



MEETING AGENDA

Please be advised that the Volusia Transportation Planning Organization (TPO) CITIZENS ADVISORY COMMITTEE (CAC) & TECHNICAL COORDINATING COMMITTEE (TCC) will be meeting on:

DATE: TUESDAY, SEPTEMBER 17, 2013
TIME: 1:30 P.M. (CAC) & 3:00 P.M. (TCC)
PLACE: VOLUSIA TPO CONFERENCE ROOM
2570 W. International Speedway Blvd., Suite 100
Daytona Beach, Florida 32114

Mr. Gilles Blais, CAC Chairman

Mr. Clay Ervin, TCC Chairman

AGENDA

- I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM
- II. PUBLIC COMMENT/PARTICIPATION *(Public comments may be limited to three (3) minutes at the discretion of the Chairperson)*
- III. CONSENT AGENDA
 - A. APPROVAL OF AUGUST 20, 2013 CAC AND TCC MEETING MINUTES *(Contact: Pamela Blankenship) (Enclosure, CAC pages 3-11; TCC pages 12-19)*
- IV. ACTION ITEMS
 - A. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2013-## AMENDING THE FY 2013/14 TO 2017/18 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) BY ADDING FM# 4154348 – EAST CENTRAL REGIONAL RAIL TRAIL SEGMENT 4A *(Contact: Robert Keeth) (Enclosure, pages 20-24)*
- V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS
 - A. REVIEW OF DRAFT 2035 LONG RANGE TRANSPORTATION PLAN (LRTP) AMENDMENT INCORPORATING THE EXPANDED METROPOLITAN PLANNING AREA (MPA) *(Contact: Lois Bollenback) (Enclosure, page 25)*
 - B. PRESENTATION ON SUNRAIL STATION DEVELOPMENT AND MARKETING ACTIVITIES *(Contact: Lois Bollenback) (Enclosure, page 26)*

Beverly Beach
Daytona Beach
Daytona Beach Shores
DeBary

DeLand
Deltona
Edgewater
Flagler Beach

Holly Hill
Lake Helen
New Smyrna Beach
Oak Hill

Orange City
Ormond Beach
Pierson
Ponce Inlet

Port Orange
South Daytona
Volusia County

- V. **PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS** *(continued)*
- C. **PRESENTATION ON THE I-4 MASTER PLAN/MANAGED USE LANES PRELIMINARY DESIGN AND ENVIRONMENT (PD&E) STUDY UPDATE** *(Contact: Lois Bollenback) (Enclosure, pages 27-37)*
 - D. **FDOT REPORT** *(Contact: Claudia Calzaretta, FDOT District 5) (Enclosure, pages 38-45)*
 - E. **VOLUSIA COUNTY CONSTRUCTION REPORT** *(Contact: Volusia County Traffic Engineering) (Enclosure, page 46)*
- VI. **STAFF COMMENTS** *(Enclosure, page 47)*
- ® Reapportionment Update
 - ® Transportation Improvement Program (TIP) Amendment Update
 - ® SunRail Update
- VII. **CAC/TCC MEMBER COMMENTS** *(Enclosure, page 47)*
- VIII. **INFORMATION ITEMS** *(Enclosure, page 47)*
- IX. **ADJOURNMENT** *(Enclosure, page 47)*

****The next meetings of the CAC and TCC will be on Tuesday, October 15, 2013****

NOTE: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the Volusia TPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, Florida 32114-8145; (386) 226-0422, extension 20416, at least five (5) working days prior to the meeting date.

NOTE: If any person decides to appeal a decision made by this board with respect to any matter considered at such meeting or hearing, he/she will need a record of the proceedings including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.

NOTE: The Volusia TPO does not discriminate in any of its programs or services. To learn more about our commitment to nondiscrimination and diversity, visit our Title VI page at www.VolusiaTPO.org or contact our Title VI/Nondiscrimination Coordinator, Pamela Blankenship, at 386-226-0422, extension 20416, or pblankenship@volusiatpo.org.

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MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 17, 2013

III. CONSENT AGENDA

A. APPROVAL OF AUGUST 20, 2013 CAC AND TCC MEETING MINUTES

Background Information:

Minutes are prepared for each CAC and TCC meeting and said minutes must be approved by their respective committees.

ACTION REQUESTED:

MOTION TO APPROVE THE CONSENT AGENDA

**Citizens Advisory Committee (CAC)
Meeting Minutes
August 20, 2013**

CAC Members Present:

Donald Smart, Vice Chairman
Janet Deyette
Bliss Jamison
Richard Belhumeur
Gilles Blais, Chairman
Jake Sachs
Bob Storke
Susan Elliott
Bobby Ball
Tomm Friend
Elizabeth Lendian
Dan D'Antonio
John Cotton
Claudia Calzaretta (non-voting advisor)
Melissa Winsett (non-voting)
Lois Bollenback (non-voting)

CAC Members Absent:

Richard Gailey
Nadine Collard (excused)
Judy Craig (excused)

Others Present:

Pamela Blankenship, Recording Secretary
Debbie Stewart
Jean Parlow
Robert Keeth
Carole Hinkley
Stephan Harris
Eric V.K. Hill
A. Shawn Collins
Peg Strahman
Virginia Baker
Heather Blanck
Jose Papa

Representing:

Daytona Beach
Deltona
Edgewater
Flagler Beach
Holly Hill
New Smyrna Beach
Orange City
Pierson
Port Orange
Volusia County
Volusia County
Volusia County
Votran
FDOT District 5
Volusia County Traffic Engineering
TPO Staff

Representing:

DeBary
Volusia County
Volusia County

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Citizen
Turnbull Bay Community/PP&E
Turnbull Bay Community, Inc.
Turnbull Bay Community
Votran
Palm Coast

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

Chairman Gilles Blais called the meeting of the Volusia Transportation Planning Organization (TPO) Citizens' Advisory Committee (CAC) to order at 1:31 p.m. The roll was called and it was determined that a quorum was present.

II. Press/Citizen Comments

There were no press or citizen comments.

III. Consent Agenda

A. Approval of June 18, 2013 CAC Meeting Minutes

MOTION: *Mr. Smart moved to approve the June 18, 2013 CAC meeting minutes. The motion was seconded by Mr. Belhumeur.*

Mr. Storke stated that on page 5 of Item D, FDOT Reports, the minutes should read US 92 not US 17/92.

The motion with the above noted correction carried unanimously.

IV. Action Items

Chairman Blais requested that Action Item D Pioneer Trail Interchange be moved to the first item due to large number of citizens that would be speaking.

D. Review and Recommend Approval Resolution 2013-XX Amending the 2035 LRTP Report by Adding an Interchange at I-95 and Pioneer Trail to the Unfunded Needs List

Mr. Friend stated that the TPO has an amendment process for the 2035 LRTP that includes a review of items such as environmental, compatibility, and all the definitions of projects. The process to amend the LRTP for all projects is to put the project through a filter, discussion by various committees and then a review. This amendment request has not followed these steps. Instead, the TPO has relied upon a report prepared by Volusia County who has been promoting this interchange for years. At a recent TPO Board meeting, Mr. Gerald Brinton, Volusia County Engineer, gave a presentation and stated the original cost of \$70 million for the interchange had been "pulled from the air" and, in reality, the cost was only going to be \$20 to \$30 million. Mr. Friend passed out samples of an excerpt from a letter sent in 2011 by the Volusia TPO Board to the FDOT, which lists the Pioneer Trail interchange at \$70 million. Mr. Friend stated that Ms. Noranne Downs, FDOT, also spoke to the Volusia County Council and was asked a similar question. Ms. Downs answered that \$70 million was a bit low – that it would probably cost \$72.5 million. When South Williamson Boulevard was added to the 2035 LRTP, it was submitted as a \$20 million project. The Volusia County Council had only approved \$9.3 million, which left a \$10.7 million difference. In 2005, the right was given to establish a community development district (CDD) which gave enabled the property owner to issue \$52 million in bonds to build the infrastructure needed. Port Orange has agreed to pay the \$52 million in public bonds; he asked why Volusia County was paying \$9.8 million if they could issue bonds.

Mr. Friend stated that the Pioneer Trail Interchange will be going into a swamp that the public has spent millions of dollars trying to protect. Increasing the density will increase pollutants into the creek. In 2008, the TPO Board voted unanimously to remove it from the draft 2035 LRTP and the public was informed the interchange would go through the amendment process if it were added to a future plan. He asked that the Pioneer Trail Interchange be submitted for the 2040 LRTP and be given a chance to be properly reviewed.

Mr. D'Antonio asked if Mr. Friend's comments were being made as a member of the committee or as a resident of Turnbull Bay.

Mr. Friend replied that he was commenting as a committee member.

Ms. Bollenback stated that prior to a decision being made the public would be permitted to speak, followed by a committee discussion.

Mr. Friend stated that on the letter he handed out was a request from the Volusia TPO Board for the State of Florida to remove the Pioneer Trail interchange from their list; there is also over \$1 billion worth of projects on the FDOT list that the Volusia TPO Board asked to have removed because no one in the CAC, TCC or the elected officials from the municipalities in which these projects were to occur had ever heard of them.

Ms. Virginia Baker, Turnbull Bay Community resident, stated she did not understand the rationale of having two interchanges so close together on I-95. Pioneer Trail can be reached easily and quickly from SR 44. It is a rural area and not a good idea to have an interchange there.

Ms. Peg Strahman, Turnbull Bay Community resident, stated she lives in New Smyrna Beach right off Turnbull Bay Road, and is the treasurer of the Turnbull Bay Community Inc., which includes over 100 households. Studies have shown the interchange is ineffective and unnecessary and would cause Pioneer Trail and Turnbull Bay Road to fail (SVRTS). She asked why there was a push to put it on the 2035 L RTP instead of submitting it for the 2040 L RTP. Leaving it on the 2035 L RTP will have ramifications including having to readdress the priority lists, which will bump some projects. The residents feel that the project at the least should be given due diligence. It is going to effect the functioning of I-95, which should be left as a thoroughfare and not made a local road.

Mr. Robert Baker, Turnbull Bay Community resident, stated he lives on Turnbull Bay Road and has lived there all of his life. In 1955, the Volusia County Health Department closed all shellfish harvest in Turnbull Bay due to pollution and identified it as being a dump. This situation is real; it hurts when you get this much pollution. If you look at a government topographical map of the area, all of the land north of SR 44 and west of Pioneer Trail (as far north as Spruce Creek) is designated by the U.S. Government as the Spruce Creek Swamp. The swamp drains under I-95 through 16 culverts from SR 44 to Spruce Creek; that is the only way water gets under I-95. Spruce Creek Swamp is the watershed for Spruce Creek and that is the only way the water gets cleaned up. In the Indian River and Mosquito Lagoons the brown algae is killing everything: dolphins, manatees, porpoises, etc. and no one knows why. If the interchange is allowed, Spruce Creek will not be able to stand it. In 2007, Mayor Green of Port Orange stated he did not want the interchange but it was the only viable option to relieve traffic in Port Orange at Taylor Road. The SVRTS said it will not affect Port Orange traffic at all; Port Orange does not need it, and the people and the cities involved do not need it. He stated that no citizen has ever spoken in favor of the interchange, only attorneys for ICI Developers. The interchange has been taken off all plans.

Dr. Eric V. K. Hill, Turnbull Bay Community resident, presented a PowerPoint Presentation where he referenced two studies: the 2005 Pioneer Trail Interchange Feasibility Study and the 2008 SVRTS. Dr. Hill stated his experience and background. The 2005 Pioneer Trail Interchange Feasibility Study was used to write the resolution for the Pioneer Trail interchange. It is limited in scope and only includes the cities of Port Orange and New Smyrna Beach. He stated the studies show the interchange will only decrease traffic by only two cars per minute and on Dunlawton Avenue by one car every two minutes. He also stated that traffic volumes are less now in 2013 than they were in 2005, and the 2008 SVRTS suggests the best solution is an interchange at Park Avenue and Madeline Avenue. He recommended the technically correct solution of adding the interchange at Madeline Avenue and Park Avenue to the 2035 L RTP which would improve the regional transportation system.

Mr. Shawn Collins, Professional Planners and Engineers, reviewed his history with the Volusia TPO and as a consultant. The residents of Turnbull Bay Community are opposed to the interchange for two reasons; (1) it is not needed technically and (2) to protect the procedure that projects must go through. He suggested comparing the 2005 Pioneer Trail Interchange Feasibility Study to the SVRTS. The interchange will change all the developments that the cities are projecting. In all the scenarios none of the surrounding facilities improved significantly. Mr. Collins stated that the Volusia TPO just went through the priority list process, which is a detailed, time-consuming process. The facts are that the I-95 interchange project has never made it to the cost-feasible L RTP because it does not meet the criteria this community has set aside. He also stated that if this project is allowed to bypass the process nothing will stop another project from doing the same. The process needs to be protected.

Ms. Lorelle Friend, Friends of Spruce Creek, passed out a map showing the area where the interchange project is being proposed and depicting the proximity of Spruce Creek Preserve and the Pioneer Community Development District (CDD) to the interchange site at I-95 and Pioneer Trail. At the end of September, the Port Orange Planning Commission will be approving a Woodhaven comprehensive plan amendment to up-zone the mixed-use commercial zone acreage from 35 to 107 acres which will create a commercial node at I-

95 and Pioneer Trail. She is not opposed to the current zoning; with the current zoning there is no need for interchange.

Mr. Sachs stated that as the New Smyrna Beach representative, he is opposed to the interchange. No environmental impact studies have been done and it is not advisable to increase or upgrade development in the area because of the proximity of Spruce Creek Preserve and Swamp. There are federal regulations governing putting roads in recreational areas, wildlife and waterfowl refuges, and public or private historical sites, which may apply in this case. Tourists come to our area for our recreational resources and they need to be preserved.

Chairman Blais stated prior to the construction I-95, the water was clean and pristine. This is environmentally, sensitive land. He expressed concern about the quality of water in 10-15 years.

Discussion ensued on the wording of the motion.

Ms. Bollenback responded that the CAC is a citizens committee and serves as an advisory committee to the TPO Board to represent the citizens' perspectives. The actions that are taken by the CAC are brought forward to the TPO Board as information to assist them in making decisions. Ultimately, it is the board that takes action. The Chairman of the CAC represents the committee and answers any questions the board may have about the committee's actions. Ms. Bollenback stated that the CAC and TCC chairmen are always at the TPO Board meetings and summaries of the meetings are also provided to the board. She reviewed the history of Pioneer Trail. This request to add the interchange to the unfunded needs list. FHWA views this as a report modification and not an amendment; however, the TPO is treating it as an amendment in terms of public outreach and notification. She added that FDOT has indicated that they are supportive of amending the 2035 LRTP to add the Pioneer Trail Interchange.

Mr. Friend stated that FDOT has indicated they have not made a decision and are not taking a position. He requested that FDOT indicate their position in writing.

Ms. Bollenback replied that the TPO does not have anything in writing. It is the role of the TPO to make these decisions and for FDOT to defer to. FDOT has not opposed the project. She clarified that the project has not been removed from LRTP but was removed from the priority list and not reintroduced.

Discussion continued.

Mr. Friend requested that Mr. Ball disclose his employer and that they were the firm that represented the applicant in an attempt to rezone nine acres from conservation land on Turnbull Bay Road to commercial.

Mr. Ball stated that he was a citizen of Port Orange and worked for Zev Cohen & Associates who represented the applicant in various stages of the project over the years. He added that he owns property on Spruce Creek where the canal joins the creek. As a civil engineer he ensures that his employer complies with state and federal guidelines. He supports the interchange and clarified that he would not if he thought it would affect his future quality of life.

Discussion ensued.

Ms. Winsett stated that the county supported the interchange because of the jobs and economic development which would occur.

A roll call vote was taken and the motion carried with 8 "yes" and 5 "no" votes.

MOTION: Ms. Deyette moved to recommend not adding the interchange at I-95 and Pioneer Trail to the unfunded needs list. The motion was seconded by Mr. Smart. A roll call vote was taken and the motion carried with 8 "yes" and 5 "no" votes.

Mr. Ball stated he had consulted with TPO staff prior to the meeting to clarify his involvement and therefore had not abstained from voting.

A. Review and Recommend Approval of Draft River to Sea TPO Bylaws

Ms. Bollenback reviewed the changes that had been made to the draft bylaws since the last meeting.

MOTION: *Mr. D'Antonio moved to recommend approval of the draft of the River to Sea TPO Bylaws. The motion was seconded by Ms. Elliott and carried unanimously.*

B. Review and Recommend Approval of Resolution 2013-XX Adopting the Volusia TPO 2013 Transportation Priority Project Lists

Mr. Keeth explained the priority lists had been reviewed by the committee for the last several months, and that the lists were scheduled for final approval by the board at the end of the month. He noted the following updates and corrections to the priority lists:

- Ⓜ revise the SR 5 (US 1) at SR 421 and Herbert Street intersection improvements project (#1 on the Regionally Significant Non-SIS Roadway Projects list) to note that the construction phase has been programmed for FY 2013/14
- Ⓜ delete the traffic sign replacement project in DeLand from the XU Traffic Ops/ITS/Safety Projects "A" list as it is not funded and will remain on the "B" list
- Ⓜ delete the Providence/Eustace intersection safety upgrade from the XU Traffic Ops/ITS/Safety Projects "C" List at the request of Deltona

Mr. Keeth noted that there were three LED signal projects in Port Orange, Daytona Beach and DeLand that had been removed from priority lists at the request of FDOT because they did not qualify for funding. The projects were to be reinstated for submission in August to be retained on the XU Traffic Ops/ITS/Safety "B" list with the same rank/score if federal eligibility requirements to be a part of a system-wide, coordinated plan were met by the August committee meetings (Volusia County staff agreed to provide the system plan document). A coordinated plan has not been received from Volusia County.

Ms. Winsett stated Volusia County was still working on the system-wide, coordinated plan; the DeLand plan has been completed.

Ms. Bollenback explained that the LED signal projects were ranked high on the priority list. FDOT pulled the projects into the Work Program and then realized that they did not qualify because they were not a part of a coordinated plan.

Ms. Winsett stated that Volusia County will work with FDOT on the plan.

Ms. Calzaretta stated she could submit the DeLand plan to FHWA to get their approval prior to programming the projects.

Ms. Lendian asked if project #4 on page 50 (SR 15 (US 17) widening (2 lanes to 4)) was going to be removed.

Mr. Keeth answered that he had received a letter from the city of Deltona requesting that Item #6 on page 58 (Providence/Eustace Intersection Safety Upgrade) be removed from the list.

Mr. Keeth stated that there was one addition to the list; on page 54 item #7, the traffic sign for the city of DeLand. It is currently on the "A" and "B" lists and needed to be removed from the "A" list. It will stay on the "B" list. The project has been funded but DeLand has been unable to provide the documentation necessary for this project to move forward.

MOTION: *Mr. Storke moved to recommend approval of Resolution 2013-## adopting the Volusia TPO 2013 Transportation Priority Project Lists to include: revise the SR 5 (US 1) at SR 421 and*

Herbert St Intersection Improvements Project (#1 on the Regionally Significant, Non-SIS Roadway Projects List) to note that the construction phase has been programmed; delete the Traffic Sign Replacement Project from the XU Traffic Ops/ITS/Safety Projects "A" List; retain the three LED signal projects on the XU Traffic Ops/ITS/Safety Projects "B" List contingent upon Volusia County submitting the system-wide, coordinated plan for the DeLand project to FDOT for approval by FHWA followed by the plans for the other two projects; delete the Providence/Eustace Intersection Safety Upgrade from the XU Traffic Ops/ITS/Safety Projects "C" List. The motion was seconded by Mr. Smart and carried unanimously.

C. Review and Recommend Approval of Resolution 2013-## Amending the FY 2012/13 - 2016/17 and FY 2013/14 - 2017/18 Transportation Improvement Programs (TIPs)

Mr. Keeth explained the reasons for the amendments to the TIP, a major part of the amendment being the inclusion of aviation projects. He stated that this is a roll forward amendment and explained what that meant.

Ms. Bollenback explained that in the automatic download from FDOT for the TIP was funding for the section 7 of East Central Florida Regional Rail Trail (ECFRRT) project; two line items were inserted, XU and ACSU funding. The project is not on the Bicycle/Pedestrian priority list but it is on the Transportation Alternatives Program (TAP) list. The TPO asked FDOT how XU funds came to be programmed on it but they have not been able to determine why this happened. She requested that the change not be approved because it did not follow the priority lists. It had been funded in FY 2012/13 with TAP and local funds but the amendment shows it had XU funding programmed.

Discussion ensued regarding aviation projects.

MOTION: *Mr. D'Antonio moved to recommend approval of Resolution 2013-## amending the FY 2012/13 - 2016/17 and FY 2013/14 - 2017/18 Transportation Improvement Programs (TIPs) as amended with modifications to include returning the East Central Florida Regional Rail Trail (ECFRR) Section 7 project to its previous funding structure in FDOT's current adopted Work Program. The motion was seconded by Mr. Smart and carried unanimously.*

E. Review and Recommend Approval of Regional Priority Project Lists Developed through the CFMPOA

Ms. Bollenback stated this was an effort to combine the TPO's priority lists of projects which have regional significance with other MPOs and send a unified list to the FDOT.

MOTION: *Mr. Belhumeur moved to recommend approval of regional priority project lists developed through the CFMPOA. The motion was seconded by Mr. Smart and carried unanimously.*

V. Presentations, Status Reports, and Discussion Items

A. Presentation and Review of Alternatives Analysis Funding Options

[Handout provided]

Ms. Bollenback stated that at the last TPO Board meeting there had been a discussion regarding funding the Alternatives Analysis. The project was placed on the priority list last year and FDOT funded it in FY 2015. One of the TPO Board members asked to try to advance the project. FDOT looked at the scope of the project since there have been changes in the approach to the transit project development. FDOT refined the scope of services and estimated a cost of \$2 million rather than \$3 million; the local match requirement of 25% will be \$500,000. Ms. Bollenback then reviewed some of the funding options that were proposed at the last TPO Board meeting. She noted that this item will be discussed at the TPO meeting next week and that following the meeting in September a workshop is being planned to discuss passenger rail.

B. Presentation on Proposed Votran Fare Increase

This item was postponed until the September meeting due to a lack of time.

C. FDOT Report

Claudia Calzaretta gave a brief report.

D. Volusia County Construction Report

[Handout provided]

Ms. Winsett stated that there was nothing new to report.

VI. Staff Comments

® Reapportionment Update

® SunRail Update

This item was postponed due to a lack of time.

VII. CAC Member Comments

Mr. Belhumeur asked about the repaving of SR 100.

Ms. Calzaretta replied that she would research it and follow up.

Mr. D'Antonio stated he did not appreciate Mr. Ball's integrity being questioned. He would like a higher level of respect for committee members and the Executive Director at meetings.

Mr. Friend stated he did not intend to be disrespectful.

Chairman Blais stated he will discuss the matter with Ms. Bollenback.

Ms. Lendian announced the Community of DeLeon Springs Autumn Festival and passed out flyers for it.

VIII. Information Items

IX. Adjournment

The CAC meeting adjourned at 3:07 p.m.

GILLES BLAIS, CHAIRMAN
CITIZENS' ADVISORY COMMITTEE (CAC)

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO certified that the foregoing is a true and correct copy of the minutes of the August 20, 2013 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 17th day of September 2013.

DEBBIE STEWART, RECORDING SECRETARY
VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

DRAFT

Technical Coordinating Committee (TCC)

Meeting Minutes

August 20, 2013

TCC Members Present:

Fred Ferrell
Pedro Leon
Rebecca Hammock
Mike Holmes
Ron Paradise
Darren Lear
Chad Lingenfelter
Tom Harowski
Kent Cichon
Gail Henrikson
Jim Kerr
Ric Goss
Jim Smith
Clay Ervin, Chairman
Bill McCord
John Dillard
Larry LaHue
Melissa Winsett
Heather Blanck
Claudia Calzaretta (non-voting advisor)
Lois Bollenback (non-voting)

TCC Members Absent:

Stewart Cruz, Vice Chairman (excused)
Marian Ridgeway (excused)

Others Present:

Pamela Blankenship, Recording Secretary
Debbie Stewart
Jean Parlow
Robert Keeth
Carole Hinkley
Stephan Harris
Rich Walton
Robert Baker
Virginia Baker
Peg Strahman
Lorelle Friend
Tomm Friend
A. Shawn Collins
Eric V. K. Hill
Amy Blaida

Representing:

Daytona Beach
Daytona Beach Int'l Airport
DeBary
DeLand
Deltona
Edgewater
Flagler Beach
Holly Hill
Lake Helen
New Smyrna Beach
Orange City
Ormond Beach
Pierson
Ponce Inlet
Port Orange
South Daytona
V.C. Emergency Management
V.C. Traffic Engineering
Votran
FDOT District 5
Volusia TPO Staff

Representing:

Daytona Beach Shores
Volusia County School District

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Daytona Beach
Turnbull Bay Community
Turnbull Bay Community
Turnbull Bay Community
Turnbull Bay Community
CAC/ Turnbull Bay Community
Turnbull Bay Community/PP&E, Inc.
Turnbull Bay Community
RS&H

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

Chairman Clay Ervin called the meeting of the Volusia Transportation Planning Organization (TPO) Technical Coordinating Committee (TCC) to order at 3:12 p.m. The roll was called and it was determined that a quorum was present.

II. Press/Citizen Comments

There were no press or citizen comments.

III. Consent Agenda

A. Approval of June 18, 2013 TCC Meeting Minutes

MOTION: *Mr. Lear moved to approve the June 18, 2013 TCC meeting minutes. The motion was seconded by Mr. McCord.*

Mr. McCord stated that on page 4 of the minutes the following should be corrected: "Wechiva" should be spelled "Wekiva"; "the" should be added prior to "SIS" in the fourth paragraph; and "to Sea" should be removed after "Indian River to Sea" in the seventh paragraph.

The motion with the above noted corrections carried unanimously.

IV. Action Items

A. Review and Recommend Approval of Draft River to Sea TPO Bylaws

MOTION: *Mr. McCord moved to approve the draft River to Sea TPO Bylaws. The motion was seconded by Mr. Ferrell and carried unanimously.*

B. Review and Recommend Approval of Resolution 2013-XX Adopting the Volusia TPO 2013 Transportation Priority Project Lists

Mr. Keeth explained that the priority lists had been reviewed for the past several months. He noted that the following changes were being proposed to the lists:

- Ⓡ revise the SR 5 (US 1) at SR 421 and Herbert Street intersection improvements project (#1 on the Regionally Significant Non-SIS Roadway Projects list) to note that the construction phase has been programmed for FY 2013/14
- Ⓡ delete the traffic sign replacement project in DeLand from the XU Traffic Ops/ITS/Safety Projects "A" list as it is not funded and will remain on the "B" list
- Ⓡ delete the Providence/Eustace intersection safety upgrade from the XU Traffic Ops/ITS/Safety Projects "C" List at the request of Deltona

Mr. Keeth noted that at the June TCC meeting, the committee recommend that the three LED signal projects that had been removed from the proposed draft priority lists at the request of FDOT should be reinstated for submission in August to be retained on the XU Traffic Ops/ITS/Safety "B" list with the same rank/score if federal eligibility requirements to be a part of a system-wide, coordinated plan were met by the August committee meetings (Volusia County staff agreed to provide the system plan document). A coordinated plan has not been received from Volusia County. The CAC voted to retain the projects on the list; Volusia County informed the TPO that they were still working on the plan.

Mr. Ferrell stated that he had received an email from Daytona Beach city staff directing him to have the Beach Street Road Diet project removed from the XU Traffic Ops/ITS/Safety "C" list. He added he would follow up with an email.

Mr. Keeth responded that it would be removed pending receipt of the letter.

Discussion ensued regarding the Acadian Drive sidewalk project and it was noted that the city of Deltona had just awarded a contract to construct the segment based on the funding.

Discussion continued

MOTION: *Mr. Lear moved to recommend approval of Resolution 2013-## adopting the Volusia TPO 2013 Transportation Priority Project Lists with the following changes: revise the SR 5 (US 1) at SR 421 and Herbert Street intersection improvements project (#1 on the Regionally Significant Non-SIS Roadway Projects list) to note that the construction phase has been programmed for FY 2013/14; delete the traffic sign replacement project in DeLand from the XU Traffic Ops/ITS/Safety Projects "A" list as it is not funded and will remain on the "B" list delete the Providence/Eustace intersection safety upgrade from the XU Traffic Ops/ITS/Safety Projects "C" List at the request of Deltona; removal of the Beach Street Road Diet project from the XU Traffic Ops/ITS/Safety "C" list; retain the three LED signal projects on the XU Traffic Ops/ITS/Safety Projects "B" List contingent upon Volusia County submitting the system-wide, coordinated plan for the DeLand project to FDOT (within one week) for approval by FHWA followed by the plans for the other two projects. The motion was seconded by Mr. Ferrell.*

Ms. Calzaretta stated that once the coordinated plan is completed for the DeLand LED signal replacement project she will forward it to FHWA for their approval. If they do not approve it the project will not be moved into FDOT's Work Program. She clarified that the plan that had originally been submitted had not been acceptable to FHWA. She added that the programming for the Work Program begins in September; therefore, she would need the coordinated plans within the next week.

Chairman Ervin stressed that if the plans were not received then the projects would not be funded.

The motion carried unanimously.

- C. Review and Recommend Approval of Resolution 2013-## Amending the FY 2012/13 - 2016/17 and FY 2013/14 - 2017/18 Transportation Improvement Programs (TIPs)

MOTION: *Mr. Ferrell moved to recommend approval of Resolution 2013-## amending the FY 2012/13 - 2016/17 and FY 2013/14 - 2017/18 Transportation Improvement Programs (TIPs). The motion was seconded by Mr. Lear.*

Ms. Bollenback explained that in the automatic download from FDOT for the TIP was funding for the section 7 of East Central Florida Regional Rail Trail (ECFRRT) project; two line items were inserted, XU and ACSU funding. The project is not on the Bicycle/Pedestrian priority list but it is on the Transportation Alternatives Program (TAP) list. The TPO asked FDOT how XU funds came to be programmed on it but they have not been able to determine why this happened. She requested that the change not be approved because it did not follow the priority lists. It had been funded in FY 2012/13 with TAP and local funds but the amendment shows it had XU funding programmed.

Chairman Ervin explained that if the project is kept as it is then XU funding will be taken from other projects already programmed.

Ms. Henrikson stated that the funding listed in FY 2013/14 for the Votran Transfer station had not been transferred to FY 2017/18.

Ms. Blanck noted that the project should be fully funded.

MOTION: *Mr. Harowski moved to recommend approval of Resolution 2013-## amending the FY 2012/13 - 2016/17 and FY 2013/14 - 2017/18 Transportation Improvement Programs (TIPs) including returning the East Central Florida Regional Rail Trail (ECFRRT) Section 7 project to its previous funding structure in FDOT's current adopted Work Program and an adjustment to add funding in FY 2013/14 to FM # 4343751 (New Smyrna Beach Transfer Station).*

Mr. Ferrell withdrew his original motion and Mr. Lear withdrew his second.

Mr. Holmes seconded Mr. Harowski's motion which carried unanimously.

D. Review and Recommend Approval Resolution 2013-XX Amending the 2035 LRTP Report by Adding an Interchange at I-95 and Pioneer Trail to the Unfunded Needs List

Chairman Ervin announced that the TPO Board typically limits public comments to three minutes per person.

Ms. Lorelle Friend, Friends of Spruce Creek, stated that she had provided a map to the members and explained the layout in relation to the proposed Pioneer Trail Interchange. She noted that there was an existing planned development, the Pioneer Community Development District (CDD), which was established with a maximum of 1300 homes and 35 acres of mixed-use commercial development. When the 225 acres were acquired, the rights were as well which brings down the total homes to 1075. At the end of September, the Port Orange Planning Commission will be looking at the Woodhaven comprehensive plan amendment (CPA) which seeks to up-zone the mixed use commercial development from 35 acres to 107 acres and create a commercial node at Pioneer Trail and I-95. She is not opposed to the current zoning and with the current zoning there is no need for an interchange.

Mr. Tomm Friend stated he had been a CAC member for seven years. He stated there would be no argument if the project were to be submitted to the 2040 LRTP. He explained that the project is not going through the proper LRTP amendment process. Next month the city of Port Orange will be moving forward to increase the density of the Pioneer CDD. One thing that can be done to preserve Spruce Creek is not to allow increases in density. With increases in density the pollution increases as well. In 2008 over 80 residents spoke and the TPO Board voted unanimously that the Pioneer Trail Interchange would not be grandfathered into the 2035 LRTP and it would go through the normal process in the future.

Dr. Eric Hill, Turnbull Bay Community, gave a PowerPoint presentation reviewing the results of the 2005 Pioneer Trail Interchange Feasibility Study and the 2008 Southeast Volusia Regional Transportation Study (SVRTS). He stated that the Pioneer Trail Interchange project, although recommended as a viable alternative to the Dunlawton Interchange, was not a good alternative. The decreases in traffic volume would be miniscule and it would harm the regional transportation system by causing the failure of I-95 and Turnbull Bay Road. He recommended an interchange at Madeline Avenue in Port Orange. The 2008 SVRTS had two transportation planners working on it, Chad Lingenfelter and Shawn Collins; the study is technically correct. He suggested the members vote no to placing the Pioneer Trail Interchange on the 2035 LRTP.

Mr. Shawn Collins explained his history with the TPO and as the consultant for the 2008 SVRTS. He stated the process that the SVRTS went through was very detailed and accurate. He noted that the interchange was not needed and that the LRTP amendment process needed to be protected. If the interchange is added to the LRTP unfunded needs list the entire process is pointless. This is a political discussion; he recommended the members let the elected officials make the decision next week.

Ms. Peg Strahman, Treasurer of the Turnbull Bay Community, stated that there are over 100 households in the community. The studies show the interchange is ineffective and unnecessary and will make Pioneer Trail and Turnbull Bay fail. She asked the members to look at the projects that would be affected by placing the interchange on the 2035 LRTP. She recommended that the project be allowed to go through due diligence.

Ms. Virginia Baker, Turnbull Bay Community, stated that she did not understand the rationale of having two interchanges so close together on I-95. Turnbull Bay Road will be ruined.

Mr. Robert Baker, Turnbull Bay Community, stated that he had lived in the Turnbull Bay area all his life. This project will bring pollution; all the land west of Pioneer Trail and north of SR 44 is the Spruce Creek Swamp, the watershed for Spruce Creek. The water drains under I-95 through 16 culverts. There is already a vast amount of pollution in the Indian River to Sea and Mosquito River to Sea Lagoon. With increased development comes more pollution. HE urged the members to ask why an interchange is needed at Pioneer Trail. Referencing the minutes of the June 26, 2007 MPO (TPO) Board meeting, Port Orange Mayor Green stated that he did not personally want the interchange but felt it was the only viable option to relieve the traffic on Taylor Road; the

SVRTS shows it would have no positive effect on the Port Orange traffic. The people do not want the interchange and it has been taken off all the LRTPs. The interchange will kill the waterways.

Mr. Goss asked why the project was not being submitted for the 2040 LRTP.

Ms. Bollenback explained that the project sponsors would have to answer that; the TPO received the request from Port Orange and Volusia County Council.

Mr. Goss asked if the 2008 SVRTS had been approved.

Ms. Henrikson explained that the cities of New Smyrna Beach, Edgewater, Port Orange and the county of Volusia each contributed to the study and it was still in draft form; no final version was ever produced.

Ms. Winsett stated that the economic downturn was part of the reason it was never adopted. The projects were looked at as a wish list and the model was wrong numerous times. She was unsure if the model revealed how the interchange would do. The wish list was expensive and they were unable to come up with a plan to finance it.

Discussion ensued on the SVRTS.

Ms. Bollenback explained that the official LRTP is the cost-feasible section only; the remainder of the information is considered part of the supporting documentation. FHWA does not look at the current action as an amendment but as a report modification. If the board decides to add the interchange to the LRTP then it sends a signal to FDOT that the project is a need.

Mr. Paradise noted that the last time the Pioneer Trail Interchange was being discussed the best available data available was from studies which were done at the height of the market and indicated that there was no need. The TPO Board removed the interchange from the priority list at the height of the market because there was no need and there has been no need demonstrated now to warrant placing it on the unfunded needs list; the development will occur regardless of the interchange.

Ms. Henrikson stated that on August 13, the New Smyrna Beach City Commission voted 3/2 to support adding the Pioneer Trail Interchange to the LRTP unfunded needs plan. She added that she would change her previous no vote to a yes in support of the interchange.

Ms. Bollenback clarified that the last time the New Smyrna Beach Commission voted it was a 2/2 split vote.

Mr. McCord named a number of studies that had been done that supported the interchange including the West Area Annexation Traffic Study. He added that the city of New Smyrna Beach had used the study to justify much of their development. The information that was given regarding increases in density on the Woodhaven project was not current; the change in density is remaining the same. The need for the interchange was identified with the annexation that occurred west of I-95 in Venetian Bay and New Smyrna Beach. Numerous local and macro-studies have been done which support that the interchange may be a valid project to pursue. The Pioneer Trail Interchange has been in many of the TPO's LRTPs. There were significant improvements that will occur in the roadway network in Port Orange and on SR 44 although they are projected to operate at a deficient level of service. He mentioned a number of other studies that supported the interchange. He concluded that he supported the interchange.

Mr. Harowski stated that he still had not heard why the interchange needed to be added to the 2035 LRTP rather than the 2040 LRTP.

Ms. Winsett responded that the new Volusia County Council's mission is to work on the economy; county staff was instructed to pursue the interchange as a way to spur economic development.

Ms. Henrikson noted that the city of New Smyrna Beach did not pass a resolution in support of the interchange; it was only a vote. One New Smyrna Beach commissioner wanted to ensure that the city had a seat at table as the project moved forward.

Mr. Goss stated that he would vote against the interchange noting that the project should go through the 2040 LRTP update process which will be completed by September 2015.

MOTION: *Mr. McCord moved to recommend approval of Resolution 2013-## amending the 2035 LRTP Report by adding an interchange at I-95 and Pioneer Trail to the unfunded needs list as well as the following changes to the resolution: the removal of the letter "v" from the word "interchange" and the addition of "May 2013" in the fourth whereas clause. The motion was seconded by Ms. Winsett. A roll call vote was taken and the motion carried with 9 yes votes and 8 no votes.*

E. Review and Recommend Approval of Regional Priority Project Lists Developed through the CFMPOA

Ms. Bollenback explained that over the past several months, members of the Central Florida Metropolitan Planning Organization Alliance (CFMPOA) had been working to prioritize regional projects including strategic intermodal systems (SIS), regional trails and regional transit. A draft concept outlining the strategy for developing the regional priority project lists was provided for review in May and draft lists were provided in June. The lists have been refined based on member input and are presented for review and recommended approval.

Mr. Holmes stated that Item K on the transit map, SunRail to Daytona Beach should go to DeBary.

Ms. Bollenback responded that it referred to the cross-county alternatives analysis and the request did not consider beginning at the Fort Florida DeBary station.

Mr. Holmes stated that he was opposed to adding lanes to I-4, noting that a rail line should be explored from Daytona Beach to Orlando.

Discussion ensued.

MOTION: *Mr. Ferrell moved to recommend approval of the regional priority project lists developed through the CFMPOA. The motion was seconded by Mr. McCord and carried unanimously.*

V. Presentations, Status Reports, and Discussion Items

A. Presentation and Review of Alternatives Analysis Funding Options

[Handout]

Ms. Bollenback stated that at the last TPO Board meeting there had been a discussion regarding funding the Alternatives Analysis. The project was placed on the priority list last year and FDOT funded it in FY 2015. One of the TPO Board members asked to try to advance the project. FDOT looked at the scope of the project since there have been changes in the approach to the transit project development. FDOT refined the scope of services and estimated a cost of \$2 million rather than \$3 million; the local match requirement of 25% will be \$500,000. Ms. Bollenback then reviewed some of the funding options that were proposed at the last TPO Board meeting.

Ms. Bollenback added that at the TPO Board meeting, representatives from FDOT suggested taking an existing project that has local funding and swap in state funding; take the local funding and apply it as the match. She reviewed some of the projects that were being considered for the swap noting that Mr. Cheney would be speaking with Volusia County about their thoughts but she has not heard back. No formal proposal has been made yet. This item will be discussed at the TPO meeting next week and following the meeting in September a workshop is being planned to discuss passenger rail.

B. Presentation on Proposed Votran Fare Increase

[Handout]

Ms. Blanck gave a PowerPoint presentation on the proposed fare increases for Votran. She announced that there would be four public meetings in September to receive comments on the proposed fare increase. She asked the members to post the public information flyers provided in the agenda in their places of business. She can be contacted directly with any comments or questions.

C. FDOT Report

Claudia Calzaretta gave the FDOT report.

D. Volusia County Construction Report

[Handout]

Ms. Winsett stated that there was nothing to report.

VI. Staff Comments

® Reapportionment Update

Ms. Bollenback stated that FDOT had responded to the list of questions that the city of Palm Coast had submitted; she has not had a chance to review the response.

Ms. Bollenback noted that the draft 2035 LRTP amendment for reapportionment as well as the draft interlocal agreements would be provided next month for review; TPO staff is looking for their approval and completion in October. The final Reapportionment Plan will then need to be submitted to the Governor for approval.

® SunRail Update

Ms. Bollenback stated that on September 13, 2013 there would be a SunRail "Sneak Peek: ride beginning in DeLand and ending in Kissimmee. The first train car has been delivered and a tour was given. There will be an update next month on marketing activities.

VII. TCC Member Comments

Mr. Harowski stated that there was a feature article in the summer issue of the Journal of the American Planning Association (JAPA) on a study that had been done regarding the behavior of development and households around railroad stations.

Ms. Blanck asked if a presentation on the study could be given.

Ms. Bollenback stated she would try to send the link to the article out via email.

Mr. McCord asked Ms. Calzaretta if she had any information on his previous request to preserve the I-95 northbound bridge over Spruce Creek for possible trail use.

Ms. Calzaretta responded that she was still researching it and would be scheduling a meeting once she gets the information.

Mr. McCord recommended that Ms. Calzaretta speak with Mr. Amir Asgarinik.

Ms. Calzaretta stated that the maintenance of the Spruce Creek Bridge was on hold because of the widening.

VII. Information Items

IX. Adjournment

The TCC meeting adjourned at 4:21 p.m.

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

CLAY ERVIN, CHAIRMAN
TECHNICAL COORDINATING COMMITTEE (TCC)

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO certified that the foregoing is a true and correct copy of the minutes of the August 20, 2013 regular meeting of the Technical Coordinating Committee (TCC), approved and duly signed this 17th day of September 2013.

PAMELA C. BLANKENSHIP, RECORDING SECRETARY
VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

DRAFT

**MEETING SUMMARY
(CAC & TCC)
AUGUST 20, 2013**

IV. ACTION ITEMS

- A. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2013-## AMENDING THE FY 2013/14 TO 2017/18 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) BY ADDING FM# 4154348 – EAST CENTRAL REGIONAL RAIL TRAIL SEGMENT 4A**

Background Information:

The Volusia TPO staff identified \$439,767 in TALU (TAP) funds available to be programmed in FY 2013/14. The East Central Regional Rail Trail (all segments) is the top priority on our prioritized list of projects for TAP funds. County staff has advised us that they would like to use these funds to purchase right-of-way for Segment 4A of the trail extending from Guise Road to Gobblers Lodge Road, a distance of 3.51 miles. The 20% local match requirement will be satisfied with the county's \$10,233 cash commitment plus the value of in-kind services. Funding for construction has not yet been identified.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2013-## AMENDING THE FY 2013/14 TO 2017/18 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) BY ADDING FM# 4154348 – EAST CENTRAL REGIONAL RAIL TRAIL SEGMENT 4A

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2013-##

RESOLUTION OF THE VOLUSIA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FY 2013/14 TO FY 2017/18 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Volusia Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and the cities of Beverly Beach and Flagler Beach in Flagler County; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, the Volusia TPO shall annually endorse and amend as appropriate, the plans and programs required by 23 C.F.R. 450.300 through 450.324, among which is the Transportation Improvement Program (TIP); and

WHEREAS, the Volusia TPO's adopted TIP is required to be consistent with the Florida Department of Transportation's adopted Five-Year Work Program; and

WHEREAS, the Florida Department of Transportation has programmed additional projects and/or project phases in the Five-Year Work Program which must now be added to the TIP for consistency;

NOW, THEREFORE, BE IT RESOLVED, by the Volusia TPO that the:

1. Volusia TPO's FY 2013/14 to FY 2017/18 TIP is hereby amended by adding a new project, FM# 4154348 – East Central Regional Rail Trail Segment 4A, shown in Attachment A, attached hereto and made a part of this resolution; and the
2. Chairman of the Volusia TPO (or his designee) is hereby authorized and directed to submit the FY 2013/14 to FY 2017/18 TIP as amended to the:
 - a. Florida Department of Transportation;
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regular meeting of the Volusia TPO held on the 25th day of September 2013.

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

**CITY OF SOUTH DAYTONA, VICE MAYOR NANCY LONG
CHAIRPERSON, VOLUSIA TPO**

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia TPO held on September 25, 2013.

ATTEST:

**PAMELA C. BLANKENSHIP, RECORDING SECRETARY
VOLUSIA TRANSPORTATION PLANNING ORGANIZATION**

ATTACHMENT “A”

Resolution 2013-##

Amending the

FY 2013/14 to FY 2017/18

Transportation Improvement Program (TIP)

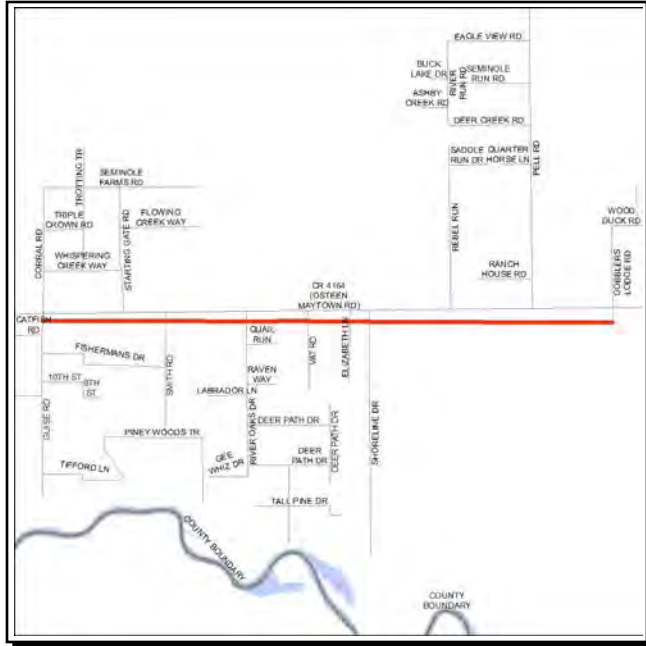
September 25, 2013



4154348

East Central Regional Rail Trail - Segment 4A

Non-SIS



Work Summary: BIKE PATH/TRAIL **From:** Guise Road
To: Gobblers Lodge Road
Lead Agency: Volusia County

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
ROW	LF	10,233	0	0	0	0	10,233
ROW	TALU	439,767	0	0	0	0	439,767
ROW	XU (SU)	4,000	0	0	0	0	4,000
Total		454,000	0	0	0	0	454,000

Prior Cost < 2013/14: 405,000

Future Cost > 2017/18: 4,080,000

Total Project Cost: 4,939,000

Project Description: Construct Segment 4A of the East Central Regional Rail Trail along abandoned rail line from Guise Road to Gobblers Lodge Road. Project length: 3.51 miles. (Reference Volusia TPO 2035 Long Range Transportation Plan, pgs. 63-73.)

**MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 17, 2013**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

**A. REVIEW OF DRAFT 2035 LONG RANGE TRANSPORTATION PLAN (LRTP) AMENDMENT
INCORPORATING THE EXPANDED METROPOLITAN PLANNING AREA (MPA)**

Background Information:

The Volusia TPO has been working with local partners to complete the activities needed expand the Metropolitan Planning Area (MPA) boundaries and reapportion the membership as required to respond to changes in the Urbanized Areas resulting from the 2010 census. One of the required activities includes amending the 2035 Long Range Transportation Plan (LRTP) to recognize the expanded MPA and outline the transportation projects that are intended to be pursued between now and the year 2035. The *“Planning Area Boundary Adjustment and Membership Reapportionment Plan”* which was approved by the TPO in March 2013 outlined the anticipated boundaries of the expanded MPA.

The proposed amendment was developed in consultation with representatives of the areas being added to the MPA and uses financial estimates developed by the Florida Department of Transportation during the development of the 2035 LRTP. Additionally, the factors used to develop this plan amendment are consistent with those used for the existing plan.

The presentation today is intended to inform advisory committee members of the projects being added to the “cost-feasible” 2035 LRTP amendment and prepare the document for public review.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

**MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 17, 2013**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

B. PRESENTATION ON SUNRAIL STATION DEVELOPMENT AND MARKETING ACTIVITIES

Background Information:

SunRail is a commuter rail project planned to operate between the Amtrak station in DeLand and the Poinciana station southwest of Kissimmee. The initial phase of the project will begin operations in spring 2014 on a 31 mile stretch between DeBary and Sand Lake Road station in south Orlando.

Members from the Florida Department of Transportation and SunRail marketing team will provide an update on the project and the efforts underway to inform the public, to engage businesses and to promote a successful launch of the service.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

**MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 17, 2013**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

C. PRESENTATION ON THE I-4 MASTER PLAN/MANAGED USE LANES PRELIMINARY DESIGN AND ENVIRONMENT (PD&E) STUDY UPDATE

Background Information:

In April 2012 the Volusia TPO approved a request by the Florida Department of Transportation to amend the TPO's 2035 Long Range Transportation Plan to support efforts to add managed use lanes to I-4, widening the facility from 6 to 10 lanes. The project limits in Volusia County extend a total of 10 miles from the Seminole County line to SR 472. The total project cost in Volusia County is \$682 million in year of expenditure dollars and the project is anticipated to be completed through a public-private partnership. Funding to update the Project Development and Environmental (PD&E) study and to begin design work was also added to the Transportation Improvement Program (TIP).

Beata Stys-Palasz, Project Manager for the Florida Department of Transportation (FDOT) will give a presentation on the progress of the PD&E and development activities for this project. Background information is being provided as part of this agenda item.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

I-4 Extensions Reevaluation US 27 to SR 472

These projects have previously gone through the PD&E Study phase. We are seeking reevaluation due to a proposed change in the project typical sections. The proposed change is to the inside median of the I-4 corridor from US 27 in Polk County to SR 472 in Volusia County. The design change is to switch from two HOV (High Occupancy Vehicle) lanes in the median, one in each direction, to four Express lanes, two in each direction. This change in typical section will result in a wider footprint and an increase in capacity but it will still remain within the proposed right of way limits of the previous PD&E studies.

Project Description

The I-4 Ultimate Reevaluation is the reevaluation of three previous PD&E Studies stretching from US 27 in Polk County to SR 472 in Volusia County. These previous studies consisted of:

- an Environmental Assessment (EA) from US 27 to CR 532,
- an EA from CR 532 to SR 528 and
- an Environmental Impact Statement (EIS) from SR 528 to SR 472.

Both of the EA's received Findings of No Significant Impacts (FONSI). Portions of the EIS limits received a Record of Decision (ROD) as the department could demonstrate future funding for only certain segments. The segment covered by the ROD is from SR 435 (Kirkman Rd.) in Orange County to SR 434 in Seminole County and is the portion of I-4 that runs through downtown Orlando. The primary reason for this segment being an EIS was due to sociocultural effects downtown. During the EIS process these adverse effects were either, avoided, minimized or mitigated as agreed to and committed to in the signed MOA between FDOT, FHWA, City of Orlando and the Florida State Historic Preservation Officer. Figure 1 presents the limits of the existing environmental documents.

It is perhaps easiest to consider the I-4 Ultimate projects as a phased implementation of an overall master plan for the I-4 Ultimate, with segments labeled A-F for easy reference. Figure 2 provides a graphical representation of the segment breakdown for the I-4 study.

Segment	EA	FONSI	FEIS	ROD	Pending ROD
A = US 27 to CR 532	X	X			
B = CR 532 to SR 528	X	X			
C = SR 528 to SR 435 (Kirkman Rd)			X		X
D = SR 435 (Kirkman Rd) to SR 434			X	X	
E = SR 434 to SR 417/SR 429			X		X
F = SR 417/429 to SR 472			X		X

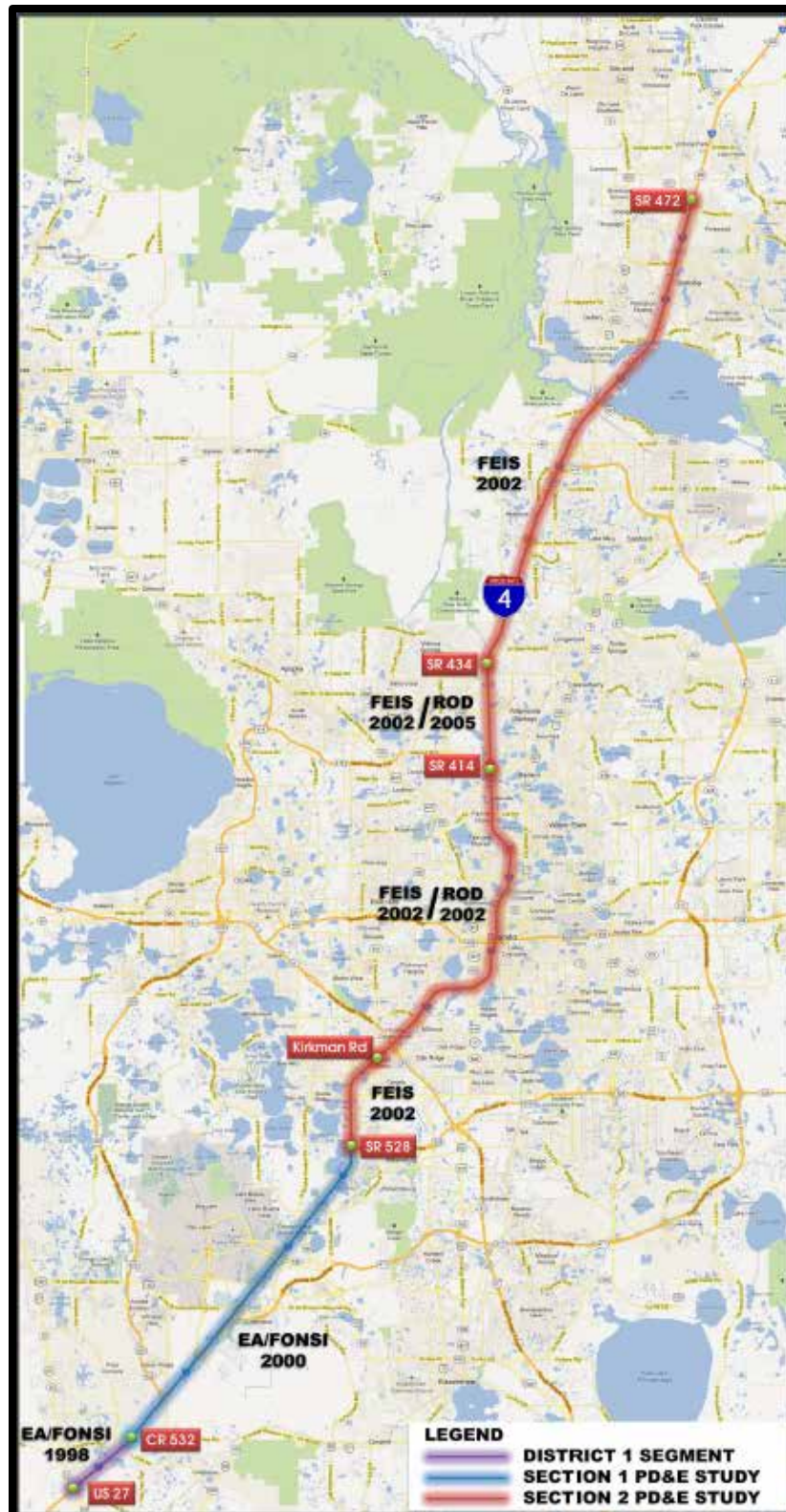


Figure 1
Approved Environmental Documents

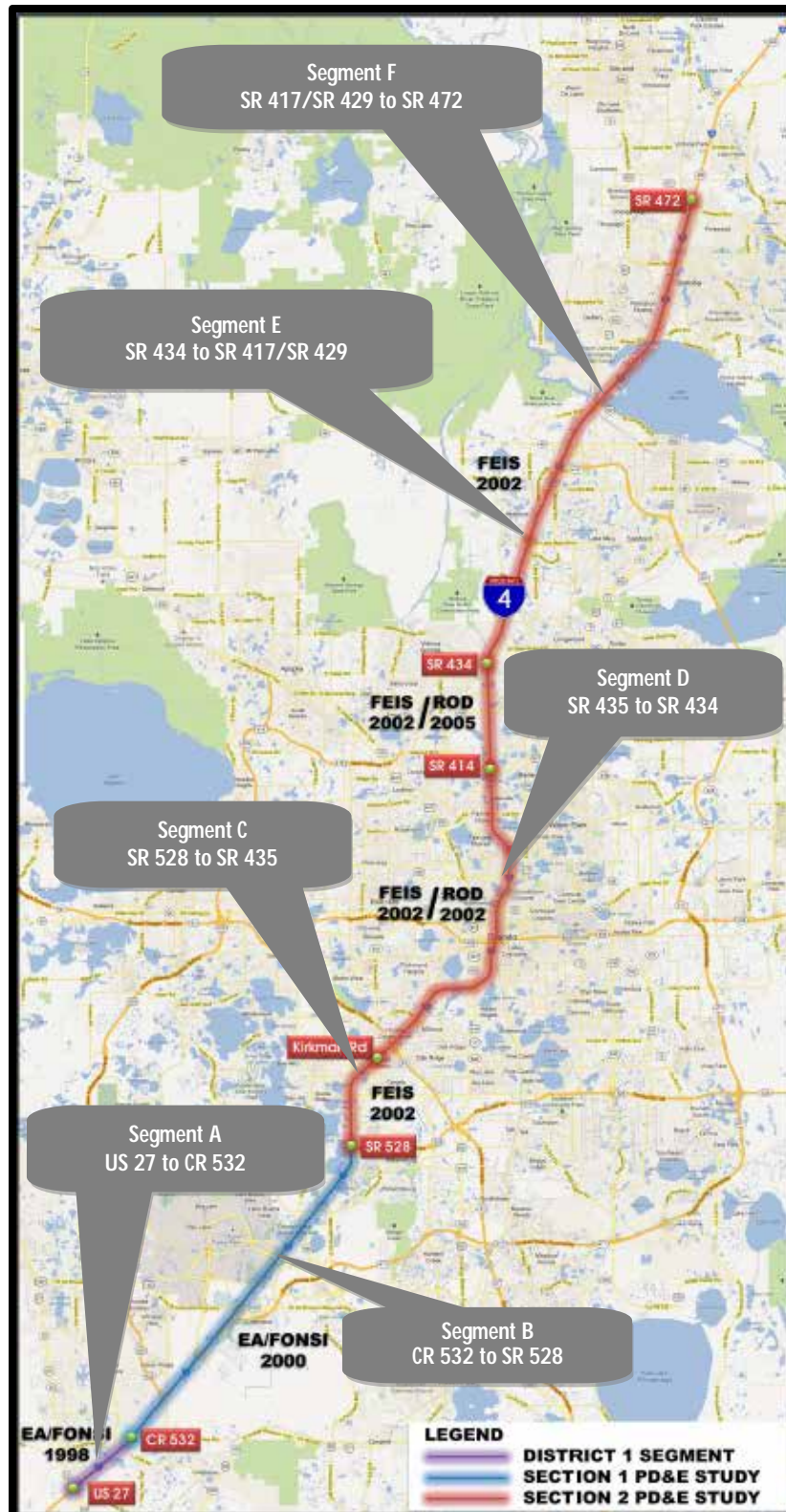


Figure 2
I-4 Study Segments

Project Status

I-4 improvements from CR 532 to SR 472 are identified as Cost Feasible projects in the adopted 2030 Long Range Transportation Plan for Metroplan Orlando and the 2035 Long Range Transportation Plan for the Volusia Transportation Planning Organization (TPO). Funding in the currently adopted Five-Year Work Program is outlined below for these design segments within the study limits.

- 201210-2 - US 27 to CR 532 PD&E Update, FY 12/13
- 432100-1 - CR 523 to SR 472 PD&E Update, FY 12/13
- 242484-8 - Osceola Co Line to SR 528, 30% Design FY14/15
- 242484-7 - SR 528 to SR 435, 30% Design FY14/15
- 242592-4 - SR 434 to Volusia Co Line, 30% Design FY14/15
- 408484-2 - Seminole Co Line to SR 472, 30% Design FY14/15

The following sections provide a description of the current status of environmental approvals and expected results of this effort for the different sections that are being reevaluated as part of this study.

SEGMENT A (US 27 to CR 532)

An Environmental Assessment (EA) was approved for this segment of I-4 by FHWA with a Finding of No Significant Impact (FONSI) in the year 1998.

- This segment is currently undergoing a reevaluation of the FONSI obtained in 1998 due to proposed changes to the design concept to account for the incorporation of the four Express lanes. The reevaluation and update of the FONSI is expected to be completed by December 2014.
- A Design Change Reevaluation for an improvement consisting for widening to six lanes on the outside was approved by FHWA in February 2002.
- The results of the reevaluation analyses will be shared with the public and an opportunity provided for public input on the project. A public information meeting will be held to acquaint the public with the project as currently proposed.

SEGMENT B (CR 532 to SR 528)

An Environmental Assessment (EA) was approved for this segment of I-4 by FHWA with a Finding of No Significant Impact (FONSI) in the year 2000.

- This segment is currently undergoing a reevaluation of the FONSI obtained in 2000 due to proposed changes to the design concept to account for the incorporation of the four Express lanes. The reevaluation and update of the FONSI is expected to be completed by September 2014, with an expectation of moving into a design phase shortly thereafter.
- The results of the reevaluation analyses will be shared with the public and an opportunity provided for public input on the project. A public information meeting will be held to acquaint the public with the project as currently proposed.
- A Systems Interchange Modification Report (SIMR) update is also being performed concurrent with the reevaluation and is expected to be completed by December 2013.

SEGMENT D (SR 435 (Kirkman Road) to SR 434)

FDOT is currently in the procurement process for this segment as a P3 with shortlisting having occurred in June 2013 and is anticipating a financial closing by the end of 2014.

- Segment D is addressed by the 2002 and 2005 RODs.
- Design reevaluation will be submitted that will determine that the previous environmental decisions remain valid and that no substantial changes have occurred to the social, economic, or environmental impacts of the proposed action that would significantly affect the quality of the human environment.
- A construction reevaluation is to be submitted prior to construction.

SEGMENTS C, E AND F (SR 528 to SR 435 (Kirkman Road) and SR 434 to SR 472)

A NEPA decision has not been reached for Segments C, E and F of the FEIS, and a NEPA must be reached for those segments to move forward into design and subsequent phases. The original overall (Segments C-F) project was previously determined to be an EIS. The only legal conclusion for an EIS is a ROD.

- Within the limits of Segment F the following interim actions have been previously approved:
 - EA/FONSI & LDCA Approval on 5/12/2000 for 6 laning I-4 (add 1 inside lane each direction) from US 17-92 to I-95; Saint Johns River Bridge Replacement; and Interchange modifications at: US 17-92, SR 472, Orange Camp Rd, SR 44 and US 92
 - A reevaluation was approved on 5/6/04 to advance to construction for 6 laning: I-4 US17-92 to Saxon which included the St. Johns River bridge replacement (2427021); I-4 Saxon to 472 (2427161); I-4 @472 (242655) and I-4 SR 44 to I-95 (408464)
 - A reevaluation for improvements to the SR 46 interchange and a SAMR update was approved on 1/28/10 to advance to construction.
- A reevaluation covering the entire area of the EIS (Segments C-F) will be performed that will provide a history of the project, identify changes that have occurred since the original 2002 FEIS for all segments (C-F) was completed, and note differences in the aspects of the project that are proposed, but have not been approved by FHWA. An evaluation of the new impacts created by the proposed changes, as well as changes in the overall context of the area ranging from issues such as growth, or changing laws, regulations and environmental conditions should be addressed.
- A Systems Interchange Modification Report (SIMR) update is also being performed concurrent with the reevaluation and is expected to be completed by December 2013.
- The results of the reevaluation analyses will be shared with the public and an opportunity provided for public input on the project. A public information meeting will be held to acquaint the public with the project as currently proposed.

Need for the Project

I-4 is an integral part of Central Florida's transportation system. The Interstate carries the greatest number of people and vehicles of any transportation facility in the region and serves many of the area's primary activity centers. When the Interstate opened in February 1965, it was designed to

serve intrastate and interstate travel by providing a critical link between the east and west coasts of Central Florida. Although this role continues to be a crucial transportation function of I-4, the highway has evolved to one that serves many shorter trips. Today, the highway serves as the primary link between hotel/motel complexes and tourist attractions such as Walt Disney World, Universal Studios, Sea World, the International Drive Resort Area and downtown Orlando. In addition, since I-4 is the only north-south limited access facility that is radially oriented between the predominant employment centers and the major suburbs to the north, it has become the primary commuting corridor in the Central Florida metropolitan area.

Tremendous growth in Central Florida over the past decades has made it difficult for the transportation system to keep up with travel demand. A significant amount of this growth is occurring within close proximity to I-4. In recent years, congestion on I-4 has extended well beyond normal peak hours and major crashes have closed I-4, resulting in traffic congestion throughout the metropolitan area. Congestion and delays on I-4 and the parallel arterial highways are now considered to be major transportation problems facing the region. The congestion on I-4 is further evidenced by the less than desirable levels of service on the Interstate as well as the crossroads.

Projections of future population and employment in the region indicate that travel demand will continue to increase well into the future. The ability to accommodate the new travel patterns resulting from growth must be provided to sustain the region's economy. Without the improvements, extremely congested conditions are expected to occur for extended periods of time in both the morning and evening peak periods. Due to these congested conditions, user travel times will continue to increase, the movement of goods through the urban area will be slower, and the deliveries of goods within the urban area will be forced to other times throughout the day.

The need for improvements to I-4 is illustrated by the important transportation roles I-4 serves to the Central Florida region and the State of Florida. If no improvements are made to the Interstate, a loss in mobility for the area's residents, visitors, and employees can be expected, resulting in a severe threat to the continued viability of the economy and the quality of life.

Preliminary Environmental Discussion

Keeping in mind that many changes have occurred along the I-4 corridor since the original EIS and EA were approved in 2002 and 1998, this reevaluation study commits to evaluating the corridor efficiently by maximizing the use of previously prepared studies and minimizing the amount of updates necessary to existing reports. While a re-evaluation is most commonly performed to address impacts due to changes made to the project itself, this effort will also include changes in criteria governing noise, wetland and wildlife impacts.

Land Use Changes

At the time of the original PD&E studies, existing land uses adjacent to the I-4 corridor in Polk, Osceola and Volusia Counties were primarily agriculture and undeveloped lands. However, Future Land Use maps at the time of the study showed very heavy mixed use development all along the I-4 corridor through the various counties. The transportation impacts of this heavy development were identified and addressed during the PD&E studies and the proposed

improvements to I-4 would support this development by providing the required transportation facilities. Changes in land uses that have occurred along the corridor over the last 10 years support the findings of the original reports.

Projected Future Population

The University of Florida's Bureau of Economic & Business Research (BEBR) produces population projections that are frequently and commonly used throughout the state in the development of long range transportation plans. As shown in the table below, the most recent BEBR county population projections (medium) show that the counties within the study area are projected to grow 45% by 2040, which would mean an addition of 1,356,656 new residents.

BEBR 2015-2040 Population Projections for Central Florida

County	Estimates	Population Projections					
	2012	2015	2020	2025	2030	2035	2040
POLK	606,888						
Low		597,900	625,600	645,400	657,300	661,500	657,400
Medium		636,100	695,100	750,500	801,600	848,000	888,300
High		674,200	764,600	855,500	945,800	1,034,600	1,119,300
OSCEOLA	280,866						
Low		288,200	317,600	339,800	358,700	371,200	378,700
Medium		306,600	356,800	404,500	448,400	488,400	525,900
High		325,000	396,000	469,200	538,100	605,600	673,200
ORANGE	1,175,941						
Low		1,165,000	1,234,800	1,285,600	1,315,700	1,328,800	1,330,800
Medium		1,239,300	1,372,000	1,494,900	1,604,500	1,703,500	1,798,400
High		1,313,700	1,509,200	1,704,200	1,893,300	2,078,300	2,266,000
SEMINOLE	428,104						
Low		413,700	423,500	429,700	432,000	430,600	426,800
Medium		440,100	465,400	488,300	508,200	525,100	540,300
High		466,500	507,200	546,900	584,400	619,700	653,700
VOLUSIA	497,145						
Low		477,300	482,700	484,400	482,200	476,400	468,200
Medium		507,700	530,500	550,500	567,200	580,900	592,700
High		538,200	578,200	616,600	652,300	685,500	717,200
TOTALS							
	2,988,944						
Low		2,942,100	3,084,200	3,184,900	3,245,900	3,268,500	3,261,900
Medium		3,129,800	3,419,800	3,688,700	3,929,900	4,145,900	4,345,600
High		3,317,600	3,755,200	4,192,400	4,613,900	5,023,700	5,429,400

Source: BEBR, March 2013

Economic

The I-4 project will improve access to community facilities and enhance the delivery of community services. The improved access and capacity should enhance the potential for economic growth in the area and is consistent with Comprehensive Plans for the communities along the corridor.

Farmlands

Coordination with the NRCS including submittal of the Farmland Conversion Impact Rating form was conducted and the NRCS signed off on the form on Feb. 2, 1998. It was determined that the projects would not have significant impacts to farmlands.

Section 4(f)

Potential impacts to Section 4(f) properties were evaluated during the study. No Section 4(f) properties (public parks, public recreation areas, historic sites, and/or wildlife or waterfowl refuges) were identified that would be adversely affected by the proposed project.

Cultural Resources

As part of the original PD&E studies, cultural resource assessment surveys were conducted along the study corridor in compliance with Section 106 of National Historic Preservation Act. No historical resources were identified which would be affected by construction of the preferred alternative. Several archaeological sites within the project area were identified and investigated and none of these resources were considered eligible for listing on the National Register of Historic Places nor do they have significance to regional or state prehistory. However, one archaeological site, 8VO00053, located within east and west I-4 right-of-way on the north bank of Lake Monroe, was identified and was addressed via mitigative excavation during previous studies.

Wetlands

Wetlands were evaluated during the PD&E studies and the Wetland Evaluation Reports detail the findings. Given the tremendous growth and development along the corridor since the studies were completed, it is likely that many of these systems may have already been impacted and may no longer exist. Potential wetland impacts will be reevaluated during this update phase. Mitigation for unavoidable wetland impacts may be through a combination of purchase of available private mitigation bank credits, available DOT bank credits or through the provisions of Section 373.4137 F.S.

Floodplains

Since most of the improvements associated with this project update will be to the inside median of I-4, floodplain encroachment is anticipated to be minimal. A more detailed analysis of potential floodplain impacts will be carried out as the project moves into the design phase. The drainage design for the project will compensate for any floodplain encroachment or increases in flood elevations.

Wildlife and Habitat

The Wildlife and Habitat Assessment Report conducted during the study phase revealed the presence of several protected species. Prior coordination through the Federal Highway Administration and the U.S. Fish and Wildlife Service (FWS) determined that the project was “not likely to adversely affect” threatened or endangered species. However, changes in listed species designations and in how FWS makes Effects Determinations necessitate that potential impacts from the project will be reevaluated during this update. In addition, new criteria for identifying sand skink and blue-tailed mole skinks (both listed as Threatened by FWS) have been implemented. These include designating certain soil types (excessively drained, well-drained,

and moderately well-drained sandy soils such as Candler and Pomello soils, among others) as skink habitat regardless of the vegetative structure that occurs. These soil types do exist adjacent to I-4 within these segments limits. These soil types in Polk, Osceola and Orange County above elevation 82 feet can support sand skink and blue-tailed mole skink populations. If a site has suitable soils at the appropriate elevation within the counties where skinks are known to occur, there is a likelihood of presence, and potential effects to skinks should be considered. The presence of skinks within these areas is assumed under the new guidelines, and surveys in accordance with U.S. Fish & Wildlife Service protocols may be required if it is determined that the project may impact these listed species.

Noise

The noise studies conducted for the original PD&E Studies identified several receptor sites within 500 feet of I-4 that warranted further analysis. The result of that analysis was that some of these sites warranted a noise mitigation analysis. The results of the mitigation analysis were that construction of noise barriers were deemed prudent and feasible at the identified receptor locations. Existing conditions along the I-4 corridor within these study limits have changed significantly since the original study was conducted, as have the FHWA Noise Analysis Guidelines. A new Noise Analysis will be undertaken during this reevaluation and updated as these study limits move into design phases.

Air Quality

An air quality screening test was conducted during the original PD&E efforts and the project was determined to have no impact on air quality. However, a new air quality screening test will be conducted taking into account the changes in adjacent development since the original study.

Contamination

Potential sites along the project corridor were originally identified as having some risk of soil or groundwater contamination. Given the heavy development that has since occurred along this corridor, many of these sites may have been remediated and some new sites may now exist. Contamination issues will be looked at again during this reevaluation/update.

Transportation Demand

The I-4 PD&E Study is within the local government jurisdictions of Polk, Osceola, Orange, Seminole, and Volusia Counties; 13 city jurisdictions; and within the transportation planning jurisdictions of FDOT Districts 1 and 5, Polk TPO, METROPLAN Orlando, and the Volusia TPO. The FDOT transportation plan provides the basis for the development of a statewide transportation system by prioritizing state projects listed in the LRTPs of regional and local jurisdictions. The Polk TPO, METROPLAN Orlando and the Volusia TPO are responsible for developing and updating the LRTP and for addressing all the transportation needs of the region. All local government comprehensive plans must be consistent with the LRTP of the Polk TPO, METROPLAN Orlando and the Volusia TPO.

Capacity

The Central Florida Regional Planning Model (CFRPM) version 5.01 was deemed to be the appropriate model to use in the development of traffic forecasts for the I-4 projects. It covers the entire study area and even though the CFRPM is not the adopted model for all of the counties

within the I-4 study corridor (i.e. MetroPlan Orlando) it covers all of the study area that the adopted model covers. It was deemed to be more complete in its coverage and was selected for use as approved by FDOT District 5. Existing (2012) traffic volumes and traffic forecasts for the No Build condition for the year 2040 for the I-4 study corridor are provided in the table below.

FROM	TO	2012 AADT	2040 No Build AADT
US 27	CR 532	103,000	178,500
CR 532	Osceola Parkway	114,500	209,400
Osceola Parkway	SR 528	184,000	271,900
SR 528	SR 435	164,100	187,300
SR 434	US 17-92	103,000	164,000
US 17-92	SR 472	93,500	121,700

Safety

Overall, the ultimate project study area has demonstrated a gradual increase in traffic crashes in urban areas over the past few years corresponding to annual increases in daily traffic volumes and area growth. Crash data will be analyzed to determine high crash roadway sections, the types of crashes that occurred, and the associated economic loss per year associated with those roadway sections on I-4 within the project study area. The proposed improvements will involve the reconstruction of I-4 to current design standards to improve driver safety.

MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 17, 2013

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

D. FDOT REPORT

Background Information:

Ms. Claudia Calzaretta, Florida Department of Transportation (FDOT), will be present to answer questions regarding projects on the FDOT Construction Status Report and the Push-Button Report.

The Construction Status Report and the Push-Button Report are included for your information.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

PROJECT STATUS REPORT AS OF
SEPT, '13

Volusia and Seminole Counties

SR 415 from Seminole Co. Line to Reed Ellis Road

FIN # 407355-3-52-01, 240216-5-52-01, & 407355-1-52-01
Contract # T5415

Project Description:
 Add lanes & reconstruct.

CONTRACTOR:	United Infrastructure Group, Inc.	LET DATE:	5/23/2012	ORIGINAL	1100	\$32,798,973.37
CCEI:	AECOM	NTP:	7/27/2012	CURRENT	1142	\$32,798,973.37
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	10/1/2012	ELAPSED	322	\$11,598,025.99
FED. AID #:	N/A	WORK BEGAN:	10/1/2012	% ORIGINAL	29.3%	35.4%
SECTION:	79120000	EST. COMPLETION:	11/16/2015	% TO DATE	28.2%	35.4%
FUND TYPE	STA	CURRENT CPPR:	100%	LIQ. DAMAGES		

Seth Simpson (407)302-6943 Office AECOM		Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:	Steve Kullman	407-377-0550 O, 803-445-0245 C		Steve.Kullman@uig.net	
CONTRACTOR'S SUPERINTENDENT:	Joe Walters	407-377-0550 O; 843-415-2171 C		Joe.Walters@uig.net	
SENIOR PROJECT ENGINEER:	Harold Dubon, P.E.	407-302-6943 O; 407-729-7339 C		Harold.Dubon@aecom.com	
OFFICE SPECIALIST:	Seth Simpson	(407)302-6943 Office AECOM		seth.simpson@aecom.com	
CEI SENIOR PROJECT ADMINISTRATOR:	Terry Simpson	386-943-5770 O; 386-846-4753 C		terry.simpson@aecom.com	
SENIOR INSPECTOR:	Frank Shaw	407-302-6943 O; 407-314-7417 C		Frank.Shaw2@aecom.com	
INSPECTOR:	Jim Cerar	407-302-6943 O; 407-314-8931 C		James.Cerar@aecom.com	
INSPECTOR:	Dominic Fiandra	407-301-6943 O; 407-340-1806 C		Dominic.Fiandra@aecom.com	
MAINTENANCE CONTACT:	Jim Read	386-740-3406 O; 386-801-5584 C		james.read@dot.state.fl.us	
24 HR CONTRACTOR MOT CONTACT:	Joe Walters	407-377-0550 O; 843-415-2171 C			

WEEKLY MEETING: Tuesday 10:00 at AECOM field Office.

VOLUSIA COUNTY

SR 415 from north of Reed Ellis Rd. northerly to north of Acorn Lake Rd.

FIN # 407355-4-52-01
Contract # T-5417

Project Description:
 Adding lanes, reconstruction, milling and resurfacing, widening, drainage improvements, new traffic signals, new noise wall, and signing and pavement markings on State Road 415 from north of Reed Ellis Road northerly 5.034 miles to north of Acorn Lake Road.

				TIME	COST
CONTRACTOR:	P & S Paving, Inc.	LET DATE:	4/25/2012	870	\$18,388,844.65
CCEI:	In House	NTP:	6/28/2012	907	\$18,388,844.65
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	7/16/2012	399	\$9,282,596.23
FED. AID #:	N/A	WORK BEGAN:	7/16/2012	45.9%	50.5%
SECTION:	79120000	EST. COMPLETION:	1/8/2014	44.0%	50.5%
FUND TYPE	STA	CURRENT CPPR:	100%	LIQ. DAMAGES	

		Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:	Brian Davidson	386-258-7911 O; 386-566-0551 C		bdavidson@pandspavinginc.com	
CONTRACTOR'S SUPERINTENDENT:	Mike Smith	386-402-5705			
DELAND OPERATIONS ENGINEER	Mark Garcia PE	386-740-3401 O; 386-801-7602 C		mark.garcia@dot.state.fl.us	
PROJECT ADMINISTRATOR:	Dwight Grube	386-740-3482 O; 386-846-4587		dwight.grube@dot.state.fl.us	
Consultant LEAD INSPECTOR:	Ray Budd (RS&H)	386-931-8354 C			
INSPECTOR:	Ken Laurette	386-453-3917			
INSPECTOR:	Jeremy Ahmann	321-281-7739			
MAINTENANCE CONTACT:	Jim Read	386-740-3406 O; 386-801-5584		james.read@dot.state.fl.us	
24 HR CONTRACTOR MOT CONTACT:	Mike Smith	386-402-5705			

WEEKLY MEETING: Wednesday 3:00 Daytona Construction Office.

I-4 from SR 44 to E of I-95

FIN #	408464-1-52-01
Contract #	E5R16
Design Build	

Project Description:
 The improvements under this contract consist of reconstruction and widening the interstate from four lanes to six lanes. Additional scope of work includes resurfacing SR 44 eastbound ramps onto SR 400 and replacement of existing US 92 ramps and ramp bridge over US 92.

				TIME	COST	
CONTRACTOR:	Condotte/de Moya Group	LET DATE:	2/3/2012	ORIGINAL	900	\$134,462,000.00
CCEI:	Parsons Brinckerhoff, Inc.	NTP:	5/9/2012	CURRENT	993	\$134,462,000.00
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	5/9/2012	ELAPSED	467	\$49,439,759.37
FED. AID #:	422501	WORK BEGAN:	5/9/2012	% ORIGINAL	51.9%	36.8%
SECTION:	79110000	EST. COMPLETION:	1/26/2015	% TO DATE	47.0%	36.8%
FUND TYPE	FAO	CURRENT CPPR:	98%	LIQ. DAMAGES		

		Phone:	Email:
CONTRACTOR'S PROJECT MANAGER:	Grant Cool	305-322-5597 C; 386-873-0770	grant.cool@demoya.com
CONTRACTOR'S SUPERINTENDENT:	Grant Cool	305-322-5597 C; 386-873-0770	
SUPERVISOR:	Jorge Rodriguez	305-302-6277 C	
DELAND OPERATIONS ENGINEER	Mark Garcia PE	386-740-3401 O; 386-801-7602 C	mark.garcia@dot.state.fl.us
CONSTRUCTION PROJECT MANAGER:	Tim Grimm	386-943-5762 O; 386-946-4149 C	tim.grimm@dot.state.fl.us
CEI SENIOR PROJECT ADMINISTRATOR:	Steve Wigle	407-509-8541 C	wigle@pbworld.com
PROJECT ADMINISTRATOR:	Barry Johnson	407-947-7426 C; 386-873-0772 O	johnsonba@pbworld.com
SENIOR INSPECTOR:	Jay Johnson	321-229-9821	
OFFICE SPECIALIST:	Mike Atkins	407-660-4720 O 407-406-1218 C	matkins@metriceng.com
DOT PROJECT MANAGER:	Beata Stys-Palasz	386-943-5418 O	
DOT DESIGN PROJECT MANAGER:	Beata Stys-Palasz	386-943-5418 O	
MAINTENANCE CONTACT:	Jim Read	386-740-3406 O	james.read@dot.state.fl.us
24 HR CONTRACTOR MOT CONTACT:	Grant Cool	305-322-5597 C	

WEEKLY MEETING: Tuesday, 1:30 at Kepler Complex.

FIN #	430232-1-52-01
Contract #	E5R80

Project Description: Widening on both sides of A1A to develop a left turn lane at Lynnhurst Drive

				TIME	COST	
CONTRACTOR:	MASCI General Contractor Inc.	LET DATE:	4/2/2013	ORIGINAL	50	\$197,377.79
CCEI:	In House	NTP:	6/18/2013	CURRENT	51	\$197,377.79
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	7/17/2013	ELAPSED	33	\$62,682.20
FED. AID #:	NA	WORK BEGAN:	7/17/2013	% ORIGINAL	66.0%	31.8%
SECTION:	79080000	EST. COMPLETION:	9/5/2013	% TO DATE	64.7%	31.8%
FUND TYPE	STA	CURRENT CPPR:	98%	LIQ. DAMAGES		

		Phone:	Email:
CONTRACTOR'S PROJECT MANAGER:	Darren Phegley	386-322-4500	darrenphegley@mascinc.com
CONTRACTOR'S SUPERINTENDENT:	Richard Aguila Pat Richards		
DELAND OPERATIONS ENGINEER	Mark Garcia PE	386-740-3401 O; 386-801-7602 C	mark.garcia@dot.state.fl.us
PROJECT ADMINISTRATOR:	Glen Raney	386-846-4862	michael.raney@dot.state.fl.us
LEAD INSPECTOR:	Ken Laurette	386-453-3917	
MAINTENANCE CONTACT:	Jim Read	(386)740-3406 O; (386)801-5584	james.read@dot.state.fl.us
24 HR CONTRACTOR MOT CONTACT:	Richard Aguila Pat Richards	(904)759-2703 WC; (386)717-9532 PC	

WEEKLY MEETING: Wed. At 10:30 am on job site

FDOT District 5 - Deland Operations Office
 1650 N. Kepler Road Deland, Fl. 32724
 Phone (386) 740-3548
 Fax (386) 736-5469
 Deland Operations Engineer Mark Garcia, P.E

Daytona Avenue Bridge over Halifax Cannal

Fin # 431907-1-52-01

Contract # E5R63

Project Description: Daytona Avenue Briqe Replacement over Halifax Canal in Holy Hill

				TIME	COST
CONTRACTOR:	Gregori Const. & Engineering Inc.	LET DATE:	6/18/2012	ORIGINAL	300 \$ 818,500.00
CCEI:	In House	NTP:	1/11/2013	CURRENT	306 \$ 818,500.00
CONT. TYPE:	Construction	TIME BEGAN:	1/11/2013	ELAPSED	192 \$ 331,253.60
FED. AID #:	00B5-019-B	WORK BEGAN:	11/7/2013	% ORIGINAL	64.0% 40.5%
SECTION:	79000069	EST. COMPLETION:	11/12/2013	% TO DATE	62.7% 40.5%
FUND TYPE	EXO	CURRENT CPPR:	100%	LIQ. DAMAGES	

		Phone:	Email:
CONTRACTOR'S PROJECT MANAGER:			
CONTRACTOR'S SUPERINTENDENT:	Dale Muudrak	(321)438-1879 O	dmudrak@gregori-inc.com
DELAND OPERATIONS ENGINEER:	Mark Garcia PE	386-740-3401 O; 386-801-7602 C	mark.garcia@dot.fl.state.us
PROJECT ADMINISTRATOR:	John Bailey	407-466-4387	john.bailey@kisingercampo.com
LEAD INSPECTOR:	James Reiningger	(386)527-3834 C	james.reiningger@dot.state.fl.us
DESIGN PROJECT MANAGER:	Bassel Kassem	(407)201-6153 O; (407)492-1744 C	bkassem@saieng.com
MAINTENANCE CONTACT:	Jim Read	386-740-3406 O	james.read@dot.state.fl.us
MONTHLY CONTACT:			
24 HR CONTRACTOR MOT CONTACT:			

BI Weekly Meeting: Wednesday 9:00 on site

SR 44 West of SR 415 to a point east of Jungle road

FIN # 427267-1-52-01

Contract # T5426

Project Description: Milling and resurfacing, correct deficient cross slope, reconstruct ADA compliant curb ramps, extend left turn lane drainage

				TIME	COST
CONTRACTOR:	P & S Paving, Inc.	LET DATE:	9/26/2012	ORIGINAL	200 \$ 5,008,595.00
CCEI:	In House	NTP:	11/28/2012	CURRENT	247 \$ 5,008,595.00
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	11/29/2012	ELAPSED	227 \$ 5,027,516.77
FED. AID #:	N/A	WORK BEGAN:	1/2/2013	% ORIGINAL	113.5% 100.4%
SECTION:	79070000	EST. COMPLETION:	8/28/2013	% TO DATE	91.9% 100.4%
FUND TYPE	EXN	CURRENT CPPR:	98%	LIQ. DAMAGES	

		Phone:	Email:
CONTRACTOR'S PROJECT MANAGER:	Brian Davidson	(386)258-7911 O; (386)566-0551 C	bdavidson@pandspavinginc.com
CONTRACTOR'S SUPERINTENDENT:	John Dunlap	(386)258-7911 O; (386)566-6267 C	
DELAND OPERATIONS ENGINEER:	Mark Garcia PE	386-740-3401 O; 386-801-7602 C	mark.garcia@dot.state.fl.us
PROJECT ADMINISTRATOR:	Terry Phillips	(386)943-5770 O; (386)846-4753 C	terry.phillips@dot.state.fl.us
LEAD INSPECTOR:	John Roberto	(386)689-7937	john.roberto@rsandh.com
MAINTENANCE CONTACT:	Jim Read	386-740-3406 O	james.read@dot.state.fl.us
24 HR CONTRACTOR MOT CONTACT:	John Dunlap	(386)258-7911 O; (386)566-6267 C	

Weekly Meeting: Every other Tuesday on site

ISB (US 92) Mast Arm Project

FIN # 430178-2-52-01						
Contract # E5N54						
Project Description: Design-Build Contract						
SR 600 (US92) from I-95 NB off ramp to Palmetto Avenue, intersection improvement.						
					TIME	COST
CONTRACTOR:	Chinchor Electric, Inc.	LET DATE:	1/30/2012	ORIGINAL	400	\$2,491,385.73
CCEI:	In House	NTP:	5/25/2012	CURRENT	530	\$2,710,369.30
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	5/25/2012	ELAPSED	451	\$2,236,444.82
FED. AID #:	3441027P	WORK BEGAN:	9/10/2012	% ORIGINAL	112.8%	89.8%
SECTION:	79060000	EST. COMPLETION:	11/5/2013	% TO DATE	85.1%	82.5%
FUND TYPE	EXO	CURRENT CPPR:	100%	LIQ. DAMAGES		
		Jeff Soltis	904-509-0015 C;	jsoltis@chinchorelectric.com		
		Phone:			Email:	
CONTRACTOR'S PROJECT MANAGER:		Brian Silva	407-509-2209 C			
CONTRACTOR'S SUPERINTENDENT:		Jim Zabele	386-561-0165 C			
DELAND OPERATIONS ENGINEER		Mark Garcia PE	386-740-3401 O; 386-801-7602 C			mark.garcia@dot.state.fl.us
PROJECT ADMINISTRATOR:		Tim Grimm	386-943-5762 O 386-946-4149 C			tim.grimm@dot.state.fl.us
LEAD INSPECTOR:		Earl Hollister	321-229-6540			
MAINTENANCE CONTACT:		Jim Read	386-740-3406 O; 386-801-5584 C			james.read@dot.state.fl.us
24 HR CONTRACTOR MOT CONTACT:						

Weekly Meeting: Tuesday 9:00 am on site.

SR 5 (US-1) EDGEWATER

Fin # 426889-1-52-01						
Contract # T5433						
Project Description:						
Access management, milling and resurfacing of existing travel lanes southbound travel lanes, base work, curb and gutter, drainage improvements, traffic signal adjustments, highway signing and pavement markings.						
					TIME	COST
CONTRACTOR:	Masci General Contractor, Inc	LET DATE:	10/31/2012	ORIGINAL	190	\$1,107,192.50
CCEI:	In House	NTP:	1/4/2013	CURRENT	208	\$1,107,192.50
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	2/3/2013	ELAPSED	197	\$971,610.33
FED. AID #:	4857050P	WORK BEGAN:	2/4/2013	% ORIGINAL	103.7%	87.8%
SECTION:	79010000	EST. COMPLETION:	8/29/2013	% TO DATE	94.7%	87.8%
FUND TYPE	EXO	CURRENT CPPR:	96%	LIQ. DAMAGES		
		Phone:			Email:	
CONTRACTOR'S PROJECT MANAGER:		Chris Wright	386-322-4500			
CONTRACTOR'S SUPERINTENDENT:		Tony Chaplow	386-527-2310			
DELAND OPERATIONS ENGINEER		Mark Garcia PE	386-740-3401 O; 386-801-7602 C			mark.garcia@dot.state.fl.us
PROJECT ADMINISTRATOR:		John Bailey	407-466-4387			john.bailey@kisingercampo.com
INSPECTOR		Luke Classon	407-451-5718			luke@jbseng.com
LEAD INSPECTOR:		Joe Bryant	407-575-8595			jbryant@eismanrusso.com
MAINTENANCE CONTACT:		Jim Read	386-740-3406 O; 386-801-5584 C			james.read@dot.state.fl.us
24 HR CONTRACTOR MOT CONTACT:		Tony Chaplow	386-527-2310			

Bi Weekly Meeting:

10TH Street To Industrial Park Avenue

Fin # 431910-1-52-01						
Contract # E5R68						
Project Description: Lining all storm drain pipes and rehabilitating all drainage structures in FDOT right of way on US 1 from 10TH Street to Industrial Park Avenue in New Smyrna Beach						
					TIME	COST
CONTRACTOR:	Lanzo Const. Company FL.	LET DATE:	12/4/2012	ORIGINAL	180	\$1,693,300.75
CCEI:	In house	NTP:	2/11/2013	CURRENT	186	\$1,693,300.75
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	2/27/2013	ELAPSED	173	\$747,163.23
FED. AID #:	NA	WORK BEGAN:	4/2/2013	% ORIGINAL	96.1%	44.1%
SECTION:	79010000	EST. COMPLETION:	8/31/2013	% TO DATE	93.0%	44.1%
FUND TYPE	EXO	CURRENT CPPR:	88%	LIQ. DAMAGES		
		Phone:			Email:	
CONTRACTOR'S PROJECT MANAGER:		Curt Maning	954-551-5608			curtm@lanzo.org
CONTRACTOR'S SUPERINTENDENT:		Mandell Mayes	954-789-7478			mandellm@lanzo.org
DELAND OPERATIONS ENGINEER		Mark Garcia PE	386-740-3401 O; 386-801-7602 C			mark.garcia@dot.state.fl.us
PROJECT ADMINISTRATOR:		John Bailey	407-466-4387			john.bailey@kisingercampo.com
LEAD INSPECTOR:		Josh Becker	386-931-1129			joshua.becker@rsandh.com
MAINTENANCE CONTACT:		Jim Read	386-740-3406 O; 386-801-5584 C			james.read@dot.state.fl.us
24 HR CONTRACTOR MOT CONTACT:		Bob Price	954-818-4622			bobp@lanzo.org

Meeting:

FDOT District 5 - Deland Operations Office
 1650 N. Kepler Road Deland, Fl. 32724
 Phone (386) 740-3548
 Fax (386) 736-5469

Deland Operations Engineer Mark Garcia, P.E

SR 600 from Clyde Morris to Harney Street

Fin # 422683-1-52-01
Contract # E5R67

Project Description:

				TIME	COST	
CONTRACTOR:	Traffic Control Devises	LET DATE:	12/4/2012	ORIGINAL	100	\$875,321.22
CCEI:	In house	NTP:	2/11/2013	CURRENT	101	\$875,321.22
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	7/12/2013	ELAPSED	38	\$286,328.02
FED. AID #:	NA	WORK BEGAN:	7/12/2013	% ORIGINAL	38.0%	32.7%
SECTION:	79060000	EST. COMPLETION:	10/11/2013	% TO DATE	37.6%	32.7%
FUND TYPE	AD	CURRENT CPPR:	98%	LIQ. DAMAGES		

		Phone:	Email:
CONTRACTOR'S PROJECT MANAGER:	April Andrews	386-738-4666(O)-386-804-3611 C	aprilandrews@tcd-usa.com
CONTRACTOR'S SUPERINTENDENT:	April Andrews	386-738-4666(O)-386-804-3611 C	aprilandrews@tcd-usa.com
DELAND OPERATIONS ENGINEER	Mark Garcia PE	386-740-3401 O; 386-801-7602 C	mark.garcia@dot.state.fl.us
PROJECT ADMINISTRATOR:	Tim Grimm	386-943-5762 O 386-846-4149 C	tim.grimm@dot.state.fl.us
LEAD INSPECTOR:	P J Langelo	386-931-8617 C	plangelo@eismanrusso.com
MAINTENANCE CONTACT:	Jim Read	386-740-3406 O; 386-801-5584 C	james.read@dot.state.fl.us
24 HR CONTRACTOR MOT CONTACT:	April Andrews	386-738-4666(O)-386-804-3611 C	aprilandrews@tcd-usa.com

Nova Canal, desilt box culverts

FIN # 427986-1-72-04
Contract # E5Q27

Project Description:

Desilt Nova Canal box culverts

				TIME	COST	
CONTRACTOR:	Proshot Concrete, Inc.	LET DATE:	5/1/2012	ORIGINAL	280	\$822,438.00
CCEI:	In House	NTP:	6/26/2012	CURRENT	400	\$894,451.69
CONT. TYPE:	MAINTENANCE	TIME BEGAN:	7/27/2012	ELAPSED	391	\$447,200.64
FED. AID #:	N/A	WORK BEGAN:	7/31/2013	% ORIGINAL	139.6%	54.4%
SECTION:	79/Volusia	EST. COMPLETION:	8/24/2013	% TO DATE	97.8%	50.0%
FUND TYPE	MC	CURRENT CFPR:	80%	LIQ. DAMAGES		

		Phone:	Email:
CONTRACTOR'S PROJECT MANAGER:	Bill Morris	(256)483-9092	billm@proshotconcrete.com
CONTRACTOR'S SUPERINTENDENT:	Jeremy Simpson	(256)627-0280	
DELAND OPERATIONS ENGINEER	Mark Garcia PE	386-740-3401 O; 386-801-7602 C	mark.garcia@dot.state.fl.us
PROJECT ADMINISTRATOR:	Chris Kochis	386-740-3503 O; 386-846-3931	chris.kochis@dot.state.fl.us
INSPECTOR:	Ralph Conner	(376)943-5777 O; (386)527-3831 C	
INSPECTOR:	NA		
MAINTENANCE CONTACT:	Jim Read	(386)740-3406 O; (386)801-5584	james.read@dot.state.fl.us
24 HR CONTRACTOR MOT CONTACT:	Jeremy Simpson	(256)627-0280	

Bi-Weekly Meeting: Wednesday 9:00 Daytona Construction.

US-1 SR-44 & A1A

Fin # 429179-1-72-02
Contract # E5Q53

Project Description: Desilting , Cleaning, Video inspection of Storm drains

				TIME	COST	
CONTRACTOR:	ESTEP CONSTRUCTION, INC.	LET DATE:	12/4/2012	ORIGINAL	270	\$279,884.55
CCEI:	In House	NTP:	2/11/2013	CURRENT	290	\$279,884.55
CONT. TYPE:	MAINTENANCE	TIME BEGAN:	2/11/2013	ELAPSED	189	\$120,940.25
FED. AID #:	NA	WORK BEGAN:	2/11/2013	% ORIGINAL	70.0%	43.2%
SECTION:	Various Locations	EST. COMPLETION:	11/27/2013	% TO DATE	65.2%	43.2%
FUND TYPE	MC	CURRENT CFPR:	80%	LIQ. DAMAGES		

		Phone:	Email:
CONTRACTOR'S PROJECT MANAGER:	Jeffrey Estep	(407)325-5998 C	jeff@estepconstruction.com
CONTRACTOR'S SUPERINTENDENT:	Bob Hersey	(407)810-4936 C	
DELAND OPERATIONS ENGINEER	Mark Garcia PE	386-740-3401 O; 386-801-7602 C	mark.garci@dot.state.fl.us
PROJECT ADMINISTRATOR:	Chris Kochis	386-740-3503 O; 386-846-3931	chris.kochis@dot.state.fl.us
LEAD INSPECTOR:	Ralph Conner	(376)943-5777 O; (386)527-3831 C	
MAINTENANCE CONTACT:	Jim Read	(386)740-3406 O; (386)801-5584	james.read@dot.state.fl.us
24 HR CONTRACTOR MOT CONTACT:	Bob Hersey	(407)810-4936 C	

Bi Weekly Meeting: Tuesday 9:00am by phone

FDOT District 5 - Deland Operations Office
 1650 N. Kepler Road Deland, Fl. 32724
 Phone (386) 740-3548
 Fax (386) 736-5469
 Deland Operations Engineer Mark Garcia P.E

FLAGLER COUNTY					
Milling and Resurfacing A1A					
Fin #		427253-1-52-01			
Contract #		T5425			
+					
				TIME	COST
CONTRACTOR:	Duval Asphalt Products Inc.	LET DATE:	9/26/2012	ORIGINAL	200 \$3,226,911.48
CCEI:	In House	NTP:	11/28/2012	CURRENT	236 \$3,176,911.48
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	12/29/2012	ELAPSED	235 \$2,953,246.21
FED. AID #:	491104P	WORK BEGAN:	1/3/2012	% ORIGINAL	117.5% 91.5%
SECTION:	73030 000	EST. COMPLETION:	8/18/2013	% TO DATE	99.6% 93.0%
FUND TYPE	EXO	CURRENT CPPR:	97%	LIQ. DAMAGES	
				Phone:	Email:
CONTRACTOR'S PROJECT MANAGER:		Chris Wright	(904)424-2644	cwright@duvalasphalt.com	
CONTRACTOR'S SUPERINTENDENT:		Chris Austell	(904)219-3947		
DELAND OPERATIONS ENGINEER		Mark Garcia PE	386-740-3401 O; 386-801-7602 C	mark.garcia@dot.state.fl.us	
PROJECT ADMINISTRATOR:		Glenn Raney	386-740-3524 O; 386-846-4862	michael.raney@dot.state.fl.us	
LEAD INSPECTOR:		Sean Narzari	407-468-9763	Sean.Narzari@rsandh.com	
MAINTENANCE CONTACT:		Jim Read	(386)740-3406 O; (386)801-5584	james.read@dot.state.fl.us	
24 HR CONTRACTOR MOT CONTACT:		Chris Austell	(904)219-3947		
Weekly Meeting: On Site					

PUSHBUTTON STATUS

COUNTY	SECTION	MP	STATE RD	LIMITS	PROJECT DESCRIPTION	EOR	PROJECT PHASE	CONTRACT	WORK ORDER SENT	COMPLETE	CONTR.
Flagler	73010	0.325	US 1	Plantation Bay	Install Signals	STROZ	Under Construction	5220 (E5R70)	5/30/13		TCD
Flagler	73010	5.880	US 1	Seminole Woods Blvd	Install Southbound Flashing Beacon	STROZ	In Design				
Volusia	79070	25.624	44	Sugar Mill Drive	Convert Flasher to Full signal	STROZ	Under Construction	5220 (E5R70)	8/15/13	11/17/13	TCD
Volusia	79100	24.523	40	Breakaway Trail	Pavement Repair	PENTON	Under Construction	5221 (E5R85)	8/26/13	10/29/13	P&S
Volusia	79160	4.591	15A	CR 92	Add Pedestrian features on the south leg of intersection	ASPIREON	Design Complete				

MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 17, 2013

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

E. VOLUSIA COUNTY CONSTRUCTION REPORT

Background Information:

Staff from Volusia County Traffic Engineering will present an update on the county projects that are either under construction or close to being ready for construction.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

MEETING SUMMARY
(CAC & TCC)
SEPTEMBER 17, 2013

VI. STAFF COMMENTS

- ® Reapportionment Update
- ® Transportation Improvement Program (TIP) Amendment Update
- ® SunRail Update

VII. CAC/TCC MEMBER COMMENTS

VIII. INFORMATION ITEMS

IX. ADJOURNMENT

****The next meetings of the CAC & TCC will be on October 15, 2013****
