

**Citizens' Advisory Committee (CAC)  
Meeting Minutes  
April 20, 2021**

**CAC Members Physically Present:**

Kerry Karl  
Janet Deyette  
Ed Fendley  
Marcia Stevens-Foltz  
Gilles Blais  
Bob Storke  
Paul Martel  
Alan Peterson, Vice Chairperson  
Bobby Ball  
Jack Delaney  
Dave Castagnacci  
Elizabeth Alicia Lendian  
Edie Biro  
Melissa Winsett (non-voting)

**CAC Members Virtually Present:**

Erika Benfield  
Nora Jane Gillespie, Chairperson  
Roger Strcula  
Rakinya Hinsonr (non-voting advisor)

**CAC Members Absent:**

Mary Dioguardi  
Faith Alkhatib (non-voting)  
Tisha Peterson  
Rick Basso  
Susan Elliott  
Joe Villanella  
Patricia Lipovsky (excused)

**Others Present:**

Debbie Stewart, Recording Secretary  
Colleen Nicoulin  
Pam Blankenship  
Stephan Harris  
Tony Nosse (virtually)  
Sean Castello

**Representing:**

DeLand  
Deltona  
Flagler Beach Alternate  
Flagler County  
Holly Hill  
Orange City  
Pierson Alternate  
Palm Coast  
Port Orange  
South Daytona  
Volusia County Chair  
Volusia County at Large  
Votran (CTC)  
Volusia County Traffic Engineering

**Representing:**

DeBary  
New Smyrna Beach  
Ormond Beach  
FDOT District 5

**Representing:**

Flagler Beach  
Flagler County Traffic Engineering  
Flagler County Public Transportation  
Lake Helen  
Pierson  
Ponce Inlet  
Volusia County D-2

**Representing:**

TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
FDOT  
Volusia County Traffic Engineering

**I. Call to Order / Roll Call / Determination of Quorum/Pledge of Allegiance**

Vice Chairperson Peterson called the meeting of the River to Sea Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) to order at 1:15 p.m. The roll was called and it was determined that a quorum was physically present. Due to the COVID-19 virus, the meeting was held in a hybrid format with thirteen voting and one non-voting members physically present and three voting and one non-voting members virtually present.

Vice Chairperson Peterson stated the members attending virtually are doing so as a result of social distancing restrictions associated with COVID-19. Rulings from the Florida Attorney General require that members physically present vote to allow virtual participation and voting due to "extraordinary circumstances".

**MOTION:** *A motion was made by Mr. Martel to allow CAC members attending virtually to participate and vote. The motion was seconded by Ms. Deyette and carried unanimously.*

The Pledge of Allegiance was given.

Vice Chairperson Peterson turned the meeting over to Chairperson Gillespie who attended virtually.

## II. Public Comment/Participation

There were no public comments.

## III. Action Items

### A. Review and Approval of the March 16, 2021 CAC Meeting Minutes

Ms. Karl stated she represents DeLand; not DeBary.

**MOTION:** *A motion was made by Mr. Peterson to approve the March 16, 2021 CAC meeting minutes as amended. The motion was seconded by Mr. Martel and carried unanimously.*

### B. Review and Recommend Approval of Resolution 2021-## Amending the FY 2020/21 to 2024/25 Transportation Improvement Program (TIP) (Roll Call Vote Required)

Ms. Nicoulin stated this proposed TIP amendment adds six new projects into the current year of the TIP. The TIP attachment provides funding details and the letter from FDOT includes additional project information. She reviewed the six projects that are being added and gave details for each.

Mr. Peterson asked where the funding is coming from for these projects and if this amendment will affect any projects on the priority list. He asked specifically about the SunRail matching funds and the reduction of that cost.

Ms. Nicoulin explained the SunRail funding is split between federal and state funding; she will ask Ms. Hinson about the cost reduction. The TPO maintains a transit list as part of the List of Priority Projects (LOPP) and this SunRail project is the only project on that list so it is not affecting any other project. It is not utilizing the TPO's set aside funding used for bicycle/pedestrian or traffic operations projects; it is not bumping any projects from those lists. She asked Ms. Hinson to address the funding on page 2 of FDOT's letter.

Ms. Hinson replied she would get definitive information regarding those funds; she would not want to give misinformation.

Mr. Peterson asked for clarification that any of the projects included in the amendment do not affect the timing or funding of any projects that are currently on the priority list; that this is funding from another source.

Ms. Nicoulin replied that is a fair statement; she explained the bridge replacement project is being funded with specific bridge funding; the pedestrian crossing project is a safety project and is being funded with FDOT safety funds. Funding for these projects is not coming from funds the TPO receives to fund projects that come from the annual Call for Projects.

**MOTION:** *A motion was made by Mr. Peterson to recommend approval of Resolution 2021-## amending the FY 2021/21 to 2024/25 Transportation Improvement Program (TIP). The motion was seconded by Mr. Blais and carried unanimously by a roll call vote.*

## IV. Presentation Items

### A. Presentation and Discussion of an Amendment to the Connect 2045 Long Range Transportation Plan (LRTP)

(Handout)

Ms. Nicoulin referred to the action just taken for the TIP amendment and programming for the SunRail Phase II expansion and stated the 2045 Long Range Transportation Plan (LRTP) must also be amended to reflect this funding. When the LRTP was adopted in September, the specifics regarding the timing and funding of that project were unknown; the LRTP has to be cost feasible. She explained the LRTP goes out 25 years into the future; the first 15 years are in five-year bands and the last 10 years are banded together. This is important because the first five-year band is made up of projects included in the TIP. Since the funding and timing of this project were not known at that time, it was identified within Chapter 5, the Needs Assessment, and it was stated that the current options for this project phase were being explored. The language in Chapter 5 is being changed that will extend service from the existing northern terminus in DeBary to DeLand and it will be funded in the current year which is consistent with the TIP. Chapter 6 is the Cost Feasible chapter of the LRTP and it includes a table for transit and transportation disadvantaged projects; this amendment will add funding for the SunRail Phase II north expansion to the table in the amount of \$44.9 million; \$11 million in state funding and \$33 million in federal funding. Transit projects are also identified in the LRTP in Appendix D; this project was originally identified as unfunded with a cost estimate from 2015 of \$77 million. Now that we have more definitive information, it is being updated to reflect that it is now a committed project funded in the current year. The cost estimate will be updated to reflect the \$44.9 million. An LRTP amendment is required to have a 30-day public notice and comment period; it is being presented to the committees and TPO Board this month with adoption at the May 26, 2021 TPO Board meeting. Therefore, the 30-day public notice and comment period will open on April 25, 2021. While the TPO is processing the TIP and LRTP amendments concurrently, the LRTP amendment must be approved prior to the TIP amendment taking effect.

Mr. Peterson asked how long it will take to complete this project; if there was an estimate on timing.

Ms. Nicoulin replied we do not have an estimate on timing of completion; she will get more information and bring it back. The track rail line is already in place.

Mr. Storke stated they are going to double the track.

Mr. Peterson asked if they were going to double track the entire 12 miles.

Mr. Storke replied no; one section goes <sup>UNDER</sup> over a bridge; it will be double tracked a half-mile on either side.

Mr. Peterson asked if there was an estimation of how many people would use this particular station; the last information he heard was several years ago and it was about 600. He is curious if that number has changed.

Ms. Nicoulin replied that prior to COVID-19, the DeBary station had the highest ridership but it has since decreased and she does not know if it has gone back up yet. She does not know if the DeLand estimate of ridership has changed. She can reach out to SunRail and FDOT for more information.

Mr. Storke noted that there are a couple of developers interested in building some housing developments in that area which would add to the ridership.

Ms. Winsett stated Volusia County has one under review now that is in the zoning phase; it is a multi-family development with commercial along SR 44.

Chairperson Gillespie asked what year it will be available for the public.

Ms. Hinson replied they do not yet have a completion date; construction will begin in 2021. She will find out that information and will reach out to the SunRail team for potential ridership.

Mr. Blais referred to the line item on Appendix D for replacement buses and asked what the criteria is for replacing and maintaining the buses.

Ms. Nicoulin replied that line item is not changing as part of this amendment; she will have to reach out to Votran for an answer and get back to him.

Mr. Fendley referred to the land use around the new station; his understanding is people that live and work near a station have an effect on ridership. He is interested in what the current plan is and the consideration of additional projects near the station. It is a big deal on the cost effectiveness of the station.

Ms. Winsett replied the SunRail station location is a location that has a county comprehensive local plan; it is an overlay that pushes the development pattern to be more walkable and supportive of the rail station. The county has to coordinate with the city of DeLand; there has not been much development in this location but the west side of DeLand is slowly moving from a rural community to become more suburban. The current plan the county is reviewing includes 114 single family homes, 210 townhomes, 324 apartment units, and 55,600 square feet of retail and commercial development; all commercial development is along SR 44. It is not close to being approved yet.

Discussion continued.

**B. Presentation and Discussion of FDOT's District 5 Transportation Safety Program**

Ms. Nicoulin introduced Mr. Tony Nosse, FDOT's Traffic Safety Engineer, to give the presentation.

Mr. Nosse gave a PowerPoint presentation of FDOT's District 5 Transportation Safety Program. He referred to the TPO's transportation safety presentation that was given last month and stated FDOT has the same mission; to reduce fatalities and serious injuries. FDOT has adopted a target of Vision Zero which is a goal of being fatality free. Achieving zero fatalities and serious injuries is a data driven approach including safe systems and holistic solutions. FDOT recently adopted the Vital Few which include improving safety, inspiring innovation, fostering talent and enhancing mobility. Safety is integrated into all of FDOT's program areas. He explained the Highway Safety Improvement Program (HSIP) and stated projects funded by this program must show a crash reduction that results in a good cost/benefit ratio. He reviewed the safety project origins for the HSIP. He reviewed the Florida Strategic Highway Safety Plan (SHSP) which was recently updated. He reviewed some of the safety projects FDOT is working on. He stated FDOT has three Community Traffic Safety Teams (CTST); one for East Volusia, West Volusia and Flagler County. They meet monthly to discuss traffic safety issues and possible solutions. He explained the Alert Today, Alive Tomorrow's High Visibility Law Enforcement Program and stated the 2021/22 program is currently being reviewed to see what local municipalities will receive funding to; the program pays overtime for law enforcement to target unsafe behavior and conduct enforcement operations. His department also oversees the Safe Routes to School Program which is a funding source for projects that encourages and enables students to walk and bike to school.

Ms. Foltz referred to the flashing yellow pedestrian crossing signs and commented that drivers think of flashing yellow as a warning, not a stop; she asked if any consideration has been given to modify those to red lights that would encourage drivers to stop.

Ms. Nosse replied that the national guidance only allows for yellow; it is up again in the Florida legislature this year. It went before the legislature last year but did not pass but it is being reviewed again now to allow FDOT to request red lights.

Mr. Castagnacci asked if speed limit evaluations or adjustments are part of safety studies.

Mr. Nosse replied they are a part of traffic operations studies but not normally safety studies. The traffic operations department conducts speed studies upon public requests and if a study has not been conducted on a roadway recently, they will do a new study to see if the current speed is appropriate.

Mr. Castagnacci commented that it would seem important for these safety studies especially the ones conducted along SR A1A.

Mr. Nosse replied that yes, they are trying to reduce speeds; unfortunately, you cannot artificially reduce speed. Traffic calming measures must be introduced to make people want to drive slower.

Mr. Fendley stated the Dangerous by Design Report was mentioned last month during the safety presentation and as the title suggests, it discusses road design as a primary factor of the fatality and injury risk. Florida is the most dangerous state in the nation for bicyclists and pedestrians. Traffic calming and engineering is what the report highlights; how roads are designed determines the speed of drivers which relates to fatalities and injuries. He referred to one of the projects reviewed and asked if that was what the Federal Highway Administration calls a "road diet".

Mr. Nosse replied yes; there are different names such as road diet or lane repurposing. The Amelia Avenue project is one of those.

Discussion continued.

### **C. Presentation and Discussion of Transportation Technology**

Ms. Nicoulin gave a PowerPoint presentation on the advancements of transportation technology. She noted that a report by Dell Technologies states that 85% of the jobs that will exist in 2030 do not yet exist and that many jobs today will not exist in their current capacity. She reviewed advances in technology that exist now such as camera surveillance, dynamic messaging, navigation apps, license plate detection and driver assistance. New technology advancements include drone deliveries, fully automated and electric vehicles, flying vehicles and integrated technology. She explained technology for surface transportation is generally discussed in four categories; automated, connected, electric and shared (ACES). She reviewed the four categories. Technology can help improve safety as well as being reliable and cost efficient. Technology also offers marine and aviation benefits as well. Ideally, we want to leverage this technology and concepts into a Smart City; a Smart City is an urban area that utilizes different types of electronic methods to collect data and make it more efficient. She reviewed some technology projects the TPO has programmed such as adaptive signal control projects along US 92 and US 17/92 that have been completed and along SR 40, SR 44 and Dunlawton Avenue that are currently under construction. Those projects came through the annual Call for Projects and are on the TPO's priority list. Also on the priority list is the ITS events management project which Volusia County is working on with FDOT. It provides dynamic messaging signs for special events at the Daytona International Speedway and other events to provide information to drivers and can change for different events. As part of the development of the Connect 2045 LRTP, the TPO set aside \$40 million for possible local initiatives technology projects. A technology scenario was also developed as part of the Connect 2045 LRTP that helps identify corridors within the planning area that could benefit from technology improvements. She reviewed some of the studies and plans that the TPO has completed including the ITS Master Plan, the Transportation Systems Management and Operations (TSM&O) Master Plan and the Connected and Automated Vehicle (CAV) Readiness Study and Technology Transition Plan. The TPO is also involved with the TSM&O Regional Collaboration which is an informal working group made up of members from local governments within District 5, FDOT and the TPOs. Recently, another regional working group was formed that reaches across the I-4 corridor from the west coast in Tampa to the east coast. Some things to think about regarding technology are land use design, policy, project implementation, institutional barriers, social acceptance and partnerships with other agencies. There is a lot to think about including how to incorporate advancing technology into our systems.

Mr. Blais referred to the drone deliveries and asked if that would be government controlled or public.

Ms. Nicoulin replied it is more for the application of Amazon or FedEx deliveries.

Mr. Blais commented there is the possibility of it being abused if there is not a leader managing it.

Ms. Nicoulin replied security of the infrastructure system regarding technology has been discussed at length; making sure new technologies are secure is a component of this.

Mr. Ball asked if this presentation was available on the TPO's website.

Ms. Nicoulin replied it will be under the CAC agenda on the website but she can also email the presentation to members.

Ms. Lendian asked if the TPO would be holding a retreat regarding transportation technology.

Ms. Nicoulin replied the TPO has held two technology retreats in the recent years; last year's retreat was cancelled due to COVID-19 and one was not planned for this year.

**D. FDOT Report**

The FDOT report was provided in the agenda.

Mr. Peterson commented he has asked at previous meetings for the details regarding construction information that is no longer provided in the FDOT report such as the estimated percentage of completion; he asked if there was a way to get that information to see if a project would be completed on time. He would also like to know how close to the cost estimate a project is.

Ms. Nicoulin replied she would work with FDOT staff; FDOT recently changed their report to make it easier to read but she will work with them to provide the percentage of completion and project cost.

Chairperson Gillespie stated when they simplified the report they did away with important information.

**E. Volusia and Flagler County Construction Reports**

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

**V. Staff Comments**

Ms. Blankenship announced that beginning in May, the TPO will switch the virtual meeting platform from GoToMeeting to Microsoft Teams. This change is mainly because of American's with Disabilities Act (ADA) accessibility; GoToMeeting is not accessible for screen readers nor do they offer closed captioning. Microsoft Teams is ADA accessible and offers closed captioning as well as being much more cost effective. More information will be forthcoming.

Ms. Blankenship stated the TPO's April Constant Contact newsletter went out yesterday; positive feedback has been received. She asked members to send her any ideas they may have for future newsletters.

**VI. CAC Member Comments**

Ms. Biro announced Votran is holding two public meetings regarding route changes; Route 24 to Pierson and Route 44 on SR 44 in New Smyrna Beach. The meeting in Pierson will be tomorrow at the Pierson Community Center from 11:00 am to 2:00 pm and from 4:00 pm to 6:30 pm; that route is going away and will move to transportation disadvantaged paratransit trips. There will be another public meeting at the Brannon Center in New Smyrna Beach on Thursday from 11:00 am to 2:00 pm and from 4:00 pm to 6:30 pm; that route is changing from fixed route to Flex service.

Ms. Winsett referred to the Volusia County construction report and noted the Sugar Mill Road curve reconstruction and turn lanes project is now under construction. The Old Mission Road project is a safety project; they are moving the roadway away from the ditch. The county is currently undergoing negotiations for design on that project. FDOT's traffic adaptive system on SR 40 and Dunlawton Avenue are operational and are both undergoing monitoring and fine-tuning. She introduced Mr. Sean Castello, Volusia County Traffic Engineer, and stated he will be partnering with her on TPO committee meetings. She noted the SunRail DeLand Activity Center is in the comprehensive plan and envisions mixed housing elements and employment; it also has a transit oriented development (TOD) transition. She will send information to TPO staff to share.

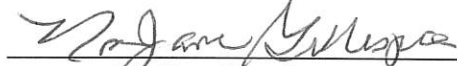
**VII. Information Items**

- CAC & TCC Attendance Records
- March TPO Outreach and Events
- March 24, 2021 TPO Board Meeting Report
- April 6, 2021 TIP Subcommittee Report

**VIII. Adjournment**

There being no further business, the CAC meeting adjourned at 2:48 p.m.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**



**MS. NORA JANE GILLESPIE, 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 20, 2021 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 18<sup>th</sup> day of May 2021.



**DEBBIE STEWART, RECORDING SECRETARY  
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**VOLUSIA TRANSPORTATION PLANNING ORGANIZATION (TPO)**  
**CITIZENS ADVISORY COMMITTEE (CAC)**  
**ROLL CALL VOTE – TIP AMENDMENT**

**MEETING DATE:** TUESDAY, APRIL 20, 2021  
**MEETING TIME:** 1:15 P.M.  
**MEETING LOCATION:** RIVER TO SEA TPO

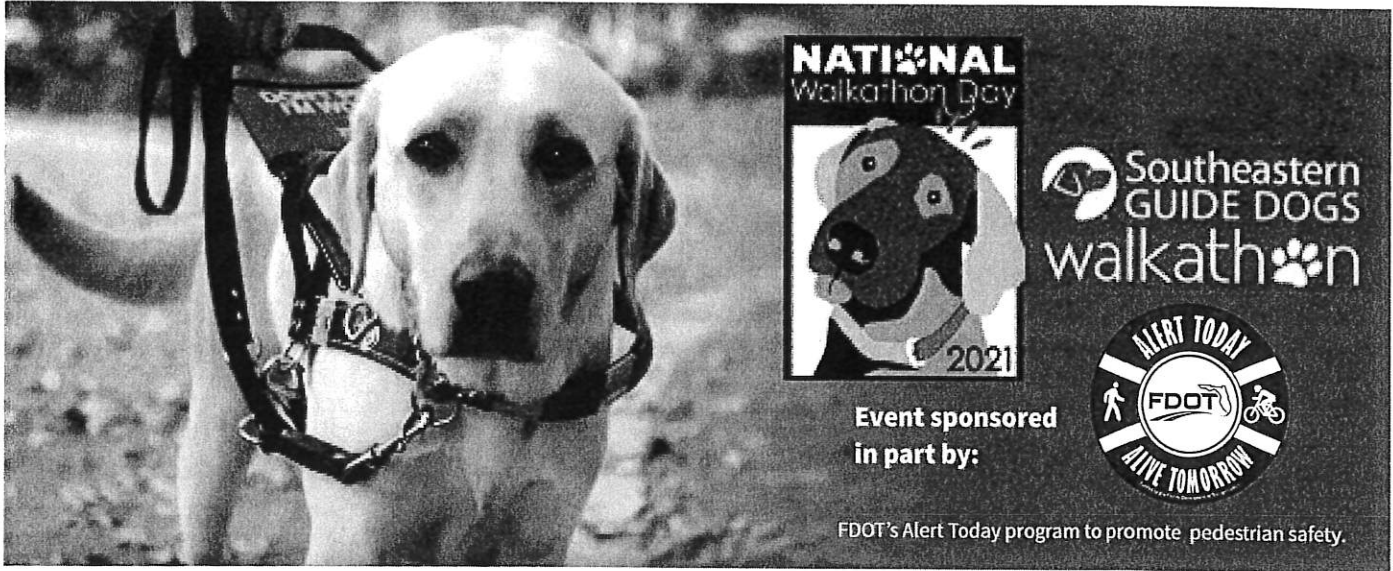
QUORUM: 9 MEMBERS YES

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**MOTION:**

<u>REPRESENTING:</u>	<u>CAC MEMBER:</u>	<u>YES</u> / <u>NO</u>
DELTONA	JANET DEYETTE	✓ / _____
DEBARY	ERIKA BENFIELD	✓ / _____
DELAND	KERRY KARL	✓ / _____
FLAGLER BEACH	ED FENDLEY	✓ / _____
FLAGLER COUNTY	MARCIA FOLTZ	✓ / _____
HOLLY HILL	GILLES BLAIS	✓ / _____
LAKE HELEN	RICK BASSO	_____ / _____
NEW SMYRNA BEACH	NORA JANE GILLESPIE	✓ / _____
ORANGE CITY	BOB STORKE	✓ / _____
ORMOND BEACH	ROGER STRCULA	✓ / _____
PALM COAST	ALAN PETERSON	✓ / _____
PONCE INLET	JOE VILLANELLA	_____ / _____
PIERSON	<i>Paul Mantel</i> SUSAN ELLIOTT	✓ / _____
PORT ORANGE	BOBBY BALL	✓ / _____
SOUTH DAYTONA	JACK DELANEY	✓ / _____
VOLUSIA COUNTY CHAIR	DAVE CASTAGNACCI	✓ / _____
VOLUSIA COUNTY D-2	PATRICIA LIPOVSKY	- / _____
VOLUSIA COUNTY AT LARGE	ELIZABETH LENDIAN	✓ / _____
VOTRAN (CTC)	<del>RALE HESELER</del> <i>Edie BIR0</i>	✓ / _____
FLAGLER COUNTY TRANSIT	TISHA PETERSON	_____ / _____








# 2021 Southeastern Guide Dogs Walkathon is now Virtual

**Please join us! All FDOT staff, partner agencies, their families and friends, with or without a dog, are welcome!**

**Saturday**  
**MAY 1**  
**at 10:00 AM**

While you're walking, **take a selfie and post your picture or video** to social media and tag using the social media handles listed below:

-  @southeasternguidedogs
-  @seguidedogs
-  @seguidedogs

#AlertTodayFL      #FDOT  
 #NatWalkDay2021      #SEGuideDogs

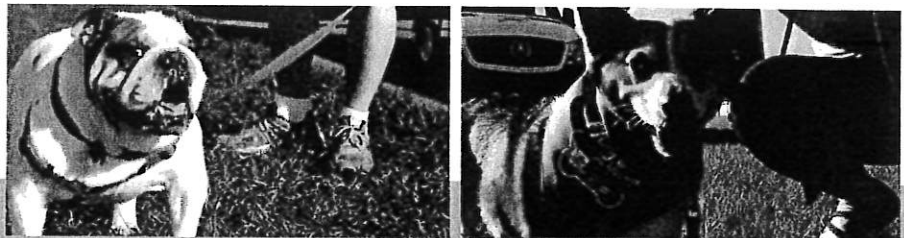
In addition to direct social media posting, please e-mail your information (name, pet name, photo of pet and/or walk) to **Stephanie.Moss@dot.state.fl.us** so we can keep track of FDOT participation.

**We want you and your four-legged friend to participate in the virtual experience.**

This year's Orlando Walkathon will **not** take place at Cranes Roost Park as planned. Instead, participants are encouraged **join the virtual walk**.

Walk on a treadmill, walk in your neighborhood, or even in your living room. Put on your walking shoes, leash up your dog and walk your paws for the cause!

Our sponsorship with the Southeastern Guide Dogs includes naming a puppy-in-training, "DOT", that will provide service for the visually impaired. This year we are sponsoring a student scholarship as well.





The Florida Department of Transportation (FDOT) District Five Bicycle and Pedestrian Master Plan will outline the types of bicycle and pedestrian infrastructure intended along state roads.



**FDOT DISTRICT 5  
BICYCLE AND PEDESTRIAN  
MASTER PLAN**

Please take this 5-minute survey to share your thoughts about walking and biking in Central Florida by visiting:

[bit.ly/D5BPMPSurveyEnglish](http://bit.ly/D5BPMPSurveyEnglish)



For more information please contact:  
**Stephanie Moss, CPM, PMP**  
Bicycle/Pedestrian Coordinator  
Florida Department of Transportation  
(386) 943-5734  
[Stephanie.Moss@dot.state.fl.us](mailto:Stephanie.Moss@dot.state.fl.us)  
719 S. Woodland Blvd., Deland,  
Florida 32720

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator at [Jennifer.Smith2@dot.state.fl.us](mailto:Jennifer.Smith2@dot.state.fl.us)

Persons with disabilities who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Stephanie Moss, CPM, PMP, FDOT District Five Bike/Pedestrian Coordinator, by phone at 386-943-5734, or via email at [Stephanie.Moss@dot.state.fl.us](mailto:Stephanie.Moss@dot.state.fl.us) at least seven (7) days prior to the meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).



**El Plan Maestro Para Bicicletas y Peatones del Distrito Cinco del Departamento de Transporte (FDOT) propone describir los tipos de infraestructura que se recomiendan instalar en las carreteras estatales.**



**FDOT DISTRICT 5  
BICYCLE AND PEDESTRIAN  
MASTER PLAN**

**Por favor tome cinco minutos para rellenar la encuesta y compartir su opinión con respecto a montar bicicleta o caminar en la Florida Central. Visite:**

**[bit.ly/D5BPMPSurveyEspanol](http://bit.ly/D5BPMPSurveyEspanol)**



Para obtener más información, por favor contacte a:

**Libertad Acosta-Anderson, P.E.**  
 Passenger Operations Manager  
 Florida Department of Transportation  
 (386) 943-5410  
[Libertad.Acosta-Anderson@dot.state.fl.us](mailto:Libertad.Acosta-Anderson@dot.state.fl.us)  
 719 S. Woodland Blvd., DeLand,  
 Florida 32720

La participación del público es solicitada sin distinción de raza, color, origen nacional, edad, sexo, religión, discapacidad, o estado civil. Las personas que desean expresar su descontento con la manera en que FDOT cumple con el Título VI de la Ley pueden contactar a Jennifer Smith, FDOT District Five Title VI Coordinator por correo electrónico a: [Jennifer.Smith2@dot.state.fl.us](mailto:Jennifer.Smith2@dot.state.fl.us).

Las personas con discapacidades que requieran acomodo especial bajo la Ley Para Las Personas Con Discapacidades (Americans with Disabilities Act), conocida por sus siglas en inglés ADA, o las personas que requieran servicios gratuitos de traducción deben comunicarse con Libertad Acosta-Anderson, P.E., FDOT District Five Passenger Operations Manager por teléfono: 386-943-5410, o por correo electrónico: [Libertad.Acosta-Anderson@dot.state.fl.us](mailto:Libertad.Acosta-Anderson@dot.state.fl.us) no menos de siete (7) días antes de la reunión. Si usted tiene discapacidades auditivas o de habla, por favor contáctenos usando el Servicio: Florida Relay Service, 1-800-955-8771 (TDD) o 1-800-955-8770 (voz).

## FLAGLER COUNTY PUBLIC TRANSPORTATION

Flagler County Government operates the Flagler County Public Transportation (FCPT) service. This service began in 2004 under contract with the Florida Commission for Transportation Disadvantaged and today operates as a pre-scheduled, demand-response transportation system. Demand for services centers on transportation for employment, education, non-emergency medical transportation, and quality of life trips. Specialized services include general passenger assistance and wheelchair assistance.

The River to Sea TPO continues to support FCPT in its plans to provide improved service. Most recently the TPO conducted a Fixed Route Service Transit Operations Plan in an effort to build upon the needs identified in the existing TDP. As of the adoption of Connect 2045, Flagler County is in the process of updating their TDP and is expected to complete the plan by September 2021. The current TDP identifies the following fixed route service:

- Route 1 - Blue Route: Cypress Point Walmart - Bunnell via Belle Terre Parkway/SR 100
- Route 2 - Red Route: Advent Health Hospital - Flagler Beach via SR 100
- Route 3 - Green Route: Cypress Point Walmart - Matanzas High School via Old Kings Road
- Route 4 - Black Route: Cypress Point Walmart - Matanzas High School via Belle Terre Parkway
- Route 5 - Yellow Route: Cypress Point Walmart - Matanzas High School via Palm Harbor Drive
- Route 6 - Orange Route: Cypress Point Walmart - Matanzas High School via Florida Park Drive

## SUNRAIL

SunRail was established as a 61-mile commuter rail system serving Central Florida, of which 49 miles are currently in operation. The 32-mile first phase of SunRail, which opened in 2014, serves 12 stations and links DeBary to Sand Lake Road, south of Orlando. Phase II South, which opened in 2018, serves four additional stations, south to Poinciana. Additionally, ~~the original Interlocal Agreement between the partners included a Phase II North expansion which is intended to~~ will extend service from the City of DeBary to the City of DeLand. This Phase II North expansion is programmed for funding in Fiscal Year 2020/21, currently being evaluated by the Central Florida Commuter Rail Commission.

The DeBary SunRail station has approximately 300 parking spaces and a bus and passenger drop-off area. Votran provides feeder bus service to the DeBary SunRail station. Three feeder bus routes, funded by the Florida Department of Transportation (FDOT), serve the SunRail station in DeBary: Routes 31, 32, and 33. These routes operate Monday-Friday during SunRail's peak hours only.

At the time of the adoption of Connect 2045, operations and management of SunRail is under the responsibility of FDOT. Transition to an independent agency for governance is currently being evaluated and a plan is anticipated to be presented in Summer 2022. Once the transition is complete, the TPO expects a more comprehensive planning effort to occur that will address the role of SunRail as part of its long-range planning.

This plan's acknowledgement of transit as an integrated part of the long range planning process is evident in Connect 2045's project prioritization process and technical scoring criteria. Roadway needs projects were scored higher where there are existing transit routes on the corridor and if the project provides connections to multimodal hubs/stations (e.g. SunRail station, Votran Transfer Plaza, Intermodal Transit Facility). Further discussion regarding the prioritization process and the technical scoring criteria can be found later in this chapter. Additionally, input received during the public involvement process also included support for increased connectivity to transit.

## TIP PUBLIC TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PROJECTS

**Table 6-9** summarizes the transit and transportation disadvantaged projects included in the River to Sea TPO FY 2020/2021 – FY 2024/2025 TIP and associated costs. The table details projects including new or enhanced routes. The other project types are summarized cumulatively.

Table 6-9:TIP FY 2020/2021-2024/25 Transit & Transportation Disadvantaged Projects

Project	Cost	Revenue Source	PDV Total
Votran Increase Headways	\$4,089,020	STATE	\$4,089,020
Sunrail Feeder Bus Service Phase I & II	\$327,000	STATE (SIS)	\$327,000
Volusia Express Routes Serving SunRail in DeBary	\$347,040	STATE	\$347,040
SunRail Phase II North Expansion	\$11,249,565	STATE (SIS)	\$44,968,262
	\$33,718,697	FEDERAL	
	\$64,262,819	FEDERAL	
Operations, Maintenance, and Other Project Types	\$98,589,443	STATE	\$211,279,295
	\$48,427,033	LOCAL	
<b>TOTAL</b>			<b>\$261,010,617</b>
<b>LOCAL</b>			<b>\$48,427,033</b>
<b>STATE</b>			<b>\$31,171,191</b>
			<b>\$83,430,877</b>
<b>STATE (SIS)</b>			<b>\$72,181,342</b>
			<b>\$97,981,516</b>
<b>FEDERAL</b>			<b>\$64,262,819</b>



Connect 2045 - Long Range Transit Element

Tier	Project Type	Project Description	County	Plan Year	Status	Cost Estimate	Cost (2021-2025)	Cost (2026-2030)	Cost (2031-2035)	Cost (2036-2045)
3	Commuter Rail - SunRail Phase 2 North Expansion	Debarry Station to DeLand Station	Volusia	Aspirational SYWIP - 2021-2025	Unfunded Committed	\$77,000,000 \$44,968,262	\$44,968,262			
<b>VOLUSIA COUNTY TRANSIT (VOTRAN)</b>										
N/A	Capital Needs - Existing Services	Replacement Buses	Volusia	TDP - 2017-2026 TDP	Existing	\$86,439,057	\$9,196,000	\$23,346,379	\$11,209,881	\$51,882,796
N/A	Capital Needs - Existing Services	Replacement Vans - Paratransit Service	Volusia	TDP - 2017-2026	Existing	\$38,212,178	\$5,254,000	\$6,889,722	\$7,719,335	\$18,339,121
N/A	Maintain Existing Fixed Route Service	Maintain Existing Fixed-Route Service	Volusia	TDP - 2017-2026	Existing	\$580,728,529	\$91,337,326	\$102,335,535	\$114,658,071	\$272,397,598
N/A	Maintain Existing Paratransit Service	Maintain Existing Paratransit Service	Volusia	TDP - 2017-2026	Existing	\$303,991,706	\$47,811,995	\$53,569,185	\$60,019,615	\$142,590,912
N/A	Improvements to Existing Routes	Route 7 - Increase frequency to 30 min Mon-Sat*	Volusia	TDP - 2017-2026	Existing	\$0	\$0	\$0	\$0	\$0
N/A	Improvements to Existing Routes	Route 11 - Increase frequency to 30 min Mon-Sat*	Volusia	TDP - 2017-2026	Existing	\$0	\$0	\$0	\$0	\$0
N/A	New Transit Service - Circulator	Deltona Circulator providing service between Howland, Elkcam, and Providence Bldgs. to service the new Center at Deltona	Volusia	TDP - 2017-2026	Existing	\$4,878,776	\$2,210,194	\$2,476,330		
1	Improvements to Existing Routes	Route 3A - Increase frequency to 20 min Mon-Sat*	Volusia	SYWIP - 2021-2025	Committed	\$4,705,020	\$4,705,020			
1	Improvements to Existing Routes	Route 4 Inbound - Increase frequency to 30 min Mon-Sat; add early AM and last trip on Sat to provide the same schedule as weekdays*	Volusia	SYWIP - 2021-2025	Committed	\$1,372,612	\$1,372,612			
1	Planning Studies	Operational Planning Studies (TDP, TDSP, etc.)	Volusia	TDP - 2017-2026	Committed	\$0	\$0	\$0		
4	Capital Needs - New and Improved Services	Expansion Buses - Fixed Route	Volusia	Aspirational	Aspirational	\$25,611,204	\$14,520,000	\$11,091,204		
4	Capital Needs - New and Improved Services	Expansion Vans - Paratransit Service	Volusia	Aspirational	Aspirational	\$0				
4	Capital Needs - Passenger Facilities	Westside Transfer Facility	Volusia	Aspirational	Aspirational	\$0				
4	Capital Needs - Operations Facilities	Operations/Administration Facility Expansion	Volusia	Aspirational	Aspirational	\$0				
4	Capital Needs - Fare Technology/Mobile Payment	Fare Technology - Mobile Fare Payment	Volusia	Aspirational	Aspirational	\$0				
4	Improvements to Existing Routes	Route 1 - Increase frequency to 30 min Mon-Sat	Volusia	Aspirational	Aspirational	\$5,825,898	\$2,747,530	\$3,078,368		
4	Improvements to Existing Routes	Route 5 - Add Sat service with 60 min frequency	Volusia	Aspirational	Aspirational	\$628,217	\$296,271	\$331,946		
4	Improvements to Existing Routes	Route 10 - Change Sat schedule to match weekday	Volusia	Aspirational	Aspirational	\$105,192	\$49,609	\$55,583		
4	Improvements to Existing Routes	Route 10s - Increase frequency to 30 min Sun	Volusia	Aspirational	Aspirational	\$793,079	\$374,021	\$419,058		
4	Improvements to Existing Routes	Route 12 - Increase frequency to 30 min Mon-Sat; add Sun service with 60 min frequency	Volusia	Aspirational	Aspirational	\$7,780,542	\$3,669,352	\$4,111,190		
4	Improvements to Existing Routes	Route 17s - Increase frequency to 30 min Sun /holidays	Volusia	Aspirational	Aspirational	\$488,655	\$230,453	\$258,202		