

**AUGUST 22, 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:

Commissioner Robert Gilliland, 1st Vice Chairperson
Council Member Lorraine Geiger*
Vice Mayor Lita Handy-Peters, Chairperson
Commissioner Cloudman
Commissioner Chris Nabicht
Councilwoman Christine Power
Commissioner Marshall Shupe*
Commissioner Penny Currie
Vice Mayor Vernon Burton*
Vice Mayor Jason McGuirk, 2nd Vice Chairperson
Commissioner Bill Lindlau*
Commissioner Dwight Selby
Council Member Vincent Lyon
Council Member Joe Perrone**
Council Member Bob Ford
Councilman Ralph Schoenherr
Council Member Pat Patterson
Volusia County Council Chair Ed Kelley
Council Member Billie Wheeler
Council Member Joyce Cusack
Volusia County Council Vice Chair Deb Denys
Andy Dance (non-voting)
Saralee Morrissey (non-voting)
Vickie Wyche (non-voting advisor)
Robert Storke (non-voting)
Janet Deyette (non-voting)
Jose Papa (non-voting)

TPO Board Members Absent:

Mayor Stephen Emmett*
Vice Mayor John Rogers*
Commissioner Nate McLaughlin (excused)
Council Member Jeff Allebach
Mayor James Sowell*

* Non-voting member in the Small City Alliance

** Voting member for the Small City Alliance

Others Present:

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

Representing:

Daytona Beach
Daytona Beach Shores
DeBary
DeLand
Deltona
Edgewater
Flagler Beach
Holly Hill
Lake Helen
New Smyrna Beach
Oak Hill
Ormond Beach
Palm Coast
Ponce Inlet
Port Orange
South Daytona
Volusia County District 1
Volusia County
Volusia County, District 2
Volusia County, At-Large
Volusia County, District 3
Flagler County School Board
Volusia County School Board
FDOT District 5
BPAC Chairperson
CAC Chairperson
TCC Chairperson

Representing:

Beverly Beach
Bunnell
Flagler County
Orange City
Pierson

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff

Others Present:

Ron Paradise
Jane Shang
Ron Meade
Jeremy Upchurch
Martha Moore
Lara Bouck
Jim Wood
Pat Gadbaw
Carl Mikyska
Aaron Glick
Margo Moehring
Tony Bryant
Jon Cheney
Big John

Representing:

Deltona
Deltona
FDOT
FDOT
Alfred Beneshch & Company
H.W. Lochner, Inc.
Kimley- Horn, Inc.
League of Women Voters, Volusia County
MPOAC
Northeast Florida Regional Council
Northeast Florida Regional Council
Virtuoso Analytics
Volusia County Traffic Engineering
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 9:05 a.m. by TPO Chairperson Lita Handy-Peters. 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

III. Public Comment/Participation

There were no public comments.

Chairperson Handy-Peters recognized previous TPO Chairperson Deb Denys for her service to the TPO and presented her with a plaque and photograph.

Chairperson Handy-Peters introduced new TPO Board member, Council Member Vincent Lyon, alternate for Palm Coast and Mr. Carl Mikyska, Executive Director of the MPO Advisory Council (MPOAC).

IV. Consent Agenda

(Handout)

- A. June 27, 2018 River to Sea TPO Board Meeting Minutes**
- B. Treasurer's Reports**
- C. Executive Committee Report**
- D. Transportation Disadvantaged Local Coordinating Board (TDLCB) Report**
- E. Bicycle and Pedestrian Advisory Committee (BPAC) Report**
- F. Citizens Advisory Committee (CAC) Report**
- G. Technical Coordinating Committee (TCC) Report**
- H. River to Sea TPO Board (R2CTPO) Summary Report**
- I. Central Florida MPO Alliance (CFMPOA) Report**
- J. MPO Advisory Council (MPOAC) Report**

MOTION: *Volusia County Council Chair Kelley moved approval of the Consent Agenda. Commissioner Currie seconded the motion which carried unanimously.*

Chairperson Handy-Peters stated the CAC and TCC met yesterday and the summary reports from those meetings are provided as handouts to show advisory committee recommendations.

V. **Action Items**

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

Chairperson Handy-Peters stated Palm Coast submitted an application to fund improvements at the intersection of Seminole Woods and SR 100. City staff worked with FDOT immediately preceding the advertisement for construction to develop accurate cost estimates; \$187,285 was programmed. The lowest construction bid received was \$254,735. The city is requesting an additional \$67,350 for the construction phase of the intersection improvement projects. She noted that the city is providing local funds in the amount of \$63,836 for the design and CEI phases of the project (approximately 20% local match). A letter requesting the additional funding from the city of Palm Coast is included in the agenda packet and city staff is in attendance to speak to this request.

MOTION: A motion was made by Commissioner Gilliland to approve the Palm Coast request for additional Funding for the Seminole Woods/SR 100 intersection improvements. The motion was seconded by Vice Mayor McGuirk.

Volusia County Council Chair Kelley commented that he has learned estimates do not mean much; this estimate is 35% over the estimate done several months in advance. TPO policy states this should be paid by the applicant as opposed to coming back to the TPO for additional funds. Although the board has the discretion to do so, this continues to happen and is going to use up funding; he questioned when this issue will be looked at.

Ms. Bollenback replied his point is well taken; TPO policy gives the ability and authority for the Executive Director to adjust a project up to 10% without going to the board. We are in a period where costs are increasing quickly and as the TPO reviews the Call for Projects process and set aside policies, this issue will be addressed again. It may mean setting aside contingency funding and reserving it in order to deal with overruns. The question is always who will be hindered when we have to add funds to a project. This is a relatively small amount but there are times when the amount is significant. The TPO does not want other projects to be delayed as a result; that has been expressed clearly by the board. The TPO will explore the idea of additional contingency.

Commissioner Gilliland commented that it concerns him too; for example, the homeless shelter is \$1.5 million over the estimate. He has a suspicion that the estimating guidelines the engineers are using are possibly a year old. If we used cost estimates from a year ago, this amount would be about right but today the costs are going up. There is not a current standard unless we automatically plug in an extra 25%.

Commissioner Nabicht agreed and stated this has been a continuous issue for the board; he will support this motion today because it has been past practice to do so. The board needs to take a look at some qualifying points such as if it is a public safety issue as was Turnbull Bay Bridge. It involves more than just cost estimates as there are cases where there is urgency and public safety which should be paramount to cost. The formula is flawed and he believes the applicant should have a significant amount of skin in the game in terms of the local match. All of these things the Executive Committee should take a look at and the policy should be rewritten.

Commissioner Selby stated that in his city when a project estimate comes in above the budgeted cost, they pull it and rebid it. He is not sure the TPO should be the stop gap that makes up the difference when there is incorrect data; it is not fair to other applicants and projects.

Ms. Bollenback replied the TPO will bring information back on how often and to what extent this happens and proposals on how to get ahead of this. The TPO will discuss what opportunities could be put in place to better address the issue.

Discussion continued.

The motion carried unanimously.

B. Review and Approval of Port Orange Request for Additional Funding for the North Spruce Creek Road Sidewalk/SUN Trail Gap

Chairperson Handy-Peters stated Port Orange submitted a project application for the design and construction of a sidewalk along Spruce Creek Road just north of Nova Road. The segment on the west side of Spruce Creek Road has been identified as part of the potential alignment of the St. Johns River to Sea Loop Trail. The city has been encouraged to redesign the 8' sidewalk on the west side of Spruce Creek Road to a 12' wide trail in support of the future SUN Trail network. In order to do this, Port Orange is requesting an additional \$29,420 for the partial redesign. This request was recommended for approval by the BPAC at their August 8, 2018 meeting with a close vote of 6 "yes" and 5 "no" votes. It is her understanding that the CAC and TCC recommended approval and the TCC recommended the TPO Board provide a letter of support. She asked Ms. Bollenback for clarification.

Ms. Bollenback replied there are several alignments under consideration but this is the preferred alignment the city has identified. The TCC is recommending that the TPO Board provide a letter in support of that alignment. This is one of several SUN Trail alignments being investigated but the decision by FDOT will not occur until the spring. The city of Port Orange has construction funding and is completing the design for this project and they need to make a decision or risk delaying the project for a year. The TPO is taking action to support them with additional design costs. They did an update on the construction estimate and Port Orange staff believes the money already programmed should cover the construction costs. This was recognized as an opportunity and she commended the city of Port Orange for stepping up when the TPO brought it to their attention.

MOTION: A motion was made by Volusia County Council Vice Chair Denys to approve the Port Orange request for additional funding for the North Spruce Creek Road Sidewalk/SUN Trail gap. The motion was seconded by Councilwoman Power.

Vice Mayor McGuirk asked if the alignment ended up as part of SUN Trail, would the TPO be reimbursed.

Ms. Bollenback replied she cannot predict if that will happen.

Vice Mayor McGuirk stated historically, SUN Trail would pay for this.

Ms. Bollenback replied that in some cases they have replaced the federal funding with state funding and in other cases the project has continued on with the federal funding already programmed.

Commissioner Selby asked why the BPAC vote was so close.

Mr. Storke replied that during the meeting, the group felt that even though a 12' trail is preferred, it could be smaller if constrained. This project was not constrained so the slight majority felt it was necessary to meet the 12' standard because if SUN Trail does come in along Spruce Creek Road, there will already be a 12' trail and it will not fluctuate in width. The other group decided they did not like 12' trails. That was the division; it was not the cost. Also, there is the fact that FDOT has not picked the preferred path yet; that group preferred the route along the river but the city prefers this route.

Volusia County Council Chair Kelley asked why the permitting costs were not included in the original estimate; over \$7,000 of the extra cost is for permitting. He asked if that amount was just for this adjustment.

Ms. Bollenback replied they are not only adding 4' but a retaining wall must be built. The city owns the right-of-way but there is a swale so there will be additional inspection costs.

Volusia County Council Chair Kelley asked if the permitting costs were included in the original design.

Ms. Bollenback replied she believes the permit fees are waived but the inspection costs apply. She asked the Port Orange representative to clarify.

Mr. Tim Burman, TCC Port Orange representative, stated the permit fee is not yet paid; the city is wrapping up the plans. It was originally a \$4,500 cost; the city asked what the cost would be to widen the sidewalk and it was raised to \$5,400.

Volusia County Council Chair Kelley asked if the \$4,500 was included in the original cost.

Mr. Burman replied no because it had not been paid yet; it was raised to \$5,400 due to the increased width and the retaining wall.

The motion carried unanimously.

C. Review and Approval of Resolution 2018-19 Amending the FY 2018/19 to 2022/23 Transportation Improvement Program

Chairperson Handy-Peters stated as we transition to the new fiscal year, FDOT “rolls forward” transportation projects that were not authorized during the prior year which need to be carried forward. These roll forward changes must also be incorporated into the TPO’s Transportation Improvement Program (TIP). This year the request from FDOT included “roll forward” projects along with other changes and amendments needed to reconcile the TIP with the Work Program. A table was developed by TPO staff to include the changes requested; this is shown in the agenda. In addition, she requested members to consider adding projects from the previous two agenda items to this TIP amendment so that those projects can proceed immediately.

MOTION: A motion was made by Council Member Patterson to approve Resolution 2018-19 amending the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP) including the two prior action items for additional funding for the Palm Coast Seminole Woods/SR 100 intersection improvements and the Port Orange Spruce Creek Road sidewalk/SUN Trail gap. The motion was seconded by Commissioner Nabicht and carried unanimously.

D. Review and Approval of Resolution 2018-20 Adopting the 2018 “Tell the TPO” Survey Campaign Summary

Chairperson Handy-Peters stated the draft results of the 2018 “Tell the TPO” Survey Campaign were presented to the TPO Board and advisory committees in June. Ms. Pamela Blankenship, along with consultant staff, will provide a brief presentation of the Survey Campaign and will announce the winner of the TPO Board Ambassador Challenge.

Ms. Blankenship stated the draft summary brochure is included in the agenda; 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. The number of responses received increased by 70% over 2016. She reviewed the events the TPO attended and the media outreach, and gave an overview of the responses to the survey questions and the demographics of the respondents. She announced the winner of

the Committee Ambassador Challenge is the TCC; the TPO Board member winner is Orange City Council Member Jeff Allebach.

MOTION: *A motion was made by Commissioner Gilliland to approve Resolution 2018-18 adopting the 2018 "Tell the TPO" Survey Campaign Summary. The motion was seconded by Councilwoman Power and carried unanimously.*

VI. Presentations and Discussion Items

A. Presentation and Discussion of the Draft Resilient Flagler County Report

Chairperson Handy-Peters stated current planning directives require planning agencies to assess and plan for concerns related to increased severe weather and flooding associated with sea level rise. In 2016 and 2017, the East Central Florida Regional Planning Council (ECFRPC), in partnership with Volusia County, the River to Sea TPO and others, conducted a Sea Level Rise Vulnerability Assessment of transportation related assets in Volusia County. The Resilient Flagler County Report is the follow-up study conducted this year in partnership with the Northeast Florida Regional Council (NEFRC), Flagler County and the River to Sea TPO. Ms. Margo Moehring, Managing Director of Policy and Planning for the NEFRC, is here to present the Resilient Flagler County Report.

Ms. Margo Moehring gave a PowerPoint presentation and update of the draft Resilient Flagler County Report which was just completed. In 2016, there was a transportation infrastructure, critical facilities and methodology developed to look at sea level rise in the planning area. In September 2017, the TPO established the Resilient Volusia County Report. Flagler County used the existing methodology but refined it to make it work for them. They created a stakeholder group that knew the county well enough to look at critical infrastructure. They completed a vulnerability analysis and there is a tool box at the end of the plan that has recommendations and strategies that can be used. 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.

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

Commissioner Selby asked if this analysis is based on storm surge as well as sea level rise and asked what the percentage is for each.

Mr. Glick replied yes, that is correct and it is cumulative; it was not separated out one versus the other. It is a prediction based on the nine different scenarios presented.

Commissioner Selby commented that storm surge is an event and sea level rise is a predictable constant; he asked if the event is what creates the map.

Mr. Glick replied yes; the event is the 100-year storm and added to that would be the sea level rise.

Commissioner Selby asked what the maps would like if there was not a storm surge.

Ms. Bollenback commented the TPO could check and see if the model breaks that out. The model uses actual storm events and there have not been that many to draw from. They looked at how the models behaved during certain storm events and then tried to add sea level rise to that to predict how much worse it would be. The models are still early in development and this is just for the coastal area; it does not take into account what may happen on the west side of the county. In addition to that, it does not take into

account scouring, which has happened along SR A1A in Flagler County. There is a lot of room to improve the forecasting and modeling.

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

Chairperson Handy-Peters stated the Roadway Safety Evaluation and Improvement Study is a follow-up to the River to Sea TPO's 2017 Crash Analysis Report. The study provides a more detailed analysis of high crash locations including field reviews and contributing factors. The goal of the study is to better understand the causes of crashes and to identify crash reduction measures that will improve overall safety. Mr. Stephan Harris, TPO staff, is on hand with the consultant to present the draft report and findings of this analysis.

Mr. Harris introduced Ms. Martha Moore, Alfred Benesch & Company, to give the presentation.

Ms. Martha Moore 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, 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. 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 the end of the month.

Commissioner Nabicht stated he would like FDOT to pay particular attention to the segments by crash frequency at Saxon Boulevard as the I-4 Ultimate Interchange comes through to SR 472 and they prepare to dump more traffic into that section of Saxon Boulevard east to Deltona and west into Orange City. FDOT is planning improvements for only the first block; this study clearly demonstrates there is a safety issue directly related to the amount of traffic on this road. He hopes that FDOT will take this into consideration and assist Volusia County, Deltona and Orange City as they prepare for more traffic onto that roadway.

Council Member Perrone referred to the intersection of Nova Road and Dunlawton Avenue and stated that if you are travelling south on Nova Road and want to make a left turn onto Dunlawton, that traffic signal only allows four cars through before it turns red. He has witnessed cars turning left on red because they are frustrated that they cannot get through on the green light. He asked if that could be looked at.

Ms. Moore replied that is an issue with the timing; she reviewed the crash data for that intersection and stated 43% of collisions there are rear end collisions and nearly half of the crashes occur in the afternoon.

Council Member Perrone asked if the data was broken down into left turn or which way drivers are travelling.

Ms. Moore replied out of the 187 crash that were studied there, 132 were property damage only; the majority of crashes were rear end crashes. Only 6% were left turn crashes or angle crashes.

Commissioner Selby commented that it was a very interesting report; it is also 372 pages long. He asked if the summary presented today was included in the report.

Ms. Moore replied no, it was a presentation to the committees and the board.

Commissioner Selby asked if there are recommendations on how to turn the data into solutions in the report.

Ms. Moore replied they identified countermeasures for each location in the report; they noted where it was a distracted driver issue and where it needs to be an education or an enforcement solution.

Commissioner Selby commented that three of the most frequent crash intersections are in Ormond Beach and 69% were rear end collisions; he asked if there was a specific cause for them.

Ms. Moore replied it could be following too close or use of a cell phone. There is a section of the report regarding distracted driving; in general, it is not paying attention or following too closely.

Discussion continued.

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

Chairperson Handy-Peters stated for many years, the TPO has produced the Volusia County Bicycling Map for the Experienced Cyclist. The Bicycle Suitability Map provides an update to the previous bike map. Mr. Stephan Harris will present the work completed as part of this effort.

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 new map will include more roads with suitability data. He reviewed the draft map and the criteria for roadway suitability as well as 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.

Volusia County Council Vice Chair Denys commented that the print on the map is small; the map should be user friendly. She asked if the map was designed for those that were going to be using the bike trails.

Mr. Harris replied that yes, trails are included on the map.

Volusia County Council Vice Chair Denys asked if this is the draft.

Ms. Bollenback replied that the map is in large print and can be reviewed online; it has been reduced in size for the presentation.

Volusia County Council Vice Chair Denys commented there needs to be an app for this because 90% of the users of the trails will not use this paper map. Volusia County has a very good trail app and she encouraged the TPO to make this digital.

Mr. Harris replied when the map is finalized there will be an electronic version posted to the website.

Volusia County Council Vice Chair Denys stated there needs to be an app and not just accessible on a website. It is good information and will be used; bicyclists ask for this information. We are spending millions of dollars on the infrastructure and the implementation is needed so it is more usable.

Ms. Bollenback replied that could be included into the Work Program in future budgets. The maps themselves are very popular and pending approval of this board, it will head toward more technology.

Ms. Morrissey referred to the scoring methodology and asked for clarification on how the trails were counted in the scoring methodology.

Mr. Harris replied the methodology was used for the on-road facilities; bike lanes and shoulders.

Ms. Morrissey asked for clarification that the map includes trails but they are not ranked for suitability.

Ms. Bollenback replied correct; the assumption is that trails are designed to be suitable for all users.

Commissioner Cloudman stated that many cyclists use existing apps; he suggested the trail routes could be a link on a page in the right format that could be added to an app already used rather than develop a separate app.

D. Presentation and Discussion of Regional Truck Parking Study

Chairperson Handy-Peters stated a lack of safe parking for truck drivers has been identified as a major issue throughout Florida. In spring 2017, a Regional Truck Parking study was undertaken by FDOT District 5 to assess the supply and demand of truck parking and determine what improvements might be needed. Mr. Jeremy Upchurch, Freight Coordinator for FDOT District 5, will provide an update on the study.

Mr. Upchurch gave a PowerPoint presentation on the Regional Truck Parking Study and gave the background of the study including Jason's Law; 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. 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.

Volusia County Council Chair Kelley commented he noticed the new truck parking availability signs on Monday on I-95.

Mr. Upchurch replied it is a statewide initiative but District 5 was the first to get the signs.

Commissioner Selby referred to the supply on I-4 in District 5 of 89 parking spaces and asked how far west District 5 went. He asked how many spaces were available in the district.

Mr. Upchurch replied to Osceola County; there are approximately 34 spots at rest areas and a small number of private trucking facilities. Polk County has 350 parking spaces and at the Osceola County line there is a large Love's truck stop.

Commissioner Selby referred to the Seminole County rest area they want to move to Volusia County and asked how many truck parking spaces it has.

Mr. Upchurch replied there are 16 westbound and 17 eastbound.

Volusia County Council Vice Chair Denys stated the big issue here is the distance between stops; if a truck driver is delivering to Trader Joe's in Ormond Beach, they are not going to want to stop on I-95 in Volusia County; they will want some distance for efficiency. This does need to be addressed but the distance between stops needs to be looked at; it does not necessarily mean there needs to be a stop here. The Trader Joe's Distribution Center is going to have a built-in truck wash; it will be a big facility. Volusia County does not want a truck stop and she cannot be convinced that a truck stop is economic development; the

location of a truck stop is the exact opposite. This area has multiple connecting points including the port at Cape Canaveral and I-4 and I-95 that connects the whole area. There are very few places a truck stop could go.

Ms. Bollenback stated that during this study, the TPO learned that the trucking industry is a very price sensitive group; the routes they plan and the stops they make are influenced by cost factors. There are a lot of variable factors in how they plan their trips; weather delays, traffic delays, etc. There are nuances to this that make it more complicated than just counting parking spaces. For members that are interested or impacted by this, she will email links to the work that has been done and she encouraged them to review it. This is a big issue nationally, regionally and locally.

Mr. Upchurch stated that “best practices” refers to everything, not just truck stops. Some things FDOT can do and some the local partners can do. Because the shortage of truck parking is so severe in this area, it will probably take a handful of little things and not just one truck stop.

Commissioner Selby commented it is startling that the demand on I-4 in District 5 is 550 parking spaces daily and there are only 89 available; that is a huge gap that will have an impact on our ability to be the location selected for the next major warehouse. The TPO needs to be cooperative in solving the shortage.

Commissioner Nabicht stated Deltona was presented with a petition a couple of years ago with over 400 signatures from Deltona residents that are truck drivers. Deltona has a workforce of approximately 48,000 people and 400 of them signed this petition for a place to park their truck. From a code enforcement standpoint, this is problematic when the truck drivers park in their front yards or mini storage lots. They have signed agreements with some shopping centers to be able to park in their lots. The responsible thing to do is to look at creating an environment that is adequate and conducive to their livelihood.

E. Presentation and Discussion of Transportation Performance Measures Implementation

Chairperson Handy-Peters stated requirements for transportation performance management are being rolled out across the nation. The River to Sea TPO reviewed safety data and set targets in January 2018 as required and more measures and targets are coming due. Ms. Lois Bollenback, TPO Executive Director, will provide a brief overview of the upcoming transportation performance measures to be considered by the River to Sea TPO.

Ms. Bollenback gave a PowerPoint presentation on 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. Safety targets were adopted in January. 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 the allocation of funding but the reason they want the MPOs to do this is to direct local funding priorities. She believes that this data will eventually be used to make comparisons on a national level. FDOT 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 several measures and stated FDOT has an inventory but has not broken it down to our planning area yet. She referred to transit measures and stated the TPO does not have the targets yet from the transit agencies or the Transit Asset Management (TAM) Plans; this is important because they are required by October 1, 2018 and must be incorporated into the TPO’s Transportation Improvement Program (TIP). If they are not incorporated by October 1, 2018, FHWA and the FTA will not approve any updates to the TIP which could prevent the advancement of projects. She has been in contact with Votran and they are concluding their plan and expect it to be available soon. The state is doing a plan for small transit agencies including Flagler County Public Transportation. There will be more details available next month and action taken in October.

Commissioner Gilliland referred to the TAMs and the October 1, 2018 deadline for adoption; he asked if this will be on the September agenda for adoption.

Ms. Bollenback replied the TPO does not need to adopt the plan but it must be incorporated into the TIP. If the TPO has the information in advance and can pull it into the TIP, we will try to amend the TIP in September to integrate the TAM. If the information is not ready, it will have to be done in October. That is after the October 1, 2018 deadline but any amendments to the TIP will not be done before then anyway so it will be done coincidentally with any other TIP activity.

F. FDOT Report

Ms. Wyche stated the FDOT report is in the agenda; negotiations were held August 13, 2018 for the East International Speedway Boulevard (ISB) project and FDOT should have the final amount by the end of August with the contract executed by mid-September. The design should be complete by July 2020. The Pioneer Trail PD&E study is currently in the alternative concept analysis phase and should be completed by spring 2019 with a public alternative meeting scheduled for April 2019. The SR A1A construction, Flagler Dunes, projects have been transmitted to Tallahassee for review and will be advertised for construction on August 24, 2018 and awarded on September 26, 2018.

Commissioner Gilliland referred to the award of the design contract for the East ISB project within the next month and asked for clarification that the initial design will not be ready until July 2020; that it will take 18 months to do a design for a half-mile section of road.

Ms. Wyche replied that is estimated date.

Ms. Bollenback explained that when they negotiate the contract there will be a definitive timeframe; that is just the initial date FDOT has put in their system.

Commissioner Gilliland replied he has a meeting with Representative Leek on September 11, 2018 and he is sure he will be very interested in that timing.

Ms. Wyche replied she will check on it for him.

Vice Mayor Burton asked if there was an update on the lighting time table for Orange Camp Road.

Ms. Wyche replied it is scheduled to be complete in March 2019.

VII. Executive Director's Report

→ Update on SU Funding/Work Program

Ms. Bollenback stated when the TPO begins the new fiscal year, money is put back into the set-aside funding box; there is currently approximately \$2 million in the bicycle/pedestrian box and \$2 million in the Traffic Operations/ITS/Safety box. The TPO has been in communication with local agencies regarding projects that are on the priority list; the challenge is the LAP certification issue which limits the number of local governments that can be involved and projects that can move forward. If anyone has any questions, they can follow up with her for more detail.

→ Update on Development of Regional List of Prioritized Projects (LOPP)

Ms. Bollenback stated each year a Regional Priority List is developed which is a roll-up of all the MPOs in the Central Florida MPO Alliance (CFMPOA) that covers larger projects like Strategic Intermodal Systems (SIS) or regional transit projects. The CFMPOA is looking to change the policy and expand the list based on a recommendation to include regional technology (TSM&O) projects and to also add regional planning studies. The idea is not to add them this year but to start to change the policy and give notice to the local MPOs so

they can move in that direction during the next Call for Projects. She will be bringing back draft lists at the next board meeting.

Ms. Bollenback announced that Mr. Vince Wang, TPO Transit Planner, has resigned his position; he has returned to his home country.

Ms. Bollenback referred to the mailing and emailing of agendas; the TPO spends approximately \$400 a month printing and mailing the agenda packet. She asked for those members who do not need a printed agenda, to please let Ms. Stewart know.

→ **Update on SIS Designation Criteria Policy**

Ms. Bollenback stated FDOT targets 75% of their new capacity funding to SIS projects; these are projects that are considered to have state and national significance. They have proposed eliminating the emerging SIS category and changing it to a strategic growth category. They are also proposing to review adding or removing projects every two years depending on what is happening in the area. The current recommendation is to remove US 17 north of SR 40 up to Putnam County from the emergence SIS designation; it does not meet the threshold for SIS designation. The TPO has provided staff comments asking that this be reconsidered and to look at the project again; it is one of the few north/south corridors available to support freight activity between I-95 and SR 301. She will send this information to members for review and comment; comments will be received through August 30, 2018. Another project affected is the Daytona Beach International Airport; they are changing from an emerging SIS to the strategic growth category. They are also removing the Daytona Beach Greyhound station which also removes the stretch of US 92 from the airport to the station on US 1.

Commissioner Gilliland stated that the station has been closed for five years; it is across from city hall and he has not seen a bus there in years.

Ms. Bollenback replied she will double check that; US 17 is the primary concern.

VIII. River to Sea TPO Board Member Comments

Volusia County Council Chair Kelley reminded members to vote next Tuesday.

Commissioner Lindlau thanked Chair Kelley and the Volusia County Council for their support in Oak Hill; they are moving the sewer and water project forward. They held their first economic development meeting on Monday; all the business owners in Oak Hill were invited and approximately 40 attended.

Council Member Perrone referred to the Main Street Bridge and stated that in the event of a high wind event, that may be the only bridge open since it is not elevated.

Vice Mayor Burton stated that Lake Helen and DeLand have gotten much closer to the auto mall and he thanked DeLand for helping Lake Helen.

Chairperson Handy-Peters thanked Mr. Carl Mikyska and encouraged those board members who have not attended the MPOAC Institute to do so. She stated the TPO organization is being well served by the Executive Director and staff.

IX. Information Items

- Citizens Advisory Committee Attendance Record – 2018
- Technical Coordinating Committee Attendance Report – 2018
- Bicycle/Pedestrian Advisory Committee Attendance Record – 2018
- June and July TPO Outreach and Activities
- SIS Cost Feasible Plan Letters to FDOT and FDOT's Response

- Pre-Audit Communication Letter
- CFMPOA/TBARTA Joint Resolution Supporting Preservation of the Rail Envelope in the I-4 Corridor

X. Adjournment

There being no further business, the River to Sea TPO Board meeting adjourned at 11:07 a.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

**DEBARY VICE MAYOR LITA HANDY-PETERS
CHAIRPERSON, RIVER TO SEA TPO**

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 August 22, 2018 regular meeting of the River to Sea Transportation Planning Organization (TPO) Board, approved and duly signed this 26th day of September 2018.

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