there have been a lot of deferrals of projects districtwide, especially projects in design. There have been issues with agencies getting LAP certified but ending up not being able to due to staff turnover or meeting the requirements. Also, the size of the projects versus the size of the agency and being able to administer the project but not being able to meet federal requirements has been an issue. Another issue is the TIP roll forward amendment approved annually in August; in the past this has been an administrative task because they knew the funds and budget would be approved. The last two years the legislature has waited until the last minute to approve it and this year FDOT is going through a process to potentially defer out projects in the current year because the budget would not have been available to roll forward. Projects that are LAP projects that cannot get encumbered by the end of the fiscal year will go into the roll forward amendment.

Mr. Disher asked if there were problems with certain cities and if it was possible to tailor the policy to address those concerns rather than lump all cities together.

Ms. Smith replied this policy is addressing the issues as a whole; it is not any one city, county or MPO but a districtwide issue. FDOT also did not want to have something like other districts; they want a policy where expectations are clearly demonstrated.

Ms. Nicoulin stated the TPO will prepare comments with its concerns but requests each municipality submit theirs as well. How it impacts each municipality is different and the TPO wants to make sure that is evident in the comments delivered to FDOT.

E. FDOT Report

The FDOT report was provided in the agenda. Ms. Wyche announced the I-95 and Pioneer Trail public meeting will be held April 30, 2019 from 5:30 pm to 7:30 pm at the Brannon Center in New Smyrna Beach and a public meeting for Taylor Road improvements will be held May 9, 2019 at 5:30 pm at the Sanborn Center in DeLand.

F. Volusia and Flagler County Construction Reports

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

V. Staff Comments

→ Summary of Project Applications Received During 2019 Call for Projects

Ms. Nicoulin stated the TPO received ten applications for feasibility studies and six applications for project implementation under the Traffic Operations/Safety and Local Initiatives category. Under Bicycle/Pedestrian projects, the TPO received five applications for feasibility studies and nine applications for project implementation. The TPO did not receive any applications for planning studies. The BPAC Project Review Subcommittee has met once this month and will meet again tomorrow; the TIP Subcommittee will meet on April 25, 2019 at 1:00 pm.

→ 2018 R2CTPO Crash Data Statistics

Ms. Nicoulin stated when the safety targets were adopted in February the TPO did not have the 2018 data to compare it with the TPO's 2018 set targets. The data was pulled from Signal Four Analytics, put into a table and then compared with the 2018 targets that were adopted. The 2018 targets, when adopted, were based off 2016 known data; those adopted targets represented a 2% annual reduction from 2016 to 2017 and 2017 to 2018. The target that is adopted is the five-year rolling average, not the actual number. She reviewed the 2018 data which showed that fatalities are trending down; the serious injury data is trending up and is an area to do further analysis to see where these injuries are occurring. The TPO set a 2% annual reduction because there are a lot of factors that go into these crashes that the TPO does not have control over such as driver behavior and enforcement issues. The non-motorized serious injuries and fatalities are combined into one category and that data is also trending down. The TPO has always considered safety as a criteria when evaluating project applications but tracking the data this way is new. The goal is to keep these numbers trending downward.

VI. TCC Member Comments

There were no member comments.

VII. Information Items

→ CAC & TCC Attendance Records
→ March 27, 2019 River to Sea TPO Board Meeting Summary
→ March 2019 TPO Outreach and Events

VIII. Adjournment

There being no further business, the TCC meeting adjourned at 4:05 p.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

Jose Papa

MR. JOSE PAPA, CHAIRPERSON
TECHNICAL COORDINATING COMMITTEE (TCC)

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of the minutes of the April 16, 2019 regular meeting of the Technical Coordinating Committee (TCC), approved and duly signed this 21st day of May 2019.

Debbie Stewart

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects
ADOPTED - XX/XX/XXXX

Tier "A" - Projects with One or More Phase Funded

Rank	FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)[8]	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
--	4355961	SR A1A at Cardinal Dr Mast Arm Installation	SR A1A at Cardinal Dr	Traffic signal support system upgrade	Ormond Beach		PE - $301,942- FY 17/18 CST - $697,621- FY 19/20	--	$999,563	0%	**FULLY-FUNDED**
--	4389811	Turnbull Bay Road Paved Shoulders	from Pioneer Trail to Sunset Drive	Paved shoulders	Volusia County		PE - $289,000 - FY 16/17 CST - $2,403,195 - FY 18/19	--	$2,692,195	10%	**FULLY-FUNDED;** **Request from Project Sponsor to defer CST to 19/20
--	4389801	Old New York Avenue Paved Shoulders and Lane Widening	from SR 44 to Shell Rd	Paved shoulders	Volusia County		PE - $390,000 - FY 16/17 CST - $2,962,539 - FY 20/21	--	$3,352,539	10%	**FULLY-FUNDED**
--	4355911	Dunlawton Av Walk Light Construction - Ph 1	SR 5 (US-1) to Spruce Creek Rd	Pedestrian lighting	Port Orange		PE - $99,000 – FY 16/17 CST - $957,537 - FY 17/18	--	$1,036,197	0%	**FULLY-FUNDED**
--	4380171	SR A1A at Harvard Dr Mast Arm Installation	SR A1A at Harvard Dr	Traffic signal support system upgrade	Ormond Beach		PE - $ 245,022 - FY 17/18 CST - $680,841- FY 19/20	--	$925,503	0%	**FULLY-FUNDED**
--	4389821	US 1 Traffic Signal Upgrades	US 1 at 3rd St, 6th St, 8th St, Walker St, and Flomich St	Traffic signal support system upgrade	Holly Hill		PE - $1,505,000– FY 16/17 and FY 17/18 CST - $2,378,144 – FY 21/22	--	$3,883,144	0%	**FULLY-FUNDED**
--	4402701	SR40 Signal Design Build Operate & Maintain	Tymber Creek Rd to SR A1A	Arterial Traffic Management	FDOT		PD&E - $120,000 – FY 18/19 CEI/OPS - $1,560,000 – FY 19/20 through FY 21/22	--	$1,680,000	0%	**FULLY-FUNDED**; replaces SR 40 Corridor Traffic Control Adaptive System
--	4407921	Seminole Woods Pkwy/SR 100 Intersection Safety Improvement Project	Seminole Woods Pkwy at SR 100	Intersection Improvement (add turn lane & upgrade signal heads)	Palm Coast		CST - $187,385 - FY 17/18 CEI - $41,417 - FY 17/18	--	$228,802	10%	**FULLY-FUNDED**
--	4424991	SR 44 (New Smyrna Beach) Corridor Traffic Control Adaptive System	Airport Rd to 3rd Ave	Adaptive Signal Control	Volusia County		PE - $225,000 - FY 17/18 CST - $995,520 - FY 19/20	--	$1,220,520	0%	**FULLY-FUNDED**

[8] Funds and phases programmed in prior years are not reported here, but can be found in the R2CTPO's Transportation Improvement Program (TIP)

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects
Tier "A" - Projects with One or More Phase Funded

Rank	FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)[8]	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
--	4424671	SR 15 (US 17/92) at Fort Florida Rd SunRail Bus/Pedestrian Pre-Emption	US 17/92 at Fort Florida Rd	Traffic Signal	Volusia County		PE - $367,000 - FY 17/18 CST - $706,850 - FY 19/20	--	$1,073,850	0%	**FULLY-FUNDED**
--	4425221	SR 421 (Port Orange) Corridor Traffic Control Adaptive System	Summer Tress Rd to SR A1A (S Atlantic Ave)	Adaptive Signal Control	Volusia County		PE - $255,000 - FY 17/16 CST - $1,076,100 - FY 19/20	--	$1,331,100	0%	**FULLY-FUNDED**
--	4409201	Tivoli Dr Intersection Improvements	Tivoli Dr at Saxon Blvd and at Providence Blvd	Intersection Improvements	Deltona		PE - $163,700 - FY 17/18 CST - $1,525,875 - FY 18/19	--	$1,689,575	33%	**FULLY-FUNDED**
--	4425101	East Volusia Traffic Management Center Relocation	TBD	New Traffic Management Center	Volusia County		PE - $110,000 - FY 18/19 CST - &775,000 - FY 20/21	--	$885,000	10%	**FULLY-FUNDED**
--	4379421	East International Speedway Blvd. Beachside Corridor Improvement Project	from Halifax River to SR A1A	Corridor improvements	Daytona Beach		PE - $505,000 - FY 17/18 (partially funded)	PE - TBD by FDOT ROW - $26,100,000 CST - $7,000,000 CEI - $750,000	$34,600,000	0%	Additional $750,000 in local funds (LF) have been committed for PE

DRAFT

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River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects
Adopted 6/27/18

Tier "A" — Projects with One or More Phases Funded										
Priority Rank	FDOT FM#	Project Name	Project Limits	Project Type	Project Sponsor	Programmed Phase(s)[5]	Needed Phase(s)	Estimated Total Project Cost	Local Match %	Comments
--	4355961	SR A1A at Cardinal Dr Mast Arm Installation	SR A1A at Cardinal Dr	Traffic signal support system upgrade	Ormond Beach	PE - $301,942- FY 17/18 CST - $697,621- FY 19/20	--	$999,563	0%	**FULLY-FUNDED**
--	4389811	Turnbull Bay Road Paved Shoulders	from Pioneer Trail to Sunset Drive	Paved shoulders	Volusia County	PE - $289,000 – FY 16/17; CST - $2,403,195 - FY 18/19	--	$2,692,195	10%	**FULLY-FUNDED;** **Request from Project Sponsor to defer CST to 19/20
--	4389801	Old New York Avenue Paved Shoulders and Lane Widening	from SR 44 to Shell Rd	Paved shoulders	Volusia County	PE - $390,000 - FY 16/17; CST - $2,962,539 - FY 20/21	--	$3,352,539	10%	**FULLY-FUNDED**
--	4355911	Dunlawton Av Walk Light Construction - Ph 1	SR 5 (US-1) to Spruce Creek Rd	Pedestrian lighting	Port Orange	PE - $99,000 – FY 16/17; CST - $957,537 - FY 17/18	--	$1,036,197	0%	**FULLY-FUNDED**
--	4380171	SR A1A at Harvard Dr Mast Arm Installation	SR A1A at Harvard Dr	Traffic signal support system upgrade	Ormond Beach	PE - $ 245,022 - FY 17/18 CST - $680,841- FY 19/20	--	$925,503	0%	**FULLY-FUNDED**
--	4389821	US 1 Traffic Signal Upgrades	US 1 at 3rd St, 6th St, 8th St, Walker St, and Flomich St	Traffic signal support system upgrade	Holly Hill	PE - $1,505,000– FY 16/17 and FY 17/18; CST - $2,378,144 – FY 21/22	--	$3,883,144	0%	**FULLY-FUNDED**
--	4402701	SR40 Signal Design Build Operate & Maintain	Tymber Creek Rd to SR A1A	Arterial Traffic Management	FDOT	PD&E - $120,000 – FY 18/19 CEI/OPS - $1,560,000 – FY 19/20 through FY 21/22	--	$1,680,000	0%	**FULLY-FUNDED;** replaces SR 40 Corridor Traffic Control Adaptive System

[5] Funds and phases programmed in prior years are not reported here, but can be found in the R2CTPO's Transportation Improvement Program (TIP).

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects

Tier "A" — Projects with One or More Phases Funded										
Priority Rank	**FDOT FM#**	**Project Name**	**Project Limits**	**Project Type**	**Project Sponsor**	**Programmed Phase(s)** [5]	**Needed Phase(s)**	**Estimated Total Project Cost**	**Local Match %**	**Comments**
--	4407921	Seminole Woods Pkwy/SR 100 Intersection Safety Improvement Project	Seminole Woods Pkwy at SR 100	Intersection Improvement (add turn lane & upgrade signal heads)	Palm Coast	CST - $187,385 - FY 17/18; CEI - $41,417 - FY 17/18	--	$228,802	10%	**FULLY-FUNDED**
--	4424991	SR 44 (New Smyrna Beach) Corridor Traffic Control Adaptive System	Airport Rd to 3rd Ave	Adaptive Signal Control	Volusia County	PE - $225,000 - FY 17/18; CST - $995,520 - FY 19/20	--	$1,220,520	0%	**FULLY-FUNDED**
--	4424671	SR 15 (US 17/92) at Fort Florida Rd SunRail Bus/Pedestrian Pre-Emption	US 17/92 at Fort Florida Rd	Traffic Signal	Volusia County	PE - $367,000 - FY 17/18; CST - $706,850 - FY 19/20	--	$1,073,850	0%	**FULLY-FUNDED**
--	4425221	SR 421 (Port Orange) Corridor Traffic Control Adaptive System	Summer Tress Rd to SR A1A (S Atlantic Ave)	Adaptive Signal Control	Volusia County	PE - $255,000 - FY 17/16; CST - $1,076,100 - FY 19/20	--	$1,331,100	0%	**FULLY-FUNDED**
--	4409201	Tivoli Dr Intersection Improvements	Tivoli Dr at Saxon Blvd and at Providence Blvd	Intersection Improvements	Deltona	PE - $163,700 - FY 17/18; CST - $1,525,875 - FY 18/19	--	$1,689,575	33%	**FULLY-FUNDED**
--	4425101	East Volusia Traffic Management Center Relocation	TBD	New Traffic Management Center	Volusia County	PE - $110,000 - FY 18/19; CST - &775,000 - FY 20/21	--	$885,000	10%	**FULLY-FUNDED**
--	4379421	East International Speedway Blvd. Beachside Corridor Improvement Project	from Halifax River to SR A1A	Corridor improvements	Daytona Beach	PE - $505,000 - FY 17/18 (partially funded)	PE - TBD by FDOT ROW - $26,100,000 CST - $7,000,000 CEI - $750,000	$34,600,000	0%	Additional $750,000 in local funds (LF) have been committed for PE

March 2019 TPO Outreach & Activities

1 Turnbull Bay Bridge Ribbon Cutting

Date: Friday, March 1, 2019
Location: New Smyrna Beach
Description: TPO staff attended the Turnbull Bay Bridge Ribbon Cutting

2 Lions Club Health Fair Helmet Fitting

Date: Saturday, March 2, 2019
Location: Daytona Beach
Description: TPO staff manned an information booth and properly fit and donated 33 bicycle helmets

3 Southeast Tourism Society Connections Conference

Date: Tuesday, March 19, 2019
Location: Daytona Beach
Description: TPO staff presented at the Southeast Tourism Society Conference Advocacy Session

4 Central Florida Transportation Planners Group Presentation

Date: Thursday, March 21, 2019
Location: Orlando
Description: TPO staff presented to the Central Florida planners and engineers at this event

5 Transportation Disadvantaged (TD) Legislative Awareness Day

Date: Wednesday, March 20, 2019
Location: Tallahassee
Description: TPO staff joined Votran staff and TDLCB members to meet with state legislators to discuss and encourage transportation disadvantaged legislation

Transportation Disadvantaged Day

APRIL EVENTS:

19: Good Friday; River to Sea TPO office closed
22: Earth Day
24: TPO Presentation on Transportation Funding to Florida Engineering Society
30: MPO Advisory Council Meeting; Orlando

OTHER UPCOMING EVENTS:

May 4: Oak Hill Community Festival Helmet Fitting; Mary Dewees Park
June/July: Summer School Safety Presentations & Bicycle Helmet Fittings

ONGOING PROJECTS & STUDIES:

- Walkability Action Institute Grant Project
- 2019 Annual Call for Projects
- Development of 2017/18 TPO Annual Report
- Development of Bicycle Suitability Map
- Central Florida Visitors Study
- Regional Truck Parking Study
- Update to the TPO Public Participation Plan (PPP)
- Central Florida Regional Planning Model Update
- US 17/92 @ Dirksen Drive Feasibility Study
- Madeline Ave. Trail Feasibility Study, Phase 1-2
- Regional Resiliency Action Plan
- 2045 Long Range Transportation Plan Request for Proposals
- FY 2019/20 TPO Budget
- FDOT/R2CTPO Joint Certification
- Development of Community Safety Action Plan