

Technical Coordinating Committee (TCC)
Meeting Minutes
April 21, 2020

****NOTE: THIS MEETING WAS HELD AS AN ONLINE VIDEO/AUDIO CONFERENCE AS PERMITTED UNDER EXECUTIVE ORDER 20-69 (A physical presence was also supported)**

TCC Members Present:

Belinda Collins
Ron Paradise
Brian Walker
Rebecca Witte
Kyle Fegley
Becky Mendez, Vice Chairperson
Shawn Finley
Jose Papa, Chairperson
Mark Karet
Aref Joulani
Tim Burman
Adam Mengel
Jon Cheney
Edie Biro
Vickie Wyche (non-voting advisor)

TCC Members Absent:

Rodney Lucas
Andrew Holmes
Stewart Cruz
Matt Boerger
Darren Lear (excused)
Larry Newsom

Brian Peek
Lauren Possinger
Eric Kozielski

Others Present:

Debbie Stewart, Recording Secretary
Colleen Nicoulin
Lois Bollenback
Pam Blankenship
Stephan Harris
Tony Nosse
Chad Lingenfelter
William Roll
Melissa Winsett

Representing:

DeLand Alternate
Deltona
Holly Hill
Lake Helen
New Smyrna Beach
Orange City
Ormond Beach
Palm Coast
Pierson
Ponce Inlet
Port Orange
F.C. Traffic Engineering
V.C. Traffic Engineering
Votran
FDOT District 5

Representing:

Bunnell
Daytona Beach
Daytona Beach Shores
DeBary
Edgewater
Flagler Beach

South Daytona
V.C. Emergency Management
Volusia County School District

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
FDOT
FDOT
Kimley-Horn, Inc.
Volusia County Traffic Engineering

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 3:03 p.m. The roll was called and it was determined that a quorum was present; due to the COVID-19 virus, the meeting was held virtually via GoToMeeting.

II. Press/Citizen Comments

There were no press/citizen comments.

III. Action Items

A. Review and Approval of March 17, 2020 TCC Meeting Minutes

MOTION: *A motion was made by Mr. Cheney to approve the March 17, 2020 TCC meeting minutes. The motion was seconded by Mr. Paradise and carried unanimously.*

B. Review and Recommend Approval of the Connect 2045 Long Range Transportation Plan (LRTP) Project Needs Assessment

Ms. Nicoulin stated the draft Connect 2045 LRTP Needs Assessment and List of Priority Projects (LOPP) were presented last month. The projects identified in the Needs Assessment were in an existing Cost Feasible Plan; either the 2040 Long Range Transportation Plan (LRTP), FDOT's SIS Cost Feasible Plan or the TPO's 2019 List of Priority Projects (LOPP). Projects identified as illustrative local projects and potential needs are based on the travel demand model. All of these collectively form the Roadway Project List included in the agenda and identified on the maps provided under a separate link. She introduced Mr. William Roll, Kimley-Horn, Inc., to provide additional information.

Mr. Cheney stated we do not need to do that since it was reviewed last month.

MOTION: *A motion was made by Mr. Cheney to recommend approval of the Connect 2045 Long Range Transportation (LRTP) Project Needs Assessment.*

Mr. Paradise replied he has some discussion regarding this item.

Mr. Roll referred to the maps and corresponding tables for the three types of roadway projects that will be prioritized. The Cost Feasible Plan identifies the projects moving forward for prioritization. He reviewed the three categories of projects; Strategic Intermodal System (SIS), other arterials, and non-state major roadways. The transit projects are based off the Transit Development Plans (TDP) from the local transit agencies and the Regional Trails list is from the regional trails network. At the 2045 LRTP Subcommittee meeting earlier today, the identification of an edit to the table was noted; project 74 on the Non-State Major Roadway Project List, Normandy Boulevard from Firwood Drive to Howland Boulevard. Howland Boulevard will be stricken and replaced with Graves Avenue because that is where the road terminates. These projects will be run through the prioritization evaluation for development of the Cost Feasible Plan.

Mr. Paradise referred to the I-4 corridor in Southwest Volusia County where the Amazon fulfillment center is being constructed; it will have frontage on Normandy Boulevard with access to I-4. It has a footprint of 23 acres with 1.4 million square feet of distribution and light industrial space. There is a list of off-site improvements that will be initiated soon which Volusia County and most everyone is aware of. Currently, that project is well underway, a soft opening is planned for August and to hit the ground running in November. The same developer for the Amazon project is looking at another project across Normandy Boulevard with even more square footage than Amazon; approximately 1.9 million square feet of distribution, flex and office space. The initial traffic methodology has a trip generation of over 8,000 trips per day. He would like to use the 2045 LRTP; however, he knows FDOT will have to be heavily involved because it is a SIS project. He would like to update or amend the SIS list for inclusion into the 2045 LRTP a full interchange along with the road island extension from Veteran's Memorial Parkway to North Normandy Boulevard. He believes this interchange is needed to support the level of development that is being built now and will be forthcoming in the near future. Amazon will create some spin-off development not only in Deltona but also in Southwest Volusia County.

Mr. Cheney replied as part of the I-4 Beyond the Ultimate project there is supposed to be an interchange at Rhode Island Avenue only for access to the toll lanes. Volusia County would be in support of a full interchange; however, since there is an interchange already in the plans, he does not think we need to modify what is before us at this time. It would be fine-tuning it at a later date.

Mr. Paradise replied that later date is upon us with this discussion of the 2045 LRTP; he suggested the slip ramp arrangement be upgraded as part of the 2045 LRTP to reflect a full interchange movement.

Mr. Cheney replied he is not in disagreement but currently, we are identifying what the needs are and since there is already an interchange proposed as part of the I-4 Beyond the Ultimate project, he thinks it is premature to change it now.

Mr. Roll agreed; it is an interchange already proposed. The distance between where that interchange would be and the one to the north is approximately 1.1 mile. It is starting to run afoul of interchange spacing standards for normal interchanges. FDOT is trying to address it by showing that interchange connecting to a managed lane component.

Mr. Paradise replied if it is based on spatial criteria, it could not be a full interchange. Part of his concern with the managed use lanes is they are not open to commercial traffic and commercial traffic is a large component of the developing and proposed development off North Normandy Boulevard. He asked when the appropriate time would be to initiate planning for this much needed improvement.

Mr. Cheney replied as Mr. Roll has explained, we are identifying the needs right now; the next step is how to prioritize the projects and that is probably the time to look at this improvement.

Mr. Paradise replied he is caught up in a semantical issue; he is suggesting a full interchange is needed and we are discussing the Needs Assessment.

Ms. Nicoulin stated in regards to ranking, this project for the I-4 Beyond the Ultimate and the associated revisions to the interchanges are within the TPO's protected projects of the SIS list. The TPO has a policy that protects the top five projects of the SIS list. In terms of process, FDOT will be going through an update to their SIS list that should be complete by the end of the calendar year. The TPO will reach out to FDOT with changes to the project if warranted is a step that will be undertaken. The projects are protected under TPO policy.

Mr. Paradise replied once we are in the prioritization phase, from that protected list we can reformat that interchange and hopefully advance it.

Ms. Bollenback asked if Deltona's City Commission has taken any action on this issue.

Mr. Paradise replied they approved the Amazon project but the other project has not advanced formally for a zoning determination.

Ms. Bollenback asked if they have made an official or formal request to change the type of interchange.

Mr. Paradise replied no; he is waiting on the order of events for that to occur.

Ms. Bollenback asked if he has contacted FDOT to see how far along they are in the design of the existing I-4 Beyond the Ultimate; her understanding is that they have begun the design and are acquiring right-of-way. She asked if he has inquired about what would be required to consider this change.

Mr. Paradise replied no.

Ms. Bollenback stated this list does not have that level of detail; FDOT through a PD&E study for the Beyond the Ultimate project has started to identify those improvements and if he wants a change he would need to discuss what is required with FDOT, if the city desires it and if the TPO supports it and how it is included in the LRTP needs to be clear. It is certainly something we need to be aware of as we are moving forward at a very fast pace.

The motion was seconded by Mr. Paradise and passed unanimously.

C. Review and Recommend Approval of the Connect 2045 Long Range Transportation Plan (LRTP) Project Evaluation Plan

Ms. Nicoulin stated that moving projects from the Needs Assessment into Cost Feasible Plan and the 2045 LRTP will involve a number of tools that are used to make that determination. They are conducting alternative scenario analyses for technology, resiliency and funding; the results will affect what projects move into the Cost Feasible Plan. Another component of the Project Evaluation Plan is public input and outreach including feedback received from public workshops and meetings. Current TPO policy is considered as well as FDOT's SIS Cost Feasible Plan. The technical component is the prioritization criteria; those categories presented last month have been refined and assigned criteria scoring and points. Mr. William Roll, Kimley-Horn, Inc., will provide additional information.

Mr. Roll reviewed the eleven priority categories and explained the criteria and points associated with each. Each category can receive up to ten points; he explained how points would be awarded based on the criteria. These criteria reflect the six goals of the 2045 LRTP. The criteria will be applied to the three groups of projects identified in the Needs Assessment to identify the projects that score the highest and those that score the lowest. The Project Evaluation Plan also considers public input, guidance from the committees and other non-technical factors.

Mr. Fegley referred to Criteria 9, Environment, and commented points should be given to "neutral" instead of zero points as it is difficult to completely avoid any impacts to wetlands; he suggested if there was a 10% to 15% impact perhaps 3 to 5 points could be given. He referred to Criteria 11, Unique Attributes, and commented all projects have unique attributes and ten points may be too high. He suggested giving only 5 points. He asked if Criteria 1, Safety, included bicycle/pedestrian crashes as well as motor vehicle crashes.

Mr. Roll replied it includes fatal and severe injury crashes across all modes; there are a disproportionate number of fatal and severe bicycle/pedestrian crashes.

Mr. Cheney referred Criteria 4, Emergency Management, and asked who defines the evacuation routes. He has an issue with the Regional Planning Council in Orlando for not adopting Volusia County's Comprehensive Plan and evacuation routes. He prefers the local jurisdictions comprehensive plans for that.

Mr. Roll replied unless they receive direction to the contrary, it will be the local jurisdictions comprehensive plans. The requirement is to be consistent with those local comprehensive plans.

Mr. Cheney referred to Criteria 6, Economic and Community Development and providing access to activity centers, and asked if that includes ecotourism as well.

Mr. Roll replied it would not exclude it but asked for an example.

Mr. Cheney replied Volusia County showcases multi-use trails and if we are taking them to a regional park or trailhead it should receive bonus points.

Mr. Roll replied he would look for guidance in terms of what the consensus is of the committee to modify that; they would receive points but maybe differentiate between something like International Speedway Boulevard that leads to multiple destinations.

Mr. Paradise concurred with Mr. Cheney regarding ecotourism sites.

Chairperson Papa stated he assumes when discussing tourism and activity centers that would include large parks rather than neighborhood parks. He also agreed with Mr. Cheney and Mr. Paradise.

MOTION: *A motion was made by Mr. Cheney to recommend awarding three points for ecotourism as part of Criteria 6, Economic and Community Development. The motion was seconded by Mr. Paradise and passed unanimously.*

Chairperson Papa asked for a motion for the entire Project Evaluation Plan.

Mr. Cheney replied he only made a motion for Criteria 6 in case Mr. Fegley wanted to make a motion regarding the items he brought forward.

Ms. Nicoulin replied the changes could be rolled into one motion or done individually.

MOTION: *A motion was made by Mr. Fegley to recommend approval of awarding three to five points instead of no points for minimal impact to wetlands for Criteria 9, Environment. The motion was seconded by Ms. Biro and passed unanimously.*

Ms. Nicoulin asked for clarification if the motion is intended for all environmental impacts or if it is specific to wetlands.

Mr. Fegley replied wetlands was his intention but it could be tied to the National Environmental Policy Act (NEPA) if necessary.

Mr. Roll replied since there are a huge number of projects to be prioritized for the LRTP they cannot do a full PD&E analysis of every project; if we are doing a gradation there needs to be an order of magnitude of evaluation. They would not be able to do a full analysis on each project following the NEPA process.

Mr. Fegley agreed and the motion will stay as a wetland determination.

Chairperson Papa agreed with Mr. Roll regarding the amount of analysis that would need to be done if the criteria were expanded. He asked for clarification if expansion of this criteria would not be practical at this level.

Mr. Roll replied there are multiple sensitivities; the traditional approach dealing with environmental impacts at the LRTP level tends to look at specific issues in terms of wetlands, protected environmental lands and if there is something unique in terms of protected species or habitat loss. Those are the main three issues and not inclusive of everything. It is easy to determine if a project would impact protected lands which we try to avoid. A challenge with the criteria as currently presented is a project could get the same score if it affects only one acre or wiped out an entire tidal basin. There is merit to look at a low, medium and high impact similar to the Safety criteria. A GIS layer could be applied for potential wetland impacts.

Chairperson Papa asked if the current motion needs to be amended.

Mr. Cheney asked if the amount of effort to earn a few points is worth the analysis.

Mr. Roll replied there is a level of discretion that can take place; generally speaking, a knowledgeable person could review the project and, combined with GIS data, then make a determination.

Ms. Bollenback noted we are trying to narrow down the projects by moving those projects that can easily move to the top of the list and the more challenging projects to the bottom to figure out how to develop the Cost Feasible Plan. This project evaluation is a little over 100 points and just 10 points to each category. This is not intended to be a detailed screening but it helps narrow the list down to make a recommendation to the TPO Board. Once the projects are identified and move forward there will be more discussion and review; if a project makes it into the Cost Feasible Plan, there will be even more review.

Chairperson Papa asked Mr. Fegley to repeat his motion.

MOTION: *A motion was made by Mr. Fegley to recommend approval of awarding up to five points for "neutral" impacts to wetlands for Criteria 9, Environment.*

Mr. Roll suggested changing "neutral" to "neutral to limited impacts". It may be easier to articulate "limited" as opposed to "neutral".

MOTION: *A motion was made by Mr. Fegley to recommend approval of awarding up to five points for “neutral” impacts to wetlands for Criteria 9, Environment. The motion was seconded by Mr. Cheney as modified to “limited impact” and passed unanimously.*

Ms. Nicoulin asked if that includes changing the points associated with that criteria from zero to five.

Mr. Cheney replied yes.

MOTION: *A motion was made by Mr. Cheney to recommend approval of the Connect 2045 Long Range Transportation Plan (LRTP) Project Evaluation Plan as modified. The motion was seconded by Mr. Fegley and passed with one opposing vote.*

D. Review and Recommend Approval of a Letter of Support for the Designation of SR A1A Scenic Byway as an “All-American” Road

Ms. Nicoulin stated the TPO received a request from the Friends of SR A1A Scenic and Historical Coastal Byway for a letter of support; they are submitting an application for 72 miles of SR A1A to be designated as an “All-American” Road. Approximately 28 miles of this corridor is within the TPO’s planning area. A draft letter of support was provided in the agenda. This was discussed earlier at the Citizen’s Advisory Committee (CAC) and they suggested changing the verbiage in the second to last paragraph from “rumbling motorcycle engines” to “motorcycle rides”.

Mr. Karet asked what the designation of an “All-American Road” is and if there is funding associated with it or if it was a tourist or economic point.

Ms. Bollenback replied sometimes there are grant points that can be awarded for different types of grants associated with scenic byways and facilities. It tends to come with support from the Scenic Byways Program; different types of brochures, advertising and promotional materials, etc. There are not many roads classified as “All-American Roads” where the road itself is considered a destination. The designation comes with a certain level of recognition.

Mr. Cheney commented that currently, SR A1A is already designated as a National Scenic Byway and asked if an “All-American Road” is a higher designation because it has more intrinsic qualities.

Ms. Bollenback replied it is a more difficult designation to obtain.

Mr. Cheney suggested the letter of support note SR A1A is already designated as a National Scenic Byway in Volusia and Flagler Counties and the TPO supports the designation of an “All-American Road”.

Ms. Bollenback replied that can be made clear. The letter identifies it as a Scenic and Historical Byway but she can make it clearer that they are seeking to increase that designation.

MOTION: *A motion was made by Mr. Cheney to recommend approval of a letter of support for the designation of SR A1A as an “All-American” road as modified. The motion was seconded by Mr. Karet and passed unanimously.*

IV. Presentation Items

A. Presentation and Discussion of the Development Activities of the Connect 2045 Long Range Transportation Plan (LRTP)

Ms. Nicoulin stated the next step in the development of the Connect 2045 LRTP is to develop the Cost Feasible Plan. Mr. William Roll, Kimley-Horn, Inc., will give an overview of that process.

Mr. Roll stated they are completing the identification of the Project Needs Assessment and developing project costs with the cooperation of FDOT and respective counties as well as the project prioritization. He anticipates presenting a draft Cost Feasible Plan next month and then for adoption in June.

Ms. Nicoulin stated another component of the development of the Cost Feasible Plan is the Public Involvement Plan (PIP); due to COVID-19, they are having to hold the public outreach differently. Normally, public meetings and workshops are held to gather public input but since that cannot occur face-to-face, it will have to be done virtually. Changes to the PIP will have to be made to move forward with adoption of the 2045 LRTP. The 2045 LRTP must be adopted in September and it is expected to be adopted on time recognizing some public outreach activities cannot occur due to COVID-19; the belief is there will not be an extension from the Federal Highway Administration (FHWA). The TPO intends to hold virtual public workshops as well as create videos that citizens can provide feedback on in real time. If something significant needs to be addressed as part of the plan, amendments can be made to address changes or issues after adoption. The revisions to the PIP will be presented next month.

B. Presentation and Discussion of Non-Motorized Traffic Count Program

Mr. Harris gave a PowerPoint presentation of the River to Sea TPO Non-Motorized Traffic Count Program and explained the purpose. The information collected will have many uses including helping to establish performance measures, evaluate trends, and provide data for crash impact studies among others. Bicyclists, pedestrians, wheelchair users, skateboarders, etc., can be counted on trails, sidewalks, intersections, roadways and crosswalks. FDOT has a corresponding statewide program and will be involved as well as local government partners and the Florida Department of Health. FDOT's statewide Non-Motorized Traffic Monitoring Program began in May 2018 and collects valid bicycle and pedestrian traffic volume data so that traffic volume statistics can be calculated and published annually. That data is used for safety studies, planning and programming FDOT facilities, pavement and trail maintenance, etc. He reviewed the four components of the FDOT program; FDOT hopes to fund one continuous counter in each district. The short-term count loaner program is available to the TPO and other local agencies and requires a Memorandum of Understanding (MOU) with FDOT. The TPO will coordinate with FDOT to deploy the short-term counters in selected locations for approximately two-weeks. FDOT will maintain the counters and provide training. He explained the statewide repository for the data and the outreach program. He reviewed a statewide map and map of District 5 of possible locations for the short-term counters; each location will have to undergo a review prior to the counters being operational. He explained the differences between the continuous counter and short-term counters. The TPO will implement a Non-Motorized Traffic Count Program in FY 2020/21; he expects it to start slow to determine the level of interest from the stakeholders. Some stakeholders have expressed interest and potential locations are being discussed. The TPO will have more details and information soon.

Mr. Cheney commented FDOT has a pedestrian safety grant and are installing bell-shaped cameras at major intersections in South and Southwest Volusia County which counts pedestrians and bicyclists at the intersections; he asked if this project coordinated with that. If it is, there are many more intersections that could be on the map than what was shown.

Mr. Harris replied the coordination would have to be done to avoid duplicating the count locations with FDOT's program.

Mr. Cheney stated the grant program he referred to came out of MetroPlan Orlando with FDOT D-5 funding the grant; he does not see it on the map. He can send the list of intersections where FDOT is deploying this equipment. He asked if we want to do these counts during this pandemic; he has seen more bicycle and pedestrians than ever before. He asked if that would be a false positive number of users and if we should wait until after the pandemic to do the counts.

Mr. Harris replied that we do not know when the pandemic will end.

Mr. Cheney commented he has advised his consultants to not do counts because he does not think the traffic will recover by December. It is something to consider. We may have a high count of bicycle and pedestrians now and afterwards it may normalize.

Mr. Harris replied those are good points; hopefully, by the fall or winter things will be back to normal. The TPO should be able to start this program in the next fiscal year.

Mr. Cheney asked who the short-term counters come from.

Mr. Harris replied FDOT retains ownership of the short-term counters and loans them to the local governments and the TPO.

Mr. Cheney asked what the power requirements for those counters is; if they are battery powered or solar powered; most of the equipment he is aware of do not have a battery that lasts for two weeks.

Mr. Harris replied they are battery powered; he was told they are rechargeable but he will check into it.

C. Presentation and Discussion of Draft Sea Level Rise Planning Policy Statement

Mr. Harris stated changes were made from what was presented last month and are shown in strikethrough/underline format. The planning horizons used were 2040, 2070 and 2100 but with this policy statement, the TPO is looking at the sea level rise projection of 2040 which falls within the 2045 LRTP. The changes state that our policy applies projections out to 2040 with a minimum sea level rise of 1.22 feet which is the blue curve from the U.S. Army Corps of Engineers rate and a maximum of 1.85 feet which is the red curve from the National Oceanic Atmospheric Administration (NOAA). The current predictions are expected to be updated periodically.

Mr. Fegley asked if the periodic updates to this statement will be approved at a later date.

Mr. Harris replied the periodic updates are not yet available. This draft policy statement recognizes that what is before us today is subject to be updated and revised in the future. The data is constantly being updated and the TPO expects what is being adopted will change in the future. What we have now is only data out to 2040.

Mr. Fegley asked if the cities and counties should adopt or use as part of their flood plain management.

Mr. Harris replied yes; this is the same information the TPO's regional partners used for the East Central Florida Regional Resiliency Action Plan; it is a regional initiative.

Mr. Cheney suggested clarifying the abbreviations for the USACE (US Army Corp of Engineers) and NOAA (National Oceanic and Atmospheric Administration); spell them out because we do not know if the public knows what they stand for.

Mr. Karet asked for clarification that the minimum curve is from 2013 and the maximum curve is from 2017; he also asked if the regional model was the same.

Mr. Harris replied yes. The TPO is not saying the sea level rise will reach either the lower or upper boundary because they will change.

D. Presentation and Discussion of Update on 2020 Annual Call for Projects

Ms. Nicoulin stated the 2020 annual Call for Projects closed on March 31, 2020; 23 project applications were received. Six each in the Bicycle/Pedestrian Feasibility Studies and Project Implementation and five each for Traffic Operations Feasibility Studies and Project Implementation as well as one for Planning Studies. The BPAC Project Review Subcommittee will meet tomorrow afternoon, April 22, 2020 at 1:00 pm to score and rank the bicycle/pedestrian project applications and there will be a second meeting if needed on April 29, 2020 at 1:00

pm. The TIP Subcommittee meeting is scheduled for April 30, 2020 at 1:00 pm to score and rank the traffic operations feasibility study, project implementation and planning study project applications. Three mixed-use project applications were received; they are all bridge replacement projects. The TPO classifies them as mixed-use because they are not stand-alone bicycle/pedestrian projects but contain components of both bicycle/pedestrian and traffic operations. Two of the bridges are in New Smyrna Beach and they submitted applications for both traffic operations and bicycle/pedestrian project implementation categories. The third bridge project is in South Daytona and they submitted only a bicycle/pedestrian project implementation application. The TPO policy that guides the annual Call for Projects process deals with funding assigned to projects and requires projects defined as mixed-use go before the TPO Board for a determination and direction for a funding mix. The components for these three projects mainly fall within the traffic operations; however, there are bicycle/pedestrian components as well. One of the bridge replacement projects is currently a narrow, two-lane bridge with no bicycle/pedestrian facilities; as part of the reconstruction bicycle/pedestrian facilities will be added. The other two bridges do have existing bicycle/pedestrian facilities and will rebuild those facilities wider as part of the bridge replacement. This item will go before the TPO Board tomorrow for funding mix determination.

Chairperson Papa asked if it is obvious from the applications what the predominant cost is.

Ms. Nicoulin replied the predominant cost for all three applications is the traffic operations component but they all also have a bicycle/pedestrian component; either adding bicycle/pedestrian facilities or widening them.

E. FDOT Report

The FDOT Report was provided in the agenda. On behalf of Ms. Wyche, Ms. Nicoulin asked TCC members to submit Local Agency Program (LAP) applications through the LAP app; she can provide that address if needed.

F. Volusia and Flagler County Construction Reports

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

V. Staff Comments

→ Update on COVID-19

Ms. Bollenback stated she wanted to ensure members were aware of one of the stimulus bills, the Coronavirus Aid, Relief and Economic Security (CARES) Act and that it provides funding for transit agencies. It is significant in that the funds can be used for operations, capital or planning and for both fixed route and/or paratransit services. Operations expenses can be applied to service retroactively to January 20, 2020. There are two urbanized areas (UZA) that make up our Metropolitan Planning Area (MPA); one on the east side and one on the west side of Volusia County. The west side UZA, the Deltona area, only applies to Votran service and received \$7.7 million from the CARES Act and the eastside UZA, which includes Palm Coast, Daytona Beach and Port Orange, received just over \$13 million. That funding will be split between Votran and Flagler County Public Transit. Votran received \$11.7 million and Flagler County Public Transit received \$1.8 million. This is significant for transit. To date there has been no stimulus funding for transportation projects but that is still being monitored.

→ Update on the 2020 "Tell the TPO" Survey

Ms. Blankenship stated the 2020 "Tell the TPO" kicked off March 30, 2020 and will run through May 30, 2020. To date, 195 responses have been received; the goal is 3,000. A link specific to the TCC was sent out to TCC members for the Ambassador Challenge so the responses can be tracked. Currently, the BPAC is currently in the lead with 29 responses, TCC with 23, the TDLCB with 10 and the CAC with 8 responses. She encouraged members to take the survey themselves and to share with family, friends, etc. as well as on social media. Because the TPO is unable to have in-person public outreach, we are having to rely on social media, committee and TPO Board members to get the word out. She has contacted the cities and counties and a few have placed a link to the survey on their websites. She has also reached out to the libraries, high schools and universities to solicit student responses.

VI. TCC Member Comments

Mr. Cheney announced Volusia County is currently working on the 2019 annual average daily traffic (AADT) counts and is requesting the cities send him their information if they conducted any traffic counts last year; the county would like to include that information.

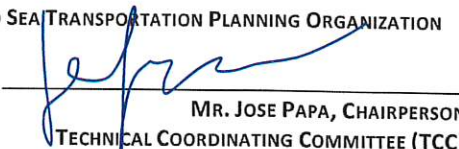
VII. Information Items

- CAC & TCC Attendance Records
- March 25, 2020 River to Sea TPO Board Meeting Summary
- March 2020 TPO Outreach and Events
- 2045 LRTP Subcommittee Report

VIII. Adjournment

There being no further business, the TCC meeting adjourned at 4:14 p.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION


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 21, 2020 regular meeting of the Technical Coordinating Committee (TCC), approved and duly signed this 19th day of May 2020.



DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

DRAFT Connect 2045 Prioritization Criteria

Reference Number	Priority Category	Connect 2045 Goals Implemented	Criteria Description	Criteria Scoring	Criteria Points
1	Safety	4	Number of Crashes by Severity (Fatal and Severe)		
				High	10
				Medium	5
				Low	0
2	Congestion	1, 2, 3, 4	Volume/Capacity (V/C)		
				V/C > 1.1	10
				V/C 0.9 - 1.1	5
				V/C < 0.9	0
3	Project Status	1	Phases Funded and Priority Status		
				Funded through Construction	10
				Funded through ROW	8
				Funded through Design	5
4	Emergency Management	4	Evacuation Route		
				Roadway is Emergency Evacuation Route	10
				Roadway is Not an Emergency Evacuation Route	0
5	Multimodal/Complete Street	1, 2, 3, 5, 6	Bicycle, Pedestrian, Transit and Complete Streets		
				Adds New Bicycle/Pedestrian Route or Facility	2.5
				Adds New/Contains Existing Transit Route	2.5
				Provides Access to Multimodal Hubs/Stations	2.5
				Adds Additional Complete Street Elements	2.5
6	Economic and Community Development	1, 2, 3	Access to Activity Centers and Improved Freight Movement		
				Provides Access to a Tourism/Activity Center	5
				Is Designated Freight Corridor	5
7	Regional Connectivity	1, 3	Parallel Reliever and Consistent Lanes		
				New Connection/Upgraded Facility to Provide Parallel Capacity	5
				Provides Consistent Number of Lanes Along Roadway	5
8	Environmental Justice	5, 6	Benefits vs. Impacts		
				Positive Benefit	10
				Neutral	0
				Potential Negative Impact	-3
9	Environment	5	Corridor Environmental Impact		
				No Anticipated Impacts	10
				Neutral	0
				Potential Environmental Impacts	-3
10	Cost Effectiveness	1, 5, 6	Project Type is Low Relative Cost/High Potential Benefit		
				Technology-based Solution/ITS/Operational Improvement	10
11	Unique Attributes		Has Attributes Not Recognized Through Other Criteria		
				Project has Unique Attributes	10

Goal 1 Multimodal – Develop and maintain a balanced and efficient multimodal transportation system.

Goal 2 Economic Development – Support the economic development and growth of the TPO area and region.

Goal 3 Connectivity – Enhance and expand transportation connectivity and choice for all users.

Goal 4 Safety – Eliminate or reduce crash-related fatalities and serious injuries (safety) and improve security throughout the transportation network.

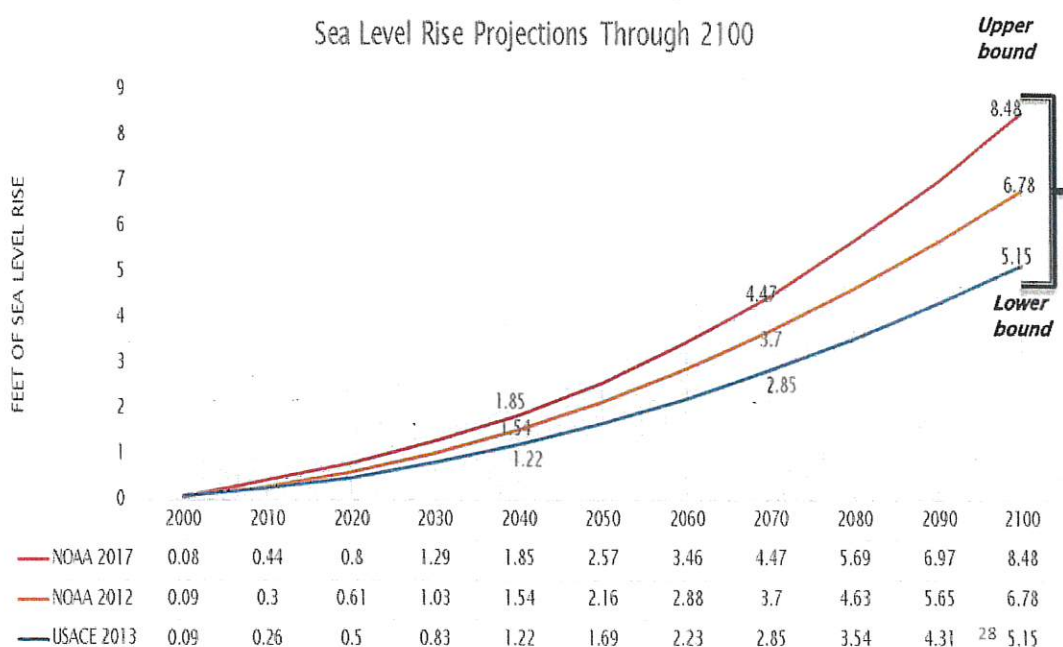
Goal 5 Livability – Promote livability by providing, protecting and enhancing social, cultural, physical and natural environmental places.

Goal 6 Public Involvement – Promote equity, transparency, and opportunities for the public to be involved with planning their transportation system.

Prioritization criteria were developed to implement the Connect 2045 Goals and Objectives and with consideration for Transportation Performance Measures as required under the FAST Act.

DRAFT R2CTPO Sea Level Rise Planning Policy Statement

The River to Sea TPO (TPO) uses a regional, coordinated approach to planning for sea level rise. This approach results in a recommendation for sea level rise projections that is shared with the East Central Florida Regional Resiliency Action Plan (ECF RRAP). A range of sea level rise is considered based upon the vulnerability, allowable risk, and project service life and the forecast project “in-service” date of a facility or development. The range is based on current model predictions provided by recognized atmospheric agencies and is expected to be updated periodically. The current estimates for the 2040 planning horizon include a range of ~~should include~~ a minimum rise of 1.22 feet ~~by 2040, 2.85 feet by 2070, and 5.15 feet by 2100~~ (2013 USACE). ~~The range should include~~ and a maximum rise of 1.85 feet by 2040, ~~4.47 feet by 2070, and 8.48 feet by 2100~~ (2017 NOAA).



The TPO will work to increase the health and resilience of the transportation network, social, natural, and built resources by:

1. Promoting leadership, education and empowerment both in government, and public and private sectors to foster the implementation of resiliency strategies across disciplines and communities;
2. Providing opportunities and strategies to foster economic prosperity and improve social equity and justice in preparation for and recovery from stressors and shocks;
3. Creating and encouraging cross-discipline plans, policies and strategies to develop infrastructure, natural resources and a built environment that can reasonably withstand and adapt to natural disasters, changes to climate, and human manipulation to protect the health, safety, and economic welfare of residents, businesses and visitors;
4. Creating sustainable, resilient and healthier communities, programs and opportunities for all to better respond to disaster and adapt to climate and social stressors and shocks.