Citizens' Advisory Committee (CAC)
Meeting Minutes
August 20, 2019

CAC Members Present:	Representing:
Sue Habel	Daytona Beach
Marcia Stevens-Foltz	Flagler County
Gilles Blais	Holly Hill
Nora Jane Gillespie, Chairperson	New Smyrna Beach
Bob Storke	Orange City
Roger Strcula	Ormond Beach
Alan Peterson, Vice Chairperson	Palm Coast
Susan Elliott	Pierson
Joe Villanella	Ponce Inlet
Bobby Ball	Port Orange
Jack Delaney	South Daytona
Dave Castagnacci	Volusia County Chair
Elizabeth Alicia Lendian	Volusia County at Large
Melissa Winsett (non-voting)	Volusia County Traffic Engineering
Edie Biro	Votran (CTC)
Vickie Wyche (non-voting advisor)	FDOT District 5

CAC Members Absent:	Representing:
Ralph Bove	DeBary
Janet Deyette (excused)	Deltona
Daniel Klasel, Jr. (excused)	Edgewater
Rob Plympton (excused)	Flagler Beach
Faith Alkhatib (non-voting)	Flagler County Traffic Engineering
Tisha Peterson	Flagler County Public Transportation
Rick Basso	Lake Helen
Ann Christian	Volusia County D-1
Patricia Lipovsky (excused)	Volusia County D-2

Others Present:	Representing:
Debbie Stewart, Recording Secretary	TPO Staff
Colleen Nicoulin	TPO Staff
Lois Bollenback	TPO Staff
Stephan Harris	TPO Staff
Crystal Mercedes	TPO Staff
Pam Blankenship	TPO Staff
Jim Abbott	Daytona News-Journal
Kellie Smith	FDOT
Anna Taylor	FDOT
Steven Buck	FDOT
William Roll	Kimley-Horn, Inc.

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

Chairperson Gillespie 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. Press/Citizen Comments

There were no press/citizen comments.

III. Action Items

A. Review and Approval of June 18, 2019 CAC Meeting Minutes

MOTION: ***A motion was made by Mr. Peterson to approve the June 18, 2019 CAC meeting minutes. The motion was seconded by Mr. Storke and carried unanimously.***

B. Review and Recommend Approval of Resolution 2019-## Amending the FY 2019/20 to 2023/24 Transportation Improvement Program (TIP)

Ms. Nicoulin stated each year at this time the TPO receives a report from FDOT listing projects that were intended to be committed in the prior fiscal year but were not. They automatically roll-forward in FDOT's Work Program but not in the Transportation Improvement Program (TIP) so a roll-forward amendment must be approved for the Work Program and TIP to match. There are two other projects included in this amendment; the Old New York Avenue paved shoulder project in DeLand adds funding for a railroad crossing construction phase and funding for the US 1 traffic signal upgrade in Holly Hill from 6th Street to Flomich Street was adjusted because a new estimate for right-of-way was received that is lower than the previous estimate.

MOTION: ***A motion was made by Mr. Storke to recommend approval of Resolution 2019-## amending the FY 2019/20 to 2023/24 Transportation Improvement Program (TIP). The motion was seconded by Ms. Elliott and passed unanimously.***

C. Appointment of Complete Streets Subcommittee Members

Mr. Harris gave a PowerPoint presentation of complete streets; he stated complete streets are streets where the entire right-of-way is planned, designed and operated for all modes of transportation and all users, regardless of age or ability. He reviewed the benefits of complete streets and discussed how they can improve safety. He reviewed the definition and stated a street needs to accommodate the user in a specific context; therefore, a complete street in an urban area may look different than a complete street in a suburban or rural area. He reviewed the vision and goals of the Complete Street Policy and stated once the policy is adopted it will be a framework for local governments to emulate and adopt a policy specific to their community. The TPO will develop outreach and training materials and revise the project prioritization process to incentivize complete streets projects; extra points may be given to project sponsors when a complete streets project application is submitted. It will also be addressed in the upcoming 2045 Long Range Transportation Plan (LRTP). As part of the vetting process for the Complete Streets Policy, volunteers for a subcommittee are being requested from the BPAC, CAC and TCC. The subcommittee will meet once later this month or next month to review the draft policy and provide feedback; the date and time has not yet been set but will be within the next three weeks. The draft will then be presented to the advisory committees and TPO Board; the TPO anticipates adoption in October.

Mr. Peterson referred to the goals and stated the goal to improve health is vague and should be defined in more detail. He referred to the possibility of incentivizing the priority process for complete streets applications and stated there are many streets where it is financially impossible to create a complete street. He is concerned the process may jeopardize funds for streets that cannot be considered to be complete streets. Complete streets work fine in the areas shown; dense, urban areas. In a more rural area complete streets may not be possible; he is speaking from the viewpoint of Flagler County where the drainage system is a swale system and it would take massive financial additions to change it to a curb and gutter area.

Mr. Harris replied the goal to improve health is broad but will be more specific in the actual policy. He agreed that not every road can be what we have defined as complete but the improvements made have to be context sensitive. The Complete Streets Policy is an approach so improvements made in a rural area may look very different than a street improved in a dense, urban environment that has different constraints. The TPO is not advising local governments what streets to choose but is laying a policy framework so when they choose streets and submit project applications, if it fits within the adopted policy they will have opportunities to earn

extra points. There are complete streets projects on the current priority list; hopefully, the incentive will encourage additional projects to be brought forward.

Ms. Habel asked if the streets already designated as complete streets would be shared with the committee.

Mr. Harris replied there are complete street projects on the priority list; Beach Street, between International Speedway Boulevard (ISB) and Fairview Avenue, and the East International Speedway Boulevard (ISB) Corridor Improvement project.

Ms. Habel asked if the TPO is partnering with a variety of organizations to work on this policy including governmental and non-governmental agencies.

Mr. Harris replied yes; mostly governmental but also the Florida Department of Health in Volusia County and the Walkability Action Institute which is a non-profit.

Ms. Habel asked where the funding would come from.

Mr. Harris replied from the federal funding the TPO receives annually; there is no new funding source. The projects will be funded the same as the other projects on the priority list are funded; from SU and other federal funds.

Discussion continued.

Ms. Nicoulin stated this policy is intended to provide a guideline for local municipalities to adopt and implement within their cities; currently, Orange City and New Smyrna Beach have complete streets policies. The intent is to provide a consistent framework for other local municipalities to help them identify projects.

Ms. Habel asked if this will be an umbrella policy for cities to use as a guideline as they plan their projects.

Ms. Nicoulin replied correct.

Ms. Foltz commented normally the cities adopt policies, goals and objectives in their transportation element so when they find a project it will be part of their comprehensive plan.

Ms. Habel asked if the city of Daytona Beach has a complete streets policy.

Mr. Harris replied no, not to his knowledge. Orange City is revisiting their complete streets policy to see how they can make improvements because on a municipal level, they have to make changes to design standards and their comprehensive plans.

Mr. Castagnacci asked if a street is outside a local government's jurisdiction such as a state road would they work with the TPO or FDOT.

Mr. Harris replied FDOT has a complete streets policy; the TPO's Complete Streets Policy will complement their policy. The TPO is working it so there will not be conflict between FDOT's policy and the TPO's.

Chairperson Gillespie asked for volunteers to serve on the Complete Streets Subcommittee.

Mr. Villanella and Mr. Castagnacci both volunteered.

MOTION: ***A motion was made by Mr. Storke to appoint Mr. Castagnacci and Mr. Villanella to the Complete Streets Subcommittee. The motion was seconded by Ms. Elliott and passed unanimously.***

IV. Presentation Items

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

Ms. Nicoulin stated the TPO is preparing to kick-off the 2045 update to the Long Range Transportation Plan (LRTP); there will be a presentation or action item related to the update each month until adoption. She introduced Mr. William Roll, Kimley-Horn and Associates, Project Manager, to give the presentation.

Mr. Roll stated he began his professional career as an intern for the Volusia County MPO in 1993 and worked on the 2020 LRTP. He gave a PowerPoint presentation and introduced his team including subconsultants. He reviewed the major milestones and the schedule of deliverables. The adoption package will be presented in June 2020 which will include the cost feasible plan and an open public hearing will be held; the plan will be adopted in September 2020. He reviewed the public involvement schedule and stated there will also be ongoing public involvement activities TPO staff will be doing. One of the most important parts of the LRTP is to show how the projects in the cost feasible plan will be funded.

Ms. Biro asked what the public participation will consist of.

Mr. Roll replied there will be ongoing public participation TPO staff will be doing as well as a website and social media. There will be a series of six focus groups; three geographically distributed workshops regarding the needs assessment and three workshops for the cost feasible plan.

Mr. Castagnacci asked when the LRTP Subcommittee will meet.

Mr. Roll replied they are considering meeting on the same day as the CAC and TCC meetings.

Ms. Nicoulin added the subcommittee will meet prior to the CAC meeting; it will most likely be a lunch meeting between 12:00 pm and 1:00 pm starting in September. Information will be sent out prior to the meeting once it is scheduled.

Mr. Blais commented he was on the subcommittee ten years ago and they forgot how much traffic comes through Volusia County; they were unaware that I-95 and I-4 were going to be redone. The area being developed now was a swamp then. The only information he remembers receiving is that they were going to add an extra lane to I-95.

Mr. Roll replied they will be discussing what money is available for the development of the plan and improvements. The interchange project of I-95 and I-4 is funded through a pot of money from FDOT that is distributed statewide. The subcommittee will get into more details about what funding is available and who has responsibility for what.

Ms. Foltz asked if the consultants would have an office here and commented that Volusia and Flagler Counties have a lot of vacant land compared to the rest of the state and the potential for growth in 25 years is huge. She can see the shift since she has been here from 2004 with the distribution centers, etc., that have come into the area; it brings in younger families and also moves people. People that live in Palm Coast come to Daytona Beach to work and also go north. She does not believe the patterns we have today will be the same patterns in 25 years. She hopes time is spent with the cities to discuss projections.

Mr. Roll replied one-third of the budget is dedicated to public involvement. Their closest office is in Orlando. In terms of population and employment numbers, those have been developed collaboratively with TPO staff. This will be a starting point and the information will be used with guidance from FDOT, TPO staff and the surrounding counties and other MPOs in developing how those travel patterns will change. In addition to demographic changes, transportation changes are also happening; there is a shift in mode preferences as well as the introduction of autonomous vehicles. He reminded members the LRTP is updated every five years.

Ms. Bollenback stated this is when we think about where transportation is headed and there are a lot of questions. There was a time when people would vacation, they stayed in hotels and we could determine the occupancy rates and determine the traffic patterns. Now, there is Vacation Rentals by Owner (VRBO) and they are going all over, not necessarily into the tourist districts. There will be a presentation next week at the TPO Board meeting from a company called Voyage; they are doing an autonomous vehicle pilot project in the Villages. Ninety-seven percent of crashes are the result of human error or driver mistakes; those could potentially go away with autonomous vehicles. Resiliency also must be considered; money in the past year was diverted from projects to repair SR A1A and the panhandle after hurricane damage. There are funding issues, political issues and significant technology changes; Saudi Arabia is actually testing flying drone police motorcycles. The fact is there are significant changes that we have not had in decades; technology will be very different in five years. The TPO wants to involve as many people as possible during the development of the LRTP.

B. Presentation and Discussion of an Amendment to the 2040 Long Range Transportation Plan (LRTP)

Ms. Nicoulin stated this item applies to the current adopted 2040 Long Range Transportation Plan (LRTP). Recently, funding was programmed for right-of-way for two segments of the SR 40 widening project; one between US 17 and SR 11 and the other between SR 11 and Cone Road in Ormond Beach. Because FDOT has the funding programmed in the Work Program it needs to be reflected in the 2040 LRTP. As part of this amendment, the TPO will be considering incorporating the I-95 and US 1 interchange improvement project; Ormond Beach has been actively looking at improvements to this interchange for safety and design. It is one of the oldest interchanges in the planning area. It is currently in the LRTP but on the unfunded needs list; it may be moved to the funded needs list. Also, additional performance measures the TPO was required to adopt will be incorporated into the plan. Earlier this year when the plan was amended to include the I-95 interchanges at SR 44 and Pioneer Trail, the adopted safety performance measures were added. Since then, bridge condition, pavement condition and travel time reliability performance measures have been adopted which will need to be included. This item will be back next month or the following month with additional details.

C. Presentation and Discussion of Lane Reduction on Oakridge Boulevard

Ms. Nicoulin introduced the project manager from FDOT, Mr. Steven Buck, to give the presentation.

Mr. Buck gave a video presentation on the Oakridge Boulevard project between North Halifax Avenue and SR A1A; he announced a public meeting will be held regarding this project tonight at the Peabody Auditorium. He reviewed the project purpose and need and stated it was originally intended to be a three "R" project; repave, restore and rehabilitate. Because FDOT has a complete streets policy, they looked at what could be done to improve the roadway as part of their complete streets initiative. He reviewed the proposed improvements which include reducing the current three travel lanes to two and adding a 7' buffered bike lane. In addition to these improvements, they will evaluate widening the sidewalk and minor curb extensions. FDOT has a rigorous process to justify a lane reduction; they conducted a safety analysis and a traffic analysis.

Ms. Biro commented that this project is all eastbound and asked if there were any improvements westbound.

Mr. Buck replied there are no improvements to Seabreeze Boulevard.

Mr. Blais asked what the speed limit will be on Oakridge Boulevard.

Mr. Buck replied the speed limit will be reduced from 45 miles per hour (mph) to 35 mph.

Mr. Blais commented bicyclists have to clear the intersection at Oakridge Boulevard and Halifax Avenue and it is dangerous coming off of the bridge; he feels there is no consideration for bicyclists and pedestrians. He added the speed limit should be lowered to 15 mph in his opinion.

Mr. Buck continued with the video presentation.

Ms. Foltz asked if this project was located in a community redevelopment area (CRA).

Mr. Buck replied he was not sure.

Ms. Foltz commented she hopes they have a landscaping budget; this project reminds her of a street she worked on that had a CRA which added amenities like landscaping and benches. She hopes there is money to add landscaping to make it friendlier for everyone including bicyclists and pedestrians.

Mr. Buck replied that is one of the reasons for the public meeting; to solicit feedback. Landscaping is one of things they will be evaluating.

Ms. Foltz referred to the valet lane for the hotel and asked if there will be more than a painted surface to separate it from the traffic going eastbound.

Mr. Buck replied those improvements are being done by the hotel developer.

Mr. Castagnacci asked if a low level physical barrier between the bike lanes and travel lanes had been considered.

Mr. Buck replied there is guidance on that; however, due to the number of drivers there it would not be conducive to this type of project. Based on feedback from the BPAC, they can consider providing a wider sidewalk in lieu of installing a bike lane on the roadway.

Mr. Peterson asked what reducing the lanes from three to two would do to the traffic flow. It will decrease the number of vehicles that will fit on the roadway. He asked if they had studied the danger of gridlock at that location.

Mr. Buck replied the traffic analysis showed minimal impact to the traffic; most of the traffic is turning onto Halifax Avenue.

Discussion continued.

D. <u>Presentation and Discussion of the Transportation Regional Incentive Program (TRIP) Priorities</u>

Ms. Bollenback stated the Transportation Regional Incentive Program (TRIP) is a program developed under Florida law that is a funding source to incentivize regional planning. In order to access these funds, MPOs have to enter into an interlocal agreement with the counties or other adjacent MPOs where they submit projects and agree that those projects will be funded with TRIP funds that come into the district. TRIP funding is established at the state level using document stamp funding; it is very complicated formula whereby funds are taken off the top for land acquisition programs, Florida Rail Enterprise, etc., until it filters down to the district. It is distributed in the same way the gas tax revenue is distributed; it is based on fuel sales and population. The amount changes each year which makes it difficult on a local level to plan. She explained FDOT will contact the TPO when they find out they have TRIP funds; the TPO reviews the priority list and determines who might be able access those funds.

Ms. Bollenback stated Flagler County does not have to provide a match so TRIP funds can fund 100% of a project; the Old Kings Road widening project is funded with TRIP funds. Volusia County has to match 50% by law (50% is the expected match statewide) of TRIP funds with either local funds or SU funds. This TPO sets aside its SU funds so unless there is unspent money;, generally, it has to be matched with local funds. Typically, the only entity that has local funds available is Volusia County. The list of requirements, along with the 2016 list of TRIP projects, is included in the agenda. Projects have to meet certain criteria and must be included in the LRTP. The list of projects included in the agenda was developed after the last LRTP was adopted and are in the LRTP. The list can be updated but can only involve removing the projects that have been built. It has been three years and it is time to update; the Central Florida MPO Alliance and other MPOs are updating their lists. It is a good opportunity to ensure the projects are still current. The TPO is working

with FDOT on a better way to communicate this information to them. The reality is when the TPO receives a call regarding available TRIP funds we do not know how much it will be; it could be $2 million or $5 million. It also depends on what budget year the funds are available; if it is a near year there may not be matching funds available. The TPO intends to review the list and work with FDOT to see if there is a better way to communicate the information. These are the only projects in the LRTP; not just the cost feasible projects but all of the projects that were identified as a need but do not have funding.

Mr. Peterson asked why Flagler County is not required to provide a local match.

Ms. Bollenback replied it has to do with income, smaller budget and being rural. Flagler County also can access the Small County Outreach Program (SCOP) and Small County Rural Assistance Program (SCRAP).

Mr. Peterson asked what the population needed to be for a small county.

Ms. Bollenback replied she was not sure but could get that information for him regarding the threshold and why Flagler County can access those programs. Flagler County has been very successful in accessing the SCOP and SCRAP programs as well as the TRIP program. She is not aware of any threshold Flagler County may be about to cross but she will look into it.

Discussion continued.

Ms. Bollenback stated the updated list will be presented next month; it may be formatted in order to communicate the information better to FDOT. When FDOT has money, the TPO wants to help them know how we want it spent. The updated list will be presented next month and after approval it will be sent to the CFMPOA who will endorse the list and send to FDOT.

Chairperson Gillespie asked when the list is sent to the CFMPOA to include the year the project was first brought to the TPO. Maybe if they know how long some of these projects have been trying to get funded they would be more receptive.

Ms. Bollenback replied FDOT would prefer a ranked list but it is a local decision to not rank them in order to maintain flexibility.

Chairperson Gillespie asked if we provided the year the project was brought to the TPO; it shows the project could not move due to costs, etc.

Ms. Bollenback replied she could do that.

E. <u>Presentation and Discussion of the Annual Call for Projects and Priority Project Ranking Process of the River to Sea TPO</u>

Ms. Nicoulin stated each year after the TPO completes the annual Call for Projects and the priority process, the TIP Subcommittee typically meets to discuss the process and any issues that may have occurred; this year, the TPO is discussing the process at the committee level. This gives TCC members that were not on the TIP Subcommittee an opportunity to bring their concerns, questions or comments regarding the process since they are the ones submitting applications. The applications have been constant over the last several years; the resolutions have had some changes. Two years ago, a requirement was incorporated for local governments to provide updated cost estimates annually because many were coming back and asking for additional funds. Last year, the TPO defined the difference between a cost overrun and a cost increase. The TPO is looking for input on the process from last year in terms of the Call for Projects, the projects that were submitted, the priority ranking process and potential improvements to the process.

Chairperson Gillespie commented that as a TIP Subcommittee member, the subcommittee hashed out these improvements. She felt that cities that asked for funding that should have come from their enterprise fund did not need to be considered; if they put a low cost estimate in with plans to come back in a year and ask for

additional funding, they should not get it. It was the same cities over and over that were eating up the funds so other cities did not get a fair chance.

Mr. Peterson referred to Resolution 2019-03 that states the applicants shall provide a local match in the ratio of 10% local funds and 90% state and/or federal funds; his understanding was a local government was allowed to provide more than 10%. He thinks when it is time for a new resolution this should be changed to state a minimum of 10%.

Ms. Nicoulin replied local governments are required to provide a minimum of 10% but they can receive extra points on the application if they elect to provide more.

Chairperson Gillespie commented that if the local governments have a representative come to the subcommittee meeting to back up their project and answer questions, it works in their favor. They encourage the cities to send a representative because questions do arise and it helps if they are present to explain their project. Sometimes the subcommittee needs more information or clarification than is provided on a generic application.

Discussion continued.

Mr. Blais suggested that a local government that pulls a project from the priority list should be fined.

Chairperson Gillespie agreed; it can hold up other projects from getting funding.

Ms. Nicoulin replied there are a variety of reasons projects cannot move forward at the local level; the TPO tries to work with them as partners. The TPO is able to reallocate those funds to other projects. Potentially, a local government may have thought the project would not get funded to a later year and may not have budgeted for it if the project was advanced sooner. The TPO tries to partner with all the local agencies within the planning area.

Mr. Blais stated if the local agencies cannot deliver a project and they use our time they should be fined; if they do not comply it will cost them money so they need to have the project ready.

Ms. Nicoulin replied the TPO will continue to work with the local agencies.

F. <u>FDOT Report</u>

Ms. Wyche announced Ms. Nicola Liquori has been appointed as Executive Director of the Florida Turnpike Enterprise. She was previously the lead over SunRail and at this time, Mr. Mike Shannon, FDOT D-5 Secretary, will be the SunRail lead. FDOT is working to make this a smooth transition and more information will be forthcoming.

Mr. Peterson stated there was a lighting project on I-95 that was supposed to be completed in June but was not. He noticed it is not on the project list and asked if that project has now been completed.

Ms. Wyche replied she believes it has but will get the information and send it to him.

Ms. Foltz referred to the improvements on SR A1A in Flagler Beach; there are three sections and three different designs. The contractor on the north part finished ahead of schedule; the section they are working on now makes it impossible to reach the businesses on SR A1A and there are holes everywhere. It looks like they have a long way to go; she asked if it was the same contractor that did the north side.

Ms. Wyche replied she is not sure but will look into it.

Ms. Lendian referred to the asphalt work being done on SR 44 east at the I-4 interchange and stated it is wonderful and greatly appreciated.

G. Volusia and Flagler County Construction Reports

The Volusia County and Flagler County Construction Reports were provided in the agenda; there have been no changes.

Ms. Winsett announced the Volusia County Traffic Engineering Department is hosting a public meeting tomorrow from 6:00 pm to 8:00 pm on the LPGA Sub Area Study; the meeting will be held at the Daytona Beach Police Department. This presentation was given to the CAC a couple of months ago.

V. Staff Comments

→ Update on SU Funding/Work Program

Ms. Nicoulin stated the TPO is reviewing the recently adopted List of Priority Projects (LOPP) to identify projects to move forward into the Work Program for funding. Staff has been contacting the cities that have projects ranked high on the Tier B list to identify if they are ready for programming. TIP amendments will be forthcoming over the next couple of months to add those projects to the TIP.

→ Update on FDOT D-5 Proposed Local Agency Program (LAP) Policy

Ms. Nicoulin stated the FDOT D-5 proposed Local Agency Program (LAP) policy has been discussed in detail over the last couple of months; TCC representatives and local cities have provided comments to FDOT regarding the proposed policy. FDOT is currently reviewing those comments and updating the policy and will be holding a workshop in October.

Ms. Nicoulin stated the TPO received a letter yesterday from a citizen from Ormond Beach regarding the Pineland Trail roadway improvement project. Since the letter was just received yesterday, the TPO has not had time to research it. The citizen's concern is that the roadway improvements are not warranted; staff will research the project, talk with the city and bring more information back next month. The letter was addressed to the CAC Chairperson; a copy of the letter was given to Chairperson Gillespie and to Mr. Roger Strcula, the Ormond Beach representative. If anyone else would like a copy she will provide it.

Ms. Nicoulin announced the TPO received a letter from the city of DeLand regarding the Alabama Avenue Multi-Use Trail project; they are withdrawing the project from the priority list. It is a project that is funded in the current year so the TPO is working to reallocate those funds to another project in the current year.

→ Update on Upcoming AV/CV Study

Ms. Mercedes announced the TPO will be conducting a Connected and Autonomous Vehicle Study for our planning area. The purpose of the study is to assess our readiness as an agency to respond and plan for transformational technologies. Kittelson and Associates will be the consultant; the study begins next month.

VI. CAC Member Comments

Chairperson Gillespie stated the TPO Board meetings are held on Wednesdays and she is unable to attend; she asked Mr. Peterson if he could attend the TPO Board meetings as the CAC Vice Chairperson.

Mr. Peterson replied yes.

Mr. Delaney referred to the repairs done on US 1 and noted that they did a great job.

Mr. Blais stated there is heavy traffic on LPGA Boulevard which is increasing every day.

VII. Information Items

→ CAC & TCC Attendance Records

→ June 26, 2019 River to Sea TPO Board Meeting Summary
→ June and July 2019 TPO Outreach and Events
→ Acronym Information Sheets

VIII. Adjournment

There being no further business, the CAC meeting adjourned at 2:53 p.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

MS. NORA JANE GILLESPIE, 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 August 20, 2019 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 17th day of September 2019.

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION