Citizens' Advisory Committee (CAC)
Meeting Minutes
June 19, 2018

CAC Members Present:
Sue Habel
Janet Deyette, Chairperson
Rob Plympton
Marcia Stevens-Foltz
Gilles Blais, Vice Chairperson
Nora Jane Gillespie
Bob Storke
Alan Peterson
Susan Elliott
Bobby Ball
Patricia Lipovsky
Elizabeth Alicia Lendian
Melissa Winsett (non-voting)
Edie Biro
Vickie Wyche (non-voting advisor)

CAC Members Absent:
Ralph Bove
Bliss Jamison
Faith Alkhatib (non-voting)
Bob Owens
Joe Villanella (excused)
Jack Delaney (excused)
Terry Bledsoe (excused)

Others Present:
Debbie Stewart, Recording Secretary
Pam Blankenship
Colleen Nicoulin
Stephan Harris
Janna Taylor
Dale Cody

Representing:
Daytona Beach
Deltona
Flagler Beach
Flagler County
Holly Hill
New Smyrna Beach
Orange City
Palm Coast
Pierson
Port Orange
Volusia County
Volusia County
Volusia County Traffic Engineering
Votran (CTC)
FDOT District 5

Representing:
DeBary
Edgewater
Flagler County Traffic Engineering
Flagler County Public Transportation
Ponce Inlet
South Daytona
Volusia County

Representing:
TPO Staff
TPO Staff
TPO Staff
TPO Staff
FDOT
Metric Engineering

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

Chairperson Deyette 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 present.

II. Introduction of New CAC Members (CAC Only)

Chairperson Deyette introduced new CAC member, Mr. Rob Plympton, representing Flagler Beach and in attendance and his alternate, Ms. Mary Dioguardi, who was not in attendance.

III. Press/Citizen Comments

There were no press/citizen comments.
IV. Consent Agenda

A. Review and Approval of May 15, 2018 CAC Meeting Minutes

B. Cancellation of the July CAC Meeting

MOTION: A motion was made by Ms. Biro to approve the Consent Agenda. The motion was seconded by Ms. Gillespie.

Mr. Peterson referred to page 7 of the agenda and his question regarding how the TPO ensures recent projects that have been presented for inclusion have priority over projects that have been on the list and stated that is not what he said. He is concerned that new projects supercede existing projects and he wants that sentence corrected or struck.

Chairperson Deyette instructed Mr. Peterson to state his comment as he would like it to be stated.

Mr. Peterson stated new projects that are presented for inclusion do not necessarily receive priority over projects that have been on the list. He understands that new projects are scored and, depending on the people who score them that may push new projects higher on the list than projects that are already there. He certainly does not want new projects to receive priority without proper scoring. This change encapsulates the intent of his comment from the last meeting.

MOTION: The motion was amended by Ms. Biro to approve the Consent Agenda with the May 15, 2018 CAC meeting minutes as amended. The motion was seconded by Ms. Gillespie and carried unanimously.

Ms. Habel referred to page 8 of the agenda and her statement regarding roundabouts and stated she was referring to SR 44/Kepler Road.

MOTION: A motion was made by Mr. Peterson to re-open the Consent Agenda meeting minutes. The motion was seconded by Ms. Biro and carried unanimously.

MOTION: A motion was made by Ms. Biro to pull the May 15, 2018 CAC meeting minutes from the Consent Agenda. The motion was seconded by Mr. Peterson and carried unanimously.

MOTION: A motion was made by Ms. Gillespie to cancel the July CAC meeting. The motion was seconded by Ms. Biro and carried unanimously.

MOTION: A motion was made by Mr. Peterson to approve the May 15, 2018 CAC meeting minutes with the two corrections. The motion was seconded by Ms. Habel and carried unanimously.

V. Action Items

A. Nomination and Election of CAC Officers for FY 2018/19

MOTION: A motion was made by Ms. Gillespie to nominate current Chairperson Deyette and current Vice Chairperson Blais to remain in their current positions for FY 2018/19. The motion was seconded by Mr. Blais and carried unanimously.

MOTION: A motion was made by Ms. Biro to re-elect Chairperson Deyette and Vice Chairperson Blais for FY 2018/19. The motion was seconded by Ms. Gillespie and carried unanimously.
B. Review and Recommend Approval of Resolution 2018-## Adopting the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP)

Ms. Nicoulin stated the Transportation Improvement Program (TIP) identifies the state and federal funding the TPO receives over the next five years. The draft TIP was presented to the advisory committees and TPO Board last month. It was also submitted to FDOT; the TPO received minor comments back from FDOT and those have been incorporated into the new draft TIP. It is here today for a recommendation of approval.

Mr. Peterson asked what changes were requested.

Ms. Nicoulin replied there were a couple of minor changes regarding information in the narrative to make clear the safety performance measures that were incorporated. There were also minor changes with consistencies with FDOT’s Work Program regarding fund source codes. There were no substantial changes to the document.

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

C. Review and Recommend Approval of Resolution 2018-## Adopting the 2018 List of Prioritized Projects (LOPP)

(Handout)

Ms. Nicoulin stated the draft list of priority projects was also presented last month; this list is how the TPO communicates with FDOT to identify priorities for the TPO planning area. The draft list that was presented last month was updated to include cost estimates and additional information regarding the status of projects from the project sponsors. The handout provided is to replace page 32 of the agenda/page 4 of the priority list. After the agenda was distributed, the TPO received information from Palm Coast regarding project numbers 6 and 8; these changes are reflected on the handout.

Mr. Peterson commented that there are several differences in what is being presented today from what was presented last month and asked Ms. Nicoulin to review the changes.

Ms. Nicoulin replied last month, the TPO was still waiting on cost estimate updates for projects from various agencies; Volusia County, Edgewater and Ormond Beach. Those updated cost estimates have been included as well as notes on some projects. Information was also received from project sponsors to update the status of projects; in some cases the projects were removed by the project sponsor. One was the adaptive signal control on LPGA Boulevard on the Traffic Operations/ITS/Safety list that was ready for funding; Volusia County indicated they would work with private developers to fund that project so it was removed from the list. Also on the Traffic Operations/ITS/Safety Feasibility Study list, the turn lane feasibility study from Spring Garden Boulevard at SR 44 and a turn lane improvement at SR 44 and Kepler Road projects; FDOT has prepared the scope and project estimates so the feasibility studies are no longer needed and the projects have been removed from the list.

Mr. Peterson referred to the LPGA Boulevard adaptive signal control project and stated that not only did that project disappear but also items 2 and 3 from what was presented in May; the Daytona Events Management project is now at the top of the list. He asked if these projects were removed by request.

Ms. Nicoulin replied correct.

Mr. Peterson referred to page 35 of the agenda, items 10 and 11, and commented these projects have been flip-flopped and asked why.

Ms. Nicoulin replied when these projects were originally listed, item 11 was inadvertently listed above item 10 but the actual scoring was less than item 10.
Mr. Peterson commented this is where he has a problem; when projects that have been on the list get bumped down. His concern is that it is up to the project applicant to request a re-scoring or to provide additional information and if they do not, they are defaulting to new projects. He has a concern that unless all items are rescored so that the same people scoring review all projects objectively, rather than ignoring projects already on the list. New projects, with a new group of scorers, can elevate projects they feel are important ahead of projects already on the list. There may not be another way other than resoring all projects every year.

Ms. Nicoulin replied that the subcommittee members have been consistent throughout the process as has the application. The application has changed very little in terms of the scoring criteria used. The scores of the subcommittee members are averaged which provides a leveling field. The project applicants do have the option to present to the subcommittee if they feel their projects have scored low but not all applicants do this.

Ms. Gillespie stated the TIP Subcommittee meeting is when an applicant really must speak up to hold their place in line; they should have their staff present just in case there are questions.

Mr. Storke commented that he has been on the TIP Subcommittee for the last three years and the same people have been on the subcommittee and have scored the applications using the same thought processes.

Ms. Gillespie replied that if the subcommittee is in doubt on a project they ask questions if a city representative is present.

Ms. Nicoulin stated the TPO reviews the priority project process in the fall so more discussion can be held then if there are issues or reasons to potentially change anything. This is done every year and will be done again this fall.

Ms. Foltz referred to project 6 on the handout, the Old Kings Road extension, and asked if it was still fully funded as was stated before.

Ms. Nicoulin replied no; funding that was placed on construction was deferred out of the Work Program last fall; there is no construction funding on the project now.

Mr. Blais referred to project 10 on the handout, the LPGA Boulevard widening to three lanes project, and stated the Comments column is blank; he asked if that project was funded.

Ms. Nicoulin replied no, it is not funded; it needs right-of-way and construction funding. Typically, the TPO lists a comment if there is something that it needs to be aware of or track throughout the year or an oddity to the project; not all projects have a comment.

**MOTION:** A motion was made by Mr. Storke to recommend approval of Resolution 2018-## adopting the 2018 List of Prioritized Projects (LOPP). The motion was seconded by Ms. Elliott and carried unanimously.

D. Review and Recommend Approval of FY 2017/18 Budget Amendment

Ms. Nicoulin announced budget amendments typically only go before the TPO Board but this inadvertently was put on the CAC/TCC agenda. The TPO received an increase in Federal Transit Administration (FTA) funding of $11,526; this budget amendment amends the budget in order to incorporate those funds.

**MOTION:** A motion was made by Ms. Gillespie to recommend approval of FY 2017/18 budget amendment. The motion was seconded by Ms. Foltz and carried unanimously.
E. Review and Recommend Approval of Resolution 2018-## Adopting the R2CTPO Transportation Systems Management & Operations (TSM&O) Master Plan Phase 2

Ms. Nicoulin stated the TPO has been working with Metric Engineering and Mr. Dale Cody to develop Phase 2 of the Transportation Systems Management & Operations (TSM&O) Master Plan. The draft plan was presented last month and the month before; no comments were received on the draft. The TPO is currently working on an implementation plan to identify how to implement the recommendations that came out of the draft. Mr. Cody is here if anyone has any questions regarding the TSM&O Master Plan.

MOTION: A motion was made by Mr. Blais to recommend approval of Resolution 2018-## adopting the R2CTPO Transportation Systems Management & Operations (TSM&O) Master Plan Phase 2. The motion was seconded by Ms. Elliott and carried unanimously.

F. Review and Recommend Approval of Resolution 2018-## Reaffirming the R2CTPO’s Opposition to Relocating the Ritchey Green Rest Area From Longwood to Volusia County

Mr. Peterson asked why the state wants to move this rest area.

Ms. Nicoulin replied FDOT is doing a study on truck parking availability which has been discussed before. This resolution is reaffirming the TPO’s opposition to relocating the rest area if that should come into play with regards to the study. Volusia County approved a similar resolution and at last month’s TCC meeting, the TPO received a recommendation from the TCC asking the TPO Board to reaffirm its opposition to relocating the rest area to Volusia County. This reaffirms the TPO’s opposition to the relocation to Volusia County if it comes up as alternative in that study.

Mr. Peterson stated he is familiar with that truck stop and he is concerned that if the state deems it to be limited at this stage, if by opposing the study it means it might accelerate a decision because that truck stop is limited, they will add one in Volusia County.

Ms. Nicoulin replied the resolution is not opposing the study; the study is ongoing and is looking at truck parking capacity and availability.

Ms. Bollenback stated this Longwood truck stop is on both sides of the road and is very popular. A particular resident moved into the adjacent community that was developed after the truck stop and rest area was in place. Seminole County, through their County Commission, started objecting and requested formally that FDOT close the rest area and relocate it. A couple of years ago FDOT conducted a study that considered moving that rest area into Volusia County but there was no coordination with any of the cities or the TPO until that study was complete, which everyone took objection to. Public meetings were held but none in Volusia County and three sites were investigated. There have been a number of articles written about how disruptive, crime ridden, noisy and polluting this truck stop is. Trucking is an important industry for our economy, our nation and our state. We want to be supportive in finding the appropriate rest areas for truckers to be able to stop and meet their requirements; they have limitations and have to pull over routinely. The ten-county Central Florida region, with FDOT in the lead, is doing an a comprehensive assessment on truck parking availability along I-75, I-95 and I-4. They are identifying how many spaces are available, what the demand is, what it might be in the future and how to best accommodate that. In the course of discussions with that study, the relocation of that rest area came up again and Volusia County made clear that their position is that it is not in any of its plans. FDOT is always a participant in the TPO’s planning activities and developing the location of truck stops has to be coordinated with the TPO and the surrounding communities. Simply moving the rest area to another location where a housing development may be planned will just repeat bad land use decisions, which is really the crux of this issue. That is what is happening in Seminole County now; the county has grown around an existing truck stop that is very much needed and the people living next to it are not happy with the noise associated with it. The TPO wants us to make smart land use decisions in where to place these truck stops. The study will be completed within the next two months and she has asked the new FDOT District 5 Freight Coordinator to give a presentation on the study to the CAC, TCC and TPO Board in August.
Mr. Peterson asked if a representative is going to be here in August, why would the CAC oppose today what might be presented in August.

Ms. Bollenback replied FDOT is drafting the final report and the TPO does not want the relocation to be in the report. She does not feel it will be but this is a way to formally make it clear. The study is a broad study; ten counties and many miles of interstate. This one issue with the truck stop should not influence a more comprehensive report. The TPO wants to keep the two issues separate.

**MOTION:** A motion was made by Ms. Biro to recommend approval of Resolution 2018-## reaffirming the R2CTPO’s opposition to relocating the Ritchey Green Rest Area from Longwood to Volusia County. The motion was seconded by Ms. Gillespie and carried unanimously.

G. **Review and Recommend Approval of Resolution 2018-## Authorizing Coordination with Votran to Submit the Local Transportation Disadvantaged Program Administrative Grant for the Distribution of Transportation Disadvantaged (TD) Planning Funds in FY 2018/19**

(Handout)

Ms. Nicoulin announced there is a handout pertaining to this resolution; what is changed is shown in red and what is removed is shown in strikethrough. The difference between what was in the agenda and the handout is the TPO will be coordinating with Votran to submit this grant as opposed to a separate agreement. The motion needs to be to that effect.

Mr. Peterson asked how this would affect Flagler County since these are Transportation Disadvantaged (TD) funds; Votran has limited service in Flagler County and if they propose the grant, he asked how it would affect Flagler County.

Ms. Bollenback replied the TPO receives transit planning grants from federal sources such as the Federal Transit Administration (FTA); those funds cover the entire planning area. These TD funds come from the state and go to each area that has a designated planning agency. The TPO is the designated planning agency to work with Votran as a designated Community Transportation Coordinator (CTC). Flagler County’s designated CTC is Flagler County Public Transportation and their designated planning agency is the Northeast Florida Regional Planning Council (RPC). In the last legislative session, instead of setting up the two separate funds as normal, one for Votran to provide trips and one for the TPO to plan, those funds were put together; it was an error and they hope to correct it next year. Instead of Votran and the TPO separately submitting grants, Votran has to submit the grant and pass the planning funds to the TPO. The TD Commission recommended doing that with an agreement but Votran preferred to write it as part of the grant. Votran and the TPO have worked together before and are comfortable with the arrangement. Even though the legislative session ended months ago, this information was just received two weeks ago. The TPO rushed to include it in the agenda because the fiscal year begins July 1, 2018. After Votran reviewed the resolution, they decided they would not do a separate agreement but write it as part of the grant so the TPO updated the resolution to coordinate with Votran.

Mr. Peterson asked if Flagler County’s position in this particular program was in a different TPO.

Ms. Bollenback replied the Northeast Regional Planning Council covers Flagler County; the East Central RPC covers Volusia County.

Mr. Peterson commented that Flagler County is in FDOT District 5 for roads, etc. and it does not make sense for them to be in a different section for this.

Ms. Bollenback replied the FTA funds allow the TPO to plan in the entire planning area which includes part of Flagler County. TD funds do go to Flagler County but not through the TPO. These funds are only about 10% of what the TPO receives for transit.
MOTION: A motion was made by Mr. Blais to recommend approval of Resolution 2018-## authorizing coordination with Votran to submit the Local Transportation Disadvantaged Program Administrative Grant for the distribution of Transportation Disadvantaged (TD) Planning funds in FY 2018/19. The motion was seconded by Ms. Gillespie and carried unanimously.

VI. Presentation Items

A. Presentation and Discussion of the I-95 to SR 417 Connector Study

Ms. Nicoulin introduced Mr. David Graeber, Inwood Consulting Engineers, Inc., to give the presentation.

Mr. Graeber gave a PowerPoint presentation on the I-95 to SR 417 Connector Study and stated this study was funded under a congressional earmark. He reviewed the history of the project and previous studies. The purpose of the study was to identify alternate east/west routes between SR 417, SR 415 and I-95. The travel demand evaluated by the Florida Turnpike was for a future year of 2049; it is not a heavy traffic demand. A corridor would benefit with hurricane evacuation, provide some economic development and improve freight mobility. The focus of this study was on environmental impacts and looked at the construction costs and right-of-way costs associated with a corridor of this size. They looked at four potential corridors; total construction cost is between $1 billion and $1.2 billion; the toll revenue generation predicted by the Turnpike is somewhere between $260 million and $497 million which leaves a project shortfall of $533 million to $950 million. They looked at the environmental impacts and there is a substantial amount of environmentally protected land and environmentally sensitive property in the area. He reviewed what the environmental impacts would be from the different proposed corridors. He reviewed the individual stakeholders and the input they provided; it was acknowledged that there is a long-term need and travel demand but the it is outside of the planning horizon based on the predicted travel demand. Part of the east/west transportation needs that were originally part of why the study was earmarked will be met by the widening and realignment of Maytown/Osteen Road. There will likely be strong public opposition to the plan, it would impact the planned transportation network for Farmton, and it is inconsistent with local plans. There is no plan for the funding shortfall and it is not identified on any current local plans. The recommendation from the study is that no further action be taken at this time due to substantial environmental impacts, high project costs and the funding shortfall. Public meetings were part of the original project scope but because the project will not move forward it was decided to not have those public meetings.

B. Presentation and Discussion of the 2018 “Tell the TPO” Survey Preliminary Results

Chairperson Deyette asked how long the survey would continue.

Ms. Blankenship replied through the end of the month; June 30, 2018 will be the last day. She reviewed the preliminary results received to date; 1,675 surveys have been received. She reviewed the media outlets used including radio and television interviews. She encouraged members to share their survey link with family, friends and co-workers. She reviewed the committee responses; the TCC is in the lead currently. She continued reviewing the preliminary results.

Mr. Peterson referred to where the surveys were placed and commented there was not much print material available as it was not placed in the Daytona News-Journal or the Flagler Tribune.

Ms. Blankenship replied that this is not a comprehensive list; the TPO did contact the News-Journal and the Flagler Tribune but did not get a good response.

Mr. Peterson asked for clarification if an ad was placed with them. Ms. Blankenship replied no, ads were not placed.

Mr. Peterson asked if any print material was being done.
Ms. Blankenship replied no, ads were not placed; this was all free publicity.

Mr. Peterson commented that Palm Coast has a free newspaper, the Palm Coast Observer.

Ms. Blankenship replied she contacted the Palm Coast Observer multiple times and have not received a response. The Hometown News placed an announcement every week in both the east and west versions.

Mr. Peterson commented that print media is declining but is still a major source and even if the TPO had to advertise, it makes sense; 1,600 responses out of 600,000 people is pretty small. He commented that the percentages shown do not add up to 100% and asked for an explanation.

Ms. Blankenship replied respondents have the option of choosing more than one answer on some questions. She added the TPO could look into advertising in print media for the next survey.

Ms. Habel asked if the TPO had the percentage of bus ridership.

Ms. Blankenship replied it is very similar to the 2016 survey results at approximately 7%. She continued reviewing the preliminary survey results including the public transit questions.

Mr. Peterson asked what the TPO could do about the 31% that replied they do not know enough about public transit.

Ms. Blankenship replied the comments and survey results would be passed on to Votran, SunRail and the other partner organizations the TPO has worked with.

Discussion continued.

Mr. Peterson asked for a definition of “traffic calming measures”.

Ms. Blankenship replied that is in the survey and defined as roundabouts and speed bumps. She continued reviewing the preliminary survey results.

Ms. Habel asked if the surveys were distributed at the college campuses.

Ms. Blankenship replied yes and the TPO will be attending the Bethune-Cookman University’s Equitable Development Conference this week. She contacted Stetson University, Embry-Riddle Aeronautical University, Bethune-Cookman University and Daytona State College. She continued reviewing the demographic results.

Discussion continued regarding red-light cameras.

Ms. Blankenship encouraged members to send the link to the survey out; the TPO needs approximately 200 more responses to hit the goal of 2,000.

C. Presentation and Discussion of the Central Florida Regional Planning Model Update

Ms. Nicoulin stated every five years, when the TPO updates the Long Range Transportation Plan (LRTP), it uses the Central Florida Regional Planning Model as a tool to identify future transportation needs. In advance to the update of the LRTP, FDOT updates this model. This model spans the nine counties in the region but the TPO focuses on its planning areas in Volusia and Flagler Counties. The model is made of socioeconomic data sets that includes data with regards to population, employment, school enrollment, etc. that is plugged into the model. The model has a road network as well. The model balances trip productions with trip attractions which help determine which roads have the potential to be over capacity based on the land use coded into the model. FDOT has a new employee, Mr. Jason Learned, specific to the model. He has reached out to the MPOs in the planning area for assistance in getting this information to
the technical staffs at the different municipalities to help review the socioeconomic data. FDOT develops a base year model, which will be the 2015 base year model. The TPO will be working with the different municipalities to review the information in the model to ensure it reflects what the conditions were on the ground in 2015. Eventually, they will develop a data set for the out year of 2045 and that will also be reviewed by the different municipalities.

Ms. Foltz asked how often the model is run; if it is yearly or every five years.

Ms. Nicoulis replied it is updated every five years; they will develop a base set with year 2015 and the out year of 2045. They will also develop five-year increment data sets. This tool is also used by the development community. The results of the model are plugged into the traffic impact studies that are done for a new development. The TPO uses the model to develop its LRTP but it is used regularly by the development community.

D. **FDOT Report**

Ms. Wyche stated announced she just received the June report and has forwarded it to Ms. Stewart to send to CAC members. She announced the storm pipe cleaning on SR 430 and SR 4D has begun and is scheduled to be complete in the fall of 2018.

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

Ms. Winsett stated the report is provided in the agenda; the LPGA Boulevard widening project from Jimmy Ann Drive to Derbyshire Road is now complete.

The Flagler County Construction Report was provided in the agenda.

VII. **Staff Comments**

→ **Update on Transportation Performance Measures Implementation**

Ms. Nicoulis stated there are a number of transportation performance measures that the TPO is required to adopt. The performance measures for safety were adopted earlier this year and will be incorporated into the Transportation Improvement Program (TIP). Language was included in the TIP that supports targets the TPO adopted. When the TPO reviews the Annual Call for Projects process in the fall, the applications will also be reviewed to make sure they are meeting the requirements the TPO has to meet for safety. The TPO reviews projects based on the safety criteria but wants to ensure it does not have to incorporate any additional criteria into the applications to meet the safety targets that have been set. The other performance measures will have to be adopted by the end of the year so a presentation will be given in August on what those performance measures are and the time frame for adopting them.

→ **Update on the R2CTPO policies regarding the Annual Call for Projects and Lists of Priority Projects**

Ms. Nicoulis stated there was discussion at the May 23, 2018 TPO Board meeting regarding the annual Call for Projects process and the priority lists. There are three resolutions that govern the process and the priority lists. The TPO was asked to include language that cost estimates be updated but no consequences were included to the policy if they were not updated. The TPO had some issues this year in obtaining updated cost estimates so this will be revisited this fall in terms of having consequences and what those may be. The priority list is how the TPO communicates to FDOT its priority projects in the planning area as well as cost estimates for them to develop the Work Program. If the TPO has costs that are not accurate or has underestimated costs, there could be problems with cost overruns. The TPO is trying to avoid these situations. Sometimes costs change once design is complete; costs can still be updated but not once a project is programmed for construction. The process will be reviewed in the fall.
VIII. CAC Member Comments

Ms. Biro announced there are flyers available regarding a new Votran route in New Smyrna Beach on SR 44 starting on Monday, June 25, 2018. The route will run on SR 44 from the Julia and Sam’s Connection point to the new Walmart at I-95, turn around and go back across the south causeway to Publix, then back to the Julia and Sam’s Connection Point. It will initially start as a flag-down service because all the bus stop pads have not been poured yet; once the pads are poured, there will be regular stops.

Ms. Gillespie commented the TIP Subcommittee recommendation last year was that if the cities did not provide updated cost estimates for their projects or at least provide the national average of increase in the cost of the project then they would lose points on their score.

Ms. Lendian announced a report on the state of the water in Volusia County will be given at the Marine Discovery Center in New Smyrna Beach on Thursday, June 21, 2018 at 6:00 pm. The report will be given by Dr. Henderson from Stetson University.

Mr. Peterson referred to the TIP Subcommittee’s recommendation and stated it should not be a national average but a southeastern average.

IX. Information Items

→ CAC & TCC Attendance Records
→ May 23, 2018 River to Sea TPO Board Meeting Summary
→ May TPO Outreach and Events
→ FDOT Joint Transmittal Letter and Consensus Document to FHWA
→ Regional Resiliency Action Plan Workshop Flyer

X. Adjournment

There being no further business, the CAC meeting adjourned at 2:45 p.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

MS. JANETTE DEYETTE, 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 June 19, 2018 regular meeting of the Citizens’ Advisory Committee (CAC), approved and duly signed this 21st day of August 2018.

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

RESOLUTION 2018-XX

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
AUTHORIZING COORDINATION WITH VOTRAN TO SUBMIT EXECUTION OF THE LOCAL
TRANSPORTATION DISADVANTAGED PROGRAM ADMINISTRATIVE SUPPORT GRANT
AGREEMENT WITH VOTRAN FOR THE DISTRIBUTION TRANSPORTATION DISADVANTAGED
PLANNING FUNDS IN FY 2018/2019

WHEREAS, the River to Sea Transportation Planning Organization (TPO) is the duly
designated and constituted body responsible for carrying out the urban transportation planning
and programming process, including transportation disadvantaged planning as authorized by
section 427.0159, Florida Statutes and Rule 41-2, Florida Administrative Code, for Volusia
County; and

WHEREAS, the River to Sea TPO is the Designated Official Planning Agency (DOPA) for
transportation disadvantaged planning for Volusia County, and as such, has the authority to
access Transportation Disadvantaged Trust Fund Grants and to undertake the transportation
disadvantaged service projects authorized by Section 427.0159, Florida Statutes, and Rule 41-2,
Florida Administrative Code; and

WHEREAS, the Commission for the Transportation Disadvantaged has directed the
distribution of these funds for Fiscal Year 2018/19 to flow through the Community
Transportation Coordinator (Votran) to the DOPA.

NOW, THEREFORE, BE IT RESOLVED, by the River to Sea TPO that the:

1. Chairperson of the River to Sea TPO (or his designee) hereby authorizes the River to
Sea TPO staff to enter into an agreement coordinate with Votran, if as necessary, to
access submit the Local Transportation Disadvantaged Program Administrative
Support Grant to access planning grant funds and to distribute those funds quarterly
to the River to Sea TPO as the Designated Official Planning Agency (DOPA).

2. Chairperson of the River to Sea TPO (or his designee) is authorized to sign any
and all agreements or contracts which are required in connection with the grant
agreement; and the

3. Chairperson of the River to Sea TPO (or his designee) is authorized to sign any
and all assurances, reimbursement invoices, warranties, certifications and any
other documents which may be required in connection with the agreement or
subsequent agreements.
4. The Chairman of the River to Sea TPO (or his designee), is hereby authorized and directed to submit this resolution to the:

a. Florida Commission for Transportation Disadvantaged; and
b. Florida Department of Transportation; and
c. Volusia County Government

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 27th day of June 2018.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

________________________________________
VOLUSIA COUNTY COUNCIL VICE CHAIR DEB DENYS
CHAIRPERSON, RIVER TO SEA TPO

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 a resolution, adopted at a legally convened meeting of the River to Sea TPO held on June 27, 2018.

ATTEST:

________________________________________
DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
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<tr>
<th>Priority Rank</th>
<th>FDOT FM#</th>
<th>Project Name</th>
<th>Project Limits</th>
<th>Project Type</th>
<th>Programmed Phase(s)</th>
<th>Needed Phase(s)</th>
<th>Estimated Total Project Cost</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>4355611</td>
<td>Old Kings Road Extension - Phase II</td>
<td>Matanzas Woods Pkwy to Old Kings Rd</td>
<td>new road construction</td>
<td>--</td>
<td>CST - $610,000, CEI - $610,000</td>
<td>$6,710,000</td>
<td>$459,638 remaining in LAP to apply toward CST; plans are complete;</td>
</tr>
<tr>
<td>7</td>
<td>4271181 &amp; 4271182</td>
<td>Commerce Pkwy Connector Road – new 2 lane roadway</td>
<td>SR 100 to US 1</td>
<td>new road construction</td>
<td>--</td>
<td>CST - $8,800,000 (2017), CEI - $880,000</td>
<td>$10,979,000</td>
<td>Cost estimates per Table 1, Palm Coast FY 14/15 – FY 18/19 FDOT 5-Yr Work Program Project Priorities</td>
</tr>
<tr>
<td>8</td>
<td>4336751</td>
<td>Matanzas Woods Pkwy – (west) – widen to 4 lanes</td>
<td>US 1 to I-95 southbound ramps</td>
<td>widening</td>
<td>--</td>
<td>PE - $1,903,000, ROW - $183,000, ENV - $28,000, CST - $12,653,000, CEI - $1,265,000</td>
<td>$16,032,000</td>
<td>Cost estimates per Table 1, Palm Coast FY 14/15 – FY 18/19 FDOT 5-Yr Work Program Project Priorities</td>
</tr>
<tr>
<td>9</td>
<td></td>
<td>SR 600/SR15 (US 17/92) – Emerging SIS</td>
<td>SR 472 to SR 15A (Taylor Rd)</td>
<td>not yet determined</td>
<td>--</td>
<td>ROW - $3,000,000, CST - $27,000,000</td>
<td>$30,000,000</td>
<td>US 17/92 at SR 15A Intersection Improvement Funded</td>
</tr>
<tr>
<td>10</td>
<td></td>
<td>LPGA Blvd – widen to 3 lanes</td>
<td>SR 5A (Nova Rd) to SR 5/US 1</td>
<td>widening</td>
<td>--</td>
<td>ROW - $3,500,000, CST - $9,000,000</td>
<td>$12,500,000</td>
<td>Fully-funded w/ local funding (Bond &amp; LOGT)</td>
</tr>
<tr>
<td>11</td>
<td>IFZ3-1</td>
<td>Howland Blvd - widen to 4 lanes</td>
<td>Providence Blvd to Elkcam Blvd</td>
<td>widening</td>
<td>ROW - $2,500,000 – FY 17/18, CST - $10,850,000 – FY 18/19 – FY 19/20</td>
<td>--</td>
<td>$14,320,000</td>
<td>Fully-funded</td>
</tr>
<tr>
<td>12</td>
<td>4433371</td>
<td>North Entrance Deland Airport (Industrial Park)</td>
<td>Industrial Park to SR 11</td>
<td>new road</td>
<td>PE $150,000 – FY 2018/19, CST $850,000 – FY 2018/19</td>
<td>--</td>
<td>$1,000,000</td>
<td>Fully-funded</td>
</tr>
<tr>
<td>13</td>
<td>4289471</td>
<td>SR 40 - widen to 6 lanes</td>
<td>Williamson Blvd to Breakaway Trails</td>
<td>widening</td>
<td>PE $2,800,000 (FY 2022/23), ENV - $130,000, ROW - $7,430,000, CST - $22,990,000, (costs are 2014)</td>
<td>$33,260,000</td>
<td>Also on SIS Projects List PD&amp;E completed in 2014; Cost estimates will be updated in design phase</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td></td>
<td>SR 100 – widen to 6 lanes</td>
<td>Old Kings Rd to Belle Terre Pkwy</td>
<td>widening</td>
<td>--</td>
<td>ROW - $3,170,000, CST - $31,700,000</td>
<td>$34,870,000</td>
<td>Also on SIS Projects List</td>
</tr>
<tr>
<td>15</td>
<td></td>
<td>SR 442 Extension</td>
<td>SR 442 to SR 415</td>
<td>PD&amp;E for new road</td>
<td>--</td>
<td>PD&amp;E - $10,000,000</td>
<td>$10,000,000</td>
<td></td>
</tr>
</tbody>
</table>

REVISED 06/19/18
Votran Route 44

Votran, a service of Volusia County government, is excited to announce the new Route 44 in New Smyrna Beach Florida, starting June 25, 2018. Route 44 will operate approximately 6:45 a.m. to 6:40 p.m. Monday through Saturday with no service on Sunday or holidays. Route 44 will connect to Route 40, 41, FLEX 42 and FLEX 43 at the Julia and Sams Connection point. Operating out of the Julia and Sams Connection Point in downtown New Smyrna Beach, the Route 44 will provide fixed route bus service to the downtown area, westbound on Canal Street to SR-44 and out to Walmart/The Shoppes at Coronado west of I-95. There will be 28 stops along the route based on ridership attractors such as Walmart, Florida Hospital, Home Depot/Aldi’s, New Smyrna Beach Regional Shopping Center, Downtown New Smyrna Beach, and beach side SR 44, including Indian River Village Shopping Center.

Initial operation will be “flag down” service until permanent stops can be constructed. For flag down service, riders should go to the far side of an intersection and raise their hand to signal the bus down as it approaches. Riders are encouraged to do this as soon as they see the bus to give the driver enough time to stop. Riders wishing to get off the bus will pull the yellow Stop Request Cords on the bus to signal a stop is needed. Riders are asked to be mindful of their upcoming stops to give the driver time to at their requested stopping location. Automated verbal messages will be on the bus to alert riders of upcoming stops. Once stops are put in place at the roadside, drivers will pick up and drop off at those locations. Regular Votran fares will be in place.

<table>
<thead>
<tr>
<th>44 New Smyrna Beach</th>
<th>Route 44 will start service on June 25, 2018.</th>
</tr>
</thead>
</table>
| MON-SAT:  
Westbound from New Smyrna to Walmart SR-44  
Northbound from Walmart to SR-44  
Eastbound from Walmart SR-44 to New Smyrna  
Southbound from New Smyrna to Walmart | MON-SAT:  
Westbound from New Smyrna to Walmart SR-44  
Northbound from Walmart to SR-44  
Eastbound from Walmart SR-44 to New Smyrna  
Southbound from New Smyrna to Walmart |

| Julia St  
Canal/Wyra  
Police | Walmart SR-44  
Lake Ave  
Colby Park  
Lake Ave | Walmart SR-44  
Lake Ave  
Colby Park  
Lake Ave  
E. 1st/ S. Atlantic  
Ponce de Leon  
Sams Ave |
|-----------|-----------|-------------------------------|
| 6:46  
6:40  
10:40  
11:40  
12:40  
1:40  
2:48  
3:46  
4:46  | 7:04  
7:04  
7:04  
7:04  
7:04  
7:04  
7:04  
7:04  | 7:12  
7:12  
7:12  
7:12  
7:12  
7:12  
7:12  
7:12  |
| 6:49  
6:49  
10:49  
11:49  
12:49  
1:49  
2:49  
3:49  | 6:57  
6:57  
6:57  
6:57  
6:57  
6:57  
6:57  
6:57  | 7:04  
7:04  
7:04  
7:04  
7:04  
7:04  
7:04  
7:04  |