MAY 23, 2018 MEETING MINUTES
OF THE
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) BOARD

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

TPO Board Members Present:
Mayor Stephen Emmett*
Commissioner Robert Gilliland, 2nd Vice Chairperson
Council Member Lorraine Geiger*
Vice Mayor Lita Handy-Peters, 1st Vice Chairperson
Vice Mayor Leigh Matusick
Commissioner Chris Nabicht
Councilwoman Christine Power
Commissioner Marshall Shupe*
Commissioner Arthur Byrnes
Vice Mayor Jason McGuirk
Commissioner Bill Lindlau*
Council Member Jeff Allebach
Commissioner Dwight Selby
Mayor James Sowell*
Council Member Joe Perrone**
Council Member Drew Bastian
Councilwoman Nancy Long
Volusia County Council Chair Ed Kelley
Council Member Pat Patterson
Council Member Billie Wheeler
Volusia County Council Vice Chair Deb Denys, Chairperson
Vickie Wyche (non-voting advisor)
Janet Deyette (non-voting)
Jose Papa (non-voting)

TPO Board Members Absent:
Robert Storke (non-voting) (excused)
Vice Mayor John Rogers*
Commissioner Nate McLaughlin (excused)
Vice Mayor Vernon Burton*
Council Member Joyce Cusack (excused)
Andy Dance (non-voting)
Saralee Morrissey (non-voting) (excused)

* Non-voting member in the Small City Alliance
** Voting member for the Small City Alliance

Representing:
Beverly Beach
Daytona Beach
Daytona Beach Shores
DeBary
Deland
Deltona
Edgewater
Flagler Beach
Holly Hill
New Smyrna Beach
Oak Hill
Orange City
Ormond Beach
Piers
Ponce Inlet
Port Orange
South Daytona
Volusia County
Volusia County District 1
Volusia County, District 2
Volusia County, District 3
FDOT District 5
CAC Chairperson
TCC Chairperson

Representing:
BPAC Chairperson
Bunnell
Flagler County
Lake Helen
Volusia County, At-Large
Flagler County School Board
Volusia County School Board

Others Present:
Debbie Stewart, Recording Secretary
Lois Bollenback
Colleen Nicoulin
Herbert Seely
Stephan Harris
Vince Wang
Aarti Sharma

Representing:
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff

River to Sea TPO Board Minutes
May 23, 2018
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I. **Call to Order / Roll Call / Determination of Quorum**

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

Ms. Stewart announced that Council Member Perrone, Ponce Inlet, would be the voting member for the Small City Alliance.

II. **Pledge of Allegiance**

A moment of silence was observed.

III. **Public Comment/Participation**

Mr. Big John stated he would like an update on the East International Speedway Boulevard (ISB) Corridor Improvement project from FDOT.

Chairperson Denys replied the FDOT Liaison, Ms. Vickie Wyche, can address that in her report.

IV. **Consent Agenda**

A. April 25, 2018 River to Sea TPO Board Meeting Minutes  
B. Treasurer’s Report  
C. Executive Committee Report  
D. Transportation Disadvantaged Local Coordinating Board (TDLCB) Report  
E. Bicycle and Pedestrian Advisory Committee (BPAC) Report  
F. Citizens Advisory Committee (CAC) Report  
G. Technical Coordinating Committee (TCC) Report  
H. River to Sea TPO Board (R2CTPO) Summary Report  
I. BPAC Project Review Subcommittee Report  
J. Review and Approval of Resolution 2018-10 Authorizing the Execution of the Transportation Disadvantaged (TD) Trust Fund Grant Agreement for FY 2018/19 with the Commission for the Transportation Disadvantaged (CTD)  
K. Review and Approval of Resolution 2018-11 Approving Authorizing the Execution of the Metropolitan Planning Organization Agreement for the Use of Transportation Planning (PL) and Surface Transportation Block Grant Program (SU) Funds

**MOTION:** Council Member Patterson moved approval of the Consent Agenda. Commissioner Nabicht seconded the motion which carried unanimously.
V. Action Items

A. Review and Approval of Resolution 2018-12 Amending the FY 2017/18 – 2021/22 Transportation Improvement Program (TIP)

Chairperson Denys stated the proposed TIP amendment revises funding for the West French Avenue Sidewalk project from North Carpenter Avenue to Valentine Park by adding $50,917 to the construction phase in the current year; and revises the local and federal funding amounts to ensure a 10% match. It deletes the Spring-to-Spring Trail project from West Highbanks Road to Detroit; that project is changing as a result of public input. The amendment also adds $1,620,526 in SUN Trail funding in the current year for construction of the Spring to Spring Trail from Donald Smith Boulevard to Detroit Terrace.

Vice Mayor Matusick asked what the public comments were regarding the Spring-to-Spring Trail.

Mr. Harris replied originally the Spring to Spring Trail was slated to be built on the east side of Donald Smith Boulevard. There was a lot of public comment and much of it was not in favor of the trail. As a result, DeBary passed a resolution objecting to its placement on the east side of Donald Smith Boulevard. The county has plans to design the trail on the west side of Donald Smith Boulevard; to do that, they have taken the section from Detroit Terrace to Highbanks Road out of the Work Program and replaced it with a shorter segment. This will leave an unfunded gap; the plan is to fund that gap in a future fiscal year on the west side of Donald Smith Boulevard. This request was driven by requests from the residents. It is a SUN Trail funded project and includes Phase A and Phase B; the unfunded gap will become Phase C.

Vice Mayor Matusick asked why the rest of the trail was taken off; this project has been ongoing for a long time and now at the last minute there is a huge change leaving an unfunded gap.

Ms. Bollenback stated this illustrates the challenge with development of SUN Trail; gaps exist because they are difficult to meet trail standards, get public support, right-of-way and other obstacles. There are reasons for gaps other than just funding. In this case, the public had input and the government is being responsive and responsible and going back to see the best way to achieve the goal.

Vice Mayor Matusick replied it was not explained in the agenda and it is odd there is this huge change now; she assumed this would have been vetted a long time ago.

Chairperson Denys asked if this was the first time this change has come before the board.

Ms. Bollenback replied yes, to remove this segment. Eventually, there will be a segment added as the gap is filled. This segment is not moving forward so the request was to delete it and free up the money to be reprogrammed.

Chairperson Denys asked if the board members representing west Volusia County had any questions or input regarding this; if they are for or against this.

Vice Mayor Matusick replied they have to yield to the city of DeBary but she does not understand why this is just coming up because everything had been set for that segment. The only segment in question was by the power plant; that was the only missing link until this gap came up that was not planned.

Vice Mayor Handy-Peters commented there was much discussion regarding this at a DeBary City Council meeting a couple of months ago from the residents; they were very vocal about how they felt about the trail being on the east side.

Volusia County Council Chair Kelley stated it concerns him that the residents on the east side want the trail on the west side; this is creating two unfunded projects and to get those parts connected is going to be a problem. Yes, we should listen and understand the residents but the question is should we yield to the pressure to create additional expenses; he disagrees because we need to do what is best for everyone.
did not have the information prior to this discussion. He thinks more comments or questions would have been received had we had the information. It concerns him as to what extent it will cost to change this project.

Ms. Bollenback replied some projects come through the TPO and some projects, such as SUN Trail projects like this one, go directly to FDOT.

Chairperson Denys asked who made the request to delete the project.

Ms. Bollenback replied it was a request from FDOT because the project is being withdrawn in its current scope.

Chairperson Denys asked who was withdrawing the project.

Mr. Harris replied Volusia County.

Chairperson Denys asked Mr. Jon Cheney, Volusia County Traffic Engineering, to provide more information.

Mr. Cheney explained the county asked for a pause to study the citizens’ request; all the homes are on the east side of Donald Smith Boulevard and when the development was installed, they installed Donald Smith Boulevard as a county thoroughfare receiving impact fee credits. They also built an extra-wide sidewalk on the east side because of the elementary school at Highbanks Road. A lot of the users of the trail would be on the east side; the residents requested the trail be on the west side but there are power lines and other topography issues there. The county wants to explore if it is physically possible to construct the trail on the west and thought this would be a good time to pause it when there is already an alignment approved from Detroit Terrace to Plantation Boulevard. The other issue is to go west towards the railroad track and either go along the railroad track or adjacent to it; something must be worked out with that issue.

Chairperson Denys commented on how difficult it is to negotiate with Florida East Coast (FEC) Railway.

Mr. Cheney replied it was the county’s request to segment the project to address the citizen’s concerns and re-evaluate the project.

Chairperson Denys asked if the plan was to widen the existing sidewalk into a trail since the sidewalk is already on the east side of the road.

Mr. Cheney replied yes, but they would have to remove a lot of the landscaping the homeowner’s association had installed; there are no homes on the west side of the road and that is why the residents requested the trail be placed there.

Councilwoman Power commented it was hard to see on the map where the trail continues; she asked if it made sense to continue it on the west side of the road.

Council Member Allebach commented that putting a trail in is similar to putting in a highway into our communities and a sidewalk is like a local road. DeBary has said they do not want their local road swallowed up by a highway. By changing the project, it changes the cost and slows the project down. Perhaps the TPO should have heard from DeBary two months ago and had a better argument for the citizens because their opinions could have been misinformed.

Vice Mayor Handy-Peters replied this came as a surprise to the City Council also; Council Member Allebach’s description was excellent as that strip of sidewalk on Donald Smith Boulevard is heavily traveled by parents and children to the school and they do not want to share it; it would be like putting in an interstate highway. A lot of residents spoke against the trail so that is how it got to where we are now.
Council Member Patterson stated this is a surprise to him also as this is in his council district; he wishes the city of DeBary had informed him of the issue. He does not like delays in projects.

**MOTION:** A motion was made by Council Member Patterson to approve Resolution 2018-12 amending the FY 2017/18 – 2021/22 Transportation Improvement Program (TIP). Commissioner Nabicht seconded the motion.

Chairperson Denys stated the floor was still open to Councilwoman Power’s question regarding the map.

Mr. Cheney showed the map of DeBary and Donald Smith Boulevard and where the request from the citizens was for the trail and the powerline easement where there is no connection to Donald Smith Boulevard.

Councilwoman Power asked where the trail continued from there.

Mr. Cheney replied it would turn west toward the railroad track and be on the north side, then cross and head south.

Discussion continued.

Ms. Bollenback stated these questions did not come up during the advisory committee discussions. This is a SUN Trail project that Volusia County, FDOT and the surrounding communities have been working on and they have run into a problem. They are asking for this to be removed as is from the TIP and they will come back with efforts to close the gap as this is part of the St. Johns River to Sea Loop. Right now, the project as it is cannot move forward with the obstacles that have developed. There will be projects to close the gap once it is determined where it will be and how much it will cost.

*The motion carried with two opposing votes from Council Member Bastain and Volusia County Council Chair Kelley.*

Vice Mayor Matusick stated she was upset with the process and thinks something needs to be done to correct it. It is not fair to have the project get to this point and have gaps.

Chairperson Denys stated the motion did pass but the board should have had some advance notice and more information on this.

**B. Review and Approval of the River to Sea TPO Board Slate of Officers for FY 2018/19**

Chairperson Denys stated the Nominating Subcommittee met in April and drafted a slate of nominees for fiscal year 2018/19; these positions will become effective July 1, 2018. The slate includes: TPO Chairperson, Vice Mayor Lita Handy-Peters, DeBary; 1st Vice Chairperson/Treasurer, Commissioner Rob Gilliland, Daytona Beach; and 2nd Vice Chairperson/Secretary, Vice Mayor Jason McGuirk, New Smyrna Beach.

**MOTION:** A motion was made by Council Member Wheeler to approve the River to Sea TPO Board slate of officers for FY 2018/19. The motion was seconded by Council Member Patterson and carried unanimously.

**C. Review and Approval of the FY 2018/19 River to Sea TPO Budget**

Chairperson Denys stated the proposed fiscal year 2018/19 budget for the River to Sea TPO was presented for review last month; there have been no changes or comments since then.

**MOTION:** A motion was made by Council Member Patterson to approve the FY 2018/19 River to Sea TPO Budget. The motion was seconded by Councilwoman Power and carried unanimously.
VI. Presentations and Discussion Items

A. Presentation and Discussion of the Draft R2CTPO Transportation Systems Management & Operations (TSM&O) Master Plan

Chairperson Denys stated the River to Sea TPO’s Transportation Management and Operations (TSM&O) Master Plan is intended to identify cost effective technology improvements and operational strategies that will increase performance of the transportation system. She introduced Mr. Dale Cody,Metric Engineering, to give the presentation.

Mr. Cody gave a PowerPoint presentation of the draft R2CTPO Transportation Systems Management & Operations (TSM&O) Master Plan and explained that TSM&O means using technology to leverage existing roadway infrastructure. Typically, these are managed with real time operations. He explained what TSM&O does; identifies detector failure, assist with evacuations, incident management and surveillance. It allows the ability to stretch funds to benefit the entire region. Phase 2 builds on Phase 1 which included stakeholder involvement and established goals, objectives and a vision statement. Phase 2 consisted of six tasks; he reviewed those tasks. This phase created a comprehensive list of potentially applicable TSM&O technologies and ranked the roadways that are good candidates for TSM&O based on capacity, safety, evacuation significance, traffic significance, beach connections and existing ITS infrastructure. He reviewed the applicable strategies including active traffic and event management. He stated there will initially be three regional deployments; East Volusia, West Volusia and Flagler County. He reviewed the deployment costs and stated it is important to consider the operations and maintenance costs along with the capital costs. The benefit cost ratio is for every dollar spent, there is $12 in benefits. He stated the draft Master Plan will be posted on the TPO website next week and encouraged members to provide comments. There must be a regional cooperation with all the municipalities to share in the funding and resources both in the capital costs and maintenance and operations. In this region, there are three entities that operate and maintain these systems; Volusia County, Daytona Beach and Palm Coast. They will develop the allocations regionally and create staffing levels appropriate to meet everyone’s needs.

Chairperson Denys asked if this project falls within the TPO’s funding stream and asked if there would be a separate funding request from each city or county within the TPO planning area.

Mr. Cody replied yes; that way it can be prioritized like any other project.

Chairperson Denys asked Ms. Bollenback to explain the funding source for this project.

Ms. Bollenback replied this has been done in other areas; this can be funded through the SU funding or other sources; the intent is not to increase local budgets but to find opportunities where appropriate.

Commissioner Gilliland asked Mr. Cheney if Volusia County had similar projects on the Traffic Operations/Safety priority list and would that funding be complementary to this.

Mr. Cheney replied yes; during the last call for projects, the Volusia County submitted an application for the Daytona Beach Phase 2 Event Management Plan. On a report like this, county staff would work with other jurisdictions and FDOT on what type of projects to apply for and work out the details.

Vice Mayor Matusick commented she read that the county was relocating the Traffic Operations Center to a location around SR 415 and SR 44 and asked if this report will be the catalyst to begin grouping this together or if this is something separate.

Mr. Cheney replied that is separate; because the Holly Hill facility floods frequently and the New Smyrna Beach facility is exposed to hurricanes, the county is looking to move the campuses to a consolidated point and relocating DeLand to the central site. It will be up to the county council to decide where that location will be.
Vice Mayor Matusick asked if that facility would have a traffic operations center like FDOT has at SR 408.

Mr. Cheney replied correct; the existing traffic management centers and the facility in Holly Hill; the county is hoping to relocate to a less exposed location and are evaluating several locations.

B. Presentation and Discussion of the Central Florida Regional Transit Study

Chairperson Denys stated the Central Florida Regional Transit Study (CFRTS) is intended to develop a consensus-driven regional transit vision. The region includes the ten counties that form the Central Florida MPO Alliance (CFMPOA). The final plan will be presented to the CFMPOA for approval. She introduced Mr. Mark Hargrove, Planning Innovations, Inc., to give the presentation.

Mr. Hargrove gave a PowerPoint presentation on the CFRTS and stated the study covered ten counties and six MPOs. The study identified base transit conditions, gaps and future funding sources. They looked at the gaps to see if transit could fill those gaps in terms of demand. The benefits of doing this study are to help with MPO coordination, establish a 2030 baseline to help with the 2040 and 2060 plans, provide a reasonable method to identify buildable cross-jurisdictional projects and provide insight on if projects could qualify for federal funding. The Project Advisory Group (PAG) consisted of all the MPOs and FDOT District 5. The study looked at different studies and plans but one study that was particularly important to this study was FDOT’s Intercity Bus Services Plan which looked at existing and proposed intercity bus service by private companies such as the Big Red Bus and Greyhound. They looked at existing transit routes and premium transit such as SunRail. They reviewed the MPOs cost feasible plans, the needs network and then did a gap analysis. In order to do that, they completed a 2040 and 2060 travel market analysis and compared MPO to MPO and county to county. They also did a comparison for 2040 and 2060 of the top ten major activity centers; Daytona Beach is number three for both years. He reviewed the findings and stated the study did not find a single project within the ten-county and the six MPO region. However, they did come up with a framework for SunRail; currently, SunRail is underutilized and not complete. As part of the study, it includes commuter rail including the extension of SunRail to DeLand and recommended future extensions of the commuter rail to Polk County. It also included recommendations for Brightline; Brightline is beginning to partner with local governments in south Florida and considering doing commuter rail using existing Florida East Coast (FEC) Railway track. He reviewed the maps for the long term vision for both 2040 and 2060. The next steps are to present to all the MPOs and produce the final draft for the PAG and then to the CFMPOA.

Vice Mayor Matusick stated she appreciates seeing the connection of SunRail from DeBary to DeLand; right now, SR 44 at I-4, and SR 472 at I-4 in DeLand are vacant properties. The maps for 2040 and 2060 show that to be somewhat of an intermodal facility; she asked how the cities could bring that land into design and planning now because there will not be land available in 2040 or 2060 for an intermodal facility there.

Mr. Hargrove replied the 2060 plan is what we should be working toward; it is implementable any time between now and 2060. As the demand increases, as FDOT starts the express bus analysis for managed lanes on I-4, and as Votran updates their Transportation Disadvantaged (TD) Plan, that is when to start doing special studies and identifying locations as to where these park and ride intermodal facilities should be. FDOT does a park and ride study that is updated every five years; that would be the first step to start identifying locations and property.

Vice Mayor Matusick referred to the new technology discussed earlier and asked if park and ride lots would be needed in 2060; she asked what would be needed then as she does not think it will be parking lots and cars.

Mr. Hargrove replied it could be shared car drop off locations. The reason there is no one major project out of this study is because the MPO has done such a good job of matching trip productions to the attractions that have shortened trips. Also, technology is advancing very quickly with things like Uber and Lyft but there will still be a need where activities and interfaces occur. The interstate will still be there and there will still be a need for long distance transportation from a transit standpoint.
Council Member Perrone referred to the expansion of Brightline possibly to Jacksonville and asked if there had been any discussion about a possible stop in Daytona Beach.

Mr. Hargrove replied in 2002 FDOT did a state rail analysis with Amtrak and identified eight stations along the coast to advance that service. This study did not identify that analysis because it was an Amtrak related service but he does agree it should be noted the potential extension between Cocoa Beach and Jacksonville; the precedent is there for a connection to Jacksonville.

Discussion continued.

Commissioner Selby referred to autonomous vehicles and noted that he did not see them mentioned in the presentation; he asked if anyone in transit is looking at autonomous vehicles because that would be more cost effective with better service. It would eliminate the need for mass transit and scheduled services. He asked how autonomous vehicles fit into this study.

Mr. Hargrove replied transit services are looking at that and identifying corridors; he believes arterial lanes for capacity will be sold to be used for autonomous vehicles and transit agencies would be involved with that. He does think that there will always be a need for mass transit because there will always be captured riders that have to use it.

C. Presentation and Discussion of the Draft 2018 List of Priority Projects (LOPP)

Chairperson Denys stated each year the TPO develops a series of transportation priority project lists; these lists are transmitted to the FDOT District office for use in allocating transportation funds to the area. The lists being presented today show the advancement of projects as well as new projects submitted by local governments during the “Call for Projects”. A subcommittee has been working to review and rank projects according to TPO policy.

Ms. Nicoulin stated both the clean version and strikethrough/underline priority lists were provided in the agenda. There has been a lot of activity on the list; everything stricken in red has been removed or moved to another list and everything underlined in green is an addition. The lists with the most activity are the Traffic Operations/Safety Priority List and the Bicycle/Pedestrian Priority List; these lists are populated by projects from the Annual Call for Projects. The additions on the Tier B and Tier C lists are projects that the TPO received project applications for; they went through the subcommittees for ranking and review.

Chairperson Denys commented that costs are increasing and this board decided when projects are submitted they are to be re-evaluated with current costs. She referred to page 111 of the agenda and the SR 40 widening project and noted that those costs are from 2014; some of the costs have been updated but she asked why this project was not.

Ms. Nicoulin replied there was a policy put in place by the TPO Board to require updated costs estimates by the jurisdictions; some updated cost estimates have been received, but not all so some of the lists do not have updated costs; however a note has been made and TPO staff is attempting to obtain the updates from the jurisdictions. It also depends on what list the projects are on.

Chairperson Denys pointed out this project was added with a 2014 cost estimate.

Commissioner Gilliland stated the project is listed on page 111 but should not be because it is underlined on page 136.

Ms. Nicoulin replied that some of the responses received for updated cost estimates contained a note that the cost estimates had not changed and so that is noted; that is from correspondence the TPO has received.

Chairperson Denys stated based on the policy and direction the board has set in place that is unacceptable from any jurisdiction, including the Volusia County.
Ms. Nicoulin replied the TPO would look into this particular project.

Mr. Cheney stated this was brought up at the TCC meeting also; the board has asked all local agencies to update the cost estimates for their projects. This SR 40 project is an FDOT project and Volusia County asked TPO staff to work with FDOT for an updated cost; FDOT should also be held accountable.

Chairperson Denys referred to the prior Turnbull Bay Bridge project that was at the beginning of the increased costs and FDOT’s response was for the Volusia County to go back to the TPO and ask for 50% of the increase and then they would consider funding the balance. The TPO needs current costs from everyone and FDOT needs to update theirs also.

Commissioner Nabicht stated this has been a problem with the cost estimates before and created big issues. Perhaps the policy needs to be revisited and should state that if the cost estimates are not within a certain percentage then the project sponsor is responsible for any cost overruns. The previous policy indicated the cost overrun was the responsibility of the project sponsor.

Commissioner Gilliland stated his understanding was if the cost estimate was not updated, the project sponsor is not eligible to ask for money for a cost overrun. He sees some cost estimates have been updated and the East International Speedway Boulevard (ISB) is awaiting an update but there are a lot of projects with cost estimates that have not been updated.

Chairperson Denys stated the board can send a directive to staff regarding this. She asked if there was a deadline for this.

Ms. Nicoulin replied this is a presentation on the draft; it will be back for adoption next month.

Chairperson Denys stated there is one month for staff to contact each applicant for their cost estimates. The board could entertain a motion that if the cost estimate has not been updated the project will be taken off the Priority List.

Commissioner Gilliland replied the project could stay on the list but they are not eligible for overrun funds.

**MOTION:** A motion was made by Commissioner Gilliland to bring back a modification to the TPO policy if a project applicant does not update their project cost estimates annually and if there is a cost overrun in a future year, that applicant is not eligible for the TPO to cover the cost overrun. The motion was seconded by Council Member Patterson.

Ms. Nicoulin stated that the TPO reviews the call for projects process as well as the governing resolutions in the fall and makes any recommended changes by this board before the next call for projects.

Chairperson Denys asked if it was a disqualifier now if a cost estimate is not updated or a threshold.

Ms. Nicoulin replied currently it is not.

Vice Mayor Matusick stated the motion is not a disqualifier but that the project applicant is responsible for any cost overruns and if they cannot do that, the project will be pulled.

Councilwoman Power asked what tier the motion applies to.

Chairperson Denys replied all of them.

Commissioner Selby referred to the FDOT projects, specifically the widening of SR 40, and asked if this policy would apply to FDOT as well.
Chairperson Denys replied the TPO does not have that authority but it will send the message.

Commissioner Selby asked if the cost is updated but the project runs into unforeseen conditions who would pay the extra cost.

Commissioner Nabicht replied if the cost estimate was not updated, the project applicant would; if the cost estimate was updated they could come back to the TPO for additional funding.

Ms. Nicoulin stated the SIS and Non-SIS lists are state funded and do not come through the TPO’s process and access SU funding. The TPO did contact FDOT for updated costs and what is reflected on these lists is what came from them. The TPO did make a note on the SR 40 project that it has not been updated since 2014; if there is a cost overrun on a state project, the state pays. Bicycle/Pedestrian and Traffic Operations/Safety projects are projects that come through the TPO process that are on the Tier A and Tier B and TPO staff has reached out to the different municipalities for updated cost estimates.

Councilwoman Power stated the Tier C list does not have costs on it; it includes feasibility studies so this motion really pertains to Tiers A and B.

The motion passed unanimously.

D. Presentation and Discussion of the Draft FY 2018/19 to FY 2022/23 Transportation Improvement Program (TIP)

Chairperson Denys stated the Transportation Improvement Program (TIP) is a program of transportation projects covering a period of five years. It is updated and adopted by the TPO each year to add the new out year and to remove the fiscal year that is ending. Projects in the TIP include capital and non-capital surface transportation projects funded with state and/or federal funds. The TIP must be consistent with the TPO’s Long Range Transportation Plan (LRTP).

Ms. Nicoulin stated the development of the TIP overlaps with the List of Priority Projects (LOPP). The TIP is a five-year work program of transportation funding activity that includes right-of-way acquisition, construction, maintenance, lighting landscaping, and design. Each year when the TIP is developed, the ending fiscal year is dropped and a new fiscal year is added; this year that is fiscal year 2022/23. A link to the draft TIP was provided in the agenda for review and comment; a link to the comparison report was also provided. She suggested members review the projects specific to their area or projects that they may have interest in. She stated there are a number of aviation projects added that are funded through the Federal Aviation Administration (FAA). She reviewed other changes and additional projects to the TIP. There is a deferment of the funding for the widening of Clyde Morris Boulevard.

Commissioner Gilliland referred to the East International Speedway Boulevard (ISB) project and commented that FDOT has funds in current year. The city of Daytona Beach will be sending $750,000 to FDOT in July once the new fiscal year begins. Neither the current TIP that was just amended nor the new draft TIP just presented have any funding for this project and he asked why.

Ms. Wyche replied the funding for design is in 2018 and the project is not in the new draft TIP because the project funds were in 2018 which is passed; the new TIP is from 2019 to 2023. Once funding is available for the project, FDOT will request an amendment to have the project added back in.

Commissioner Gilliland stated staff has approved the agreement and the Daytona Beach City Commission has approved the agreement, signed it and sent it to FDOT. His understanding is FDOT will sign after the new fiscal year begins in July and then there should be a TIP amendment for this project; he asked if that is correct.

Ms. Wyche replied yes; FDOT cannot do the amendment without the funding.
Chairperson Denys referred to page 159 with the link to the draft TIP on the TPO website and the Comparison Report. If anyone has questions, please contact TPO staff.

E. **FDOT Report**

Ms. Wyche stated the report is provided in the agenda; she will be happy to answer any questions. All projects are on schedule.

VII. **Executive Director’s Report**

→ **Update on FY 2018/18 SU Funding**

Ms. Nicoulin stated the current fiscal year ends June 30, 2018 and there is roughly $540,000 available in the reserve box for SU funding as well as $3.5 million of Advanced Construction (AC) that has been programmed. The TIP amendment this month reduces the reserve funding to $415,000 and that will be used to pay back the AC funding. The new fiscal year begins July 1, 2018 and the SU set-aside funding is fully committed; this does represent a problem because the TPO has received some requests from a couple of municipalities to defer some of their funding for a year. TPO staff will be working with FDOT and the project sponsors to determine what the options are for the projects being requested to be deferred. For FY 2019/20, there is approximately $545,000 remaining in the set-aside box that the TPO can begin to program, $900,000 in FY 2020/21 and $1.5 million remaining in FY 2021/22.

Chairperson Denys asked for an explanation of the projects being deferred and if it was due to funding.

Ms. Nicoulin replied the TPO has received some requests from the project sponsors that they wish to defer the projects because they are not ready to move forward.

→ **Update on Roundtable of Volusia County Elected Officials**

Ms. Nicoulin stated the Roundtable of Volusia County Elected Officials met on May 14, 2018 and briefly discussed the postponement of the ballot initiative regarding the infrastructure sales tax; further research will be conducted. Efforts to place this initiative on the fall ballot have been suspended.

→ **Update on Regional Truck Parking Study**

Ms. Nicoulin stated this is a study that was initiated by FDOT District 5 for truck parking for the region. The study has experienced several delays; the most recent activity was a stakeholder meeting held in February. At the TCC meeting last week, the TCC approved a motion recommending the TPO Board reaffirm by resolution their opposition to the relocation of the Longwood truck stop on I-4 in Seminole County to Volusia County.

Chairperson Denys stated the TPO Board should have done this at the last board meeting because the Volusia County Council reaffirmed their opposition and her official quote to FDOT Secretary Shannon was that Volusia County does not want their truck stop.

*MOTION: A motion was made by Commissioner Gilliland to direct staff to bring back a resolution in June reaffirming the TPO Board’s opposition to the relocation of the Longwood Truck Stop in Seminole County to Volusia County. The motion was seconded by Council Member Wheeler.*

Vice Mayor Matusick stated she is the Chairperson of the East Central Florida Regional Planning Council (ECFRPC) and had received a letter from the Volusia County Council regarding this. The ECFRPC met last week and this was represented there.
Chairperson Denys stated it can be presented all they want but behind the scenes, Volusia County does not want that truck stop.

_The motion passed unanimously._

→ **Update on Volusia County Bus Stop Improvement Plan**

Ms. Nicoulin stated there have been presentations and discussions on both the Volusia County Bus Stop Improvement Plan and the Flagler County Transit Operations Plan; they are both waiting on review by each respective county. The final presentations as written in the scope may not happen but the TPO is required to take action on these plans by the end of the fiscal year, June 30, 2018. TPO staff will reach out to each county to determine how to close out these studies.

→ **Update on the “Tell the TPO” Survey**

Ms. Nicoulin stated the “Tell the TPO” survey began on April 30, 2018 and will be live through June 30, 2018. Each board member should have received an email with a link specific to them to forward to friends and family. The survey has received great support and currently, 925 completed surveys have been received; the goal is to receive 2,000. The current leaders are Council Member Allebach with 36, Council Member Perrone with 25 and Commissioner Nabicht with 20.

Volusia County Council Chair Kelley stated he did not receive the email with the link.

Ms. Nicoulin replied it would be resent to him.

### VIII. River to Sea TPO Board Member Comments

Commissioner Lindiau thanked Ms. Stewart and Ms. Blankenship for attending the Oak Hill Riverfest Festival and fitting and donating bicycle helmets on May 5, 2018.

Council Member Allebach stated board members could forward the survey email link to their staff to be put on their respective Facebook pages, websites, etc.

Council Member Wheeler asked if the June TPO Board meeting date should be changed due to a conference that most of the Volusia County Council Members would be attending.

The suggestion was discussed and it was decided not to change the date as Chairperson Denys, Council Member Patterson, Council Member Lowry and Council Member Cusack would be attending the TPO Board meeting.

Commissioner Gilliland asked if Vice Mayor Nobile had resigned from Palm Coast City Council.

Mr. Papa replied yes and it will be on the next Palm Coast City Council business meeting agenda to appoint a new representative to the TPO Board along with an alternate.

### IX. Information Items

→ Citizens Advisory Committee Attendance Record – 2018
→ Technical Coordinating Committee Attendance Report – 2018
→ Bicycle/Pedestrian Advisory Committee Attendance Record – 2018
→ April TPO Outreach and Activities

### X. Adjournment

There being no further business, the River to Sea TPO Board meeting adjourned at 10:50 a.m.
CERTIFICATE:

The undersigned, duly qualified and acting Recording Secretary of the River to Sea TPO Board certifies that the foregoing is a true and correct copy of the minutes of the May 23, 2018 regular meeting of the River to Sea Transportation Planning Organization (TPO) Board, approved and duly signed this 27th day of June 2018.

Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization