

**Citizens' Advisory Committee (CAC)
Meeting Minutes
June 20, 2017**

CAC Members Present:

Janet Deyette
Greg Feldman, Vice Chairman
Gilles Blais
Alan Peterson
Bob Storke
Susan Elliott
Joe Villanella
Bobby Ball
Dan D'Antonio
Judy Craig, Chairperson
Patricia Lipovsky
Elizabeth Alicia Lendian
Terry Bledsoe
Edie Biro
Melissa Winsett (non-voting)
Mary Schoelzel (non-voting advisor)

CAC Members Absent:

Donald Smart
Ralph Bove (excused)
Bliss Jamison (excused)
Bob Owens
Nora Jane Gillespie (excused)
Jack Delaney
Faith Alkhatib
Adam Mengel (non-voting)

Others Present:

Debbie Stewart, Recording Secretary
Lois Bollenback
Robert Keeth
Stephan Harris
Vince Wang
Marie Kerr

Representing:

Deltona
Flagler County
Holly Hill
Palm Coast
Orange City
Pierson
Ponce Inlet
Port Orange
Volusia County Chair
Volusia County
Volusia County
Volusia County
Volusia County
Votran (CTC)
Volusia County Traffic Engineering
FDOT District 5

Representing:

Daytona Beach
DeBary
Edgewater
Flagler County Transit
New Smyrna Beach
South Daytona
Flagler County Transit
Flagler County Traffic Engineering

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
New Smyrna Beach

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

Chairperson Craig called the meeting of the River to Sea Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) to order at 1:30 p.m. The roll was called and it was determined that a quorum was present.

Chairperson Craig recognized Mr. Bob Keeth, TPO Senior Planner, for his 33 years of service to the TPO and his upcoming retirement. She stated he and his wife planned to travel the country in their new RV exploring the small towns, experiencing the food and cultures. On behalf of the CAC, she presented him with a photo album and asked all the CAC members present to sign it.

II. Press/Citizen Comments

There were no press/citizen comments.

III. Consent Agenda

A. Review and Approval of May 16, 2017 CAC Meeting Minutes

MOTION: *A motion was made by Mr. Peterson to approve the May 16, 2017 CAC meeting minutes. The motion was seconded by Mr. Blais and carried unanimously.*

B. Cancellation of July 18, 2017 CAC Meeting

MOTION: *A motion was made by Ms. Elliott to cancel the July 18, 2017 CAC meeting. The motion was seconded by Mr. Peterson and carried unanimously.*

IV. Action Items

A. Nomination and Election of CAC Officers for FY 2017/18

Chairperson Craig opened the floor for nominations and stated she cannot be re-elected. At the end of the fiscal year, a new Chairperson and Vice Chairperson are elected for the upcoming fiscal year, which runs from July 1, 2017 to June 30, 2018. The TPO bylaws provide that nominations from the floor will be provided by those members present at the regularly scheduled meeting in June. Officers shall be elected by a majority of the members present and they cannot serve more than two consecutive years. A non-voting staff support advisor may not serve as an officer for the CAC.

MOTION: *A motion was made by Ms. Elliott to nominate Ms. Deyette as Chair for FY 2017/18. The motion was seconded by Mr. Storke.*

MOTION: *A motion was made by Ms. Lendian to nominate Mr. Blais for Chair for FY 2017/17. The motion was seconded by Ms. Deyette.*

A hand count vote was taken and the vote was a tie. Chairperson Craig broke the tie and voted for Ms. Deyette.

Ms. Deyette asked if there was a pre-meeting to prepare the Chairperson for the meeting.

Chairperson Craig replied no, the only other meeting the Chair is required to attend is the TPO Board meeting.

Chairperson Craig opened the floor for nominations for Vice Chairperson.

MOTION: *A motion was made by Ms. Bledsoe to nominate Mr. Blais as Vice Chair. The motion was seconded by Ms. Deyette.*

MOTION: *A motion was made by Ms. Lendian to nominate Mr. Peterson for Vice Chair. Mr. Peterson declined the nomination.*

The motion to nominate Mr. Blais for Vice Chair carried unanimously.

B. Appointment of a TCC Member to Serve on the Consultant Selection Committee for the Bicycle/Pedestrian Feasibility Study Continuing Services Contract (TCC Only)

This item was for the TCC only.

C. Review and Recommend Approval of Resolution 2017-## Adopting the FY 2016/17 to 2020/21 Transportation Improvement Program (TIP)

Mr. Keeth stated the Transportation Improvement Program (TIP) was brought to the CAC for preliminary review at the May meeting. The TIP is the five-year program of funded projects for the TPO planning area. He added that he cannot recall in all his years with the TPO so many new bicycle/pedestrian projects being funded. There are a dozen new bicycle/pedestrian projects; most of these are funded fully through construction. He reviewed some of the projects included in the TIP. He stated that this was presented last month and it has been only slightly changed to adjust some cost figures in response to direction from FDOT.

Mr. Peterson commented that the Matanzas Woods project was pushed back; there has been some controversy in Flagler County regarding the safety of the road and the children walking to school. He asked why it was pushed back and if it was a state decision.

Mr. Keeth replied he did not know but would try to get an answer.

MOTION: *A motion was made by Mr. Feldman to recommend approval of Resolution 2017-## adopting the FY 2016/17 to 2020/21 Transportation Improvement Program (TIP). The motion was seconded by Mr. Storke and carried unanimously.*

D. Review and Recommend Approval of Resolution 2017-## Adopting the Draft 2017 List of Priority Projects Package

Mr. Keeth stated the priority lists were also presented as a draft last month and the TPO is now asking for a recommendation of approval. This is the list the TPO provides to FDOT as an expression of the TPO priorities for its planning area. It is comprised of several sub-lists; the Strategic Intermodal Systems (SIS) list, which is the major roadway system of interstates and other critical roads to the state transportation system; the Regionally Significant Non-SIS list, which is other major roadways throughout the area; the Traffic Operations/Safety and Local Initiatives list, which is where most of the projects come in through the TPO's annual call for projects; and the Bicycle/Pedestrian List, which also comes through the annual call for projects. There is a Transit Project list, which the TPO normally defers to Voltran and Flagler County Public Transportation to provide their priorities for transit planning. And finally, there is the Planning Studies List, which also comes through the annual call for projects. The list is unchanged from last month. There is one suggestion; there are no projects on the Transit list and the TPO did not receive any recommendations from the transit agencies. The SunRail Phase II North from DeBary is a priority of the TPO and it is suggested that it be reflected that in the list of priorities. The TPO is asking for a recommendation of approval of the list with or without any changes.

Mr. Peterson referred to page 32 of the agenda and projects #13 and #14; these projects are on both the SIS list and the Regionally Significant Non-SIS project lists and he asked how a project got on two different lists.

Mr. Keeth replied this was a decision that came about through the development of the Long Range Transportation Plan (LRTP). The Strategic Intermodal System list has dedicated funding, and generally, the TPO submits eligible projects only to that SIS list so that funding is used. There is an option to flex some of the funding and these were identified as important projects. When the plan was developed it was decided that they would be made available for any additional funding other than SIS funding.

Mr. Peterson asked if they were considered high priority because they were on two different lists.

Mr. Keeth replied yes.

Mr. Peterson asked what the bold black line represented on each page of the priority list.

Mr. Keeth replied that relates to the policy adopted by the TPO Board that projects above a certain threshold be protected and not re-prioritized each year based on scores. For the Regionally Significant Non-SIS list, it is the top five and for the Traffic Operations/Safety list, it is the top eight projects.

Mr. Peterson asked why the two projects were so low on the list if they were so important; why were they not above the cut-line.

Mr. Keeth replied the answer is because the board and committees have considered in the past that other projects have higher priorities. That contradicts them being a high priority by being on two lists but it is really about making them eligible for an alternate source of funding.

Chairperson Craig asked for a motion recommending approval of Resolution 2017-## adopting the draft 2017 List of Priority Projects Package with the addition of SunRail Phase II North Expansion to the Transit List.

MOTION: *A motion was made by Mr. Blais to recommend approval of Resolution 2017-## adopting the draft 2017 List of Priority Projects Package with the addition of SunRail Phase II North Expansion to the Transit List. The motion was seconded by Ms. Deyette and carried unanimously.*

E. Review and Recommend Approval of Resolution 2017-## Adopting the Flagler County Bicycle & Pedestrian School Safety Review Studies

Mr. Harris showed the School Safety Review Studies on the TPO website and stated that these are the final draft reports. There were seven schools studied; six in Palm Coast and one in Bunnell. There have been some recent revisions to the Palm Coast school studies; the TPO met with the city of Palm Coast last week and discussed the fact that recommendations for several sidewalks were originally made where sidewalk feasibility studies were recommended for areas where the sidewalks are incomplete or nonexistent. In the early draft on the website from April, that was the wording; that has been changed from a sidewalk feasibility study the TPO is recommending a pedestrian accommodation study. The difference is the study will encompass improvements that may not result in a sidewalk; there are options for putting in facilities other than sidewalks. The city wanted that flexibility because many of the roadways in Palm Coast that do not have sidewalks have drainage ditches and swales; to modify the drainage system would be both challenging and costly. One of the concepts of this study is for an advisory shoulder which represents an alternative to a sidewalk in certain low speed locations. An advisory shoulder is where there is a two-lane road with a space set aside with a six to eight foot path on the side of the road where pedestrians can walk. Vehicles will still use the roadway, but it narrows the vehicle travel lane down to a single lane. The modifications put in for sidewalks are all around the Palm Coast schools.

Mr. Peterson asked if the road was being narrowed to one lane or if the sidewalk would narrow the road.

Mr. Harris replied no; the advisory shoulder concept is where a road does not have a sidewalk along it and it allows pedestrians and motorists to share the roadway. If it is a two-lane roadway, the vehicles from both travel lanes would move to the center; there would be a center lane for vehicles and pedestrians would use the advisory shoulder on either side of it. It is a new concept that the Federal Highway Administration (FHWA) came out with last year and it was introduced in this study to provide an alternative to installing a physical sidewalk.

Mr. Peterson asked if this would narrow the road to one lane.

Mr. Keeth replied it was just striping the road.

Mr. Peterson asked if this would take two-lane roads throughout Palm Coast and turn some of them into one-lane roads.

Mr. Harris replied yes, where there is an advisory shoulder.

Ms. Biro stated it would be one lane in either direction.

Mr. Peterson commented it did not change the roadway; it was still one-lane in either direction.

Mr. Harris replied no, it does not change the roadway.

Ms. Bledsoe asked if there was a picture of an advisory shoulder so the committee could visualize it.

Mr. Harris replied yes and showed a picture from the report on the TPO website from the study for Belle Terre. He showed a picture of vehicles traveling in the regular travel lanes (right picture) and also a picture with the vehicle in the center of the roadway with advisory shoulders on either side (left picture).

Mr. Peterson commented that the picture on the right showed two vehicles driving on the advisory portion of the road.

Mr. Harris replied yes, vehicles would use that portion of the road when there are no pedestrians traveling there.

Mr. Peterson stated that Belle Terre Parkway is a major artery in Palm Coast.

Mr. Keeth asked if these are only on low volume roadways.

Mr. Harris stated yes, they are on low speed roadways; speeds would have to be lower than 30 miles per hour (mph); they are not suitable for higher speeds or roadways that have more than two lanes.

Mr. Peterson commented all the roadways in Palm Coast with the exception of some major arteries, have 30 mph speed limits. This proposal means in some instances if someone is walking on the roadway, it would cut the roadway to one lane or require a vehicle to stop in some manner to give priority to that one lane. Depending on how this works, it could be a major problem. It appears this is giving pedestrians the right-of-way on a two-lane road.

Mr. Storke asked if this would be just around the schools and not the entire city.

Mr. Harris replied yes, it would be within a one mile radius of the schools selected; not on the campus itself, but on selected roadways leading to the school.

Ms. Bledsoe asked if there would be informative signage for the drivers around the schools.

Mr. Harris replied yes, signage would be added. There would have to be an education outreach campaign for something like this before it would actually go into effect. This will most likely confuse some drivers. It is a new concept and before implementing it, there would have to be public outreach and education.

Chairperson Craig asked for clarification that this would be within one mile of the schools. In addition will there be school crossing guards at the intersections where this is happening and if this would be in coordination with the schools, the county, the city, the Sheriff's office and the TPO. She asked if the CAC did not approve this, what would happen.

Mr. Harris replied the BPAC recommended approval last week and it is on the agenda for the TPO Board next week. The advisory shoulder is only one of a host of improvements recommended in this study; signage, pavement markings, additional lighting, placement of crossing guards, etc. have also been recommended.

Mr. Feldman asked what the CAC needed to do with this item.

Chairperson Craig replied if the CAC does not approve it, it will go to the TPO Board. She asked if it is approved, would it go to the school board tonight or would they just get a presentation.

Mr. Harris replied that Kittelson & Associates, the consultant, is making a presentation to the Flagler County School Board today. This study started last July and what is for review and approval today are the final draft reports. These final reports are up for adoption by the TPO Board next week and the TPO staff is asking for a recommendation of approval today.

Mr. Feldman stated that he lives in Palm Coast and knows the demographics and the streets; he feels that this advisory shoulder would be an invitation for disaster for the school children. He wants to go on record that he is vehemently opposed to that portion of the study because of the danger to the children.

Ms. Lipovsky commented she also has a serious concern for the children; as she understands it, the children would be walking on either side of the traffic. She understands the way Palm Coast is designed with the drainage ditches and asked if there was a way to put a sidewalk on one side of the road rather than have the children walk in the road.

Mr. Harris replied that is what was explored in this study; the routes that children use to get from home to school that do not already have sidewalks; they are walking in the road now. The recommendations for sidewalks where they were not already located were kept to a minimum. The TPO has worked with the city and the county to make sure each one of these recommendations are feasible.

Mr. Keeth asked if these advisory shoulders were recommended for certain locations only because it was not feasible to put in sidewalks there.

Mr. Harris replied yes, it is to provide another option.

Mr. Keeth asked if the study was approved, if the advisory shoulders would simply be a recommendation. He asked if it would ultimately be up to the jurisdiction to determine if they would be implemented.

Mr. Harris replied yes, the advisory shoulders, sidewalks, and infrastructure changes would be up to the jurisdiction. In a high-level planning study like this, the TPO will generally recommend a further in-depth study, like a feasibility study, to determine what the recommended improvement, constructability, and cost is to a specific site.

Mr. Peterson stated he agreed with Mr. Feldman's statement. He added that he believed this was a ridiculous plan; taking a relatively narrow two-lane road in a residential area and cutting it to one-lane while putting children or anyone walking on either side, with no traffic designation, is a ridiculous idea. The only saving grace is the entity responsible for the roadway, in this case Palm Coast, will have the ability to say no, and not even consider this option. He cannot believe anyone suggested this option and spent governmental planning money to provide even discussion on this particular item. If this is approved, it will lead to countless injuries.

Ms. Lendian asked if the TPO is asking the CAC to approve the study.

Mr. Harris replied yes, this is the final report of the study; the study encompassed seven schools. The staff is looking for a recommendation of approval.

Ms. Lendian asked if the TPO had considered the increase in traffic on these roads over a 20-year or 10-year period.

Mr. Harris replied the goal of the study is to improve the conditions within the walk zones of these schools. These are children that do not drive; they walk, ride bicycles or ride the bus; conditions for bicyclists and pedestrians along the route from home to school.

Mr. Blais stated as retired law enforcement from the city of Holly Hill, and in his past experience at the junior high school, you have to educate the people and then enforce it. They had outside speakers on the patrol cars, red and blue lights, and used traffic cones. He asked if there would be any school buses on these roads because kids like to throw things out the window at their friends walking. He stated if the people are educated and it is enforced, it might work.

Mr. Feldman asked if the CAC is being asked to move to approve the study and if it was procedurally allowed to make an amendment to the motion expressing the concern or feasibility of the advisory shoulder.

Mr. Keeth replied that would be acceptable.

MOTION: *A motion was made by Mr. Feldman to recommend approval of Resolution 2017-## adopting the Flagler County Bicycle & Pedestrian School Safety Review Studies with the addition of concerns for the advisory shoulders and sidewalks for safety. The motion was seconded by Ms. Bledsoe and carried unanimously.*

F. **Review and Recommend Approval to Move Starting Time of the CAC Meetings From 1:30 to 1:15 PM (CAC Only)**

Chairperson Craig stated a motion was made by Mr. Storke to move the start time of the CAC meeting to 1:00 pm at the August 2016 meeting; that motion failed. Now, the discussion is to recommend moving the start time to 1:15 pm.

Mr. Peterson stated he made this motion last month; from the background information, for the last two years, there has been some concern that the start time of the meeting needs to be changed. There are some meetings where time has not been a problem like last month where the committee finished early, but there have been consistent meetings over the last two years where the committee has had to hustle or postpone items. Because the past motion to start a half hour early failed because it was a tie, he made the motion last month to start 15 minutes earlier so that the committee does not have to rush when there is a long or complicated agenda.

Mr. Storke commented that some of the presentation and discussion items, staff comments and member comments get short shifted or moved to the next month. The committee does get to the important items and votes on the action items. He thinks moving the start time up 15 minutes is a good idea.

Mr. Blais commented that he goes through two construction zones each month; he will try to get here by 1:15 pm. There is construction and traffic at Jimmy Ann Drive and LPGA Boulevard and the interstate at US 92. There is no direct line from Holly Hill. He is willing to try the earlier time.

Ms. Deyette stated she lives in Deltona and never knows from month-to-month what I-4 will look like.

Ms. Elliott commented that she lives in Pierson and it is a trip to get here on time; they have the same problem with not ever knowing what the situation will be on SR 40. She is all for trying to move the start time but she cannot promise to make it on time.

Mr. Feldman commented on the irony that the committee is part of the transportation planning organization and is having trouble getting here on time.

Chairperson Craig stated she would like to have a motion moving the meeting time to 1:15 from 1:30 pm.

MOTION: *A motion was made by Mr. Peterson to move the starting time of the CAC meetings from 1:30 p.m. to 1:15 p.m.. The motion was seconded by Mr. Feldman. A hand count vote was taken with six voting yes and five opposing the motion. The motion carried.*

V. Presentation Items

A. Presentation and Discussion of the Coast to Coast Connector Trail Branding

Mr. Harris gave a PowerPoint presentation of the Coast to Coast Connector Trail branding. He stated the Coast to Coast Trail is 250 miles long, starting in St. Petersburg/Tampa Bay and ending in Brevard County at the Atlantic Ocean. In 2015, the East Central Florida Regional Planning Council (ECFRPC) and the Tampa Bay Planning Council applied for and received a two-year grant from the Florida Department of Economic Opportunity. With this grant, they hired two consulting firms, ALTA Planning and Design and Genesis Planning Group. In the first year, they conducted an urban-rural overlay, an inventory of assets along the trail and did some public outreach. This year, the second year, a guidebook has been created; a draft marketing plan; a website was created; and an economic impact analysis was done. He gave the website, www.c2c.com and showed the current and new logos. He reviewed the minor changes. He showed the brochures that are found on the www.c2c.com website and stated there is a place on the brochures to add local content. The brochures have not yet been produced but when they are, they will be utilized by Visit Florida and local agencies. The website also lists the 20 individual trails, such as the Spring to Spring Trail and the East Central Florida Regional Rail Trail, that comprise the Coast to Coast Connector Trail. As part of the implementation and marketing efforts, a marketing plan was created to enhance the experience of the typical trail user as well as giving recommendations and guidance on safety along the trail. The consulting firms, particularly ALTA, produced an atlas which took the entire trail and broke it down into sections with detailed maps of each. The trail is funded through design and construction through SUN Trail, but once the trail is built, the operations and maintenance will be handled through local government agencies and non-profits organizations. During the TPO's annual Call for Projects, Volusia County submitted a wayfinding plan for signs; it is project #4 on Tier B of the Bicycle/Pedestrian List of Prioritized Projects. Monuments have been discussed as part of enhancing the experience of the typical trail user, along with confidence markers. The Leadership Team has met periodically over the last couple of years, and he is on the Leadership Team. There will be another Leadership Team meeting in the fall; the agenda has not been set yet. There is a role for non-profit organizations similar to the Adopt-a-Road program. Lake County is developing a group to handle marketing efforts in their region.

Ms. Bledsoe commented that she loves it.

Chairperson Craig commented on the new logo and asked why part of the lettering is cut off.

Mr. Harris replied it is still readable and he thinks it is made to look like a wave.

B. Presentation and Discussion of the Flagler County Fixed Route Transit Operation Plan

Mr. Wang gave a PowerPoint presentation on the Flagler County Fixed Route Transit Operation Plan and briefly reviewed the past planning efforts, the need for a fixed route transit service in Flagler County and the steps the TPO is taking to implement the new fixed route service in Flagler County. Flagler County Public Transportation's current service is a pre-scheduled, demand-response transportation system providing approximately 100,000 annual trips to employment, education, non-emergency medical transportation and quality of life locations. Over the years, Flagler County has seen a steadily growing ridership. As the ridership grows, and with the potential of future revenue in funding, there is an opportunity to fulfill the need of a fixed route service. Flagler County adopted a Transit Development Plan (TDP) in September 2015 to expand their current demand-response system. He reviewed the reasons it is time to start looking at a fixed route service to reduce costs to the agency and customers and provide convenience to repeated travel destinations. The Flagler County TDP explored route options with the support of data projection in future years and came up with two routes, the blue route; a north/south route that goes into the Publix to the north and Walmart in Bunnell on the south route. The second route, called the red route, runs east/west from inland Bunnell to the beachside in Flagler Beach. The TDP also proposes a zonal service. As a result of the 2010 Census, much of Flagler County became part of the newly designated urbanized area (UZA), and became eligible to receive federal and state funds designated for transit service in urbanized areas. Flagler County is in the process of obtaining confirmation of their

designated recipient status, and once that is confirmed, they can access the 5307 grant, FDOT Block Grant funding and potential Service Development funding from the state. In addition, the TPO apportions 30% of its total SU funding received to support transit. That portion has been allocated to Votran only because Votran is currently the only 5307 recipient in the TPO planning area, but once Flagler County receives confirmation of their 5307 status, they will be able to receive a share of the SU allocation. With the support of the planning efforts from the LRTP and the TDP, and as the expected funding is becoming available in the next few years, it is a good time to drill down the details on how to implement the service; how many buses to procure, how many drivers to hire, what will the bus stops look like and how to spend the expected funding revenue in the day-to-day bus operation. For these purposes, the Flagler County Fixed Route Transit Operation Plan is being carried out. This project will utilize the recommendations of Flagler County's TDP and prepare a detailed operational plan to guide the implementation of fixed route transit services in Flagler County. The scope of the study was approved by the TPO Board in April and a kick-off meeting with stakeholders in Flagler County was held on May 31, 2017. The TPO expects to deliver a draft by the end of September and give a presentation in October to the TPO Board and advisory committees.

Chairperson Craig commented that the Flagler County committee members are glad to see this coming.

Mr. Peterson stated this is a very interesting proposal because Flagler County and Palm Coast are not built on a grid system; they are in individual neighborhoods built like a cloverleaf on the expressway which makes a fixed route very difficult for Flagler County. He hopes that it will be used and the revenue will offset the cost.

Chairperson Craig commented this was a good presentation and thanked Mr. Wang.

C. FDOT Report

Mr. Keeth stated that Mr. Ferguson was in Tallahassee for training and Ms. Mary Schoelzel was here in his place.

Ms. Schoelzel stated the I-4 widening project, from SR 44 to east of I-95 is completed; there are still some small things to take care and final invoices to pay. The I-4 resurfacing project from the St. John's River Bridge to Saxon Boulevard is also completed and the final invoices need to be paid. The I-95/I-4/US 92 Systems Interchange is ongoing with a completion date of spring 2018.

D. Volusia and Flagler County Construction Reports

The Volusia County Construction Report and the Flagler County Construction Report are included in the agenda.

VI. Staff Comments

→ **Update on SunRail**

There was no update.

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

Mr. Keeth stated there is no progress to report since last month; stakeholders will be meeting soon to provide input to the consultants doing the study.

→ **Update on the FDOT District 5 Truck Parking Study**

There was no update.

VII. CAC Member Comments

Ms. Lendian stated that Mr. Keeth will be missed.

Chairperson Craig stated the Mr. Keeth is very much appreciated.

Ms. Bollenback stated she wanted to publicly thank Mr. Keeth for all his years of service. She has worked with many good people with great character in her career and Mr. Keeth is one of the finest people she has ever had the pleasure to work with.

Mr. Keeth thanked the committee and commented that it has been a pleasure and privilege and a lot of great things have been accomplished.

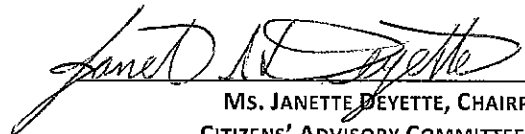
VIII. Information Items

- May 24, 2017 River to Sea TPO Board Meeting Summary
- May TPO Outreach and Events

IX. Adjournment

There being no further business, the CAC meeting adjourned at 3:00 p.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



**MS. JANETTE DEVETTE, 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 20, 2017 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 15th day of August 2017.



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