JUNE 27, 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
Commissioner Cloudman
Commissioner Chris Nabicht
Councilwoman Christine Power
Commissioner Marshall Shupe*
Commissioner Penny Currie
Vice Mayor Vernon Burton*
Vice Mayor Jason McGuirk
Commissioner Bill Lindlau*
Council Member Jeff Allebach
Commissioner Dwight Selby
Council Member Joe Perrone**
Council Member Drew Bastian
Councilwoman Nancy Long
Council Member Pat Patterson
Volusia County Council Vice Chair Deb Denys, Chairperson
Vickie Wyche (non-voting advisor)
Robert Sterke (non-voting)
Janet Deyette (non-voting)
Jose Papa (non-voting)

**TPO Board Members Absent:**
Vice Mayor John Rogers*
Commissioner Nate McLaughlin (excused)
Council Member Nick Klufas (excused)
Mayor James Sowell*
Volusia County Council Chair Ed Kelley (excused)
Council Member Billie Wheeler (excused)
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
Lake Helen
New Smyrna Beach
Oak Hill
Orange City
Ormond Beach
Ponce Inlet
Port Orange
South Daytona
Volusia County District 1
Volusia County, District 3
FDOT District 5
BPAC Chairperson
CAC Chairperson
TCC Chairperson

**Representing:**
Bunnell
Flagler County
Palm Coast
Pierson
Volusia County
Volusia County, District 2
Volusia County, At-Large
Flagler County School Board
Volusia County School Board

**Others Present:**
Debbie Stewart, Recording Secretary
Lois Bollenback
Pam Blankenship
Colleen Nicoulin
Herbert Seely
Stephan Harris
Aarti Sharma

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

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Others Present:  
Elizabeth Lendian  
Robert Bullard  
Ron Paradise  
David Cooke  
Rafael Rodriguez  
Susan Black  
Joni Hunt  
David Dangel  
Dale Cody  
Jon Cheney  
Heather Blanck  
Big John  

Representing:  
CAC  
Citizen  
Deltona  
FDOT  
FDOT  
H.W. Lochner  
Halifax Health  
Inwood Consulting Engineers, Inc.  
Metric Engineering  
Volusia County  
Votran  
Press  

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. Robert Bullard stated he has been a consultant engineer for many decades in Volusia County and on May 25, 2018 he almost lost his life in an accident at Dunlawton Avenue and Peninsula Drive. He subsequently learned his neighbor was in a similar accident there a year before. That intersection has serious problems; mainly, the mast arm that holds the traffic lights is not visible to east bound traffic especially coming off the bridge headed toward SR A1A. It needs to have strobe lights 24/7 so it is visible to drivers, especially visitors going over that bridge for the first time. The driver that hit him was most likely texting while driving and he is taking that issue up elsewhere. Strobe lights are inexpensive and they work. He would like to see the implementation of strobe lights at this intersection as part of the TPO’s vision going forward.

Chairperson Denys commented that very good input and asked Ms. Bollenback to follow up with Mr. Bullard.

Ms. Bollenback replied she would follow up on that intersection with FDOT and Volusia County; she will make sure it is brought up to the Community Traffic Safety Team. The TPO will be following up on the Crash Report in August which includes the dangers of texting and driving.

Chairperson Denys stated that also dovetails with the report of the most dangerous intersections and she hopes this can be addressed sooner than later.

IV. Consent Agenda

A. May 23, 2018 River to Sea TPO Board Meeting Minutes  
B. Treasurer’s Report  
C. Executive Committee Report  
D. Bicycle and Pedestrian Advisory Committee (BPAC) Report  
E. Citizens Advisory Committee (CAC) Report  
F. Technical Coordinating Committee (TCC) Report  
G. River to Sea TPO Board (RZCTPO) Summary Report
H. MPO Advisory Council (MPOAC) Report

I. Review and Approval of Resolution 2018-13 Authorizing the Filing and Execution of a Grant Application with the Federal Transit Administration for Section 5305(d) Funds

J. Review and Approval of Resolution 2018-14 Authorizing Coordination with Votran to Submit the Local Transportation Disadvantaged Program Administrative Support Grant for the Distribution of Transportation Disadvantaged (TD) Planning Funds

K. Review and Approval of Expenditure for the Golfview Boulevard Shared Use Path Feasibility Study ($33,196.37)

L. Cancellation of July Executive Committee and TPO Board meetings

**MOTION:** Commissioner Gilliland moved approval of the Consent Agenda. Council Member Patterson seconded the motion which carried unanimously.

V. Action Items

A. **Review and Approval of Resolution 2018-15 Adopting the FY 2018/19 – 2022/23 Transportation Improvement Program (TIP)**

Chairperson Denys stated the TIP is a five-year program of transportation funding that includes: federal and state funded transportation projects and programs; locally funded projects that are regionally significant are also included in the TIP. The TIP includes funding for a wide range of items such as highway construction, transit capital equipment, trails and sidewalks, maintenance and operations, resurfacing and landscaping and advanced signal technology. The initial draft was presented to the TPO for review in May; there have been minor updates based on the review and feedback by local staff, FDOT and the Federal Highway Administration (FHWA) staff. The updated FY 2018/19 to 2022/23 TIP has been reviewed by each of the advisory committees and recommended for approval.

Ms. Bollenback stated the minor updates included additions and clarifications in the introductory text and some minor changes to clarify project limits. The review by FHWA was a courtesy review. There were no significant changes. The TIP is a very important document for everyone in the area and there has been a tremendous review effort to ensure projects are included and represented correctly.

Chairperson Denys stated the link to the entire report was provided in the agenda and she encouraged members to take the report back to their local jurisdictions. She suggested their staff print the document and give it to their elected officials. Transportation is an important topic; there was a meeting last night with the Daytona News-Journal at Embry-Riddle Aeronautical University regarding Smart Growth. Sometimes in those discussions, the TPO is left out and they are the channel for state and federal funds. She asked members to take the report to their delegations and spread the word locally about the state and federal funds.

**MOTION:** A motion was made by Commissioner Nabicht to approve Resolution 2018-15 adopting the FY 2018/19 – 2022/23 Transportation Improvement Program (TIP). The motion was seconded by Council Member Patterson and carried unanimously.

B. **Review and Approval of Resolution 2018-16 Adopting the 2018 List of Prioritized Projects (LOPP)**

Chairperson Denys stated each year the River to Sea TPO develops its Lists of Priority Projects (LOPP) for various categories. Once adopted, the lists are transmitted to the FDOT district office for use in allocating transportation funds to the area. An initial draft of the 2018 LOPP was presented to the TPO in May. Notable changes were outlined in the agenda summary. The updated 2018 LOPP was reviewed by each of the advisory committees and recommended for approval.

Ms. Bollenback stated there was discussion at the May TPO Board meeting about ensuring the information in the list is updated and that is reflected in the updated LOPP; updated cost estimates and additional details were added for clarification. All of the MPOs had a meeting with FDOT staff and they will be taking a closer
look at the lists that are submitted to FDOT; this may result in changes to the formatting. This is an important document; it is how the TPO communicates to FDOT where money needs to be programmed. The TPO wants to make that as clear as possible so FDOT can access available funding as easily as possible.

**MOTION:** A motion was made by Council Member Patterson to adopt the 2018 List of Prioritized Projects (LOPP). The motion was seconded by Council Member Allebach and carried unanimously.

C. Review and Approval of Resolution 2018-17 Adopting the R2CTPO Transportation Systems Management & Operations (TSM&O) Master Plan Phase 2

Chairperson Denys stated the TSM&O Master Plan identifies and prioritizes cost-effective transportation technology projects and operational strategies to increase performance of the transportation system. An overview of the TSM&O Master Plan Phase 2 and draft report was presented in May. The final report was reviewed by the CAC and TCC and recommended for approval.

Ms. Bollenback stated this is a technical document and provides a plan for implementing advanced technology in our transportation systems in a more strategic fashion. It identified gaps for the short run and gaps for the longer run. This move towards technology changes how transportation is funded; it relies less on capital and more on operations and maintenance which has a bigger impact on local budgets. The TPO is looking at the different options for funding and working with FDOT who has regional interest for technology projects. This is the future of transportation.

**MOTION:** A motion was made by Vice Mayor McGuirk to approve Resolution 2018-17 adopting the R2CTPO Transportation Systems Management & Operations (TSM&O) Master Plan Phase 2. The motion was seconded by Vice Mayor Handy-Peters and carried unanimously.

Chairperson Denys stated this report contains a lot of information that impacts everyone long term and she encouraged members to share this information within their jurisdictions.

D. Review and Approval of Resolution 2018-18 Reaffirming the R2CTPO’s Opposition to Relocating the Ritchey Green Rest Area from Longwood to Volusia County

Chairperson Denys stated FDOT has received complaints in Seminole County regarding the Ritchey Green Rest Area located along I-4 in Longwood. In April 2017 a Regional Truck Parking Study was undertaken by FDOT to assess the supply and demand of truck parking and identify potential improvements. The study is reaching completion and findings are being developed by FDOT. At the last TPO Board meeting in May, the TPO Board directed staff to prepare a resolution reaffirming its opposition to the relocation of the existing Ritchey Green Rest Area on I-4 from Seminole County to Volusia County. The Volusia County Council has also approved resolutions two years in a row regarding this.

Council Member Perrone asked what the motivation was for shutting down an existing and operating rest area.

Council Member Patterson replied Seminole County does not want it.

Councilwoman Power commented that the neighbors near the rest area do not want it.

Council Member Perrone asked if they could put barriers up. If it is there and functioning, he does not understand why it should be moved; it will create the same problem in Volusia County. There is also the cost of moving it to consider and he asked who would pay for it.

Chairperson Denys commented that it is not just who will pay for it but where it will be located; the possible sites where it could be located is troubling to Volusia County. This is something Volusia County does not want.
Council Member Allebach agreed and commented that where they are proposing to relocate it will greatly affect West Volusia; the SR 472 interchange is the last opportunity to develop something new in that area. He encouraged support of the opposition and stated Orange City did not want to fight FDOT alone on this.

Chairperson Denys encouraged members to have their cities approve similar resolutions and add their name in support of Volusia County; even if it will not be in their area, it will impact the entire county. It would be very helpful to have resolutions from all the jurisdictions.

Vice Mayor McGuirk asked if the resolution should be specific to their cities or Volusia County in general.

Chairperson Denys replied it should state anywhere within Volusia County.

Council Member Allebach commented there are four cities in the area they are suggesting for relocation.

Chairperson Denys asked Ms. Bollenback to explain the background.

Ms. Bollenback stated there are two different issues; one is the concern of Seminole County relocating the truck stop. The truck stop has been there for decades and is very popular for a variety of reasons and generally, that is an indication that the right facility is in the right place. The problem is a land use problem; development has been built up around the truck stop. People that live close complain about the noise. The concern is that moving it could create another land use problem somewhere else. A separate issue is that there is an initiative throughout the state and the nation to be supportive of the freight industry. An expansion of port activity in Florida means there will be more trucks on the road. The TPO understands the importance of that to the economy and wants to be supportive of truck drivers and their safety. There are laws that restrict the number of hours they can drive; we want to protect the truck drivers so when they do reach their limits, they have safe places to park and rest. There is a separate study underway to assess truck parking throughout FDOT District 5 and Polk County. They are looking at I-95, I-75 and I-4; the preliminary findings show there is adequate parking on I-95 and I-75 but I-4 has a deficit. She has not seen those findings to know the actual deficit. The FDOT District 5 Freight Coordinator will be at the August TPO Board meeting to present on the findings of that study; he will also be presenting at the Central Florida MPO Alliance (CFMPOA). FDOT is supposed to provide a draft of the report to TPO staff for review prior to the presentations and adoption. She does not think it is their intention to address the issue of this particular truck stop as part of that study but to discuss truck parking in a broader context; however, it has come up at stakeholder meetings. There have been articles in the news and she encouraged members to look up those articles to get a better idea of why Seminole County wants to move it and why Volusia County does not want it.

**MOTION:** A motion was made by Council Member Patterson to approve Resolution 2018-18 reaffirming the R2CTPO’s opposition to relocating the Ritchey Green Rest Area from Longwood to Volusia County. The motion was seconded by Commissioner Nabicht and carried unanimously.

**E. Review and Approval of FY 2017/18 TPO Budget Amendment**

Chairperson Denys stated this amendment is being requested as the result of an increase in Federal Transit Administration (FTA) funding of $11,526. The additional funding is being added to budget line items including copy machine expenses and network costs with the balance being added to contingency.

**MOTION:** A motion was made by Council Member Patterson to approve the FY 2017/18 TPO budget amendment. The motion was seconded by Commissioner Gilliland and carried unanimously.

**VI. Presentations and Discussion Items**

**A. Presentation and Discussion of the I-95 to SR 417 Connector Study**
Chairperson Denys stated this study was undertaken by the Florida Turnpike Enterprise at the request of the River to Sea TPO. It was funded through an earmark to construct a corridor from SR 417 to I-95 in Volusia and Seminole Counties. Consultants working on the study will present an update on the effort.

Mr. David Dangel, Inwood Consulting Engineers, Inc., gave a PowerPoint presentation on the I-95 to SR 417 Connector Study and stated this feasibility study was funded through an earmark and managed by the Florida Turnpike Enterprise. He reviewed the history of the project and previous studies. The purpose of the study was to identify an alternate east/west route between SR 417, SR 415 and I-95. The travel demand evaluated by the Florida Turnpike was for a future year of 2049 but there is not heavy demand. A corridor would help with hurricane evacuations, provide economic development and enhance freight mobility. The focus of this study was on environmental impacts; it 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 between $533 million to $950 million. He reviewed the environmental impacts and stated there is a substantial amount of environmentally protected and sensitive land in the area. He reviewed the individual stakeholders and the input they provided; it was acknowledged that there maybe a long-term need but it is outside of the planning horizon. 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 and it would impact the planned transportation network for Farumton. There is no plan for the funding shortfall and it is not identified in any current local plans. The staff recommendation from this study based on findings and stakeholder input is that no further action be taken at this time due to substantial environmental impacts, high project costs and a funding shortfall. Public meetings were part of the original project scope but because the project will not move forward at this time it is recommended that those public meetings would not be held.

Commissioner Selby asked how people in Orlando currently get to I-95.

Mr. Dangel replied they could take I-4 to I-95, SR 46 to I-95; there will be improvements to Osteen/Maytown Road that will be an option or they could take the Beachline; it depends on what part of Orlando they are coming from.

Ms. Bollenback stated this study was originally promoted by Congressman Mica before SR 415 connected to the Greenway, before the widening of I-4, before improvements to Osteen/Maytown Road were discussed and prior to SunRail. In his vision, there was a need to have a limited access facility because there would be development around SR 415 that would make it more congested and at that time, there was no plan to widen I-4. A lot has happened since then; this money was set aside in 2005. The TPO originally did not want to pursue this project because of the environmental concerns and the exorbitant cost. There has also been an effort at the state level to identify “corridors of the future” which is a broader look at where to expand the interstate system and this corridor is not part of that effort. There are a lot of negatives with this project, hence the recommendation not to move forward with public outreach.

Vice Mayor McGuirk asked if putting this corridor in would take the pressure off I-4 and the Beachline.

Mr. Dangel replied yes, it would have some effect.

Vice Mayor McGuirk stated this study is important for Southeast Volusia County but their daily traffic counts do not accurately portray the reality. The Beachline is how East Orlando accesses the beaches and during certain times such as summer or special events, traffic is gridlocked. It is an important need in his opinion; it would alleviate traffic on the existing roads. He wants to stress the importance of the study and that the traffic counts do not tell the whole story of why this corridor is needed so much. To say that the improvements to I-4 have solved the traffic problem is not accurate.

Councilwoman Long stated she appreciates that the substantial environmental impacts were considered because if this was built it would open up environmentally sensitive land for development.
Ms. Bollenback stated the TPO is looking for a consensus to conclude the scope of work without public meetings; it may be considered again in the future but the timing is not right now. It is an environmentally sensitive and high cost project, there is not a project champion that wants to move it forward and having public discussions may create unwarranted concern. TPO staff’s recommendation is to document and close out the study and not move forward with public meetings.

**A hand count was taken and the consensus is to document and archive the study.**

Ms. Bollenback stated the TPO would close the study and bring a draft document back for review.

Commissioner Nabicht asked how much of the earmarked money for the study was spent and how much will be returned.

Ms. Wyche replied that approximately $365,000 is left out of $750,000.

Commissioner Nabicht asked if that money would go back to the federal government.

Ms. Wyche replied yes.

Ms. Deyette commented that she had expressed her feelings on this project at the CAC meeting; she served on the Smart Growth Committee for years and she is glad the project is going away.

**B. Presentation and Discussion of the R2CTPO FY 2017/18 Year in Review**

Ms. Blankenship ran a PowerPoint slideshow accompanied by music on the R2CTPO FY 2017/18 Year in Review and stated the video includes highlights and not everything the TPO has done. It has been a busy and eventful year.

Councilwoman Power referred to the Back to School backpack giveaways in August and asked if the TPO had thought of doing bicycle helmet fittings then.

Ms. Blankenship replied the TPO has in previous years; it did the Edgewater Back to School party a couple of years ago. The TPO does summer school helmet fittings and rotates the schools every year.

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

Chairperson Denys stated the “Tell the TPO” survey kicked off April 30, 2018 and wraps up this Saturday, June 30, 2018. Participation has been stronger than in previous years.

Ms. Blankenship gave a PowerPoint presentation on the 2018 “Tell the TPO” survey preliminary results and commented that TPO Board members have been helpful in getting responses as have all of the advisory committees. Currently, 1,982 responses have been received, just short of the 2,000 goal. She announced Vice Mayor Handy-Peters turned in 12 responses this morning and plans to have more. She reviewed the preliminary results. Commissioner Nabicht is in the lead for TPO Board members with 61 responses. She reviewed the results to date of the questions from the survey and the demographics.

Council Member Perrone referred to the public transportation and bus service question of faster and more direct bus service and commented that should be something to consider for the future. If he wants to go to Port Orange from Ponce Inlet, the bus takes him past Dunlawton Avenue to the transfer plaza in Daytona Beach where he has to pay another fare to change buses and go back to Dunlawton Avenue. The TPO needs to look at free bus transfers instead.

Ms. Bollenback replied that this transit system is a “hub and spoke” system; everyone comes into a transfer plaza and goes back out. There are transfer points in Ormond Beach and at Dunlawton Avenue and Nova
Road. Eventually, when a system becomes more mature, it becomes more of a grid system and there are multiple transfer points. It has been discussed but the system is not yet mature enough; it is also very expensive to do.

Ms. Heather Blanck, Votran, stated although Votran does not issue transfers, there is a cost effective way to move around the system if they buy a one-day pass for $3.75. It allows for unlimited boardings and alightings anywhere the buses go and Votran encourages people to do that because it costs less than three boardings and is half-price for youths, seniors or disabled individuals.

Ms. Blankenship stated the “Tell the TPO” Summary Report will be brought back for adoption in August.

D. FDOT Report

Ms. Wyche stated the report is provided in the agenda; one project was added, the storm pipe cleaning and lining on SR 40 and SR 430 has begun and all other projects are on schedule.

Commissioner Gilliland commented that there were two presentations for the East International Speedway Boulevard (ISB) project Monday for the design contract and asked when the contract would be awarded.

Ms. Wyche replied she did not have that update but would get it for him.

Chairperson Denys asked for that update to be provided to the entire TPO Board.

VII. Executive Director’s Report

→ Update on Transportation Performance Measures Implementation

Ms. Bollenback stated the TPO adopted safety performance targets for 2018 and FDOT is set to update and adopt 2019 targets at the end of August. Those targets are being rolled into the TIP as well as the Long Range Transportation Plan (LRTP). When the TPO updates the process for the Call for Projects, it will be updating the applications and changing the language to make sure the projects help meet the targets. There are other targets including bridges that will need to be reviewed and adopted by November. The TPO will likely be supportive of FDOT’s targets. Her concern and what she has been promoting at the state level is how this TPO compares across the nation because even though this is not currently affecting funding decisions, it is hard to imagine it will not in the future. The state safety targets have been identified on the Federal Highway Administration’s (FHWA) website so the measures and targets of each state are seen. Florida funnels a lot of funding through the Transportation Trust Fund maintain our transportation system at a certain level and not all states do that. The TPO does not want to see federal funding decisions correct problems in states where they are not willing to fund their transportation system like Florida does. She is trying to promote those conversations at the state level through the MPOAC.

→ Update on R2CTPO Policies Regarding the Annual Call for Projects and List of Priority Projects

Ms. Bollenback stated that last month the board discussed the annual Call for Projects process and the updating of project information. There was a follow up discussion at the Executive Committee regarding the policies and ways to encourage local agencies to update their project information as part of the annual review. Although the board discussed changes, the Executive Committee realized the Call for Projects cycle was ending and changes can be done more thoughtfully and carefully during the fall review.

(Handout provided)

Ms. Bollenback referred to the handout of the SIS Long Range Cost Feasible Plan and stated the TPO identifies SIS projects and priorities that are funded and those that are needed in the Long Range Transportation Plan (LRTP). As part of the update to the SIS Cost Feasible Plan, the TPO submitted a
resolution to the district and to the state clarifying local needs. In a follow-up inquiry, the TPO discovered that the state was ready to approve the plan but the TPO had not seen the draft list and was unable to provide comments. The list was issued Monday as a final list. The good news in this plan is that the interchanges the TPO identified as needed are beginning to be funded. The list was sent to TPO Board members electronically. The LPGA Boulevard interchange is funded prior to 2035 for construction, SR 44 has design funding, US 1 is planned to be funded for construction prior to 2040, and the Pioneer Trail interchange is also funded for construction by 2040. All of these plans and interchanges were unfunded needs in the LRTP. She has requested follow-up information for a project that had not been previously identified in the planning area; the widening of I-95 from Palm Coast Parkway north into St. Johns County. The preliminary response from FDOT was that St. Johns County was pushing that project but traffic counts will have to be done as that is one of the least utilized sections of I-95 in the planning area. She called attention to the SR 40 projects; they have been included in 2035 and 2040 for construction, however, the order of priority is out of sequence. The lengthier sections in the rural area are ahead of the widening of Williamson Avenue where there is much more development. She will prepare a letter to FDOT providing comments regarding this. This is FDOT's Cost Feasible Plan but the TPO will still develop its LRTP and priorities so there is opportunity to influence the process over time.

Chairperson Denys asked for clarification that the TPO was not notified of the new Cost Feasible Plan.

Ms. Bollenback replied there is not a clear process established for how FDOT collects information and sends it to the central office. She has expressed a desire that be more formally established so that there are no surprises in the future. In some parts of the state, presentations are given and MPOs have the ability to provide comments. This TPO has previously received the list in advance and was able to provide comments before FDOT approval; she is not sure why that did not happen this time but is working with FDOT to understand.

Chairperson Denys asked if the list was final.

Ms. Bollenback replied the list has been approved for FDOT by FDOT; the TPO's LRTP is the document the TPO will approve. If the order is not what the TPO wants or if there is something that the TPO does not agree with, action can be taken at that time. This is the largest expenditure in the Long Range Transportation Plan (LRTP) and it is extremely important to the TPO, the state and the nation; having full input is the intended with the 3-C planning process. This was an oversight and she does not want it to overshadow the good news that the TPO's projects have advanced; however, not being involved in the process is a concern. Until she understands what happened, she cannot provide an objection.

Chairperson Denys asked Ms. Wyche, TPO Liaison, what happened.

Ms. Wyche replied it was the District SIS Coordinator and FDOT is looking into it and researching why the TPO did not receive the list.

Chairperson Denys asked if there was a distribution list; the TPO serves two counties, Volusia and Flagler, and to be left out of the loop when others were included is troubling.

Ms. Bollenback replied the River to Sea TPO is not the only MPO that did not receive it; no MPOs in the district were provided a draft. She spoke with staff at MetroPlan and they did not receive it. This was a District 5 mistake.

Chairperson Denys asked members for approval to direct Ms. Bollenback and to send a letter of concern to the District 5 Secretary.

The TPO Board members agreed.

Chairperson Denys stated she would work with Ms. Bollenback after the meeting to draft the letter.
Ms. Bollenback stated the TPO has previously done law enforcement exercises throughout the county with various local governments and the state has developed a program to do the same sort of exercises funded at the state level. Volusia County is one of the target counties; Flagler is not. The information is available through FDOT; they are tracking injuries and fatalities. They have targeted $80,000 for the various law enforcement agencies in Volusia County; it pays for overtime for police officers to do the high visibility law enforcement exercises. The money is distributed based on population and what she has understood from FDOT is that not everyone is accessing the money. There is leftover money each year so they can request more money if needed. FDOT staff as well as the Center for Urban Transportation Research (CUTR), have offered free assistance to local governments in completing an application. Ormond Beach and South Daytona are the only two agencies that have applied this year. She encouraged members to apply for this funding while money is available. This is a very worthwhile effort.

Councilwoman Power asked what the program is called.

Ms. Bollenback replied she will email the information to board members that will include contact information and links to the program; it is called the High Visibility Law Enforcement Program.

Councilwoman Power asked if the money was available retroactively.

Ms. Bollenback replied the money will be available July 1, 2018; as soon as an agency is approved and start the operation, they can bill for the overtime. There is some reporting but that process is not intended to be onerous. The point is to reduce injuries and fatalities.

VIII. River to Sea TPO Board Member Comments

Chairperson Denys stated the consent agenda approved earlier includes the cancellation of the July Executive and TPO Board meetings; the next TPO Board meeting will be August 22, 2018.

Councilwoman Power stated she appreciates that Edgewater was a stakeholder in the I-95 to SR 417 Connector Study and Congressman Mica’s support but the scene has changed so she appreciates that the study is ending.

Commissioner Lindau stated this is the fourth time he has not received the agenda in the mail and suggested tablets be provided to members at the meeting instead of having the continued cost of printed agendas.

Ms. Bollenback replied she will add that to the list of things to discuss at the next Executive Committee meeting.

Chairperson Denys stated the cost of tablets would exceed the cost of printing the agendas.

Councilwoman Power commented that a lot of members have tablets with them now.

Chairperson Denys stated the agendas and attached documents are available on the TPO website.

Council Member Perrone referred to the public comment made earlier regarding the intersection of South Peninsula Drive and Dunlawton Avenue and stated another complication is the new Starbucks approximately 100 feet south of that intersection; the traffic it has caused along with the traffic coming off the bridge and the beach exit ramp. He suggested that perhaps in 20 or 30 years a new bridge be constructed at Beville Road because of all the construction taking place there. He stated he watched Volusia Magazine on June 11, 2018 and saw Ms. Blankenship being interview about the "Tell the TPO" survey and that she did a fabulous job of explaining what and who the TPO is and explained the survey in detail. He also attended the MPOAC Institute this year, and after speaking with other attendees, he realized we have the best managed and functioning TPO in the state; he complimented Ms. Bollenback and TPO staff for their good work. This TPO also has one of the best relationships with FDOT in the state and he thanked FDOT for that. The recent Supreme Court ruling regarding out-of-state internet sellers having to collect and remit sales taxes could mean Volusia County may not need a new sales tax. They do not have the actual numbers yet but it could have a far-reaching effect for the county.
Vice Mayor Handy-Peters thanked Ms. Blankenship for the “Year in Review” presentation and commented it was a great video. She referred to a letter to the editor of the Daytona News-Journal on June 21, 2018 from BPAC member Dr. Jason Aufdenberg; it was a nice article and letter and she encouraged members to read it. She asked Mr. Storke, Chairperson of the BPAC, to thank Dr. Aufdenberg for his letter.

Chairperson Denys referred to the MPOAC Institute and commented that she went a few years ago and encouraged members to go if they have not previously done so; it does reaffirm what we are doing here. There are some TPOs that are splintered and divided with adversarial relationships. This TPO is very fortunate on multiple levels with its relationships and with staff.

Council Member Patterson gave a SunRail update and stated the problem we will have starting in 2020 is paying for SunRail that does not come to DeLand, paying 50% of the maintenance cost of 12 miles, and operating expense because if the county does not pay it, they will take the money out of our road program through FDOT. He has three amendments he has tried to get passed that will help the county which affects the operating agreement, the funding agreement and the FDOT section for road funding but he has not been able to get them passed. At the last meeting, he did get a motion passed that states the SunRail Commission authorizes the Commission Chair to formally request FDOT to enter negotiations with senior staff of the local government partners to discuss potential amendments to the interlocal funding agreement and the interlocal operating agreement on relevant issues pertaining to the impending takeover of the SunRail system. It also will take into consideration the operating and funding of the DeLand station. The Commission is going to FDOT to get these issues resolved. Finally something is moving so that the county does not end up paying for something it is not getting which would be a huge hit to the county’s general fund.

Council Member Bastian stated Port Orange hopes that when the new Orange Avenue Bridge opens that it will relieve some of the traffic at the intersection of Dunlawton Avenue and Peninsula Drive.

Commissioner Selby stated Ormond Beach recently had a transportation workshop with Ms. Maryam Ghyabi from Benesch and one of the comments she made was that Volusia County does not ask for enough funding from FDOT. That comment caused him to think long-range and north/south and east/west. Recently he drove to Miami and back in one day and there are two or three interchanges under construction in Brevard County. He encouraged members to push hard for interchange improvements here. He has lived in Ormond Beach for 35 years and what he has noticed is the two bridges that should exist that do not. Number one is Beaville Road from I-4. The other is at LPGA Boulevard and perhaps SR 442 should have a bridge. These bridges would relieve congestion on International Speedway Boulevard (ISB), SR 44 and SR 40. We need to start working now to get this done.

Chairperson Denys asked how the county should ask for more funding; it was a city presentation.

Commissioner Selby replied he did not know but these projects are important to the cities and the county. The LPGA Boulevard bridge would be a Daytona Beach and Holly Hill project and they should be pushing for it; if they pushed it, Ormond Beach would support them.

Discussion continued.

IX. Information Items
→ Citizens Advisory Committee Attendance Record – 2018
→ Technical Coordinating Committee Attendance Report – 2018
→ Bicycle/Pedestrian Advisory Committee Attendance Record – 2018
→ May TPO Outreach and Activities
→ FDOT Joint Transmittal Letter and Consensus Document to FHWA
→ Regional Resiliency Action Plan Workshop Flyer

X. Adjournment

There being no further business, the River to Sea TPO Board meeting adjourned at 10:42 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 June 27, 2018 regular meeting of the River to Sea Transportation Planning Organization (TPO) Board, approved and duly signed this 22nd day of August 2018.

Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization
Request for Public Comment

Dear Citizen:

Public participation is encouraged at all TPO Board and advisory committee meetings. If you desire to be recognized by the Chairman, please fill out this form and give it to a TPO staff member (PRIOR to the start of the meeting).

Thank you for your cooperation. 

Lois Bollenback, Executive Director
River to Sea TPO

Please indicate when you wish to address the committee/board:

☑ At the beginning of the meeting under Public Comment
□ At the beginning of the following agenda item:

(Please indicate the specific agenda item)

Date 27 June 2018

Name ROBERT R. BILLARD
Address 4802 SW PENINSULA DRIVE
Contact Information 386 256 3550

Comments: (please use back of page if needed)

DANGEROUS INTERSECTION

Delmausten ~ S Peninsulae

Visibility of lights

Requesting Solar light
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Funded CFP Totals

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**Legends**

- **ID**: Facility ID
- **FROM**: Start point of the project
- **TO**: End point of the project
- **Design**: Description of the design
- **Right of Way Construction**: Description of right of way construction
- **PS Funds**: Description of PS funds
- **Other Funds**: Description of other funds
- **IMPRT TYPE**: Description of import type

**Notes**

1. All values in thousands of Present-Day Dollars (2017).
2. All phase costs are supplied by each District.
3. This table includes both Construction (CON) and Construction Support (CS) projects.
4. ROW includes both Right-of-Way Acquisition/Construction (ROW/Acquisition) and Right-of-Way Support.
5. 'PS Funds' - Used to fund Projects/Program areas over a specified number of years.
6. Revenue forecast provides separate variables for P&PE and then for ROW and CON.
7. The data includes all revenue or additional funds.
2018 TELL THE TPO
A COMMUNITY TRANSPORTATION SURVEY

The River to Sea Transportation Planning Organization (TPO) wants your input as we plan transportation improvements for Volusia County and parts of Flagler County. Please complete our survey online at www.TelltheTPO.com or mail back this copy. All responses received by 6/30/18 will be eligible to enter a drawing for a three day/two night hotel mini-vacation.

1a. Home Zip

1b. Work/School Zip (if applicable):

2. What forms of transportation do you use regularly (3 or more times per week)? (Select any that apply):
   - Walk
   - Bicycle
   - Drive Alone
   - Carpool
   - Bus
   - SunRail
   - Uber/Taxi

3. If you do not walk or bicycle now, what prevents you from doing so? (Select any that apply):
   - Lack of pedestrian or bike facilities (sidewalks, marked crosswalks, paths, bike lanes, etc.)
   - Safety concerns (too much traffic, vehicles too fast, sidewalks too close to roadway, etc.)
   - Distance too far or takes too long to walk or bicycle
   - I am not comfortable with my bicycle riding/walking ability
   - I won’t walk or ride a bicycle, even if pedestrian and bicycle facilities are improved
   - I can’t walk or ride a bicycle, no matter how sidewalks or bicycle lanes are improved

4. If you do not regularly use public transit buses, what improvements might make them a more attractive option for you? (Select any that apply):
   - More convenient bus stops or route locations
   - Faster or more direct bus stops
   - More frequent and/or expanded hours for bus service
   - Cleaner buses
   - Lower fares
   - I do not know enough about public bus service to make that choice
   - I will not ride the bus, even with public transportation improvements

5. If you do not regularly use SunRail, what improvements might make it a more attractive option for you? (Select any that apply):
   - More frequent and/or expanded hours for SunRail service
   - Expand SunRail service to DeLand station
   - Expand SunRail service beyond DeLand station

6. What is your overall level of satisfaction with the current transportation facilities in Volusia/Flagler Counties? (Select one answer for each category.)
   (Rank: 1=completely satisfied; 2=somewhat satisfied; 3=neutral; 4=somewhat dissatisfied; 5=completely dissatisfied):
   - a. Sidewalks and crosswalks (availability, maintenance conditions, etc.) 1 2 3 4 5
   - b. Trail system (availability, trail conditions, logical connections, etc.) 1 2 3 4 5
   - c. Bicycle lanes (accessibility, bicycle lane markings, pavement conditions etc.) 1 2 3 4 5
   - d. Public transit service (availability, routes connecting destinations, etc.) 1 2 3 4 5
   - e. Public transit shelters/benches (availability, conditions) 1 2 3 4 5
   - f. Local neighborhood streets (traffic, maintenance conditions, etc.) 1 2 3 4 5
   - g. Major streets (traffic, maintenance conditions, etc.) 1 2 3 4 5
   - h. Interstate highways (traffic, maintenance conditions, etc.) 1 2 3 4 5

7. As we prioritize spending on transportation projects, do you think we should invest more, the same, or less than we are spending now on the following? (Select one answer for each category.)
   (Rank: 1=1 much more; 2=more; 3=the same; 4=less; 5=much less):
   - a. Improving roadway operations (better traffic signal timings, adding or extending turn lanes, etc.) 1 2 3 4 5
   - b. Implementing technology to improve safety and efficiency of traffic operations (e.g. coordinated traffic signals, real-time mobile traffic info, etc.) 1 2 3 4 5
   - c. Building new roadways 1 2 3 4 5
   - d. Adding lanes to existing roadways 1 2 3 4 5
   - e. Traffic calming measures (e.g. roundabouts, speed bumps, etc.) 1 2 3 4 5
   - f. Improving/adding bus service 1 2 3 4 5
   - g. Improving/adding SunRail service 1 2 3 4 5
   - h. Encouraging carpooling (e.g. communication and/or incentives) 1 2 3 4 5
   - i. Adding/Improving multi-use trails 1 2 3 4 5
   - j. Improving walking conditions (e.g. sidewalks, crosswalks, pedestrian signals, etc.) 1 2 3 4 5
   - k. Improving bicycling conditions (bike lanes, waysfinding, paved shoulders, etc.) 1 2 3 4 5

Continue Survey >>

To complete this survey online, visit www.TelltheTPO.com
Please let us know if you would like the additional information on either of the topics:

- The Annual report
- Health & Safety
- IT issues/changes
- IT issues/changes
- Leadership changes
- Other

We are pleased to provide this information upon request. If you have any questions or need further assistance, please contact our office at [Contact information provided].