Technical Coordinating Committee (TCC)
Meeting Minutes
August 21, 2018

TCC Members Present:
Fred Griffith
Kok Wan Mah
Mike Holmes
Ron Paradise
Darren Lear
Brian Walker
Becky Mendez, Vice Chairperson
Shawn Finley
Jose Papa, Chairperson
Mark Karet
Aref Joulani
Tim Burman
John Dillard
Jon Cheney
Edie Biro
Vickie Wyche (non-voting advisor)

TCC Members Absent:
Arlene Smith (excused)
Stewart Cruz
Laura Dodd (excused)
Larry Newsom
Faith Alkhatib
Jason Lawrence
Amye King (excused)
Eric Kozieleski (excused)
Larry LaHue

Others Present:
Debbie Stewart, Recording Secretary
Lois Bollenback
Colleen Nicoulin
Stephan Harris
Aarti Sharma
Pam Blankenship
Martha Moore
Lara Bouck
Robert Mathen
Aaron Glick
Margo Moehring
Melissa Winsett

Representing:
Bunnell
Daytona Beach
DeLand
Deltona
Edgewater
Holly Hill
Orange City
Ormond Beach
Palm Coast
Piersson
Ponce Inlet
Port Orange
South Daytona
V.C. Traffic Engineering
Votran
FDOT District 5

Representing:
Daytona Beach Int’l Airport
Daytona Beach Shores
DeBary
Flagler Beach
F.C. Traffic Engineering
Lake Helen
New Smyrna Beach
Volusia County School District
V.C. Emergency Management

Representing:
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Alfred Benesch & Company
H.W. Lochner, Inc.
New Smyrna Beach
Northeast Florida Regional Council
Northeast Florida Regional Council
Volusia County Traffic Engineering

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

Chairperson Papa called the meeting of the River to Sea Transportation Planning Organization (TPO) Technical Coordinating Committee (TCC) to order at 3:10 p.m. The roll was called and it was determined that a quorum was present.

II. **Introduction of New CAC Members (CAC Only)**
III. Press/Citizen Comments

There were no press/citizen comments.

IV. Action Items

A. Review and Approval of June 19, 2018 TCC Meeting Minutes

**MOTION:** A motion was made by Mr. Cheney to approve the June 19, 2018 TCC meeting minutes. The motion was seconded by Mr. Lear and carried unanimously.

B. Review and Recommend Approval of Resolution 2018-## Amending the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP)

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

C. Review and Recommend Approval of Palm Coast Request for Additional Funding for the Seminole Woods/SR 100 Intersection Improvements

Ms. Nicoulin stated the city of Palm Coast submitted an application for funding for an intersection improvement project at Seminole Woods Boulevard and SR 100 through the annual Call for Projects which was ranked by the TIP Subcommittee. It was programmed for funding earlier this year; prior to programming the funding, the city worked with FDOT to update the cost estimate as required by TPO policy. At that time, the estimate was $187,385 which is what was programmed for construction for the current year in the TIP. When the city sent the project out for bid, the bids received exceeded that amount. The lowest bid received was $254,735 leaving a difference of $67,350. The city is asking for additional funding to cover this shortfall. The city is also contributing a significant amount of local funding in the amount of $63,836 to cover the design and CEI phases; 20% of the total project cost. The requirement for a local match is 10%. The request is for additional funding of $67,350 in SU dollars.

**MOTION:** A motion was made by Mr. Cheney to recommend approval of Palm Coast request for additional funding for the Seminole Woods/SR 100 intersection improvements. The motion was seconded by Mr. Paradise and carried unanimously.

Ms. Nicoulin stated this item goes before the TPO Board tomorrow; the arrangement of action items on the TPO Board agenda is different. The request from Palm Coast for additional funding is before the TIP amendment item. The TPO intends to ask the board that if they approve this request for additional funding, it also be included in the TIP amendment. By doing so, the project will not be delayed another month. Unless this committee has any objections, if the request for additional funds is approved tomorrow, the TPO will ask the TPO Board to roll it into the TIP amendment.

**MOTION:** A motion was made by Mr. Cheney to recommend that the additional funding for the Seminole Woods/SR 100 intersection improvement project be included in the TIP amendment if the request for additional funding is approved by the TPO Board. The motion was seconded by Mr. Paradise and carried unanimously.

D. Review and Recommend Approval of Resolution 2018-## Adopting the 2018 “Tell the TPO” Survey

Campaign Summary

Ms. Blankenship stated the “Tell the TPO” survey began April 30, 2018 and ended June 30, 2018. She introduced Ms. Lara Bouck, consultant with H.W. Lochner to give the presentation.

Ms. Bouck gave a PowerPoint presentation and stated the target goal for the survey was 2,000 responses; the total number of responses received was 2,176. This is an increase of 70% over 2016. She thanked the
committee members for their efforts. She reviewed the target events the TPO attended and the media outreach and gave an overview of the responses to the survey questions as well as the demographics of the respondents. She reviewed the results of what respondents are and are not satisfied with on transportation issues and what the top priorities should be for funding. She announced the winner of the Ambassador Challenge is the TCC; the TPO Board member winner will be announced tomorrow at the TPO Board meeting.

**MOTION:** A motion was made by Mr. Cheney to recommend approval of Resolution 2018-## adopting the 2018 “Tell the TPO” Survey Campaign Summary. The motion was seconded by Mr. Lear and carried unanimously.

Mr. Griffith referred to the response that people wanted less traffic calming measures and the assumption that it was because they did not understand it; he asked what that assumption was based on.

Ms. Bouck replied they found it interesting that one of the highest funding priorities was improving safety but they wanted to spend less on traffic calming measures.

Mr. Cheney commented the summary brochure was very professional.

V. **Presentation Items**

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

Ms. Blankenship presented 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.

B. **Presentation and Discussion of Regional Truck Parking Study**

Chairperson Papa introduced Mr. Jeremy Upchurch, FDOT District 5 Freight Coordinator to give the presentation.

Mr. Upchurch gave a PowerPoint presentation on the Regional Truck Parking Study and gave the background of the study including Jason's Law which is a federal mandate that directed the Federal Highway Administration (FHWA) to undertake a national truck parking inventory as well as an industry survey. There are federal funds available to be allocated for truck parking projects. He explained the purpose of the study and stated they have developed a truck parking inventory of both public and private facilities in the nine-county district along I-75, I-95 and I-4. They evaluated the demand through an FHWA model and were able to project existing and future demand needs per segments of the interstate. They are working on the needs, opportunities, what the next steps are and planning stakeholder involvement to review those opportunities. I-75 has a surplus of parking, I-95 has a small deficit and I-4 was identified as the biggest corridor of need. They recently began the Truck Parking Availability System (TPAS) which includes signs before the rest areas on I-95 and I-4 that give truckers advance notice on how many parking spaces are available at the current time. They are looking at opportunities to better utilize existing spaces and opportunities to increase capacity. There is interest at FDOT to potentially fund truck parking projects through the National Highway Freight Program.

Mr. Griffith asked if they looked at the land use around the existing facilities.

Mr. Upchurch replied yes; in the urban areas it can be a problem because of size requirements and there are not always lots available that are large enough. The I-4 corridor near Orlando and the I-95 corridor near Fort Lauderdale have the greatest need and it has been difficult to increase the supply.

Mr. Cheney asked if maps are available that show where existing facilities are and their average usage versus different road segments and what the demand is. He asked if there was a demand for truck parking in a certain segment of I-4 near Orlando or if it is a statewide model of where the demand is.
Mr. Upchurch replied no, it is broken up by county so you can see the supply versus demand in each county. The deliverables and documents are available on the state website; he will send the link to Ms. Bollenback and Ms. Nicoulin to distribute so members can look at the formula. It is broken down by facility and county.

Mr. Griffith asked how truck drivers locate or determine where available parking spaces are; if there was a technological method used.

Mr. Upchurch replied yes; there are cell phone apps that show what is available. Some are incorporating real time availability. The next step is reservations; a lot of the larger travel centers are starting that where truckers can reserve a spot for a small fee. They would like to also integrate the TPAS program.

Mr. Cheney commented that FDOT’s engagement involved the stakeholders but he did not see a survey of the truckers and where they would prefer the truck stops.

Mr. Upchurch replied there was an online survey; that is a difficult industry to get survey responses from. They are also using some survey information from Jason’s Law which is a much more comprehensive survey.

Mr. Cheney asked if that was available on the website.

Mr. Upchurch replied yes.

C. Presentation and Discussion of Request from Port Orange to Increase Funding for the North Spruce Creek Road Sidewalk/SUN Trail Gap

Ms. Nicoulin stated this project is currently in the Work Program; it has been designed and is funded for construction in the current fiscal year for two sidewalks on the east and west side of Spruce Creek Road north of Nova Road. FDOT completed a PD&E study for the St. Johns River to Sea Loop Trail and this section of Spruce Creek Road was identified as a potential alignment for the trail. The TPO, FDOT and the city of Port Orange discussed alternative solutions to pay for an 8’ sidewalk now and then having SUN Trail come through with the alignment for a 12’ wide multi-use trail. The city worked with FDOT and SUN Trail to identify what changes would need to be made to the current design. They are requesting $29,000 in additional funds to do a partial re-design a section on the west side of the road. Since the BPAC takes action on bicycle/pedestrian projects, the TPO brought this as a presentation to the CAC and TCC so they are aware of the issue with this project.

Ms. Mendez asked if Port Orange has funding for construction.

Ms. Nicoulin replied it is currently funded for construction and the city is ready to move forward with two 8’ wide sidewalks.

Ms. Mendez commented the city should take advantage of the opportunity to connect to a SUN trail.

Mr. Paradise asked if SUN Trail could pay for the re-design overrun.

Ms. Nicoulin replied that it has been discussed but SUN Trail has not committed because they have not chosen a preferred route. The funds would come from SU dollars. It is a timing issue and when SUN Trail anticipates the preferred route; Port Orange is ready to go now.

Mr. Paradise asked if there could be a refund in the future.

Ms. Nicoulin replied no.
the TPO planning area. In September, the TPO established the Volusia County Resilient Report based on that methodology. Flagler County looked at the planning area east of I-95. She introduced Mr. Aaron Glick, also with the Northeast Florida Regional Planning Council, to continue the presentation.

Mr. Glick reviewed the methodology, what the study addressed, sea level rise projections and the vulnerabilities of evacuation routes and critical facilities.

Mr. Griffith asked what the flood depth number represents.

Mr. Glick replied it is the expected depth of flood water. He continued reviewing the different scenarios and vulnerabilities. He gave an overview of the focus areas of implementation.

Ms. Moehring stated the first use of this report will be to incorporate it into the TPO's Long Range Transportation Plan (LRTP). In general, if the anticipated life span of a project is known, planners can look at this report and see where there will be impacts and how to design the project to make the best use of tax payer funds. She reviewed the assumptions and recommendations.

Mr. Cheney asked what the practical application of the study is and how to apply the information.

Ms. Moehring replied the immediate thing to do is when considering an infrastructure project or critical facility to look at the study for the level of impact and timing; that allows a more informed decision to be made. It could be to not spend tax payer dollars because the area is too vulnerable or to design it differently to accommodate the vulnerability.

Mr. Griffith commented that if the area is going to flood 14 feet in 2040, 90% of his city will be gone so he will not need public facilities.

Chairperson Papa asked for clarification if the analysis was done based on a particular event occurring and for a description of the event.

Mr. Glick replied it is based on a 100-year flood event plus sea level rise.

Mr. Karet asked if storm surge was a component of the study.

Mr. Glick replied it is the depth of the 100-year flood; there are other variables that are not included in the model.

E. Presentation and Discussion of the Draft Roadway Safety Evaluation and Improvement Study

Ms. Martha Moore, consultant with Benesch, Inc., gave a PowerPoint presentation on the draft Roadway Safety Evaluation and Improvement Study. She has been working with Mr. Harris and the TPO since the spring to build on the 2017 Crash Analysis Study done by the TPO to see what can be done using the three Es; engineering, education and enforcement. They are working within the TPO planning area and going back five years to look at all the crash data using the Signal Four Analytics program to identify segments and intersections that have the most frequent crashes and the most severe crashes to see if there are any engineering solutions to improve them. If not, then they will look to see if education or enforcement could help improve the crash rates. They have excluded Strategic Intermodal System (SIS) projects and intersections and segments that already have studies or projects planned or being done. She reviewed the statistics of the collisions, fatalities and injuries for severity and frequency. She reviewed the project scope and stated a field review was done during peak hours on the segments and intersections identified and noticed many drivers looking at their phones. They looked at the Federal Highway Administration's (FHWA) proven low-cost safety measures to identify what can be done at these intersections and segments. She reviewed the schedule of the study and stated the final report will be presented to the TPO for adoption in September. A link to the draft report was emailed to members on Friday for review and comment by then end of the month.
Mr. Cheney asked what the practical application of the study is and how it can be used.

Ms. Nicoulin replied intersections and road segments have been identified within the municipalities and the TPO hopes they will take this information and apply for improvements through the annual Call for Projects.

Mr. Griffith commented that phones need to be taken away from drivers.

Ms. Moore replied they did identify distracted drivers in the report and it was noticed in the field.

Ms. Nicoulin stated it is not always an engineering solution; the data on how many crashes are due to distracted driving can be given to law enforcement for enforcement or education.

Chairperson Papa asked Ms. Moore to explain what factors were considered to determine crash severity.

Ms. Moore replied they used the Highway Safety Manual (HSM) that has the Property Damage Only (PDO) scale; they assigned a greater score to fatalities, less to injuries and the lowest to PDO crashes to come up with the rating.

Mr. Holmes referred to the intersection in DeLand shown as a high severity intersection and stated it is very dark along that area; he asked if FDOT would use this information to look at installing lights.

Ms. Nicoulin replied FDOT has pedestrian lighting bundle projects that are part of the TIP roll forward amendment; one of those includes this intersection on US 17/92 in DeLand. She can email the list of intersections included in the bundle to the TCC members. There are 18 total intersections including groups in Orange City and DeLand.

F. Presentation and Discussion of the Draft R2CTPO Bicycle Suitability Map

Mr. Harris gave a PowerPoint presentation of the draft Bicycle Suitability Map. He stated the purpose of the map is to provide a portable, graphic representation of bicycle routes suitable for cycling in the entire R2CTPO planning area. The map is intended as a navigational tool for the general public. The TPO made improvements to the last map which included encompassing the entire R2CTPO planning area; the last map was done in 2014 before reapportionment and did not include the parts of Flagler County that the TPO now serves. The TPO also wanted to provide the user with roadway suitability data. The last map consisted of bicycle routes provided by the BPAC and other bicycle clubs. The only roadway data included indicated roads that had posted speeds of above 35 miles per hour (mph) or below 35 mph. The new map will include more roads with suitability data. He reviewed the criteria for roadway suitability and the methodology for determining the suitability levels. The ranges were determined by the Bicycle Suitability Map Subcommittee. He explained the suitability levels in terms of comfort for the rider.

Mr. Cheney referred to the ideal suitability and the posted speed limit; Florida Statute states all roads 30 mph are posted and an engineering study must be done to reduce the speed limit. He asked how the Bicycle Suitability Map Subcommittee derived 25 mph or less as the ideal condition since 25 mph limits are usually only in residential neighborhoods or downtown DeLand.

Mr. Harris replied that is true; the methodology was developed with the assistance of the TPO’s general planning consultant, H.W. Lochner, Inc. They selected 25 mph and the Bicycle Suitability Subcommittee agreed with it.

Mr. Cheney commented that it seems like that is penalizing the county and cities for following the state statute of 30 mph. It should be 30 mph. He asked if any city has a land development code that states all roads be posted at 25 mph.

Mr. Mathen stated there are roads in New Smyrna Beach posted at 20 mph.
Mr. Cheney replied subdivisions are posted at 25 mph but looking at a bicycle suitability map for the county, you are looking at state, county and city roads that are arterial and collector roads; those are not posted at 25 mph unless it is a dense, urban area.

Mr. Mah referred to the point system and asked if roads posted above 25 or 30 mph would be penalized.

Mr. Harris replied yes; roads would be penalized starting at 35 mph.

Chairperson Papa referred to the bicycle lanes and shoulder width criteria and asked how a shared use path adjacent to the road would be categorized.

Mr. Harris replied it is the on-road segments that are beneficiaries of this methodology. The trails on the old map will be on the new map. Trails are not assigned a suitability level; they are separate from the roadway and many are off-road. It is the on-road facilities that have suitability levels assigned.

Discussion continued.

Mr. Cheney asked about shared roads such as SR 40 with a joint bicycle/travel lane; he asked if they would be penalized or get bonus points.

Mr. Harris replied he will have to look into that; they should not be penalized for a shared-use lane.

Ms. Nicoulín explained the criteria and methodology identifies the suitability of riding on a road; if there is a trail next to the road, the map indicates that there is a trail adjacent to the road. The suitability levels are for the bicycle routes based on the quantifiable factors. Bicycle commuters generally use the urban roadway routes and recreational bicyclists use more rural routes and trails.

Mr. Harris continued with the presentation and stated language was updated to use 2017 Florida Statutes. He showed the draft map for both the east and west side of the planning area.

G. Presentation and Discussion of Transportation Performance Measures Implementation

Ms. Bollenback gave a PowerPoint presentation on the Transportation Performance Measures Implementation and stated this time last year the TPO began discussing performance measures that are required to be incorporated into the work it does. These targets and measures are meant to inform decision making and be incorporated into the priority process. A data sharing agreement has been put in place between the MPOs, FDOT and the transit agencies to share needed data. The point of these measures and the performance management process is to link transportation investments to address the targets that are being set. At the national level, they say the data will not be used to direct programming or allocation of funding but the reason they want the MPOs to do this is to direct funding. She believes that this data will eventually be used to make comparisons on a national level. A lot of the TPOs performance measures are very good because FDOT invests heavily in transportation and has been tracking these measures for a long time; other states not as much. The state has the responsibility to report these measures and targets to the Federal Highway Administration (FHWA) but in order for the state to make progress, they must have support from the TPOs. The TPOs targets and measures roll into an aggregate state measure. She referred to the other measures and stated FDOT has an inventory but has not broken it down to our planning area yet. The TPO does not prioritize bridge programming; that is done at the state level based on the ratings and conditions of the bridges. That is also true for pavement conditions.

Mr. Cheney referred to the two and four year targets and asked if those were FDOT’s targets.

Ms. Bollenback replied yes, those are the targets FDOT has set and will report to FHWA.
Mr. Karet asked how the time schedule would work because projects take a long time to complete; there will not be any data to show in that two-year time frame.

Ms. Bollenback replied that is correct; the TPO is supposed to report on the targets annually. Ultimately, they are not going to start looking until four years; there will be a two year report and a four year report. However, the TPO has five years of programming allocated in the TIP. At best, the TPO is setting targets and making decisions, changing the priority list to affect the sixth year of the TIP. It will be a number of years before we see any significant results. She referred to the Crash Analysis Study and stated 90% of crashes are due to human error. There are human behavior issues she is not sure the TPO will be able to influence or control. The bridge measure is very specific; that is not an area the TPO is involved in so the TPO’s recommendation will be to support FDOT’s target and measures. The same goes for pavement conditions; the TPO does not program or make decisions on resurfacing priorities. The TPO is being asked to track how reliable travel times are on the different roads; interstate and non-interstate. The state has not been able to break down the aggregate to the TPO’s level but she expects to have that information in the next few weeks. The issue to tackle first will be the transit measures; transit agencies are required to have a Transit Asset Management Plan (TAM). FHWA and FTA will not approve any TIP amendments after October 1, 2018 unless the TAMs have been incorporated into the TIP. FDOT is putting together a TAM for smaller agencies that apply will to Flagler County Public Transportation. She has been in contact with Votran; they are working on theirs and have assured her it will be ready in time to incorporate into the TIP and it will not affect any other activity.

Mr. Cheney asked if Votran already has a Transit Asset Management Plan for all of the categories.

Ms. Bollenback replied yes, but it does not meet this particular requirement; they do already try to monitor it so this is assembling it in the way it is now being required. The TPO will then take it and incorporate it into the TIP.

H. **FDOT Report**

Ms. Wyche stated the Pioneer Trail PD&E study is currently in the alternative concept analysis phase and should be completed by spring 2019; a public alternative meeting is scheduled for April 2019. The SR A1A construction, Flagler Dunes, all projects have been transmitted to Tallahassee for review and will be advertised for construction on August 24, 2018 and awarded on September 26, 2018. She referred to the East International Speedway Boulevard (EISB) Beachside Corridor Improvement project and stated negotiations were held and the amount will be available by the end of August; the initial design should be completed by July 2020.

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

Mr. Cheney stated the Volusia County Construction Report is on page 103 in the agenda; he referred to projects 7 and 8 “under construction” and stated both of those contracts have been awarded. The Doyle Road paved shoulders project from Lush Lane to Courtland Boulevard is being advertised for bids.

The Flagler County Construction Report was provided in the agenda on page 104.

VI. **Staff Comments**

→ **Update on SIS Designation Criteria Policy**

Ms. Nicoulin stated FDOT is updating their SIS designation criteria and there have been changes. They are looking at eliminating the emerging SIS category and creating a new strategic growth category; reviewing the SIS designations bi-annually; and simplifying the SIS designation criteria. The changes specific to the TPO’s planning area are US 17 from SR 40 up to the Putnam County line; they are looking at removing that as a SIS designated facility. The Daytona Beach International Airport’s designation is changing to a strategic growth airport. They want to remove the Daytona Beach Greyhound station as a SIS designation because it
does not meet the passenger threshold and remove the SIS designation along US 92 from Midway Avenue to US 1. This was the designation that connected the Daytona Beach International Airport to the Greyhound station. They are also looking to change the DeBary SunRail station from a SIS station to a SIS hub. They are taking public comments on these changes through August 30, 2018. She will forward the information to the committee members. TPO staff reviewed this and will be providing comment on the removal of US 17; the TPO feels that instead of removing it from the designation altogether it should be coded as a strategic road. The state defines a strategic road as a designation that is based on economic connectivity and given that there is no north/south corridor through this area between I-95 to the east and I-75 to the west, removing that designation will remove this north/south corridor as it currently exists.

→ Update on Development of Regional List of Priority Projects

Ms. Nicoulin stated the Central Florida MPO Alliance (CFMPOA) is revising its policy as it pertains to the development of the regional priority projects list. They want to add two new categories to the list; one for Transportation Systems Management and Operations (TSM&O) and the other for planning studies. Projects on these lists will be populated into the two new categories following the same the process as the other lists. The CFMPOA will also be working with the consortium to define what a regional TSM&O project is as well as identifying a specific funding source; they are looking at state or federal funding, not the TPO’s SU funding.

→ Update on CFTPM 2015 S/E Data Review

Ms. Nicoulin stated she has received some comments regarding the update on the CFTPM 2015 S/E data review and is waiting on others. She needs to have all comments back by Friday she can pass it on to FDOT. They are reviewing the base year data from 2015; what was actually on the ground in 2015 to use to build a future year model network in the socioeconomic data. It is important to look at where the growth is to make sure the base year data is correct.

Ms. Nicoulin announced that Mr. Vince Wang, TPO Transit Planner, has resigned from his position. Until that position is filled, Mr. Stephan Harris will be the transit contact for the TPO.

VIII. TCC Member Comments

Mr. Cheney stated the update on impact fees for Volusia County is anticipated within the next two weeks and will be posted on the county’s website. He referred back to the Roadway Safety Evaluation Report and asked how the “Tell the TPO” high crash locations compare to the actual data. The survey had three locations on International Speedway Boulevard (ISB) but the study graphs did not show a high crash segment on ISB.

Ms. Nicoulin replied the crashes on the survey were developed out of the original crash study; that data was given to Benesch, Inc. as a starting point. They looked at those crash locations and crash reports to refine them.

Mr. Cheney commented he thought there was a question on the survey that asked responders for high crash locations; public perception versus the data.

Ms. Nicoulin replied the crashes on the survey came from the original survey and then the locations were refined.

IX. Information Items

→ CAC & TCC Attendance Records
→ June 27, 2018 River to Sea TPO Board Meeting Summary
→ June and July TPO Outreach and Events
→ SIS Cost Feasible Plan Letters to FDOT and FDOT’s Response
X. **Adjournment**

There being no further business, the TCC meeting adjourned at 4:50 p.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

Ms. Becky Mendez, Vice Chairperson
Technical Coordinating Committee (TCC)

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 21, 2018** regular meeting of the Technical Coordinating Committee (TCC), approved and duly signed this **18th** day of **September 2018**.

Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization

Technical Coordinating Committee (TCC) Minutes August 21, 2018 Page 11 of 11
Central Florida Truck Parking Study
Phase I: Existing Conditions and Demand Estimation

Background
As the State’s population continues to grow and freight movement responds to commercial and consumer demands, truck parking needs must be addressed to ensure the trucking industry has the necessary infrastructure to serve global trade while complying with trucking regulations and the quality of life of nearby communities.

Truck parking shortages are a national safety concern and inadequate supply of truck parking locations and spaces can result in negative consequences.

Study Area

9 Counties

9,000 Square Miles

2,124 Centerline Miles of State Highway

4 Million Residents

Study Purpose
While recognizing that new technologies, such as vehicle automation, are being explored, this study will focus on traditional truck movements and will provide initial recommendations to address the shortage of available spaces and plan for the anticipated need over the next 20 years.

To plan for steady growth in the District and support the on-going expansion in truck parking infrastructure, this study will seek to understand existing facilities, the unmet parking need and demand for truck movements in today’s economy, and the regulations and policies in order to provide adequate truck parking capacity.

Methodology

- Partner & Stakeholder Engagement
- Develop Inventory of Existing Truck Parking
- Evaluate Truck Parking Supply & Demand
- Document Sample Truck Parking Usage
- Forecast Future Truck Parking Demands
- Identify Needs, Opportunities & Next Steps

Contact
Jeremy Upchurch
District Freight Coordinator
(386) 943-5026

For More Information
Visit the District Five page under the Local and Regional Initiatives tab on the Freight Moves Florida website for available study materials and additional information.
DISTRICT FIVE
TRUCK PARKING STUDY

Status Update
River to Sea TPO
August 2018
BACKGROUND & NEED

Truck Parking Conditions

- Jason’s Law and Subsequent Industry Surveys
- Projected growth in truck volumes tied to economic growth of the State
- Observed Challenges and Community Impacts
WORK TO DATE

- ✔ Develop Inventory of Existing Truck Parking
- ✔ Evaluate Truck Parking Supply and Demand
- ✔ Needs, Opportunities, and Next Steps
- ✔ Planning Partner and Stakeholder Efforts
- ✔ Document Sample Truck Parking Usage
- ✔ Forecast Future Truck Parking Demands

Legend: ✔ Task Complete  🔄 Task In-Progress
IDENTIFYING NEEDS

Multiple Approaches - Common Findings

Stakeholder Feedback
(What we heard)

Field Observations
(What we observed)

Demand Estimation
(What we estimated)
INTERSTATE HIGHWAY COMPARISON
Parking Supply & Demand

Central Florida’s Interstate Highways

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<th>Interstate 4</th>
<th>Interstate 75</th>
<th>Interstate 95</th>
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<td>Average Demand: 550</td>
<td>Average Demand: 518</td>
<td>Average Demand: 472</td>
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<tr>
<td>Available Spaces: 89</td>
<td>Available Spaces: 728</td>
<td>Available Spaces: 424</td>
</tr>
</tbody>
</table>
BEST PRACTICES & OPPORTUNITIES

Infrastructure

Information

Funding
ENGAGEMENT NEXT STEPS

- MPO Coordination
  - River to Sea TPO
  - MetroPlan Orlando

- County Coordination
  - Orange County
  - Seminole County
  - Volusia County

- Central Florida MPO Alliance
  - October 12, 2018

TECHNICAL NEXT STEPS

- Identification of Best Practices and Opportunities for Implementation
- Complete Documentation and Final Report