

**Citizens Advisory Committee (CAC)
Meeting Minutes
April 18, 2017**

CAC Members Present:

Donald Smart
Ralph Bove
Bliss Jamison
Greg Feldman, Vice Chairman
Gilles Blais
Nora Jane Gillespie
Alan Peterson
Bobby Ball
Bob Storke
Dan D'Antonio
Judy Craig, Chairperson
Patricia Lipovsky
Elizabeth Alicia Lendian
Terry Bledsoe
Edie Biro
Melissa Winsett (non-voting)
Gene Ferguson (non-voting advisor)
Bob Owens (non-voting)
Adam Mengel (non-voting)

CAC Members Absent:

Janet Deyette (excused)
Bob Owens (excused)
Susan Elliott (excused)
Joe Villanella (excused)
Jack Delaney

Others Present:

Debbie Stewart, Recording Secretary
Pamela Blankenship
Lois Bollenback
Robert Keeth
Stephan Harris
Vince Wang
Aarti Sharma
Marie Kerr
Adam Burghdoff
Mark Manwell
Travis Terpstra
Jon Cheney

Representing:

Daytona Beach
DeBary
Edgewater
Flagler County
Holly Hill
New Smyrna Beach
Palm Coast
Port Orange
Orange City
Volusia County Chair
Volusia County
Volusia County
Volusia County
Volusia County
Votran (CTC)
Volusia County Traffic Engineering
FDOT District 5
Flagler County
Flagler County Traffic Engineering

Representing:

Deltona
Flagler County Transit
Pierson
Ponce Inlet
South Daytona

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Citizen, New Smyrna Beach
Kittelson & Associates
ETM
Volusia County
Volusia County Traffic Engineering

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

Chairperson Craig called the meeting of the River to Sea Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) to order at 1:36 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. Consent Agenda

A. Review and Approval of March 21, 2017 CAC Meeting Minutes

MOTION: *A motion was made by Ms. Gillespie to approve the March 21, 2017 CAC meeting minutes. The motion was seconded by Mr. Peterson and carried unanimously.*

IV. Action Items

A. Review and Recommend Approval of Request from Volusia County to Increase Funding for the Construction Phase of the Doyle Road Paved Shoulders Project

Mr. Keeth stated this item was on the agenda last month and by request from Volusia County it was deferred because they did not have key staff in the audience to answer questions. This application is for paved shoulders on Doyle Road from Lush Lane to Courtland Boulevard for purposes of safety. In 2011, the initial cost estimate was just under \$500,000 and when it was programmed for construction in June of 2015 the cost estimate had been inflated in accordance with FDOT's standard of inflation factors to \$677,000. About a year ago, Volusia County prepared a new estimate, presented that to the TPO and asked that the cost increase be funded. The cost estimate is currently \$1.035 million and represents an increase of \$358,000 over the programmed amount of \$677,000. The cost increase is due in part to a general increase in construction costs that were higher than anticipated. There are also new items in the cost estimate that warrant attention; mobilization increased by \$45,000, maintenance of traffic \$45,000, clearing and grubbing increased by \$90,000, excavation by \$85,000, embankment by \$100,000 and concrete sidewalks increased by \$55,000. Volusia County is asking for approval of this request for the cost increase. He introduced Mr. Travis Terpstra, Volusia County Public Works Department, to answer any questions.

Mr. Peterson commented he had opposed this item last month and was even more concerned now. Looking at the agenda on page 29, listing the itemized cost increases, mobilization and maintenance have increased 100%. Clearing and grubbing is up \$90,000 when the original estimate was \$10,000; so now it is \$100,000. Excavation was originally \$15,000 and is up \$85,000; these are massive increases. The embankment and concrete sidewalks are a total of \$155,000 and were not even listed on the original estimate. He appreciates that was proposed in 2011 has somewhat changed but these increases indicate that the original estimate was poorly done. The TPO policy is that any increase in cost is to be paid for by the county or the city involved. There are reasons for changes but he wants to know why there are such massive changes that will require the TPO to change its policy and procedures to allow this type of increase.

Mr. Terpstra replied the county has observed that costs have gone up steadily by significant amounts over the last few years so last year during the call for projects, the county did a thorough project review of applications that had been submitted to the TPO in an attempt to update cost estimates across the board. This project had already been programmed and that means an adjustment or update cannot be done without TPO Board action. The biggest cost increase is inflation since 2011; mobilization and maintenance of traffic are considered 10% of the total. Some of the changes included conflicts between the paved shoulders with existing sidewalks which requires the sidewalks to be moved back so additional clearing and grub work is required. There is a small section of a new sidewalk to make a connection to a city park and help in a school area.

Mr. Feldman commented he understands that from 2011 to 2017 the costs will go up but this is a 48% increase over the projected amount from June of 2015. It seems like a lot in just two years and he is not able to reconcile that with the explanation.

Mr. Terpstra replied the TPO adjusts for inflation at 3% per year so that the 2011 cost at 3% per year were probably not adequate in 2015. The funding is for 2018 so it is another three years out.

Mr. Feldman commented that is still a 40% increase; he asked where the additional \$358,000 would come from and if it would come from another project.

Mr. Keeth replied no; this money is already on the project in FDOT's Work Program. This action is going to bring the Transportation Improvement Program (TIP) in line with what the Work Program now shows. In this case, it is the TIP that controls; if this change is not approved, the FDOT will have to amend its Work Program and remove those funds. The funds are available and ready to go.

Mr. Ferguson stated the funds are on there because the funds are available. The funds did not come from any other project; the funds came from other projects that came in under budget and it helps those projects that go over budget.

Mr. Feldman asked to confirm that no other project will suffer from this allocation.

Mr. Keeth replied that there is not another project available to use these funds on at this time.

Mr. Ferguson stated that is correct; there is not time to get another project up and ready by the end of June.

Mr. D'Antonio asked if the update did not get included in the TIP because it would have required a TIP amendment since the project was already programmed when the county came with the cost update last year.

Mr. Keeth replied it was programmed at his request; it had not been approved by the TPO. It was his error in requesting that it get programmed.

Mr. D'Antonio asked what the benefit was of adding paved shoulders and if sidewalks were being added where there were none.

Mr. Terpstra replied safety and adding sidewalks.

MOTION: *A motion was made by Mr. D'Antonio to recommend approval of the request from Volusia County to increase funding for the construction phase of the Doyle Road paved shoulders project. The motion was seconded by Mr. Ball.*

Mr. Bove asked when the project was scheduled to go to construction.

Mr. Keeth replied 2018.

Mr. Bove asked what will happen when the construction bids come in higher or lower than the actual construction cost.

Mr. Terpstra replied that is why the county looked at all the current projects on the list with the TPO during the call for projects last year; to update cost estimates to be more in line with what the actual cost might be. The county does not anticipate coming back for more funding.

Mr. Bove asked if in the county's cost estimate process, they accounted for unknowns, contingencies or factors that alleviate these issues.

Mr. Terpstra replied yes, in the initial stages cost estimates should be more conservative to allow for those types of contingencies.

Mr. Ferguson stated FDOT does not allow for explicit funding of contingencies but does have to allow for inflation. For FDOT's projects, the inflation annual increase is 20%, so a two year inflation would be a 40% increase.

Ms. Bledsoe asked if the county had the \$358,000 available.

Mr. Terpstra replied no, not for this project; it is not budgeted.

Ms. Bledsoe asked how the county reconciled the TPO's resolution that states that whoever is promoting the project has to pay for the cost overruns.

Mr. Terpstra replied that is why the county looked at all the cost estimates again to get updated costs.

Chairperson Craig commented this project, and especially the sidewalks are for safety reasons. Children are walking to school and to a park. Doyle Road is an extremely unsafe road to be on; there are entrances to I-4 and a lot of another things going on. To be able to have the children walk in safety is extremely important.

Mr. Peterson asked if the available funds were not used by June 30 would they be lost.

Mr. Ferguson replied the funds are added to the Work Program now; if FDOT released them now the funds could be used elsewhere and this project could suffer. If county does not have the funds to pursue the project in 2018 all of that money goes back to the FDOT and that would mean the TPO would have to find a lot of projects that would all have to be delivered in 2018. Most agencies require at least a year for design.

Mr. Peterson asked if the funds were not lost could they be redistributed during 2017/18 to other projects if the TPO so decides.

Mr. Ferguson replied that is speculative; this project is ready and it seems a shame to lose that.

Mr. Feldman asked for clarification that these funds are coming from FDOT, it is encumbered by FDOT for the project and the TPO is basically amending its plan for the year to include this money.

Mr. Ferguson replied that is correct; the TPO does have explicit control over the money and that is what this is all about.

Mr. Feldman asked again for confirmation that no project would suffer if this is approved. He is not questioning the merits of the project, just the funding.

Ms. Gillespie stated if the project was submitted in 2011 for 2018, did the county make a mistake and how this got missed last year.

Mr. Terpstra replied the county did catch it last year; the project was submitted in March 2016 during the call for projects. Due to the TPO's processes, it was not able to be incorporated last year because funding had been allocated a few months prior.

Ms. Gillespie asked if it was because it was too close to the other money received.

Mr. Keeth replied once a project is programmed the funds can only be amended through the TPO review. The TPO could not adjust the amount on that project when the revised estimate was submitted last year because the project had already been programmed and it required it be moved through this review.

Mr. Ferguson stated this is the reason things got locked down last year. The way the federal government looks at the use of their funds is it is either needed or it is not needed; and if it is not needed, they will take

it away and give it to an area that does need it. Needing it means it has been assigned to a project and not needing it means it is sitting in a funding reserve box. That had been the pattern here, only programming out a couple of years which does allow some flexibility but makes it look like the funds are not needed. FDOT has begun to correct this through the TPO and had been programming farther out; the federal government wants projects programmed four years out and the state prefers five years out. Circumstances are that costs are going up and are going to require additional funds. Eventually, projects will be programmed five years before the funds are used. FDOT will try to build in inflation factors, but when inflation soars on transportation projects, like it is now, it is hard to project the cost. The economy could take a downward turn and then all the estimates would be high.

Ms. Bledsoe commented as a discussion item, that in the 2016 resolution regarding cost overruns, the word "shall" is used and "shall" means they should pay for it themselves. There are twenty different political subdivisions and each come for more money. She suggested an amendment to the motion to change the language to "may" instead of "shall".

Mr. Keeth replied the policy does need to be reconsidered. It is very difficult to project costs several years in advance. It is customary for a project sponsor to review projects periodically. Projects are often programmed years before construction occurs and once they are programmed the policy kicks in and allows no flexibility other than this amendment process. It does need to be revisited, to find a better way while holding the project applicants accountable to some degree.

Chairperson Craig introduced new CAC member Ms. Patricia Lipovsky, appointed by Volusia County Council Member Billie Wheeler.

Ms. Lipovsky asked what would happen to the leftover money if the county was allowed the extra funding and it was not all used.

Mr. Keeth replied this is a reimbursable fund program. FDOT will pay the bill when the project sponsor submits the bill; no money is advanced so there is no money to return.

A hand count vote was taken with nine approving the motion and four opposing. The motion carried.

B. Review and Recommend Approval of Request from South Daytona to Increase Funding for the Construction Phase of the Big Tree Road Shared Use Path

Mr. Harris stated this project was recommended in the Bicycle and Pedestrian School Safety Study for South Daytona in 2009 with a cost estimate of \$500,000. In 2011, the city applied for construction funding for that amount. The city had already undertaken the design and requested \$500,000 for construction and that was the amount programmed. The city is asking for additional funds because of a more recent cost estimate date March 31, 2017. The current construction cost estimate is \$607,000 which represents inflation and unforeseen costs such as replacing a pedestrian signal, extending pedestrian railing and for crosswalk improvements. The TPO does have the policy addressing cost overruns and the resolution containing that policy is included in the agenda.

Chairperson Craig asked what the LAP funds are.

Mr. Harris replied LAP funds are Local Agency Program funds. The federal funds that the TPO has allocated to this project are \$500,000; there are additional local funds on this project because the city is required to provide a 10% match. Those are not included; the \$500,000 is federal funds. The additional amount the city is asking for is in federal or state funds from the TPO.

Ms. Lipovsky asked what part of Big Tree Road this construction would be and what it would cover.

Mr. Harris replied in addition to inflation it would cover additional work such as replacing a pedestrian signal, extending pedestrian railings and patterned pavement in a crosswalk along the shopping center. This shared use path runs from Nova Road to east of Segrave Street; those are the project limits.

Chairperson Craig commented this is from the Bicycle and Pedestrian School Safety Study and is for the South Daytona Elementary School. Big Tree Road is a busy road and safety issues need attention.

Ms. Lipovsky asked if this would be done on both sides of the road.

Mr. Harris replied only on the south side.

Mr. Peterson asked where the federal funds were coming from and what they were originally earmarked for.

Mr. Harris replied these would be Advanced Construction (ACSU) funds.

Mr. Peterson replied no, they are asking federal funds of \$107,000 and he asked where those funds are allocated now.

Mr. Harris replied the funds are not allocated to any given project right now; the TPO receives a certain amount of ACSU funds each year. They are not on any given project until the TPO allocates them.

Mr. Peterson asked if there was a project design with no change, why the original estimate did not include the replacement of the pedestrian signal and extended railing. He thinks this is an error in the original cost and should not be approved at this point. This money is coming out of reserves that could be used for other projects. This is another item in conflict with TPO policy.

Mr. Feldman asked how long the shared use path is.

Mr. Harris replied the path is approximately 5,000 feet.

Ms. Lipovsky asked if the pedestrian signal was going to be replaced with an accessible pedestrian signal (APS).

Mr. Harris replied he cannot answer on behalf of the city. The BPAC approved this funding request last week but there was extensive discussion as to the desirability of an APS signal. The BPAC thought it was a worthy addition to this project but the funding was approved without it. It is not in the current scope; the city would have to revise the design, as the current plans do not call for it to be included.

Ms. Bledsoe asked if there was a length of time that a project remains on the list to be funded before it is withdrawn and the money reallocated.

Mr. Keeth replied if a project is not programmed within three years due to the fault of the applicant, the project is removed.

Ms. Bledsoe asked if this project started in 2009, submitted in 2011 and it is now 2017, if that fit in that particular regulation.

Mr. Keeth replied if it was not programmed due to the responsibilities of the project applicant, yes, it should be removed, but that is not case here.

Mr. Harris stated it was programmed in 2011; the programming is in the current year, fiscal year (FY) 2017. It was put in the Work Program several years ago.

Ms. Gillespie stated the city has a lot of drainage built into this project, and these things are city enterprise funded projects and they should pay for that. The normal maintenance expenses should be removed and the amount of money needed would not be as much.

MOTION: *A motion was made by Mr. Storke to recommend approval of the request from South Daytona to increase funding for the construction phase of the Big Tree Road shared use path. The motion was seconded by Mr. Bove. A hand count vote was taken with nine approving and five opposing. The motion carried.*

V. Presentation Items

A. Presentation and Discussion of the R2CTPO's Draft Title VI and Limited English Proficiency (LEP) Plans

Ms. Blankenship stated the TPO is updating its Title VI and Limited English Proficiency (LEP) Plans and that it had been two years since they were last updated. Title VI provides that the TPO cannot discriminate on the basis of race, color or national origin; there are other Titles that cover age, disability and other items. She reviewed the changes and additions to the Title VI Plan.

Ms. Blankenship stated the LEP requires that the TPO take reasonable steps to ensure meaningful access to the TPO's programs, services and activities to those that do not speak English well. She reviewed the changes and additions. These draft plans are available for review and comment for the next 30 days and will be adopted next month.

Mr. Peterson asked if the TPO Survey has to be provided in Spanish.

Ms. Blankenship replied the TPO does not have to, but chooses to.

Mr. Peterson stated he was a strong proponent that anyone living in this country should learn English. He asked how much it cost the TPO to print the survey in Spanish instead of inserting a line stating that it could be provided if necessary.

Ms. Blankenship replied she was not sure and introduced Mr. Adam Burghdoff, Kittelson and Associates, to answer as he is the consultant that works on the survey with the TPO.

Mr. Burghdoff replied he did not have the exact specifics; the website that was developed for the survey was developed in English and Spanish. There were very few printed surveys disseminated and filled out and returned. The printed surveys were printed on the TPO's copier in black and white.

Ms. Blankenship replied the copies are \$0.06 per black and white copy.

Mr. Feldman asked if LEP was a federal mandate.

Ms. Blankenship replied yes.

B. Presentation and Discussion of Updates to the Florida Greenways and Trail System (FGTS) Plan and the Opportunity and Priority Maps

Mr. Harris gave a PowerPoint presentation and stated the Florida Greenways and Trails System (FGTS) is the statewide trail system with many types of trails. The plan is the vision for implementing a connected system of these trails. The plan was created in 1998 and authorized by the Florida Legislature in 1999. The existing plan and priority maps were last updated in 2012, the opportunity maps in 2015 and they are in the current update cycle for the next plan for 2018-2022. He showed the land trail opportunity and priority corridor maps. The TPO is concerned with the land trail maps; federal funds only allow the TPO to fund paved land trails. The opportunity portions of these land trails are existing, planned and conceptual trails that are part of the statewide system. The priority trails are the most important within the

opportunity maps. There are four corridors proposed to be updated; two going north-south and two going east/west. The north/south corridors are the Bunnell to Ormond Corridor (US 1 Trail) and the Palm Coast to Bulow Corridor (the Graham Swamp Trail) and are being proposed to be extended as far north as possible within the planning area and elevated to priority. The east/west corridors are the SR 40 Trail Corridor and the Cross Volusia Trail Corridor and are being proposed to be elevated to priority with the same limits and no extensions.

Chairperson Craig asked if this item would be back for approval.

Mr. Harris replied yes, next month.

Mr. Bove commented that trails are like roads and are multi-jurisdictional and asked if the TPO was coordinating with St. Johns County to understand what their master plan is or is not. He asked if anything was planned in the neighboring jurisdiction where the TPO's boundary ends.

Mr. Harris replied he was not sure of the trail plans in St. John's County. The TPO has coordinated with Flagler County, Palm Coast and Volusia County because those are the jurisdictions responsible for building and maintaining the trails.

Mr. Peterson asked if the trails were paved and able to be used for walking and biking.

Mr. Harris replied yes, they are all paved facilities.

C. Presentation and Discussion of Pedestrian Crash Statistics

Mr. Harris gave a PowerPoint presentation on pedestrian safety. He covered the five "Es" of safety; education, encouragement, engineering, enforcement and evaluation, and stated the TPO incorporates these in its overall safety program. He explained that consultants such as Kittleson & Associates assist with engineering, the TPO partners with law enforcement on enforcement, and covers the education and encouragement at different helmet fitting events throughout the year. He went over the national statistics on pedestrian safety and fatalities, state statistics and local statistics. The Daytona Beach-Deltona-Ormond Beach area ranked number five in the Dangerous by Design Report from 2016. The TPO sets aside 30% of its annual funding for bicycle and pedestrian projects and \$100,000 for bicycle and pedestrian feasibility studies. In addition to that, the TPO sets aside monies from the Long Range Transportation Plan (LRTP) for local initiatives. The TPO participates in at least a dozen events a year to encourage and educate on bicycle and pedestrian safety. He went over the pedestrian plans and the feasibility studies recently completed, public awareness efforts and pedestrian safety best practices.

Mr. Peterson asked if the correlation between alcohol and pedestrian fatalities referred to the driver or the pedestrian.

Mr. Harris replied it could be both.

Mr. Peterson asked if the data used clarified if it was the driver, pedestrian or both.

Mr. Harris said no; the crash reports would have to be drilled down more in detail.

Mr. Peterson stated he understands emphasizing road safety but if there is a major problem with pedestrians not following the rules and regulations or being impaired in some manner, we could be looking at the wrong solution to the problem.

Mr. Harris replied when alcohol is involved it could be a drunk driver, a drunk pedestrian or a combination of both.

Mr. Ferguson stated that the identification of US 1 as being the most dangerous corridor for pedestrians was just mirrored in the Ft. Lauderdale area. The report did not say where on US 1 so it could be widespread from there to here. It may be worth taking a closer look at.

D. Presentation and Discussion of Project Applications Received from the Annual Call for Projects

(Handout provided)

Mr. Keeth stated the TPO just concluded the annual call for projects on March 31, 2017 and received 50 project applications. The call for projects is the process used to identify many of the transportation projects funded through the TPO. This process focuses on traffic operations and safety projects, bicycle/pedestrian projects, transportation enhancement projects and transportation planning studies. It does not include transportation capacity projects such as new roadways or lane additions; those are identified and ranked through the Long Range Transportation Plan (LRTP) and moved to the priority project list. The project applications received were about equally divided between traffic operations and safety projects and bicycle/pedestrian projects, with 22 and 23 received respectively. Within those categories the TPO received equal numbers of applications for feasibility studies and project implementations. Of the applications received, 42 were from Volusia County and 8 from Flagler County which is the exact same number of applications per capita. There was also a good distribution from city to city; 14 cities submitted applications. These project applications will be reviewed by the Transportation Improvement Program (TIP) Subcommittee, which will focus on the traffic operations and safety projects and transportation planning studies, and the BPAC Project Review Subcommittee, which will review the bicycle and pedestrian projects. These two subcommittees will meet this week to begin the evaluation and ranking of the projects. In the course of that review, the subcommittees will be screening the projects to ensure they all are eligible and have fully complied with the application requirements. There are a few projects that have raised red flags for the TPO and the subcommittees will be asked to look at those in particular. He briefly covered a couple of red flag projects; the Nova Road widening project, a Saul Street traffic calming island and the East International Speedway Boulevard (ISB) Corridor Improvement project. The TPO is pleased with the range of projects received and many of these were identified in the corridor studies and other studies the TPO has done. This is a great opportunity for project costs and other information to be updated and he encouraged anyone that had a special interest in any of these projects to attend the meetings.

Mr. Blais asked if the East International Speedway Boulevard (ISB) beachside corridor project was one way street to redo the traffic or do away with the beach toll booth.

Mr. Keeth replied no, the project limits are from the river to the beach and involves the installation of a median barrier to limit left hand turn movements and possibly involving a roundabout at SR A1A and US 92. It also includes bicycle and pedestrian improvements as well. The city submitted this as a traffic operations/safety project and as a bicycle/pedestrian project.

Mr. Blais asked how many dollars it involved.

Mr. Keeth replied it is a multi-million dollar project.

E. Presentation and Discussion of the Flagler Bicycle & Pedestrian School Safety Review Studies (Part 2)

Mr. Adam Burghdoff, Kittelson & Associates, gave a PowerPoint presentation update on the Flagler Bicycle and Pedestrian School Safety Review Studies and stated there were seven schools in the study. The four schools in part 2 are Wadsworth Elementary, Buddy Taylor Middle School, Old Kings Elementary and Bunnell Elementary. Reports of the studies have been distributed to the stakeholders; the cities and Flagler County, FDOT and the school staff. The schools studied in 2016 were Belle Terre Elementary, Indian Trails Middle School, which are co-located school sites and Rymfire Elementary. Wadsworth Elementary and Buddy Taylor Middle School are also co-located school sites and it was noted that the park located on the east side was creating friction with the school circulation with arrival and dismissal periods. A lot of the

issues observed around these all seven sites are related to parent pick-up and drop off; queuing on site, parents not wanting to wait through the serpentine snake so they are dropping students off on the side of the road that is creating conflict points where there are crosswalks and driveways. Some improvements identified that can potentially offset some of these issues are programmatic in nature such as encouraging walking/biking to school, car pooling and educating parents. The low volume roadways in smaller neighborhoods have been identified; there is new technology and new research underway that considers giving part of the road to the non-motorist called an advisory shoulder. There was an article published by the Federal Highway Administration (FHWA) regarding this and FHWA is looking for pilot programs and there could be research dollars available if an agency is willing to implement something like this. It does not exist in Florida, but might be worth considering because it could be cost advantageous rather than sidewalks. He is sure the TPO would be willing to work with an agency that may be considering implementing something like this.

F. Presentation and Discussion of Resiliency to Sea Level Rise, Storm Surge and Coastal Flooding

Mr. Harris stated that last year the TPO adopted a Sea Level Rise Vulnerability Assessment Study which included a tool used to model sea level rise. The TPO had a workshop with local stakeholders to train them on using this tool. This is the second phase of that study; to take sea level rise and put storm surge and coastal flooding elements on top of it. This year there are new impact areas as a result of the 100 year storm coastal flooding events and storm surge that was also modeled. Implementation strategies were also identified. He went over evacuation routes, critical facilities, transportation facilities, public works facilities and shelters. The two models of the phase are Coastal Flood Hazards model which FEMA uses to develop their flood insurance rate maps and relies on the 100 year still water elevation and still water depth to identify impacts of storm surge. The second model is the Coastal Surge model where storm surge and wave modeling is used to develop an estimate for wind and flood losses for a single hurricane event. He went over the sea level rise impacts with coastal flooding and the three target years of 2040, 2070 and 2100. He reviewed the financial exposure and some of the losses caused from sea level rise with coastal flooding could reach over \$11 billion. There is a low, intermediate and high level curve. An analysis was done of Hurricane Dora, the last category 3 hurricane to make landfall in 1964 that was used as a model. Hurricane Matthew came close enough but was so recent the data was not available. The next step is to adopt the report and develop a resiliency action plan and incorporate that into TPO documents.

Chairperson Craig suggested putting this on the agenda for next month as a discussion item due to a lack of time.

G. FDOT Report

Mr. Ferguson gave the FDOT report and gave details of various projects.

H. Volusia and Flagler County Construction Reports

Ms. Winsett gave the Volusia County Construction Report; there was no Flagler County Construction Report.

VI. Staff Comments

→ **Update on SunRail**

There was no update.

→ **Update on SR A1A Stabilization**

There was no update.

→ **Update on the I-95 to SR 417 Connector Environmental Study**

There was no update.

→ **Update on development of the new FY 2017/18- FY 2021/22 Transportation Improvement Program (TIP)**

Mr. Keeth announced the deadline for the opportunity to comment on the scope of work for Votran's Bus Stop Improvement Plan is April 28, 2017.

VII. CAC Member Comments

There were no member comments.

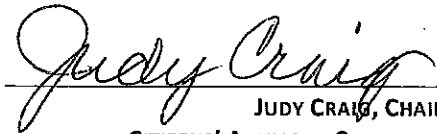
VIII. Information Items

- March 22, 2017 River to Sea TPO Board Meeting Summary
- March TPO Outreach and Events
- Bicycle and Pedestrian Plan Public Meeting Notice

IX. Adjournment

There being no further business, the CAC meeting adjourned at 3:04 p.m.


RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



JUDY CRAIG, CHAIRPERSON
CITIZENS' ADVISORY COMMITTEE (CAC)

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of the minutes of the April 18, 2017 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 16th day of May 2017.



DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



2017 Call for Projects

Total Applications - 50

Priority Project List –

Transportation Operations, Safety & Local Initiatives Applications - 23

 Feasibility Study - 13

 Implementation - 10

Transportation Planning Study Applications - 5

Bicycle/Pedestrian Project Applications - 22

 Feasibility Study - 9

 Implementation - 13

- New projects added to existing Lists of Priority Project Projects (LOPPS);
- TIP Subcommittee & Bicycle/Pedestrian Project Review Subcommittee will screen for eligibility & completeness;
- Applicant's encouraged to attend subcommittee meetings;
- Opportunity to update project cost & other information for projects already on LOPPS;

Traffic Ops & Safety Improvements [evaluated and ranked by TIP Subcommittee]

Feasibility Study

Dirksen/Fort Florida & US 17-92 Intersection Improvements.....	DeBary
Intersection of Herbert Street and Nova Road.....	Port Orange
Eastbound Madeline Avenue Left-Turn Lane at Clyde Morris Boulevard	Port Orange
Taylor Rd/ Williamson Blvd Intersection & Taylor Rd/Dunlawton Av corridor at I-95	Port Orange
Magnolia Avenue Traffic Calming Island	South Daytona
Big Tree Road Roadway Enhancements	South Daytona
Nova Road Widening	South Daytona
Reed Canal Road Roadway Enhancements	South Daytona
Sauls Street Traffic Calming Island	South Daytona
Traffic Signal Improvements at Carmen Dr and Reed Canal Rd	South Daytona
Anastasia Drive Traffic Calming Island	South Daytona
SR 44 & Kepler Rd - Alternative Intersection Design or Areawide Plan for Congestion Mitigation	Volusia County
US 92 (Int'l Speedway Blvd), Tomoka Farms Rd, & Bellevue Av Intersection Study	Volusia County

Project Implementation

East International Speedway Blvd. (US 92) "Beachside" Corridor Improvement Project	Daytona Beach
Elkcam Boulevard paved Shoulders Project	Deltona
Fluhart Drive Roundabouts	Ormond Beach
Belle Terre Pkwy Corridor Improvements (Pine Grove Dr to Pritchard Dr).....	Palm Coast
Belle Terre Pkwy/Royal Palms Pkwy Intersection Improvements.....	Palm Coast
Belle Terre Corridor Improvement-Ponce DeLeon-Point Pleasant	Palm Coast
Crosswalk Enhancement at the Intersection of US 1 and Reed Canal Road	South Daytona
Paved Shoulders and Sidewalks on Jacobs Rd from Plymouth Av to US-92.....	Volusia County
Doyle Road Paved Shoulders from Twisted Oak Trail to Lush Lane	Volusia County
Paved Shoulders and Sidewalk on Stone Street from Orange Av to CR-92 / W Int'l Speedway Blvd.....	Volusia County

Transportation Planning Study [evaluated and ranked by TIP Subcommittee]

DeBary Village Center Corridor Improvement Study	DeBary
West extension of DeLand Greenway	DeLand
Flagler Beach Multi-Modal Hub Study.....	Flagler Beach
Multi-Purpose Trails Master Plan.....	Port Orange
LPGA Blvd Corridor Management Plan.....	Volusia County

Bicycle/Pedestrian Improvements [evaluated and ranked by Bicycle/Pedestrian Project Review Subcommittee]

Feasibility Study

Taylor Road Sidewalk Feasibility Study	DeLand
Multi Use along Turnbull Bay Rd (Industrial Park Av to Turnbull Bay Road-Fairgreen Av)	New Smyrna Beach
Multi Use along Sugar Mill Dr. (NE Corner of Coastal Woods - Commercial Development to Gibraltar	New Smyrna Beach
Multi Use Trail along South St (Turnbull Bay Road to US1).....	New Smyrna Beach
Ocean Ave Sidewalk - S Peninsula Ave to S Atlantic Ave Feasibility Study.....	New Smyrna Beach
Art Center Blvd Sidewalk US1 to Sundance Tr Feasibility Study	New Smyrna Beach
Ponce Inlet Mobility Project	Ponce Inlet
Madeline Av Sidewalk (North) and Bruner Rd Sidewalk (East) - Phase 1	Port Orange
Reed Canal Road North Side Sidewalk Replacement	South Daytona

Project Implementation

East ISB (US 92) Beachside Corridor Improvement Plan	Daytona Beach
Providence Boulevard Shared-Use Path.....	Deltona
Moody Lane Shoulder Pedestrian Safety Project	Flagler Beach
North Flagler Avenue Sidewalk Project between SR 100 and North 2nd Street.....	Flagler Beach
South Flagler Avenue Five Foot Sidewalk.....	Flagler Beach
15th Street Sidewalk	Holly Hill
Center Avenue, Phase 1 Sidewalk	Holly Hill
West French Avenue Sidewalk and Bike Lane.....	Orange City
Ormond Beach Downtown Midblock Crosswalk RRFB.....	Ormond Beach
Ormond Beach SR A1A Pedestrian Safety Improvements.....	Ormond Beach
Graham Swamp Trail Gap, Phase 2	Palm Coast
Port Orange Sidewalk Gap/2016 Clyde Morris Blvd/Taylor Rd Corridors	Port Orange
Coast to Coast Trail Wayfinding Signage Improvements	Volusia County