MEETING AGENDA

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

DATE: Tuesday, September 18, 2018
TIME: 1:15 P.M. (CAC) & 3:00 P.M. (TCC)
PLACE: River to Sea TPO Conference Room
2570 W. International Speedway Blvd., Suite 100
Daytona Beach, Florida 32114

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Ms. Janet Deyette, CAC Chairperson
Mr. Jose Papa, TCC Chairperson

CAC & TCC AGENDA

I. CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE

II. PUBLIC COMMENT/PARTICIPATION (Public comments may be limited to three (3) minutes at the discretion of the Chairperson)

III. ACTION ITEMS

A. REVIEW AND APPROVAL OF THE AUGUST 21, 2018 CAC/TCC MEETING MINUTES (Contact: Debbie Stewart) (Enclosure, CAC pages 3-14; TCC pages 3, 15-25)

B. REVIEW AND RECOMMEND APPROVAL OF SUPPORT FOR THE 2018 REGIONAL LIST OF PRIORITY PROJECTS AND UPDATED PRIORITY PROCESS FOR THE CENTRAL FLORIDA MPO ALLIANCE (CFMPOA) (Contact: Colleen Nicoulin) (Enclosure, pages 26-58)

C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2018-# ADOPTING THE I-95 TO SR 417 CONNECTOR FEASIBILITY STUDY REPORT (Contact: Colleen Nicoulin) (Enclosure, pages 59-61)

D. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2018-# ADOPTING THE ROADWAY SAFETY EVALUATION & IMPROVEMENT STUDY (Contact: Stephan Harris) (Enclosure, pages 62-64)

E. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2018-# ADOPTING THE RESILIENT FLAGLER COUNTY REPORT (Contact: Stephan Harris) (Enclosure, pages 65-67)
IV. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF THE ANNUAL CALL FOR PROJECTS AND PRIORITY PROJECT RANKING PROCESS OF THE R2CTPO (Contact: Colleen Nicoulin) (Enclosure, pages 68-80)

B. PRESENTATION AND DISCUSSION OF THE DRAFT FY 2017/18 PUBLIC INVOLVEMENT REPORT (Contact: Pamela Blankenship) (Enclosure, pages 81-101)

C. PRESENTATION AND DISCUSSION OF THE DRAFT R2CTPO 2018 CONGESTION MANAGEMENT PROCESS (CMP) AND PERFORMANCE MEASURES REPORT (Contact: Aarti Sharma) (Enclosure, pages 102)

D. PRESENTATION AND DISCUSSION OF TRANSPORTATION PERFORMANCE MEASURES AND TRANSIT ASSET MANAGEMENT (TAM) PLANS (Contact: Lois Bollenback) (Enclosure, pages 103)

E. FDOT REPORT (Contact: Vickie Wyche, FDOT District 5) (Enclosure, pages 104-115)

F. VOLUSIA COUNTY AND FLAGLER COUNTY CONSTRUCTION REPORTS (Contact: Volusia County & Flagler County Traffic Engineering) (Enclosure, pages 116-118)

V. STAFF COMMENTS (Enclosure, page 119)
   → Update on SU Funding/Work Program
   → BPAC Action on Requests for Additional Funding

VI. CAC/TCC MEMBER COMMENTS (Enclosure, page 119)

VII. INFORMATION ITEMS (Enclosure, pages 119-127)
   → CAC & TCC Attendance Records
   → River to Sea TPO Board Meeting Summary for August 22, 2018
   → August TPO Outreach and Events
   → Safe Routes to School Workshop Information
   → Florida Trail Town Designation
   → TRAC Program Press Release

VIII. ADJOURNMENT (Enclosure, page 119)

**The next CAC and TCC meetings will be on Tuesday, October 16, 2018**

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 River to Sea TPO does not discriminate on the basis of race, color, national origin, sex, age, religion, disability and family status. Those with questions or concerns about nondiscrimination, those requiring special assistance under the Americans with Disabilities Act (ADA) of 1990, or those requiring language assistance (free of charge) should contact Pamela Blankenship at 386.226.0422 or pblankenship@r2ctpo.org.
III. ACTION ITEMS

A. REVIEW AND APPROVAL OF AUGUST 21, 2018 CAC/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 AUGUST 21, 2018 CAC/TCC MEETING MINUTES
Citizens’ Advisory Committee (CAC)  
Meeting Minutes  
August 21, 2018

CAC Members Present:
- Sue Habel  
- Janet Deyette, Chairperson  
- Rob Plympton  
- Marcia Stevens-Foltz  
- Gilles Blais, Vice Chairperson  
- Nora Jane Gillespie  
- Bob Storke  
- Roger Strcula  
- Alan Peterson  
- Susan Elliott  
- Joe Villanella  
- Bobby Ball  
- Jack Delaney  
- Patricia Lipovsky  
- Elizabeth Alicia Lendian  
- Terry Bledsoe  
- Melissa Winsett (non-voting)  
- Edie Biro  
- Vickie Wyche (non-voting advisor)

CAC Members Absent:
- Ralph Bove  
- Bliss Jamison (excused)  
- Faith Alkhatib (non-voting)  
- Bob Owens

Others Present:
- Debbie Stewart, Recording Secretary  
- Pam Blankenship  
- Colleen Nicoulin  
- Lois Bollenback  
- Stephan Harris  
- Martha Moore  
- Janna Taylor  
- Roger Schmitt  
- Lara Bouck  
- Aaron Glick  
- Margo Moehring  
- Jose Papa  
- Jon Cheney

Representing:
- Daytona Beach  
- Deltona  
- Flagler Beach  
- Flagler County  
- Holly Hill  
- New Smyrna Beach  
- Orange City  
- Ormond Beach  
- Palm Coast  
- Pierson  
- Ponce Inlet  
- Port Orange  
- South Daytona  
- Volusia County  
- Volusia County  
- Volusia County  
- Volusia County Traffic Engineering  
- Votran (CTC)  
- FDOT District 5

Representing:
- DeBary  
- Edgewater  
- Flagler County Traffic Engineering  
- Flagler County Public Transportation

Representing:
- TPO Staff  
- TPO Staff  
- TPO Staff  
- TPO Staff  
- Alfred Benesch, Inc.  
- FDOT  
- Florida Concrete & Products  
- H.W. Lochner, Inc.  
- Northeast Florida Regional Council  
- Northeast Florida Regional Council  
- Palm Coast  
- Volusia County Traffic Engineering

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

Chairperson Deyette called the meeting of the River to Sea Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) to order at 1:15 p.m. The roll was called and it was determined that a quorum was present.

II. Press/Citizen Comments

There were no press/citizen comments.
III. Action Items

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

MOTION: A motion was made by Mr. Peterson to approve the June 19, 2018 CAC meeting minutes. The motion was seconded by Mr. Blais and carried unanimously.

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

Ms. Nicoulin stated FDOT’s Work Program becomes effective each year on July 1 as does the TPO’s Transportation Improvement Program (TIP). This is the “roll forward” amendment that is done every year by request from FDOT. It ensures that projects that roll forward in their Transportation Improvement Program (TIP) are rolled forward in the TPO’s TIP. There are two projects that were not in the previous TIP that will be in the current TIP as part of this amendment. She referred to pages 25 and 26 of the agenda, which includes the list of all the projects that are part of this TIP amendment. Some of these projects are adding funds and some are new to the TIP. The most notable one is the East International Speedway Boulevard (ISB) Beachside Corridor Improvement project; this project recently was awarded a design contract from FDOT. It was in the previous FDOT TIP but not the TPO’s TIP. There was a link provided in the agenda for the TIP sheets.

Ms. Stevens-Foltz asked if this project was the rotary.

Ms. Nicoulin replied this includes the project that has the roundabout concept in it.

Mr. Peterson referred to the three projects noted with an asterisk that have added funds and commented they total roughly $5 million. He asked where those funds were coming from; if they are TPO funds or state funds.

Ms. Nicoulin replied all of those projects have state or local funding from the project sponsor. The East ISB Beachside Corridor Improvement project has state funds and funds from the city of Daytona Beach, not TPO or federal allocations.

Ms. Gillespie referred to the list of projects and commented that she only recognizes about three projects from the TIP Subcommittee she served on.

Ms. Nicoulin replied projects in the TIP come from a variety of sources; some come through the annual Call for Projects that the TIP Subcommittee reviews. There are state projects that do not come from the annual Call for Projects because there is not a local project sponsor; they are FDOT projects using state funds.

Ms. Gillespie asked what happened to the projects reviewed and scored by the TIP Subcommittee.

Ms. Nicoulin replied they have already been incorporated into the TIP.

Ms. Gillespie asked why the damage from Hurricane Irma was not included before now.

Ms. Nicoulin replied it has been; it was in the state TIP and they are rolling it forward with additional funds.

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

C. Review and Recommend Approval of Palm Coast Request for Additional Funding for the Seminole Woods/SR 100 Intersection Improvements
Ms. Nicoulin stated the city of Palm Coast submitted an application for funding for an intersection improvement project at Seminole Woods Boulevard and SR 100 through the annual Call for Projects which was ranked by the TIP Subcommittee. It was programmed for funding earlier this year; prior to programming the funding, the city worked with FDOT to update the cost estimate. At that time, the estimate was $187,385 and that amount is what was programmed for construction for the current year in the TIP. When the city sent the project out for bid, the bids received exceeded that amount. The lowest bid amount received was $254,735 which leaves a difference of $67,350. The city is asking for additional funding to cover this shortfall. The city updated its cost estimate prior to programming this project which is what the TPO requires. The city is also contributing a significant amount of local funds in the amount of $63,836 to cover the design and CEI phases. That amount covers 20% of the total project cost; the requirement for a local match is 10%. There is a city representative from Palm Coast in attendance to answer any questions. The request is for additional funding in SU dollars of $67,350.

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

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

**MOTION:** A motion was made by Ms. Gillespie to recommend the addition of the Seminole Woods/SR 100 intersection improvement project into the TIP amendment if the request for additional funding is approved by the TPO Board. The motion was seconded by Mr. Peterson and carried unanimously.

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

Ms. Blankenship stated the “Tell the TPO” survey began April 30, 2018 and ended June 30, 2018. The TPO will be asking for a recommendation of approval of the 2018 “Tell the TPO” Summary Brochure. She introduced Ms. Lara Bouck, consultant with H.W. Lochner to give the presentation.

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

Mr. Peterson commented he was surprised to see that of the 2,176 responses, 92% of those were taking the survey for the first time. He asked for an explanation on why people that responded in the past did not this time and why the new survey response was such a high percentage.

Ms. Blankenship replied it could be interpreted one of two ways; they may have not taken it before in the past or the respondent could have interpreted it as they have not taken it this year.

Mr. Peterson asked if that would be corrected on the next survey.

Ms. Blankenship replied yes, that question will be made more specific on the next survey.
Mr. Peterson asked if the intent of the question on modes of travel is how people get to work or to shop. He finds it hard to believe 31% of people walk to work or to shop.

Ms. Blankenship replied the intention of that question was if people walk or bike three times a week or more whether it was for exercise, walking to work, etc. It was for three or more times a week and did not qualify if it was how people commute.

Mr. Peterson suggested if that question was used again it should be refined in a tighter fashion; if it is for working or shopping. He suggested having another question for exercise or using public transportation to get to where people go to exercise. This gives a misleading response.

Ms. Blankenship replied she will look at that for the next survey.

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

IV. Presentation Items

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

Ms. Blankenship presented a PowerPoint slideshow accompanied by music on the R2CTPO FY 2017/18 year in review and stated the video includes highlights and not everything the TPO has done.

B. Presentation and Discussion of Regional Truck Parking Study

Ms. Nicoulin introduced Mr. Jeremy Upchurch, FDOT District 5 Freight Coordinator to give the presentation.

Mr. Upchurch gave a PowerPoint presentation on the Regional Truck Parking Study and gave the background of the study including Jason’s Law which is a federal mandate; it acknowledges there is a shortage of truck parking and requires the Federal Highway Administration (FHWA) to do a national survey of truck drivers and trucking firms as well as an industry inventory of truck parking. They did an inventory for all 50 states and acknowledged there needs to be funding for the truck parking shortage for safety issues. FDOT has acknowledged this is statewide issue in their Freight Mobility and Trade Plan as well as the Motor Carrier System Plan which were both updated in the last few years. Each district is undertaking studies to take a closer look at the what the need is at the local and regional level and address it. To date, FDOT District 5 has developed an inventory of truck parking in the nine county district, both public and private facilities, on I-95, I-75 and I-4. They did an evaluation of the truck parking supply and demand as well as a survey for the demand. The reports are in detail and available online. The next steps will be identifying the needs and working with local partners to identify possible opportunities. They identified the need on I-95 and I-75 and the available parking spaces match closely; however, there is a significant demand on I-4 that is not being met. He reviewed the best practices and opportunities. Right now, they are identifying those best practices and putting them in a format to present to local partners to look at opportunities to fix this issue.

Ms. Bledsoe referred to the numbers for supply and demand and asked if those were for I-4, I-95 and I-75 in District 5.

Mr. Upchurch replied yes; District 5 stops at the Polk County and Osceola County lines.

Ms. Gillespie asked if these parking spaces were places to just stop and rest or if there were any facilities there.
Mr. Upchurch replied the rest areas have rest rooms and the private owned travel centers offer showers. Ms. Gillespie asked if there was anything in the study on accidents if truckers do not have a place to stop.

Mr. Upchurch yes, that was done at the national level as a safety issue; he does not have those numbers with him.

Ms. Bledsoe asked for clarification that the demand on I-4 is from Osceola County through Volusia County.

Mr. Upchurch replied yes, it is broken down by county.

Ms. Foltz asked for what year the demand projection is for.

Mr. Upchurch replied it is based on 2016 traffic numbers and is projected out to years 2025 and 2040.

Ms. Bledsoe asked where she could access the reports.

Mr. Upchurch replied it is on the state Freight Moves Florida website; www.freightmovesflorida.com. He will follow up with Ms. Bollenback and provide the links for the TPO to distribute.

Discussion continued.

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

Ms. Nicoulin stated this request for additional funding from Port Orange is a bicycle/pedestrian project that went through the annual Call for Projects process and was scored by the BPAC Project Review Subcommittee. It is on the priority list and has been designed as two 8’ wide sidewalks on each side of Spruce Creek Road north of Nova Road. The project is programmed for construction in the current fiscal year. Earlier this year, FDOT did a PD&E study for the alignment of the St. Johns River to Sea Loop Trail and as part of that study they identified this section of Spruce Creek Road as a possible alignment for that trail. The TPO, FDOT and the city of Port Orange discussed alternative solutions of paying for an 8’ sidewalk now and then have SUN Trail come through with the alignment for a 12’ wide multi-use trail. The city worked with FDOT and SUN Trail to identify what changes would need to be made to the current design. They are requesting additional funds to re-design a section on the west side of the road; a retaining wall will need to be incorporated which is most of the additional cost for the re-design. There are representatives from Port Orange, Mr. Stephan Harris, TPO Project Manager, and Mr. Bob Storke, BPAC Chairperson, in attendance to answer any questions. Since the BPAC takes action on bicycle/pedestrian projects the TPO brought this as a presentation to the CAC and TCC so they are aware of the issue with this project.

Ms. Gillespie referred to the BPAC’s vote of 6 “yes” and 5 “no” votes and asked why the vote was so close. She does not endorse a 12’ trail.

Ms. Nicoulin replied there was a lot of discussion surrounding the timing of what is happening. The trail alignment has not been finalized by SUN Trail; this is one potential alignment but there is another possible alignment. The alignment is supposed to be finalized the beginning of next year. Port Orange is ready to move forward and construction is funded in the current year. They cannot wait for the alignment to be finalized because it could jeopardize the funding currently programmed.

Ms. Gillespie asked if the TPO can postpone a decision.

Ms. Nicoulin replied no; Port Orange is ready to move forward. If the TPO postpones, Port Orange would move ahead with the 8’ sidewalk. It is programmed for funding for an 8’ wide sidewalk; they are asking for additional funding to re-design that one section of the west side to a 12’ wide trail.
Ms. Gillespie asked if the TPO would be paying for the stormwater re-design if the TPO gives them the money.

Ms. Nicoulin replied it is not a stormwater re-design.

Mr. Villanella asked if this project was on the north side of Spruce Creek Road.

Ms. Nicoulin replied that Spruce Creek Road runs north/south and this is on the west side, north of Nova Road.

Mr. Ball asked if the TPO needs action from the CAC today.

Chairperson Deyette replied no.

Mr. Ball asked if there was an idea of the cost to incorporate this later.

Ms. Colleen replied potentially, what could happen later is SUN Trail could come in with their alignment and see that an 8’ sidewalk has been constructed and decide to accept it as part of the SUN Trail network. The requirement for a SUN Trail is 12’ unless otherwise justified. There could potentially be a 12’ trail that drops to 8’ and then becomes 12’ wide again which is not is not keeping in the spirit of the SUN Trail program.

Mr. Storke stated a few years ago the BPAC made a recommendation to the TPO Board that all trails be 12’ wide unless constrained by physical conditions. A 12’ trail is what the TPO has set as a minimum trail.

Ms. Gillespie replied she had served on the BPAC then and she did not favor a 12’ trail because it cuts back on funding and what else could be done. There were a lot of 8’ trails that could be accepted under the justification of constraints. We do not throw out an 8’ wide trail because it cannot be 12’; they keep it at 8’. She has a real problem with this.

Mr. Harris stated the original 8’ wide sidewalk on both sides of Spruce Creek Road is fully funded. Earlier this year, when SUN Trail announced their intention to build a trail along the west side of Spruce Creek Road, discussions ensued with the TPO, Port Orange and FDOT with the goal that SUN Trail would supplement existing funding to widen the facility to a trail width of 10’ to 12’; there is no agreement in place to do that. At this time, since the project is programmed for construction in the current fiscal year, if the TPO waits, the city will not have the opportunity to re-design and construct in the current fiscal year.

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

Ms. Margo Moehring, Northeast Florida Regional Planning Council, gave a PowerPoint presentation and update of the draft Resilient Flagler County Report which was just completed. In 2016, there was a transportation infrastructure, critical facilities and methodology developed to look at sea level rise in the planning area. In September, the TPO established the Volusia County Resilient Report. Flagler County used the existing methodology but refined it to make sure it works for that county. They created a stakeholder group that knew the county well enough to look at critical infrastructure and know they were looking at the right things and to act as quality assurance. They did a vulnerability analysis and there is a tool box at the end of the plan that has recommendations and strategies that can be used. She introduced Mr. Aaron Glick, also with the Northeast Florida Regional Planning Council, to continue the presentation.

Mr. Glick gave the background of the methodology used that was based on the Resilient Volusia County Plan and the sea level rise model data by the Army Corps of Engineers. The years used were 2040, 2070 and 2100 at low, intermediate and high scenarios for sea level rise. He reviewed the areas of assessment including significant evacuation routes and critical facilities. He reviewed important notes about the model used and stated they used a “100-year” flood event. He gave an overview of the different scenarios for
each of the forecasted years. He reviewed the vulnerabilities and the impacts to critical facilities in Flagler County.

Mr. Peterson asked Mr. Glick to explain the term “flood depth”; a 14 foot flood would flood the entire county.

Mr. Glick replied that this study is only for the coastal portion of Flagler County; from I-95 east to the ocean.

Mr. Peterson asked if he means that area would flood to 14 feet from the present sea level.

Mr. Glick replied correct, above mean sea level. It is based on the “100-year” flood event and the addition of the sea level rise prediction only for east of I-95.

Mr. Peterson asked why they only looked east of I-95.

Mr. Glick replied the model used was limited to that area; it was the same model used for Volusia County. He continued reviewing the areas that would be impacted by each of the scenarios.

Ms. Lendian asked if any of these areas were impacted by Hurricane Matthew or Hurricane Irma.

Mr. Glick replied yes; parts of SR A1A and Palm Coast Parkway among others. He gave an overview of the predicted total mileage of impact for each area under the scenarios. He reviewed the focus areas of implementation and stated a link was needed between emergency preparedness, land use planning and transportation planning.

Ms. Moehring stated the value of the study is it allows planners to know if they are working on a critical facility or one of the roads that may be impacted; they will know to take the next step and see how to do it to make the best use of tax payer dollars and take into account the potential of sea level rise. It also helps with larger policy questions of what happens next such as the parallel flood legislation that includes the possibility of doing an adaption action area; one is a state requirement and one is a state designation that focuses on the vulnerable area. There are different approaches to take on short life and long life projects. Resiliency and collaboration is something her agency works on with the TPOs.

Ms. Foltz asked if the state is making the counties adopt these maps as part of their comprehensive plan.

Ms. Moehring replied no and referred to the 2015 Parallel Flood Legislation. She stated the next time a jurisdiction updates their comprehensive plan, they will need to address parallel flood.

Discussion continued.

Mr. Harris stated this item will be back next month for a recommendation of approval for the TPO Board to adopt this study. This study represents the third and final assessment of sea level rise resiliency that began in 2016.

Ms. Foltz asked if Volusia County adopted their Resiliency Plan.

Mr. Harris replied not to his knowledge. Once the plan is adopted by the TPO Board, it will move to the implementation phase. He expects to see sea level rise and resiliency addressed in the Long Range Transportation Plan (LRTP) and in the priority process.

Mr. Peterson commented that he does not think this study goes far enough; it implies the problem is only east of I-95 and that is not true. Flagler County drains west to east and if the east side floods, the west side cannot drain and will also flood. There will be major consequences with sea level rise and this is only addressing the more obvious problems with sea level rise and not the ones that may result in the future.
Mr. Harris replied that this is just a start; as mentioned earlier, one of the limitations of the model used is it only covered the area east of I-95. That is a significant portion of the TPO’s planning area. The stormwater issues that came from this study will need to be addressed. The TPO will take the recommendations from the study and come up with strategies to move forward.

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

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

Mr. Villanella asked if any of the crash data was seasonally adjusted.

Ms. Moore replied they did not look at the months of the year.

Mr. Villanella referred to the intersection at Dunlawton Avenue and Nova Road and asked if there was a way to narrow the data down to see if they were out-of-state drivers or resident drivers because there is a lot of confusion on that road by out-of-town visitors that results in minor rear-end collisions. He travels that road several times a day and notices a lot of people on cell phones and a lack of attentiveness at each traffic light.

Ms. Moore replied statistics are provided in the report on distracted driving. You could manually pull data from the crash reports by license plates or sort it by the month; they did not do that in this study.

Ms. Habel commented that a presentation was given at a previous meeting on the largest crash areas and they were not the same as these that were just presented. She asked what the difference was.

Ms. Moore replied this study is a year off from the first study and covered non-FDOT facilities or intersections that currently are undergoing a study or project so these may not be the worst intersections for crashes. This study went deeper into the crash data.

Ms. Habel asked what the difference was in the action plan in this study compared to the prior study.

Ms. Moore replied that the Signal Four Analytics program is not always accurate when it identifies crashes; it is not always the same as the refined data. This report highlights key areas and how to fix some of the problems at these locations. If there is not an engineering solution, there may be an education or enforcement solution to recommend.

Discussion continued.
Ms. Habel asked if there was any priority in the allocation of funds.

Ms. Nicoulin replied the TPO identified certain candidate projects for cities to apply for in this study. There is information on countermeasures; the next step is for the project sponsors to apply for funding through the TPO’s annual Call for Projects.

Mr. Peterson asked if they adjusted for the amount of traffic; obviously high traffic roads have more accidents so they will show on the crash by frequency data but based on the amount of traffic that goes through an intersection, it could be a relatively safe intersection.

Ms. Moore replied they compared the crash rates to similar facilities that pertains to the type of road and the volume of traffic.

Discussion continued.

Ms. Habel asked if she knew what the plans were for improving the intersection at US 92 and Tomoka Farms Road and for the extension of Bellevue Road.

Ms. Bollenback replied there are plans for the intersection at US 92 and Tomoka Farms Road; the issue at Bellevue Road as it connects has not been addressed. It has been raised as an issue but those are both county roads and ultimately it is a county issue to address. The TPO keeps a list of issues that have been raised and that is a project on that list to follow up on but it is not a road that falls under the TPO’s jurisdiction.

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

Mr. Harris gave a PowerPoint presentation of the draft Bicycle Suitability Map. He stated the purpose of the map is to provide a portable, graphic representation of bicycle routes suitable for cycling in the entire R2CTPO planning area. The map is intended as a navigational tool for the general public. The TPO wanted to make improvements to the last map which includes encompassing the entire R2CTPO planning area; the last map was done in 2014 before reapportionment and did not include the parts of Flagler County that the TPO now serves. The TPO also wanted to provide the user with roadway suitability data. The last map consisted of bicycle routes provided by the BPAC and other bicycle clubs. The only roadway data included indicated roads that had posted speeds of above 35 miles per hour (mph) or below 35 mph. The new map will have more roads with suitability data. He reviewed the criteria for roadway suitability and the methodology for determining the suitability levels. The ranges were determined by the Bicycle Suitability Map Subcommittee. He explained the suitability levels in terms of comfort for the rider. He reviewed the draft map including both the west side and east side. The most notable difference is the on-road bicycle routes on the last map have been replaced with routes determined by suitability levels. The information on the panels at the top has been updated using 2017 Florida Statutes. The disclaimer and statement of purpose have also been updated. Website information for areas in Palm Coast and Flagler County was also added. To make room for the areas in Flagler County, the inset for the Doris Leeper Preserve was removed. Ms. Lara Bouck, H.W. Lochner, is the consultant project manager for this and she and her staff have spent a lot of time tweaking how the suitability levels are symbolized on the new map.

Ms. Lendian asked if the draft map was available for review.

Mr. Harris replied the draft map is on the TPO website and will be back next month for a recommendation of approval. The TPO will then remove the old map from the website and have several thousand printed for distribution.

G. Presentation and Discussion of Transportation Performance Measures Implementation

Ms. Bollenback stated this time last year the TPO began discussing performance measures that are required to be incorporated into the work it does. So far, the only target that the TPO has adopted is the
safety measure. A data sharing agreement has been put in place between the MPOs, FDOT and the transit agencies to agree to share needed data. She gave a PowerPoint presentation on Transportation Performance Measures Implementation and stated this will be back next month in more detail and possibly for action on transit measures and in October for the other requirements. The reason TPOs are being asked to do this is to link their decision making and funding investments to what is in the Work Program and is actually built; to measure it and use that data to create priorities and fund the improvements identified and then measure it again to see any results. At the national level, they say the data will not be used to direct funding but the reason they want the MTOs to do this is to direct funding. She believes that this data will eventually be used to make comparisons on a national level. A lot of the TPO’s performance measures are very good because FDOT invests heavily in transportation and has been tracking these measures for a long time. The state has the responsibility to report these measures and targets to the Federal Highway Administration (FHWA) but in order for the state to make progress, they must have support from the TPOs. The TPO’s targets and measures roll into an aggregate state measure. She reviewed some of the other targets and measures including bridge conditions, pavement conditions and travel time reliability. FDOT sets aside money for the bridges with the greatest problems. It is not money that is requested from the TPO so she recommends supporting FDOT’s target for bridges. The same goes for pavement conditions; the TPO does not program or make decisions on resurfacing priorities. The TPO is being asked to track how reliable travel times are on the different roads; interstate and non-interstate. The state has not been able to break down the aggregate yet to the TPO’s level but she expects that information in the next few weeks. She referred to transit measures and stated there was a deadline last summer for that but the Federal Transit Agency (FTA) declared it was a soft target so the TPO does not have the targets yet. The TPO also does not yet have the Transit Asset Management Plans; this is important because they are required by October 1, 2018 and must be incorporated into the TPO’s Transportation Improvement Plan (TIP). If they are not incorporated by October 1, 2018, FHWA and the FTA will not approve any updates to the TIP which could prevent the advancement of projects. She has been in contact with Votran and they are concluding their plan and expect it to be available soon. The state is doing a plan for small transit agencies including Flagler County Public Transportation. There will be more detail available next month.

Ms. Foltz asked if the plans had to be adopted next month.

Ms. Bollenback replied they will be presented next month and recommended for approval in October which will coincide with any TIP amendments after October 1, 2018. The TPO will need time to review the information from the plan and incorporate it into the TIP. The safety transit targets have not been set yet and she does not expect those for a couple of years. She briefly reviewed other measures that will be discussed in the future.

H. FDOT Report

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

I. Volusia and Flagler County Construction Reports

Ms. Winsett stated the Volusia County Construction Report is on page 117 of the agenda and there are a few projects at the top of the page that are ready to start. The Flagler County Construction Report was provided in the agenda.
V. **Staff Comments**

Due to time constraints, Ms. Nicoulin will email updates on the below items. She announced that Mr. Vince Wang, TPO Transit Planner, has resigned from his position. Mr. Harris will be the transit contact until that position is filled.

- **Update on SIS Designation Criteria Policy**
- **Update on Development of Regional List of Priority Projects**
- **Update on CFTPM 2015 S/E Data Review**

VIII. **CAC Member Comments**

Ms. Gillespie thanked the Volusia County Council for the blinking solar stop signs on SR A1A in New Smyrna Beach.

Ms. Lendian thanked the TPO for giving the August events before they happened; she was able to attend the Florida Resilient Coastline event this morning.

IX. **Information Items**

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

X. **Adjournment**

There being no further business, the CAC meeting adjourned at 3:01 p.m.

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**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

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MS. JANETTE DEYETTE, CHAIRPERSON  
CITIZENS’ ADVISORY COMMITTEE (CAC)

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of the minutes of the **August 21, 2018** regular meeting of the Citizens’ Advisory Committee (CAC), approved and duly signed this 18th day of September 2018.

________________________________________

DEBBIE STEWART, RECORDING SECRETARY  
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
I. Call to Order / Roll Call / Determination of Quorum

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

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

There were no press/citizen comments.

IV. Action Items

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Cheney commented the summary brochure was very professional.

V. Presentation Items

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

Ms. Blankenship presented a PowerPoint slideshow accompanied by music on the R2CTPO FY 2017/18 year in review and stated the video includes highlights and not everything the TPO has done.

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

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

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

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

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

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

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

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

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

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

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

Mr. Upchurch replied yes.

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

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

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

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

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

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

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

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

Ms. Nicoulin replied no.
Mr. Cheney asked how close this is to the alternative route. He also asked if Port Orange has a preferred route and if they had made that known to SUN Trail.

Mr. Burman replied yes, this is the city’s preferred route and it has been made known to SUN Trail since January.

Mr. Harris stated all the proposed routes are within one-quarter mile of the SUN Trail Corridor which runs down US 1 through Port Orange.

Mr. Griffith asked if there was approval to build two 8’ wide sidewalks and if now they are considering designing a trail on the west side. He asked if the construction on the west side could be put off.

Ms. Nicoulin replied that is correct; a 12’ trail on the west side and it cannot be put off because both sidewalks are funded as one project.

Mr. Karet asked if there were any right-of-way issues.

Mr. Burman replied no.

Mr. Paradise asked if there would be a cost overrun to construct the extra 4’ in width because the request is just for design funding.

Ms. Nicoulin replied there are construction estimates comparing the two 8’ wide sidewalks to the 12’ trail and there is an increase; however, the amount currently programmed for construction will accommodate that increase.

Discussion continued.

Mr. Cheney asked if Port Orange would prefer a letter of support from the TPO.

Ms. Nicoulin replied the TPO will be asking the TPO Board for approval of this request tomorrow.

Mr. Cheney asked why it was not an action item for the TCC.

Ms. Nicoulin replied because it is a bicycle/pedestrian project and the BPAC took action. It was presented to the CAC and TCC so they would be aware of the issue.

Chairperson Papa asked Mr. Cheney to clarify the letter of support he suggested.

Mr. Cheney replied it would be a letter of support from the TPO Board for the city’s preferred route for SUN Trail; he asked if that would be of value to the city.

Mr. Burman replied yes.

**MOTION:** A motion was made by Mr. Cheney to recommend the TPO to provide a letter of support to SUN Trail for the city of Port Orange’s preferred alternative route for the SUN Trail alignment along Spruce Creek Road if the additional funding request is approved by the TPO Board. The motion was seconded by Mr. Paradise and carried unanimously.

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

Ms. Margo Moehring, Northeast Florida Regional Planning Council, gave a PowerPoint presentation and update of the draft Resilient Flagler County Report which was just completed. In 2016, a methodology was developed to look at sea level rise and vulnerability for transportation infrastructure and critical facilities in...
the TPO planning area. In September, the TPO established the Volusia County Resilient Report based on that methodology. Flagler County looked at the planning area east of I-95. She introduced Mr. Aaron Glick, also with the Northeast Florida Regional Planning Council, to continue the presentation.

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

Mr. Griffith asked what the flood depth number represents.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Discussion continued.

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

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

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

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

G. Presentation and Discussion of Transportation Performance Measures Implementation

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

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

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

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

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

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

H. FDOT Report

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

I. Volusia and Flagler County Construction Reports

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

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

VI. Staff Comments

→ Update on SIS Designation Criteria Policy

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

→ **Update on Development of Regional List of Priority Projects**

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

→ **Update on CFTP M 2015 S/E Data Review**

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

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

VIII. **TCC Member Comments**

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

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

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

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

IX. **Information Items**

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

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

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

_______________________________________
MR. JOSE PAPA, CHAIRPERSON
TECHNICAL COORDINATING COMMITTEE (TCC)

CERTIFICATE:
The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of the minutes of the August 21, 2018 regular meeting of the Technical Coordinating Committee (TCC), approved and duly signed this 18th day of September 2018.

_______________________________________
DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
III. ACTION ITEMS

B. REVIEW AND RECOMMEND APPROVAL OF SUPPORT FOR THE 2018 REGIONAL LIST OF PRIORITY PROJECTS AND UPDATED PRIORITY PROCESS FOR THE CENTRAL FLORIDA MPO ALLIANCE (CFMPOA)

Background Information:

Each year, members of the Central Florida MPO Alliance (CFMPOA) work together to develop a Regional List of Project Priorities (LOPP). The Regional LOPP is based on the respective M/TPO Priority Lists and is approved by each of the member M/TPOs.

TPO staff has provided input needed to update the Regional LOPP and a draft version is included in this agenda with mark-ups to show changes from the previous year as well as a clean version for your review. Additionally, recommendations have been provided to update the policy guiding this process from its original draft approved in 2013. These changes include updates to the overall language as well as recommendations to add two new categories over the next year.

If recommended for approval, representatives appointed by the River to Sea TPO to serve on the CFMPOA will approve a resolution of support for the Regional LOPP at its meeting scheduled on Friday, October 12, 2018.

A brief overview will be provided by TPO staff.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF SUPPORT FOR THE 2018 REGIONAL LIST OF PRIORITY PROJECTS AND UPDATED PRIORITY PROCESS
## FY 2017-2019 SIS Highway Projects

<table>
<thead>
<tr>
<th>#</th>
<th>FDOT Financial Management Number</th>
<th>Project Name</th>
<th>From</th>
<th>To</th>
<th>Length (Miles)</th>
<th>Work Description</th>
<th>Latest Project Phase Funded</th>
<th>Project Phase(s) Remaining Unfunded</th>
<th>Estimated Remaining Cost (Present-Day)</th>
<th>MPO/TPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4269054</td>
<td>Ellis Rd Widening</td>
<td>I-95 (John Rhodes Blvd)</td>
<td>Wickham Rd.</td>
<td>2.00</td>
<td>Extend/Widening 2 to 4 Lanes</td>
<td>PE underway</td>
<td>CST</td>
<td>$10,000,000 TBD</td>
<td>Space Coast TPO</td>
</tr>
<tr>
<td>2</td>
<td>435209-1</td>
<td>I-75 Interchange</td>
<td>@ NW 49th Street</td>
<td>--</td>
<td>--</td>
<td>Construct New Interchange</td>
<td>PD&amp;E (FY 2021/22)</td>
<td>CST only</td>
<td>TBD</td>
<td>Ocala/Marion TPO</td>
</tr>
<tr>
<td>3a</td>
<td>2424847</td>
<td>I-4*</td>
<td>S of SR 528/Beachline Exp.</td>
<td>W of SR 435/Kirkman Rd.</td>
<td>3.00</td>
<td>Ultimate Configuration for General Use &amp; Managed Lanes</td>
<td>CST 2018/20</td>
<td>CST</td>
<td>$15,000,000</td>
<td>MetroPlan</td>
</tr>
<tr>
<td>3b</td>
<td>2424848, 4314561</td>
<td>I-4*</td>
<td>W of CR 532 (Polk/Osceola Line)</td>
<td>W of SR 528/Beachline Exp.</td>
<td>16.45</td>
<td>Beyond the Ultimate Configuration for General Use &amp; Managed Lanes</td>
<td>ROW 2017/18-2021/22</td>
<td>CST</td>
<td>$1,731,919,000</td>
<td>MetroPlan</td>
</tr>
<tr>
<td>4a</td>
<td>2425924</td>
<td>I-4*</td>
<td>E of SR 434</td>
<td>Seminole/Volusia Co. Line</td>
<td>10.30</td>
<td>Beyond the Ultimate Configuration for General Use &amp; Managed Lanes</td>
<td>Partial ROW 2021/22</td>
<td>ROW/CST</td>
<td>$472,061,000</td>
<td>MetroPlan</td>
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<tr>
<td>4b</td>
<td>4084642</td>
<td>I-4*</td>
<td>Volusia/Seminole Co. Line</td>
<td>SR 472</td>
<td>---</td>
<td>Beyond the Ultimate Configuration for General Use &amp; Managed Lanes</td>
<td>PE 2016/17</td>
<td>ROW/CST</td>
<td>$460,736,000</td>
<td>River to Sea TPO</td>
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<tr>
<td>4c</td>
<td>2012103</td>
<td>I-4*</td>
<td>W of US 27</td>
<td>W of CR 532 (Polk/Osceola Line)</td>
<td>---</td>
<td>Beyond the Ultimate Configuration for General Use &amp; Managed Lanes</td>
<td>PE 2016/17</td>
<td>ROW/CST</td>
<td>$63,227,000</td>
<td>Polk TPO</td>
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<tr>
<td>5</td>
<td>4102511</td>
<td>SR 15 (US 17)</td>
<td>Ponce de Leon Blvd.</td>
<td>SR 40</td>
<td>---</td>
<td>Widen to 3 Lanes to 4 Lanes</td>
<td>ROW 2016/17 tr.</td>
<td>Fully-Funded</td>
<td>NA</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>6</td>
<td>4371811, 4074023</td>
<td>SR 528 (Turnpike)</td>
<td>SR 528</td>
<td>SR 524 (Industry)</td>
<td>East of SR 3 Port Canaveral Interchange</td>
<td>13.60</td>
<td>3.70</td>
<td>5.10</td>
<td>Widen 2 Lanes to 4 General Use &amp; Managed Lanes to include a Multiuse Trail</td>
<td>Design</td>
</tr>
<tr>
<td>7</td>
<td>4289471</td>
<td>SR 40</td>
<td>Williamson Blvd.</td>
<td>Breakaway Trail</td>
<td>---</td>
<td>Widen 4 to 6 lanes</td>
<td>PE/ENV 2015/16</td>
<td>PE/ROW/CST</td>
<td>$33,260,000</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>8</td>
<td>2408371</td>
<td>SR 40</td>
<td>Cone Rd.</td>
<td>SR 11</td>
<td>---</td>
<td>Widen 2 to 4 lanes</td>
<td>PE/ENV 2015/16</td>
<td>ROW/CST</td>
<td>$30,260,000/58,148,130</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>9</td>
<td>N/A</td>
<td>SR 25/US 27</td>
<td>CR 561 (west)</td>
<td>Florida’s Turnpike (northern ramps)</td>
<td>2.14</td>
<td>Widen to 6 lanes</td>
<td>PE/PE/ROW/CST 2022/23</td>
<td>PE/ROW/CST</td>
<td>$25,000,000</td>
<td>Lake**/Sumter MPO</td>
</tr>
<tr>
<td>Project Number</td>
<td>SR 40</td>
<td>From</td>
<td>To</td>
<td>Length (Miles)</td>
<td>Work Description</td>
<td>Latest Project Phase Funded</td>
<td>Project Phase(s) Remaining</td>
<td>Estimated Remaining Cost (Present-Day)</td>
<td>MPO/TPO</td>
<td></td>
</tr>
<tr>
<td>----------------</td>
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<td></td>
</tr>
<tr>
<td>109</td>
<td></td>
<td>SR 40</td>
<td></td>
<td></td>
<td>Widen 2 to 4 lanes</td>
<td>PE 2013/14, ENV 2014/15, ROW 2022/23</td>
<td>CST</td>
<td>$48,500,000/54,731,640</td>
<td>River to Sea TPO</td>
<td></td>
</tr>
<tr>
<td>210</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Design underway, ROW (FY 2020/21 – 2022/23)</td>
<td>CST</td>
<td>$15,000,000</td>
<td>Ocala/Marion TPO</td>
<td></td>
</tr>
<tr>
<td>11a</td>
<td>410674-3</td>
<td>SR 40</td>
<td>CR 314</td>
<td>CR 314A</td>
<td>6.1</td>
<td>Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)</td>
<td>PE underway</td>
<td>ROW/CST</td>
<td>$93,000,000</td>
<td>Ocala/Marion TPO</td>
</tr>
<tr>
<td>11b</td>
<td>410674-4</td>
<td>SR 40</td>
<td>CR 314A</td>
<td>Levy Hammock Road</td>
<td>2.8</td>
<td>Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)</td>
<td>PD&amp;E</td>
<td>PE/ROW/CST</td>
<td>$35,000,000</td>
<td>Ocala/Marion TPO</td>
</tr>
<tr>
<td>12</td>
<td>4270561</td>
<td>SR 50</td>
<td>Crittenden Road</td>
<td>Villa City</td>
<td>1.0</td>
<td>Realign Road and add multi-use trail (South Lake Trail, Phase 3)</td>
<td>PD&amp;E / PE (FY 2014/15)</td>
<td>ROW/CST</td>
<td>$24,400,000</td>
<td>Lake-Sumter MPO</td>
</tr>
<tr>
<td>13</td>
<td>4354761</td>
<td>I-75 Interchange</td>
<td>@ CR 514</td>
<td></td>
<td>New Interchange</td>
<td>PD&amp;E (FY 2015/16)</td>
<td>ROW/CST</td>
<td>TBD</td>
<td>Lake-Sumter MPO</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>4358592</td>
<td>West SR 50</td>
<td>US 98 (Hernando Co.)</td>
<td>CR 33 (Lake Co.)</td>
<td>2.0</td>
<td>Widen to 4 lanes (Project segmented: -2/-3/-4/-5/-6)</td>
<td>Study (FY 2015/16) PE (FY 2018/19)</td>
<td>ROW/CST</td>
<td>TBD</td>
<td>Lake-Sumter MPO</td>
</tr>
<tr>
<td>15</td>
<td>4404241</td>
<td>SR 405 Bridge Replacement (NASA Causeway)</td>
<td></td>
<td></td>
<td>Bridge Replacement</td>
<td>PD&amp;E Underway PE (NASA)</td>
<td>CST</td>
<td>TBD</td>
<td>Space Coast TPO</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>#</td>
<td>SR 401 Bridge Replacement</td>
<td>CR 33</td>
<td>Cape Canaveral Air Force Station</td>
<td>Bridge Replacement</td>
<td>---</td>
<td>PD&amp;E</td>
<td>TBD</td>
<td>Space Coast TPO</td>
<td></td>
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<tr>
<td>17a</td>
<td>#</td>
<td>SR100</td>
<td>Old Kings Road</td>
<td>Belle Terre Pkwy</td>
<td>Widen to 6 lanes</td>
<td>PE</td>
<td>ROW/CST</td>
<td>$34,870,000</td>
<td>River to Sea TPO</td>
<td></td>
</tr>
</tbody>
</table>

*I-4 Ultimate Configuration is noted as a PPP project.
<table>
<thead>
<tr>
<th>Project #</th>
<th>FDOT Financial Management Number</th>
<th>Project Name or Designation</th>
<th>From</th>
<th>To</th>
<th>Length (Miles)</th>
<th>Work Description</th>
<th>Latest Project Phase Funded</th>
<th>Project Phase(s) Remaining Unfunded</th>
<th>Estimated Remaining Cost (Present-Day)</th>
<th>MPO/TPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>4102511</td>
<td>SR 15 (US 17)</td>
<td></td>
<td></td>
<td>---</td>
<td>Widen to 2 Lanes to 4 Lanes</td>
<td>ROW 2016/17 to 2020/21 CST 2020/21</td>
<td>$50,186,043</td>
<td>Fully Funded</td>
<td>NA</td>
</tr>
<tr>
<td>3a</td>
<td>2424847</td>
<td>I-4*</td>
<td>5 of SR 528/Berkeley Expwy.</td>
<td></td>
<td>3.90</td>
<td>Ultimate Configuration for General Use &amp; Managed Lanes</td>
<td>CST 2019/20</td>
<td>Fully Funded</td>
<td>MetroPlan</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>2427152</td>
<td>I-95/I-4 Systems Interchange</td>
<td>---</td>
<td></td>
<td>---</td>
<td>Interchange upgrade</td>
<td>CST 2014/15</td>
<td>---</td>
<td>River to Sea TPO</td>
<td></td>
</tr>
<tr>
<td>3a</td>
<td>4269053</td>
<td>I-95/Ells Road Interchange</td>
<td>---</td>
<td></td>
<td>---</td>
<td>New Interchange</td>
<td>CST 2016/17</td>
<td>Fully Funded</td>
<td>Space Coast TPO</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>4106742</td>
<td>SR 40</td>
<td>SR 35</td>
<td>CR 314</td>
<td>4.5</td>
<td>Widen 2 to 4 lanes</td>
<td>CST 2019/20</td>
<td>Fully Funded</td>
<td>Ocala/Marion TPO</td>
<td></td>
</tr>
</tbody>
</table>

**NOTE:** Although funded for construction, projects will continue to be shown until construction starts.
## Regional Trail Priorities Funded Through Construction

<table>
<thead>
<tr>
<th>Trail Name</th>
<th>FM Number</th>
<th>Limits A</th>
<th>Limits B</th>
<th>Length (Miles)</th>
<th>Mega Trail</th>
<th>Latest Project Phase Funded</th>
<th>MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seminole Volusia Gap Spring to Spring Trail</td>
<td>436434-42</td>
<td>Wayside Park, (Seminole County)</td>
<td>Spring to Spring Trail (Volusia County)</td>
<td>0.8</td>
<td>Heart of Florida: Coast to Coast</td>
<td>CST $1,379,067 in FY 2017/18 PE underway</td>
<td>River to Sea TPO/MetroPlan Orlando</td>
</tr>
<tr>
<td>South Lake Trail Phase 3B</td>
<td>422570-3</td>
<td>SR 33 (Crittenden St.)</td>
<td>Silver Eagle Road</td>
<td>2.1</td>
<td>Heart of Florida: Coast to Coast</td>
<td>Update of PD&amp;E Study and Design underway - ROW 2017-19, CST 2020</td>
<td>Lake-Sumter MPO</td>
</tr>
<tr>
<td>Clarcona-Ocoee Trail</td>
<td></td>
<td>West Orange Trail</td>
<td>Clarcona-Ocoee Road</td>
<td>0.2</td>
<td>Heart of Florida; Coast-to-Coast</td>
<td>ROW programmed for 2018; Construction programmed for 2020</td>
<td>MetroPlan Orlando</td>
</tr>
<tr>
<td>Silver Springs Gap</td>
<td>435486-1</td>
<td>SE 64th Ave Trailhead</td>
<td>Silver Springs State Park</td>
<td>6.0</td>
<td>Heart of Florida</td>
<td>In Design, Construction - FY 2020</td>
<td>Ocala/Marion TPO</td>
</tr>
<tr>
<td>East Central FL Rail Trail</td>
<td>424040-4</td>
<td>Kingman Road</td>
<td>Volusia-County Line</td>
<td>12.8</td>
<td>St. Johns River-to-Sea-Coast</td>
<td>Under Construction</td>
<td>Space Coast TPO</td>
</tr>
<tr>
<td>South Lake Trail Phase 4</td>
<td>435893-1</td>
<td>Van Fleet Trail</td>
<td>CR 565A (Villa City Rd.)</td>
<td>8.4</td>
<td>Heart of Florida; Coast-to-Coast</td>
<td>Design Phase underway; ROW 2018-21, CST 2022</td>
<td>Lake-Sumter MPO</td>
</tr>
<tr>
<td>Pruitt Gap &amp; SR 200 Trail Underpass</td>
<td>435484-1</td>
<td>Bridge Rd.</td>
<td>SR 200</td>
<td>9.5</td>
<td>Heart of Florida</td>
<td>In Design, Construction - FY 2022 (Trail underpass may be programmed separately)</td>
<td>Ocala/Marion TPO</td>
</tr>
<tr>
<td>East Central FL Rail Trail</td>
<td>4154348</td>
<td>Guise Rd.</td>
<td>Gobblers Lodge</td>
<td>3.5</td>
<td>Coast to Coast; St. Johns River to Sea Loop</td>
<td>CST totaling $5,003,500 has been advanced to FY 2017/18 (design build underway)</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Halifax River Greenway - Beach Street</td>
<td>4361391</td>
<td>Wilder Blvd</td>
<td>Shady Place</td>
<td>0.5</td>
<td>East Coast Greenway</td>
<td>CST has been advanced to FY 2017/18 $525,517</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Halifax River Greenway - Donnelly Place</td>
<td>438083-1</td>
<td>Shady Place</td>
<td>Bellevue Ave.</td>
<td>0.3</td>
<td>East Coast Greenway</td>
<td>Construction funded in FY 2017/18 - $215,512</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Space Coast Trail</td>
<td>426187-1, 436187-2</td>
<td>Canaveral Avenue</td>
<td>W. Max Brewer Bridge</td>
<td>1.9</td>
<td>St. Johns River to Sea; Coast-to-Coast; East Coast Greenway</td>
<td>Downtown connector/ ECFRRT to MINWR; Construction FY 2020/21 $1,707,000; City of Titusville will build with local $ in FY 2016/17; Fully funded through construction by City of Titusville</td>
<td>Space Coast TPO</td>
</tr>
<tr>
<td>Space Coast Trail</td>
<td>436187-3</td>
<td>Max Brewer Bridge East end</td>
<td>Merritt Island National Wildlife Refuge Entrance</td>
<td>1.9</td>
<td>St. Johns River to Sea; Coast-to-Coast</td>
<td>CST in FY 2018/19 $400,492</td>
<td>Space Coast TPO</td>
</tr>
<tr>
<td>Shingle Creek Trail 3C</td>
<td></td>
<td>Taft Vineland Road</td>
<td>Town Loop Blvd</td>
<td>2.8</td>
<td>Regional Trail</td>
<td>Fully Funded for CST</td>
<td>MetroPlan Orlando</td>
</tr>
</tbody>
</table>
### DRAFT

**FY 2017/18 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**

<table>
<thead>
<tr>
<th>Trail Name</th>
<th>FM Number</th>
<th>Limits A</th>
<th>Limits B</th>
<th>Length (Miles)</th>
<th>Mega Trail</th>
<th>Latest Project Phase Funded</th>
<th>MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shingle Creek Trail 3B</td>
<td>430225-2</td>
<td>Town Loop Blvd.</td>
<td>Orange/Osceola Co.-Line</td>
<td>2.0</td>
<td>Regional Trail</td>
<td>Design/Permitting funded in FY 2016/17 CST in FY 2017/18</td>
<td>MetroPlan Orlando</td>
</tr>
<tr>
<td>Halifax River Greenway</td>
<td>439868-1</td>
<td>Bellevue Ave.</td>
<td>Marina Point Drive</td>
<td>0.23</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Design/Permitting funded in FY 2016/17 CST in FY 2017/18</td>
<td>River to Sea TPO</td>
</tr>
</tbody>
</table>

### REGIONAL TRAIL PRIORITIES FUNDED THROUGH CONSTRUCTION

<table>
<thead>
<tr>
<th>Trail Name</th>
<th>FM Number</th>
<th>Limits A</th>
<th>Limits B</th>
<th>Length (Miles)</th>
<th>Mega Trail</th>
<th>Latest Project Phase Funded</th>
<th>MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Halifax River Greenway</td>
<td>439869-1</td>
<td>Marina Point Drive</td>
<td>Orange Ave.</td>
<td>0.51</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Design/Permitting funded in FY 2016/17 CST in FY 2017/18</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Halifax River Greenway</td>
<td>439870-1</td>
<td>Sickler Drive</td>
<td>2nd Street</td>
<td>0.57</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Design/Permitting funded in FY 2016/17 CST in FY 2017/18</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Halifax River Greenway</td>
<td>439871-1</td>
<td>Sickler Drive</td>
<td>2nd Street</td>
<td>0.57</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Design/Permitting funded in FY 2016/17 CST in FY 2017/18</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Halifax River Greenway</td>
<td>439872-1</td>
<td>Sickler Drive</td>
<td>2nd Street</td>
<td>0.57</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Design/Permitting funded in FY 2016/17 CST in FY 2017/18</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Spring to Spring Trail, Seg. 3b</td>
<td>439039-3</td>
<td>Benson Junction Road</td>
<td>W. Highbanks Road</td>
<td>5.00</td>
<td>Heart of Florida; St. Johns River to Sea</td>
<td>CST in FY 2018/19</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Spring to Spring Trail, Segs 5 &amp; 6</td>
<td>439874-1</td>
<td>Lake Beresford Park</td>
<td>Grand Ave.</td>
<td>3.60</td>
<td>Heart of Florida; St. Johns River to Sea</td>
<td>$750,000 PD&amp;E FY 2017/18 CST funded in FY 2022/23</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Oak Hill to Edgewater Trail</td>
<td>439862-1</td>
<td>US 1/Kennedy Parkway</td>
<td>Dale Ave.</td>
<td>11.6</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>PD&amp;E Study funded in FY 2017/18 CST funded in FY 2022/23</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Spring to Spring Trail</td>
<td>439875-1</td>
<td>Grand Ave./Baxter Street</td>
<td>US 17</td>
<td>1.3</td>
<td>Heart of Florida; St. Johns River to Sea</td>
<td>Design $251,000/ROW $400,000 funded in FY 2017/18 CST funded in FY 2019/20</td>
<td>River to Sea TPO</td>
</tr>
</tbody>
</table>

**Total Mileage of Priorities Programmed:** 62.177

---

31
## REGIONAL TRAILS RANKED PRIORITIES
### SUNTrail TIER ONE COAST TO COAST TRAIL - REMAINING UNFUNDED PHASES

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Trail Name</th>
<th>FM Number</th>
<th>Limits A</th>
<th>Limits B</th>
<th>Length (Miles)</th>
<th>Mega-Trails</th>
<th>Latest Project Phase Funded</th>
<th>Project Phase(s) Remaining Unfunded</th>
<th>Estimated Remaining Cost (Present Day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1-1</td>
<td>Space Coast Trail</td>
<td>4363197-3</td>
<td>Max Brewer Bridge East End</td>
<td>Merritt Island National Wildlife Refuge Entrance</td>
<td>1.9</td>
<td>St. Johns River-to-Sea; Coast-to-Coast</td>
<td>Downtown connector (ECRRT to MIWFR); Feasibility Study FY 2014/15 $160,124; Design FY 17/18; Construction funded FY 2018/19</td>
<td>Fully-funded through CST in FY 2018/19 $400,492</td>
<td>NA</td>
</tr>
<tr>
<td>T1-12</td>
<td>Space Coast Trail</td>
<td>437093-1</td>
<td>Playalinda Rd. West End/ Merritt Island NWR Entrance</td>
<td>Playalinda Rd. East End/Atlantic Ocean</td>
<td>10.5</td>
<td>St. Johns River to Sea; Coast-to-Coast</td>
<td>PD&amp;E $1,400,000 FY 15/16; Design funded for FY 22/23 ($4,799,360.00)</td>
<td>ROW, CST</td>
<td>$7,043,036</td>
</tr>
<tr>
<td>T1-23</td>
<td>Pine Hills Trail</td>
<td>436435-1</td>
<td>Pine Hills Trail</td>
<td>Hiawassee Road</td>
<td>1.5</td>
<td>Heart of Florida; Coast-to-Coast</td>
<td>PD&amp;E Complete CST partially funded (FY 2020/21)</td>
<td>DESIGN, ROW, CST</td>
<td>$6,100,043,371,600</td>
</tr>
<tr>
<td>T1-33</td>
<td>Pine Hills Trail Phase 3</td>
<td>436433-1</td>
<td>Clarcona-Ocoee Rd.</td>
<td>Seminole County Line</td>
<td>3.09</td>
<td>Heart of Florida; Coast-to-Coast</td>
<td>PD&amp;E Complete</td>
<td>PE, ROW, CST</td>
<td>Metroplan Orlando</td>
</tr>
<tr>
<td>T1-45</td>
<td>South Sumter Connector</td>
<td>435471-1</td>
<td>Withlacoochee Trail</td>
<td>Van Fleet Trail</td>
<td>19.5</td>
<td>Heart of Florida; Coast-to-Coast</td>
<td>PD&amp;E programmed for 2017, Design 2019, ROW 2021</td>
<td>CST 2023</td>
<td>$5,000,00016,705,922</td>
</tr>
<tr>
<td>T1-56</td>
<td>South Lake Trail Phase 3C</td>
<td>427056-1</td>
<td>CR S65A (Villa City Rd.)</td>
<td>SR 33 (Crittenden St.)</td>
<td>1.1</td>
<td>Heart of Florida; Coast-to-Coast</td>
<td>Design Complete, ROW FY 2018/19</td>
<td>ROW, CST (part of SR 50 realignment)</td>
<td>$2,500,000</td>
</tr>
</tbody>
</table>

**Total Mileage of Tier One** | **49.8**

**Total Estimated Remaining Costs for Tier One** | **$22,348,069** | **$22,914,636**
## SUNTrail Tier Two (St. Johns River to Sea Loop)
Projects Ready for Design, ROW & Construction

<table>
<thead>
<tr>
<th>Priority</th>
<th>Trail Name</th>
<th>FM Number</th>
<th>Limits A</th>
<th>Limits B</th>
<th>Length (Miles)</th>
<th>Mega-Trails</th>
<th>Latest Project Phase Funded</th>
<th>Project Phase(s) Remaining Unfunded</th>
<th>Estimated Remaining Cost (Present Day)</th>
<th>MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unranked</td>
<td>Dale Ave. to 10th Street Trail</td>
<td>439863-1</td>
<td>Dale Ave.</td>
<td>10th Street</td>
<td>1.2</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Design/Permitting/CST Funded in FY 2016/17</td>
<td>Fully Funded</td>
<td>NA</td>
<td>River-to-Sea TPO</td>
</tr>
<tr>
<td>Unranked</td>
<td>US-33 Trail (Blisscon)</td>
<td>439877-1</td>
<td>Washington Ave.</td>
<td>Palmetto Ave.</td>
<td>1.1</td>
<td>St. Johns River To Sea</td>
<td>Design/Permitting/CST Funded in FY 2016/17</td>
<td>Fully Funded</td>
<td>NA</td>
<td>River-to-Sea TPO</td>
</tr>
<tr>
<td>Unranked</td>
<td>Halifax River Greenway</td>
<td>439866-1</td>
<td>Bellevue Ave.</td>
<td>Marina Point Drive</td>
<td>0.23</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Design/Permitting Funded in FY 2018/19 CST in FY 2017/18</td>
<td>Fully Funded</td>
<td>NA</td>
<td>River-to-Sea TPO</td>
</tr>
<tr>
<td>Unranked</td>
<td>Halifax River Greenway</td>
<td>439869-1</td>
<td>Marina Point Drive</td>
<td>Orange Ave.</td>
<td>0.51</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Design/Permitting Funded in FY 2016/17 CST in FY 2017/18</td>
<td>Fully Funded</td>
<td>NA</td>
<td>River-to-Sea TPO</td>
</tr>
<tr>
<td>Unranked</td>
<td>Halifax River Greenway</td>
<td>439871-1</td>
<td>Sickler Drive</td>
<td>2nd Street</td>
<td>0.67</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Design/Permitting Funded in FY 2018/19 CST in FY 2017/18</td>
<td>Fully Funded</td>
<td>NA</td>
<td>River-to-Sea TPO</td>
</tr>
<tr>
<td>Unranked</td>
<td>Halifax River Greenway</td>
<td>439870-1</td>
<td>Ballouge Road-Bridge</td>
<td>Ballouge Road-Bridge</td>
<td>0.06</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Design/Permitting Funded in FY 2016/17 CST in FY 2017/18</td>
<td>Fully Funded</td>
<td>NA</td>
<td>River-to-Sea TPO</td>
</tr>
<tr>
<td>Unranked</td>
<td>Spring to Spring Trail, Seg. 3a</td>
<td>439803-1</td>
<td>Detroit Terrace</td>
<td>US 17/92</td>
<td>6.0</td>
<td>Heart of Florida; St. Johns River to Sea</td>
<td>Design in FY 2017/18 -$396,000 ROW, Construction $6,500,000</td>
<td>Fully Funded</td>
<td>NA</td>
<td>River-to-Sea TPO</td>
</tr>
<tr>
<td>Unranked</td>
<td>10th Street to SR 44/Lytte Ave, Canal-Street Trail</td>
<td>439865-1</td>
<td>10th Street</td>
<td>SR 44/Lytte Ave, Canal-Street</td>
<td>1.6</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>PD&amp;E Funded in FY 2017/18 Design/Permitting funded in FY 2018/19 ROW, Construction $1,950,000</td>
<td>Fully Funded</td>
<td>NA</td>
<td>River-to-Sea TPO</td>
</tr>
<tr>
<td>Unranked</td>
<td>SR 44/Lytte Ave, to Beville Rd Trail</td>
<td>439865-1</td>
<td>SR 44/Lytte Ave</td>
<td>Beville Road</td>
<td>12.5</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Design/Permitting Funded in FY 2018/19 ROW, Construction TBD</td>
<td>Fully Funded</td>
<td>NA</td>
<td>River-to-Sea TPO</td>
</tr>
<tr>
<td>Unranked</td>
<td>Spring to Spring Trail, Segs S &amp; G</td>
<td>439871-1</td>
<td>Grand Ave./Baxter Street</td>
<td>US 17</td>
<td>1.3</td>
<td>Heart of Florida; St. Johns River to Sea</td>
<td>Design-$251,000/ROW-$400,000 funded in FY 2017/18, $4,500,000 CST FY 2019/20</td>
<td>Fully Funded</td>
<td>NA</td>
<td>River-to-Sea TPO</td>
</tr>
</tbody>
</table>

### Projects Requiring Under Study

<table>
<thead>
<tr>
<th>Priority</th>
<th>Trail Name</th>
<th>FM Number</th>
<th>Limits A</th>
<th>Limits B</th>
<th>Length (Miles)</th>
<th>Mega-Trails</th>
<th>Latest Project Phase Funded</th>
<th>Project Phase(s) Remaining Unfunded</th>
<th>Estimated Remaining Cost (Present Day)</th>
<th>MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unranked</td>
<td>Spring to Spring Trail, Segs S &amp; G</td>
<td>439872-1</td>
<td>Lake Bradford Park</td>
<td>Grand Ave.</td>
<td>2.60</td>
<td>Heart of Florida; St. Johns River to Sea</td>
<td>Design/Permitting/CST Funded in FY 2018/19</td>
<td>Fully Funded</td>
<td>$2,000,000</td>
<td>River-to-Sea TPO</td>
</tr>
<tr>
<td>Unranked</td>
<td>SR 40 Trail</td>
<td>439872-1</td>
<td>Cassen Park</td>
<td>SR A1A</td>
<td>1.1</td>
<td>St. Johns River to Sea</td>
<td>Feasibility Study funded in FY 2016/17 Design, ROW, Construction TBD</td>
<td>Fully Funded</td>
<td>$2,500,000</td>
<td>River-to-Sea TPO</td>
</tr>
<tr>
<td>Unranked</td>
<td>Flagler Beach Trail</td>
<td>439873-1</td>
<td>South 26th Street</td>
<td>North 9th Street</td>
<td>2.9</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Feasibility Study/PD&amp;E Study funded in FY 2016/17 Design Funded in FY 2020/21</td>
<td>Design, ROW, Construction TBD</td>
<td>Fully Funded</td>
<td>$2,500,000</td>
</tr>
</tbody>
</table>
### SUNTrail Tier Two (St. Johns River to Sea Loop)
Projects Ready for Design, ROW & Construction

<table>
<thead>
<tr>
<th>Priority</th>
<th>Trail Name</th>
<th>FM Number</th>
<th>Limits A</th>
<th>Limits B</th>
<th>Length (Miles)</th>
<th>Mega-Trails</th>
<th>Latest Project Phase Funded</th>
<th>Project Phase(s) Remaining Unfunded</th>
<th>Estimated Remaining Cost (Present Day)</th>
<th>MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unranked</td>
<td>Oak Hill to Edgewater Trail</td>
<td>439862-1</td>
<td>US 1/Kennedy Parkway</td>
<td>Dale Ave.</td>
<td>11.6</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>PDAE Study funded in FY 2017/18</td>
<td>ROW, Construction</td>
<td>TBD</td>
<td>River-to-Sea, TPO</td>
</tr>
<tr>
<td>Unranked</td>
<td>US 17 Trail</td>
<td>439876-1</td>
<td>SR 40</td>
<td>Putnam County line</td>
<td>14.0</td>
<td>St. Johns River-to-Sea</td>
<td>Feasibility Study/PO&amp;E Study funded in FY 2017/18, PE funded FY 2020/21</td>
<td>Design, ROW, CST</td>
<td>$1,500,000</td>
<td>River-to-Sea, TPO</td>
</tr>
</tbody>
</table>

<p>| <strong>Total Mileage for Tier Two</strong> | 58.22 | <strong>Total Estimated Remaining Costs for Tier Two</strong> | $175,950,000 |</p>
<table>
<thead>
<tr>
<th>Priority</th>
<th>Trail Name</th>
<th>FM Number</th>
<th>Limits A</th>
<th>Limits B</th>
<th>Length (Miles)</th>
<th>Mega-Trails</th>
<th>Latest Project Phase Funded</th>
<th>Project Phase(s) Remaining</th>
<th>Estimated Remaining Cost (Present Day)</th>
<th>MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>T3-1</td>
<td>Wekiva Trail</td>
<td>430975-13</td>
<td>CR 437</td>
<td>9.8</td>
<td>Mt. Dora Bikeway</td>
<td>PD&amp;E Completed Design Funded FY 2015/16 $2,636,810</td>
<td>ROW $107,000,000 / CST $7,658,566</td>
<td>$14,658,566</td>
<td>Lake-Sumter MPO</td>
<td></td>
</tr>
<tr>
<td>T3-2</td>
<td>Shingle Creek Trail 3C</td>
<td>430975-2</td>
<td>CR 437</td>
<td>2.8</td>
<td>Shingle Creek Regional Trail</td>
<td>PD&amp;E</td>
<td>Design, ROW &amp; CST</td>
<td>$6,376,000</td>
<td>MetroPlan Orlando</td>
<td></td>
</tr>
<tr>
<td>T3-21</td>
<td>Silver Springs to Mount Dora</td>
<td>407402-2</td>
<td></td>
<td>CR 42</td>
<td>16.6 Heart of Florida; Mt. Dora Bikeway</td>
<td>Trail in Marion County will be on existing public lands.</td>
<td>Design and construction $7,300,000</td>
<td>Ocala/Marion TPO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T3-34</td>
<td>East Coast Greenway/SR 528</td>
<td>407402-3 407402-4</td>
<td>US 1</td>
<td>8.8 East Coast Greenway</td>
<td>Design funded FY 2016/17; part of two widening/reconstruction projects</td>
<td>CST phase needed in same FY as road widening/reconstruction of roadway</td>
<td>$8,810,000</td>
<td>Space Coast TPO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T3-45</td>
<td>Black Bear Scenic Trail</td>
<td>#4353601 4106742</td>
<td>Levy Hammock Road US 17</td>
<td>27.7 Heart of Florida</td>
<td>Study Underway Funded in FY 2018 PD&amp;E Funded in FY2020</td>
<td>Design, ROW &amp; CST Phases needed (a portion of the trail will be included w/ road widening project #4106742)</td>
<td>$25,481,630</td>
<td>Lake-Sumter MPO, River to Sea TPO, Ocala Marion TPO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T3-56</td>
<td>Shingle Creek Trail 4</td>
<td>430225-1 430225-7 430225-3 4398781</td>
<td>Orange/Osceola Co. Line</td>
<td>Kissimmee Lakefront Park</td>
<td>Shingle Creek Regional Trail</td>
<td>Yates Connector – PE FY16/17 Osceola Pkwy – PE FY16/17 Bridge over Osceola Pkwy – PE FY16/17 Some segments completed; Some Programmed; 4386711 programmed for CST 2017 4302250 programmed for CST 2016</td>
<td>CST ROW &amp; CST</td>
<td>$24,952,116 MetroPlan Orlando</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T3-61</td>
<td>Space Coast Trail/U S 1</td>
<td>#</td>
<td>SR 50</td>
<td>Grace Street</td>
<td>East Coast Greenway</td>
<td>Feasibility Study complete</td>
<td>Design, CST Phases needed</td>
<td>$3,700,000</td>
<td>Space Coast TPO</td>
<td></td>
</tr>
<tr>
<td>T3-9</td>
<td>Tav-Lee Trail Phase 2</td>
<td>#</td>
<td>Lakes Blvd</td>
<td>Sleepy Hollow</td>
<td>Mt. Dora Bikeway</td>
<td>PD&amp;E Complete</td>
<td>Design, ROW &amp; CST Phases needed</td>
<td>$2,902,000</td>
<td>Lake-Sumter MPO</td>
<td></td>
</tr>
<tr>
<td>T3-10</td>
<td>Shingle Creek Trail 3B</td>
<td>#430225-2</td>
<td>Town Loop Blvd</td>
<td>Orange/Osceola Co. Line</td>
<td>Shingle Creek Regional Trail</td>
<td>PD&amp;E</td>
<td>Design, ROW &amp; CST</td>
<td>$4,000,000</td>
<td>MetroPlan Orlando</td>
<td></td>
</tr>
<tr>
<td>T3-11</td>
<td>Lake Yale Loop Trail/Sabal Bluff Connector</td>
<td>#</td>
<td>Tav-Lee Trail</td>
<td>Marion County Line</td>
<td>Mt. Dora Bikeway</td>
<td>Trail MasterPlan Complete</td>
<td>PD&amp;E, Design, ROW &amp; CST Phases needed</td>
<td>$9,157,000</td>
<td>Lake-Sumter MPO</td>
<td></td>
</tr>
<tr>
<td>T3-12</td>
<td>Pine Hills Trail Phase 2</td>
<td>#</td>
<td>Silver Star Road</td>
<td>Clarcona-Ocoee Road</td>
<td>Shingle Creek Regional Trail</td>
<td>PD&amp;E</td>
<td>Design, ROW &amp; CST Phases needed</td>
<td>$1,591,942</td>
<td>MetroPlan Orlando</td>
<td></td>
</tr>
<tr>
<td>T3-122</td>
<td>West Orange Trail Phase 5a</td>
<td>#</td>
<td>Lester Road</td>
<td>Kelly Park</td>
<td>Heart of Florida; Mt. Dora Bikeway</td>
<td>ROW and design needed</td>
<td>$7,800,000</td>
<td>MetroPlan Orlando</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T3-9-11</td>
<td>Tav-Dora Trail</td>
<td>#</td>
<td>Tremain St</td>
<td>Wooton Park</td>
<td>Mt. Dora Bikeway</td>
<td>Trails MasterPlan Complete</td>
<td>Study, PD&amp;E, Design, ROW &amp; CST Phases needed</td>
<td>$4,500,000</td>
<td>Lake-Sumter MPO</td>
<td></td>
</tr>
<tr>
<td>T3-104</td>
<td>West Orange Trail Phase 5b</td>
<td>#</td>
<td>Rock Springs Road</td>
<td>Wekiva Springs SP entrance</td>
<td>Heart of Florida; Mt. Dora Bikeway</td>
<td>PD&amp;E</td>
<td>Design, ROW &amp; CST Phases needed</td>
<td>$5,200,000</td>
<td>MetroPlan Orlando</td>
<td></td>
</tr>
<tr>
<td>T3-11</td>
<td>West Orange Trail Phase 5a</td>
<td>#</td>
<td>Lester Road</td>
<td>Kelly Park</td>
<td>Heart of Florida; Mt. Dora Bikeway</td>
<td>ROW and design needed</td>
<td>$7,800,000</td>
<td>MetroPlan Orlando</td>
<td></td>
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<tr>
<td>Priority</td>
<td>Trail Name</td>
<td>FM Number</td>
<td>Limits A</td>
<td>Limits B</td>
<td>Length (Miles)</td>
<td>Mega-Trails</td>
<td>Latest Project Phase Funded</td>
<td>Project Phase(s) Remaining</td>
<td>Estimated Remaining Cost (Present Day)</td>
<td>MPO</td>
</tr>
<tr>
<td>----------</td>
<td>--------------------------------</td>
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<td>-------------------</td>
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<td>----------------------------</td>
<td>-----------------------------</td>
<td>--------------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>T3-15</td>
<td>Pine Hills Trail Phase 2</td>
<td>#</td>
<td>Silver Star Road</td>
<td>Clarcona-Ocoee Road</td>
<td>2.30</td>
<td>Shingle Creek</td>
<td>PD&amp;E</td>
<td>Design, ROW &amp; CST Phases needed</td>
<td>$1,591,942</td>
<td>MetroPlan Orlando</td>
</tr>
<tr>
<td>T3-17</td>
<td>Neighborhood Lakes Trail West</td>
<td>#</td>
<td>Kelly Park</td>
<td>CR 435 in Orange Co.</td>
<td>3.7</td>
<td>Heart of Florida; Mt. Dora Bikeway</td>
<td>PD&amp;E</td>
<td>Design, ROW &amp; CST Phases needed</td>
<td>$1,300,000</td>
<td>MetroPlan Orlando</td>
</tr>
<tr>
<td>T3-17</td>
<td>N. Merritt Island Heritage Trail</td>
<td>#</td>
<td>SR 528</td>
<td>Federal Lands</td>
<td>12.5</td>
<td>East Coast Greenway</td>
<td>Feasibility ($125,000), PD&amp;E, ROW, Design, &amp; CST</td>
<td>TBD</td>
<td>Space Coast TPO</td>
<td></td>
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<tr>
<td>T3-13</td>
<td>North Lake Trail # CR 450</td>
<td>#</td>
<td>SR 40</td>
<td></td>
<td>19.5</td>
<td>Study Underway Funded FY 2018</td>
<td>PD&amp;E, Design, ROW &amp; CST needed</td>
<td>$24,857,000</td>
<td>Lake~Sumter MPO</td>
<td></td>
</tr>
<tr>
<td>T3-14</td>
<td>Santos to Baseline Trail</td>
<td>#</td>
<td>Baseline Trailhead</td>
<td>Santos Trailhead</td>
<td>4.5</td>
<td>Heart of Florida</td>
<td>Design is 60% complete</td>
<td>Design (remaining portion only), CST</td>
<td>$1,500,000</td>
<td>Ocala/Marion TPO</td>
</tr>
</tbody>
</table>

Total Mileage of Tier One Priorities: 49.8
Total Estimated Remaining Costs for Tier Three and TA: $162,586,354

Total Mileage of Tier Two Priorities: 3258.8
Total Mileage of Tier Three & TA Priorities: 127
Total Estimated Remaining Costs of Ranked Priorities (all Tiers): $186,745,710
## CFMPOA Regional Transit Priorities

### Transit Projects **Programmed/Under Construction** **Currently Underway**
- SunRail – Phase II South (Sand Lake Road to Poinciana)  
- Brightline (West Palm Beach – Orlando) – Private Sector

### Prospective Transit Projects Currently Being **Pursued** **Studied or in Development**
- SunRail – Phase II North (DeBary – DeLand)  
- SunRail – Phase III (Meadow Wood Station to OIA)  
- OIA Refresh Alternatives Analysis  
- US 192 Bus Rapid Transit  
- SR 50 Bus Rapid Transit  
- Lymmo Expansion (North/South)  
- **SR 436 – LYNX Premium Transit Service**  
- Prospective Brightline Brevard Station Study

### Privately Funded Transit Projects **Being Pursued**
- Brightline/Hyperloop (Orlando – Tampa)  
- West Palm Beach/ Ft. Lauderdale/ Miami

### Future Transit Projects that will be studied
- East Central Florida Corridor Task Force Transit Study

---

*Table Revised June 2017*
## FY 2018-2019 SIS Highway Projects

<table>
<thead>
<tr>
<th>Number</th>
<th>FDOT Financial Management Number</th>
<th>Project Name</th>
<th>From</th>
<th>To</th>
<th>Length (Miles)</th>
<th>Work Description</th>
<th>Latest Project Phase Funded</th>
<th>Project Phase(s) Remaining Unfunded</th>
<th>Estimated Remaining Cost (Present-Day)</th>
<th>MPO/TPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4269054</td>
<td>Ellis Rd Widening</td>
<td>I-95 (John Rhodes Blvd)</td>
<td>Wickham Rd.</td>
<td>2.00</td>
<td>Extend/Widening 2 to 4 Lanes</td>
<td>PE underway ROW 2020-2023</td>
<td>CST</td>
<td>TBD</td>
<td>Space Coast TPO</td>
</tr>
<tr>
<td>2</td>
<td>435209-1</td>
<td>I-75 Interchange</td>
<td>@ NW 49th Street</td>
<td>--</td>
<td>--</td>
<td>Construct New Interchange</td>
<td>PD&amp;E (FY 2017/18) PE (FY 2021/22)</td>
<td>CST only</td>
<td>TBD</td>
<td>Ocala/Marion TPO</td>
</tr>
<tr>
<td>3</td>
<td>2424848 &amp; 4314561</td>
<td>I-4* W of CR 532 (Polk/Orange County)</td>
<td>W of SR 528/Beachline Exp.</td>
<td>16.45</td>
<td>Beyond the Ultimate Configuration for General Use &amp; Managed Lanes</td>
<td>ROW 2017/18-2021/22</td>
<td>CST</td>
<td>$1,731,919,000</td>
<td>MetroPlan</td>
<td></td>
</tr>
<tr>
<td>4a</td>
<td>2425924</td>
<td>I-4* E of SR 434</td>
<td>Seminole/Volusia Co. Line</td>
<td>--</td>
<td>10.30</td>
<td>Beyond the Ultimate Configuration for General Use &amp; Managed Lanes</td>
<td>Partial ROW 2021/22</td>
<td>ROW/CST</td>
<td>$472,061,000</td>
<td>MetroPlan</td>
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<tr>
<td>4b</td>
<td>4084642</td>
<td>I-4* Volusia/Seminole Co. Line</td>
<td>SR 472</td>
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<td>--</td>
<td>Beyond the Ultimate Configuration for General Use &amp; Managed Lanes</td>
<td>PE 2016/17</td>
<td>ROW/CST</td>
<td>$667,608,000</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>4c</td>
<td>2012103</td>
<td>I-4* W of US 27</td>
<td>W of CR 532 (Polk/Orange County)</td>
<td>--</td>
<td>--</td>
<td>Beyond the Ultimate Configuration for General Use &amp; Managed Lanes</td>
<td>PE 2016/17</td>
<td>ROW/CST</td>
<td>$63,227,000</td>
<td>Polk TPO</td>
</tr>
<tr>
<td>5</td>
<td>4371811 4074023 4074024</td>
<td>SR 528 (Turnpike)</td>
<td>SR 520 SR 524 (Industry)</td>
<td>SR 3</td>
<td>13.60</td>
<td>Widen 2 Lanes to 4 Lanes to include a Multiuse Trail</td>
<td>PD&amp;E Design</td>
<td>DES/ROW/CST ROW/CST</td>
<td>TBD</td>
<td>Space Coast TPO</td>
</tr>
<tr>
<td>6</td>
<td>4289471</td>
<td>SR 40 Williamson Blvd.</td>
<td>Breakaway Trail</td>
<td>--</td>
<td>--</td>
<td>Widen 4 to 6 lanes</td>
<td>PD&amp;E complete PE FY 2022/23</td>
<td>ROW/CST</td>
<td>$33,260,000</td>
<td>River to Sea TPO</td>
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<tr>
<td>7</td>
<td>2408371</td>
<td>SR 40</td>
<td>Cone Rd.</td>
<td>SR 11</td>
<td>--</td>
<td>Widen 2 to 4 lanes</td>
<td>PE/ENV 2015/16 ROW FY 2022/23</td>
<td>CST</td>
<td>$58,148,130</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>8</td>
<td>N/A</td>
<td>SR 25/US 27</td>
<td>CR 561 (west)</td>
<td>Florida’s Turnpike (northern ramps)</td>
<td>2.14</td>
<td>Widen to 6 lanes</td>
<td>--</td>
<td>PD&amp;E/PE ROW/CST</td>
<td>$25,000,000</td>
<td>Lake-Sumter MPO</td>
</tr>
<tr>
<td>9</td>
<td>2408361</td>
<td>SR 40</td>
<td>SR 11</td>
<td>SR 15</td>
<td>--</td>
<td>Widen 2 to 4 lanes</td>
<td>PE 2013/14, ENV 2014/15, ROW 2022/23</td>
<td>CST</td>
<td>$54,731,640</td>
<td>River to Sea TPO</td>
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<tr>
<td>10</td>
<td>4336521</td>
<td>I-75 Interchange</td>
<td>SW 40th Avenue</td>
<td>SW 27th Avenue</td>
<td>1.25</td>
<td>Operations and capacity improvements</td>
<td>Design underway; ROW (FY 2020/21 – 2022/23)</td>
<td>CST</td>
<td>$15,000,000</td>
<td>Ocala/Marion TPO</td>
</tr>
<tr>
<td>#</td>
<td>FDOT Financial Management Number</td>
<td>Project Name</td>
<td>From</td>
<td>To</td>
<td>Length (Miles)</td>
<td>Work Description</td>
<td>Latest Project Phase Funded</td>
<td>Project Phase(s) Remaining Unfunded</td>
<td>Estimated Remaining Cost (Present-Day)</td>
<td>MPO/TPO</td>
</tr>
<tr>
<td>-----</td>
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</tr>
<tr>
<td>11a</td>
<td>410674-3</td>
<td>SR 40</td>
<td>CR 314</td>
<td>CR 314A</td>
<td>6.1</td>
<td>Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)</td>
<td>PE underway</td>
<td>ROW/CST</td>
<td>$93,000,000</td>
<td>Ocala/Marion TPO</td>
</tr>
<tr>
<td>11b</td>
<td>410674-4</td>
<td>SR 40</td>
<td>CR 314A</td>
<td>Levy Hammock Road</td>
<td>2.8</td>
<td>Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)</td>
<td>PD&amp;E</td>
<td>PE/ROW/CST</td>
<td>$35,000,000</td>
<td>Ocala/Marion TPO</td>
</tr>
<tr>
<td>12</td>
<td>4270561</td>
<td>SR 50</td>
<td>Crittenden Road</td>
<td>Villa City</td>
<td>1.0</td>
<td>Realign Road and add multi-use trail (South Lake Trail, Phase 3)</td>
<td>PD&amp;E / PE (FY 2014/15)</td>
<td>ROW/CST</td>
<td>$24,400,000</td>
<td>Lake-Sumter MPO</td>
</tr>
<tr>
<td>13</td>
<td>4354761</td>
<td>I-75 Interchange</td>
<td>@ CR 514</td>
<td></td>
<td></td>
<td>New Interchange</td>
<td>PD&amp;E (FY 2015/16)</td>
<td>ROW/CST</td>
<td>TBD</td>
<td>Lake-Sumter MPO</td>
</tr>
<tr>
<td>14</td>
<td>4358592</td>
<td>West SR 50</td>
<td>US 98 (Hernando Co.)</td>
<td>CR 33 (Lake Co.)</td>
<td>2.0</td>
<td>Widen to 4 lanes (Project segmented: -2/-3/-4/-5/-6)</td>
<td>Study (FY 2015/16) PE (FY 2018/19)</td>
<td>ROW/CST</td>
<td>TBD</td>
<td>Lake-Sumter MPO</td>
</tr>
<tr>
<td>15</td>
<td>4404241</td>
<td>SR 405 Bridge Replacement (NASA Causeway)</td>
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<td>----</td>
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<td>Bridge Replacement</td>
<td>PD&amp;E Underway PE (NASA)</td>
<td>CST</td>
<td>TBD</td>
<td>Space Coast TPO</td>
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<tr>
<td>16</td>
<td>#</td>
<td>SR 401 Bridge Replacement</td>
<td>SR 401 Interchange</td>
<td>Cape Canaveral Air Force Station</td>
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<td>Bridge Replacement</td>
<td>----</td>
<td>PD&amp;E</td>
<td>TBD</td>
<td>Space Coast TPO</td>
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<tr>
<td>17</td>
<td>#</td>
<td>SR100</td>
<td>Old Kings Road</td>
<td>Belle Terre Pkwy</td>
<td></td>
<td>Widen to 6 lanes</td>
<td>PE</td>
<td>ROW/CST</td>
<td>$34,870,000</td>
<td>River to Sea TPO</td>
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</table>

*I-4 Ultimate Configuration is noted as a PPP project.*
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<th>#</th>
<th>PID</th>
<th>FDOT Financial Management Number</th>
<th>Project Name or Designation</th>
<th>From</th>
<th>To</th>
<th>Length (Miles)</th>
<th>Work Description</th>
<th>Latest Project Phase Funded</th>
<th>Project Phase(s) Remaining Unfunded</th>
<th>Estimated Remaining Cost (Present-Day)</th>
<th>MPO/TPO</th>
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<tbody>
<tr>
<td>3a</td>
<td>2424847</td>
<td>2424847</td>
<td>I-4*</td>
<td>S of SR 528/Beachline Expwy.</td>
<td>W of SR 425/Kirkman Rd.</td>
<td>3.90</td>
<td>Ultimate Configuration for General Use &amp; Managed Lanes</td>
<td>CST 2019/20</td>
<td>Fully Funded</td>
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<td>MetroPlan</td>
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<tr>
<td>3a</td>
<td>4269053</td>
<td>4269053</td>
<td>I-95/Ellis Road Interchange</td>
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<td>---</td>
<td>---</td>
<td>New Interchange</td>
<td>CST 2016/17</td>
<td>Fully Funded</td>
<td>---</td>
<td>Space Coast TPO</td>
</tr>
<tr>
<td>10</td>
<td>4106742</td>
<td>4106742</td>
<td>SR 40</td>
<td>SR 35</td>
<td>CR 314</td>
<td>4.5</td>
<td>Widen 2 to 4 lanes</td>
<td>CST 2019/2020</td>
<td>Fully Funded</td>
<td>---</td>
<td>Ocala/Marion TPO</td>
</tr>
</tbody>
</table>

NOTE: Although funded for construction, projects will continue to be shown until construction starts.
<table>
<thead>
<tr>
<th>Trail Name</th>
<th>FM Number</th>
<th>Limits A</th>
<th>Limits B</th>
<th>Length (Miles)</th>
<th>Mega Trail</th>
<th>Latest Project Phase Funded</th>
<th>MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seminole Volusia Gap Spring to Spring Trail</td>
<td>436434-2</td>
<td>Old DeLand Road @ US 17/92</td>
<td>@ Lake Monroe Park</td>
<td>0.8</td>
<td>Heart of Florida: Coast to Coast</td>
<td>PE underway</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>South Lake Trail Phase 3B</td>
<td>422570-3</td>
<td>SR 33 (Crittenden St.)</td>
<td>Silver Eagle Road</td>
<td>2.1</td>
<td>Heart of Florida: Coast to Coast</td>
<td>Update of PD&amp;E Study and Design underway - ROW 2017-19, CST 2020</td>
<td>Lake~Sumter MPO</td>
</tr>
<tr>
<td>Clarcona-Ocoee Trail</td>
<td></td>
<td>West Orange Trail</td>
<td>Clarcona-Ocoee Road</td>
<td>0.2</td>
<td>Heart of Florida: Coast-to-Coast</td>
<td>ROW programmed for 2018; Construction programmed for 2020</td>
<td>MetroPlan Orlando</td>
</tr>
<tr>
<td>Silver Springs Gap</td>
<td>435486-1</td>
<td>SE 64th Ave Trailhead</td>
<td>Silver Springs State Park</td>
<td>6.0</td>
<td>Heart of Florida</td>
<td>In Design, Construction - FY 2020</td>
<td>Ocala/Marion TPO</td>
</tr>
<tr>
<td>South Lake Trail Phase 4</td>
<td>435893-1</td>
<td>Van Fleet Trail</td>
<td>CR 565A (Villa City Rd.)</td>
<td>8.4</td>
<td>Heart of Florida: Coast-to-Coast</td>
<td>Design Phase underway; ROW 2018-21, CST 2022</td>
<td>Lake~Sumter MPO</td>
</tr>
<tr>
<td>Pruitt Gap &amp; SR 200 Trail Underpass</td>
<td>435484-1</td>
<td>Bridge Rd.</td>
<td>SR 200</td>
<td>9.5</td>
<td>Heart of Florida</td>
<td>In Design, Construction - FY 2022 (Trail underpass may be programmed separately)</td>
<td>Ocala/Marion TPO</td>
</tr>
<tr>
<td>East Central FL Rail Trail</td>
<td>4154348</td>
<td>Guise Road</td>
<td>Gobbler Lodge</td>
<td>3.5</td>
<td>Coast to Coast; St. Johns River to Sea Loop</td>
<td>CST totaling $5,003,500 has been advanced to FY 2017/18 (design build underway)</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Halifax River Greenway - Beach Street</td>
<td>4361391</td>
<td>Wilder Blvd</td>
<td>Shady Place</td>
<td>0.5</td>
<td>East Coast Greenway</td>
<td>CST FY 2017/18 $525,517</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Space Coast Trail</td>
<td>426187-1</td>
<td>Canaveral Avenue</td>
<td>W. Max Brewer Bridge</td>
<td>1.9</td>
<td>St. Johns River to Sea; Coast-to-Coast; East Coast Greenway</td>
<td>Downtown connector/ ECFRRT to MINWR; Construction FY 2020/21 $1,707,000; City of Titusville will build with local $ in FY 2016/17; Indian River Ave to West of Max Brewer Bridge 0.2 miles Fully Funded Design FY 17/18 ($810,000); Construction FY 21/22 ($2,161,095)</td>
<td>Space Coast TPO</td>
</tr>
<tr>
<td>Space Coast Trail</td>
<td>436187-3</td>
<td>Max Brewer Bridge East end</td>
<td>Merritt Island National Wildlife Refuge Entrance</td>
<td>1.9</td>
<td>St. Johns River to Sea; Coast-to-Coast</td>
<td>CST in FY 2018/19 $400,492</td>
<td>Space Coast TPO</td>
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<tr>
<td>Shingle Creek Trail 3C</td>
<td>430225-2</td>
<td>Town Loop Blvd.</td>
<td>Orange/Osceola Co. Line</td>
<td>2.0</td>
<td>Regional Trail</td>
<td>Fully Funded for CST</td>
<td>MetroPlan Orlando</td>
</tr>
<tr>
<td>Shingle Creek Trail 3B</td>
<td></td>
<td>Town Loop Blvd.</td>
<td>Orange/Osceola Co. Line</td>
<td>2.0</td>
<td>Regional Trail</td>
<td>Design/Permitting funded in FY 2016/17 CST in FY 2017/18</td>
<td>MetroPlan Orlando</td>
</tr>
<tr>
<td>Halifax River Greenway</td>
<td>439868-1</td>
<td>Bellevue Ave.</td>
<td>Marina Point Drive</td>
<td>0.23</td>
<td>St. Johns River to Sea; East Coast Greenway</td>
<td>Design/Permitting funded in FY 2016/17 CST in FY 2017/18</td>
<td>River to Sea TPO</td>
</tr>
</tbody>
</table>
# FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS

## REGIONAL TRAIL PRIORITIES FUNDED THROUGH CONSTRUCTION

<table>
<thead>
<tr>
<th>Trail Name</th>
<th>FM Number</th>
<th>Limits A</th>
<th>Limits B</th>
<th>Length (Miles)</th>
<th>Mega Trail</th>
<th>Latest Project Phase Funded</th>
<th>MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Halifax River Greenway</td>
<td>439869-1</td>
<td>Marina Point Drive</td>
<td>Orange Ave.</td>
<td>0.51</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Design/Permitting funded in FY 2016/17 CST in FY 2017/18</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Halifax River Greenway</td>
<td>439871-1</td>
<td>Sickler Drive</td>
<td>2nd Street</td>
<td>0.57</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Design/Permitting funded in FY 2016/17 CST in FY 2017/18</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Halifax River Greenway</td>
<td>439870-1</td>
<td>Ballough Road Bridge</td>
<td>Ballough Road Bridge</td>
<td>0.06</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>CST in FY 2017/18</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Spring to Spring Trail, Seg. 3b</td>
<td>439039-3</td>
<td>Benson Junction Road</td>
<td>W. Highbanks Road</td>
<td>5.0</td>
<td>Heart of Florida; St. Johns River to Sea</td>
<td>CST in FY 2018/19</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Spring to Spring Trail, Segs 5 &amp; 6</td>
<td>439874-1</td>
<td>Lake Beresford Park</td>
<td>Grand Ave.</td>
<td>3.60</td>
<td>Heart of Florida; St. Johns River to Sea</td>
<td>$750,000 PD&amp;E FY 2017/18 CST funded in FY 2022/23</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Oak Hill to Edgewater Trail</td>
<td>439862-1</td>
<td>US 1/Kennedy Parkway</td>
<td>Dale Ave.</td>
<td>11.6</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>PD&amp;E Study funded in FY 2017/18 CST funded in FY 2022/23</td>
<td>River to Sea TPO</td>
</tr>
<tr>
<td>Spring to Spring Trail</td>
<td>439875-1</td>
<td>Grand Ave./Baxter Street</td>
<td>US 17</td>
<td>1.3</td>
<td>Heart of Florida; St. Johns River to Sea</td>
<td>Design $251,000/ROW $400,000 funded in FY 2017/18 CST funded in FY 2019/20</td>
<td>River to Sea TPO</td>
</tr>
</tbody>
</table>

**Total Mileage of Priorities Programmed**: 77

42
### Regional Trails Ranked Priorities

**SUNTrail Tier One Coast to Coast Trail - Remaining Unfunded Phases**

<table>
<thead>
<tr>
<th>Project</th>
<th>Trail Name</th>
<th>FM Number</th>
<th>Limits A</th>
<th>Limits B</th>
<th>Length (Miles)</th>
<th>Mega-Trails</th>
<th>Latest Project Phase Funded</th>
<th>Project Phase(s) Remaining Unfunded</th>
<th>Estimated Remaining Cost (Present Day)</th>
<th>MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1-1</td>
<td>Space Coast Trail</td>
<td>437093-1</td>
<td>Playalinda Rd. West End/ Merritt Island NWR Entrance</td>
<td>Playalinda Rd. East End/Atlantic Ocean</td>
<td>10.5</td>
<td>St. Johns River to Sea; Coast-to-Coast</td>
<td>PD&amp;E $1,400,000 FY 15/16; Design funded for FY 22/23 ($4,799,360.00)</td>
<td>ROW, CST</td>
<td>$7,043,036</td>
<td>Space Coast TPO</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Playalinda Road</td>
<td>US 1 (Volusia Co. Line)</td>
<td>12.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T1-2</td>
<td>Clarcona-Ocoee Trail</td>
<td>436435-1</td>
<td>Pine Hills Trail</td>
<td>Hiawassee Road</td>
<td>1.5</td>
<td>Heart of Florida; Coast-to-Coast</td>
<td>CST partially funded (FY 2020/21)</td>
<td>CST</td>
<td>$4,371,600</td>
<td>MetroPlan Orlando</td>
</tr>
<tr>
<td>T1-3</td>
<td>Pine Hills Trail Phase 3</td>
<td>436433-1</td>
<td>Clarcona-Ocoee Rd.</td>
<td>Seminole County Line</td>
<td>3.0</td>
<td>Heart of Florida; Coast-to-Coast</td>
<td>PD&amp;E Complete</td>
<td>PE, ROW, CST</td>
<td></td>
<td>MetroPlan Orlando</td>
</tr>
<tr>
<td>T1-4</td>
<td>South Sumter Connector</td>
<td>435471-1</td>
<td>Withlacoochee Trail</td>
<td>Van Fleet Trail</td>
<td>19.5</td>
<td>Heart of Florida; Coast-to-Coast</td>
<td>PD&amp;E programmed for 2017, Design 2019, ROW 2021</td>
<td>CST</td>
<td>$9,000,000</td>
<td>Lake-Sumter MPO</td>
</tr>
<tr>
<td>T1-5</td>
<td>South Lake Trail Phase 3C</td>
<td>427056-1</td>
<td>CR 565A (Villa City Rd.)</td>
<td>SR 33 (Crittenden St.)</td>
<td>1.1</td>
<td>Heart of Florida; Coast-to-Coast</td>
<td>Design Complete, ROW FY 2018/19</td>
<td>CST (part of SR 50 realignment)</td>
<td>$2,500,000</td>
<td>Lake-Sumter MPO</td>
</tr>
</tbody>
</table>

**Total Mileage of Tier One** 49

**Total Estimated Remaining Costs for Tier One** $22,914,636
## FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS

### SUNTrail Tier Two (St. Johns River to Sea Loop)

#### Projects Ready for Design, ROW & Construction

<table>
<thead>
<tr>
<th>Priority</th>
<th>Trail Name</th>
<th>FM Number</th>
<th>Limits A</th>
<th>Limits B</th>
<th>Length (Miles)</th>
<th>Mega-Trails</th>
<th>Latest Project Phase Funded</th>
<th>Project Phase(s) Remaining Unfunded</th>
<th>Estimated Remaining Cost (Present Day)</th>
<th>MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unranked</td>
<td>10th Street to SR 44/Lytle Ave. Trail</td>
<td>439864-1</td>
<td>10th Street</td>
<td>SR 44/Lytle Ave.</td>
<td>1.6</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>PD&amp;E Funded in FY 2017/18</td>
<td>ROW, Construction</td>
<td>$1,950,000</td>
<td>River-to-Sea TPO</td>
</tr>
<tr>
<td>Unranked</td>
<td>SR 44/Lytle Ave. to Beville Rd Trail</td>
<td>439865-1</td>
<td>SR 44/Lytle Av</td>
<td>Beville Road</td>
<td>12.5</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Design/Permitting funded in FY 2018/19</td>
<td>ROW, Construction</td>
<td>TBD</td>
<td>River to Sea TPO</td>
</tr>
</tbody>
</table>

#### Projects Under Study

<table>
<thead>
<tr>
<th>Priority</th>
<th>Trail Name</th>
<th>FM Number</th>
<th>Limits A</th>
<th>Limits B</th>
<th>Length (Miles)</th>
<th>Mega-Trails</th>
<th>Latest Project Phase Funded</th>
<th>Project Phase(s) Remaining Unfunded</th>
<th>Estimated Remaining Cost (Present Day)</th>
<th>MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unranked</td>
<td>SR 40 Trail</td>
<td>439872-1</td>
<td>Cassen Park</td>
<td>SR A1A</td>
<td>1.1</td>
<td>St. Johns River to Sea</td>
<td>Feasibility Study funded in FY 2016/17</td>
<td>Design, ROW, Construction</td>
<td>TBD</td>
<td>River-to-Sea TPO</td>
</tr>
<tr>
<td>Unranked</td>
<td>Flagler Beach Trail</td>
<td>439873-1</td>
<td>South 26th Street</td>
<td>North 9th Street</td>
<td>2.9</td>
<td>St. Johns River to Sea, East Coast Greenway</td>
<td>Feasibility Study/PD&amp;E Study funded in FY 2016/17, Design Funded in FY 2020/21</td>
<td>ROW, Construction</td>
<td>$2,500,000</td>
<td>River-to-Sea TPO</td>
</tr>
<tr>
<td>Unranked</td>
<td>US 17 Trail</td>
<td>439876-1</td>
<td>SR 40</td>
<td>Putnam County line</td>
<td>14.0</td>
<td>St. Johns River-to-Sea</td>
<td>Feasibility Study/PD&amp;E Study funded in FY 2017/18, PE funded FY 2020/21</td>
<td>ROW, CST</td>
<td>$1,500,000</td>
<td>River-to-Sea TPO</td>
</tr>
</tbody>
</table>

**Total Mileage for Tier Two**: 32

**Total Estimated Remaining Costs for Tier Two**: $5,950,000
<table>
<thead>
<tr>
<th>Priority</th>
<th>Trail Name</th>
<th>FM Number</th>
<th>Limits A</th>
<th>Limits B</th>
<th>Length (Miles)</th>
<th>Mega- Trails</th>
<th>Latest Project Phase Funded</th>
<th>Project Phase(s) Remaining Unfunded</th>
<th>Estimated Remaining Cost (Present Day)</th>
<th>MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>T3-1</td>
<td>Wekiva Trail</td>
<td>430975-3</td>
<td>CR 437</td>
<td>Red Tail Blvd</td>
<td>9.8</td>
<td>Mt. Dora Bikeway</td>
<td>PD&amp;E Completed Design Funded FY 2015/16 $2,636,810</td>
<td>ROW $7,000,000 / CST $7,658,566</td>
<td>$14,658,566</td>
<td>Lake-Sumter MPO</td>
</tr>
<tr>
<td>T3-1</td>
<td>Wekiva Trail</td>
<td>430975-2</td>
<td>Tremain St</td>
<td>CR 437</td>
<td>9.8</td>
<td>Mt. Dora Bikeway</td>
<td>PD&amp;E Completed</td>
<td>Design $2,636,810 ROW $10,000,000 / CST</td>
<td>$17,000,000</td>
<td>Lake-Sumter MPO</td>
</tr>
<tr>
<td>T3-2</td>
<td>Silver Springs to Mount Dora</td>
<td>407402-3</td>
<td>SE 64th Ave</td>
<td>Trailhead</td>
<td>16.6</td>
<td>Heart of Florida; Mt. Dora Bikeway</td>
<td>Trail in Marion County will be on existing public lands.</td>
<td>Design and construction</td>
<td>$7,300,000</td>
<td>Ocala/Marion TPO</td>
</tr>
<tr>
<td>T3-3</td>
<td>East Coast Greenway/SR 528</td>
<td>407402-4</td>
<td>US 1</td>
<td>Port Canaveral</td>
<td>8.8</td>
<td>East Coast Greenway</td>
<td>Design funded FY 2016/17; part of two widening/reconstruction projects</td>
<td>CST phase needed in same FY as road widening/reconstruction of roadway</td>
<td>$8,810,000</td>
<td>Space Coast TPO</td>
</tr>
<tr>
<td>T3-4</td>
<td>Black Bear Scenic Trail</td>
<td>436301-1</td>
<td>Levy Hammock Road</td>
<td>US 17</td>
<td>27.7</td>
<td>Heart of Florida</td>
<td>Study Underway in FY 2018 PD&amp;E Funded in FY2020</td>
<td>Design, ROW &amp; CST Phases needed (a portion of the trail will be included w/ road widening project #4106742)</td>
<td>$25,481,630</td>
<td>Lake-Sumter MPO, River to Sea TPO, Ocala Marion TPO</td>
</tr>
<tr>
<td>T3-5</td>
<td>Shingle Creek Trail 4</td>
<td>430225-1</td>
<td>Orange/Osceola Co. line</td>
<td>Kissimmee Lakefront Park</td>
<td>11.8</td>
<td>Shingle Creek Regional Trail</td>
<td>Yates Connector – PE FY16/17 Osceola Pkwy – PE FY16/17 Bridge over Osceola Pkwy – PE FY16/17 CST</td>
<td>CST</td>
<td>$7,782,168 $8,000,000 $10,599,768</td>
<td>MetroPlan Orlando</td>
</tr>
<tr>
<td>T3-6</td>
<td>Space Coast Trail/US 1</td>
<td>#</td>
<td>SR 50</td>
<td>Grace Street</td>
<td>3.1</td>
<td>East Coast Greenway</td>
<td>Feasibility Study complete</td>
<td>Design, CST Phases needed</td>
<td>$3,700,000</td>
<td>Space Coast TPO</td>
</tr>
<tr>
<td>T3-7</td>
<td>Pine Hills Trail Phase 2</td>
<td>#</td>
<td>Silver Star Road</td>
<td>Clarcona-Ocoee Road</td>
<td>2.30</td>
<td>Shingle Creek Regional Trail</td>
<td>PD&amp;E</td>
<td>Design, ROW &amp; CST Phases needed</td>
<td>$1,591,942</td>
<td>MetroPlan Orlando</td>
</tr>
<tr>
<td>T3-8</td>
<td>West Orange Trail Phase 5a</td>
<td>#</td>
<td>Lester Road</td>
<td>Kelly Park</td>
<td>4.2</td>
<td>Heart of Florida; Mt. Dora Bikeway</td>
<td>ROW and design needed</td>
<td>Design, ROW &amp; CST Phases needed</td>
<td>$7,800,000</td>
<td>MetroPlan Orlando</td>
</tr>
<tr>
<td>T3-9</td>
<td>Tav-Dora Trail</td>
<td>#</td>
<td>Tremain St</td>
<td>Wooton Park</td>
<td>8.3</td>
<td>Mt. Dora Bikeway</td>
<td>Trails MasterPlan Complete</td>
<td>PD&amp;E, Design, ROW &amp; CST Phases needed</td>
<td>$4,500,000</td>
<td>Lake-Sumter MPO</td>
</tr>
<tr>
<td>T3-10</td>
<td>West Orange Trail Phase 5b</td>
<td>#</td>
<td>Rock Springs Road</td>
<td>Wekiva Springs SP entrance</td>
<td>2.8</td>
<td>Heart of Florida; Mt. Dora Bikeway</td>
<td>PD&amp;E</td>
<td>Design, ROW &amp; CST Phases needed</td>
<td>$5,200,000</td>
<td>MetroPlan Orlando</td>
</tr>
<tr>
<td>T3-11</td>
<td>West Orange Trail Phase 5a</td>
<td>#</td>
<td>Lester Road</td>
<td>Kelly Park</td>
<td>4.2</td>
<td>Heart of Florida; Mt. Dora Bikeway</td>
<td>ROW and design needed</td>
<td>Design, ROW &amp; CST Phases needed</td>
<td>$7,800,000</td>
<td>MetroPlan Orlando</td>
</tr>
<tr>
<td>T3-12</td>
<td>West Orange Trail Phase 4</td>
<td>#</td>
<td>Kelly Park</td>
<td>CR 435 in Orange Co.</td>
<td>3.7</td>
<td>Heart of Florida; Mt. Dora Bikeway</td>
<td>PD&amp;E</td>
<td>Design, ROW &amp; CST Phases needed</td>
<td>$1,300,000</td>
<td>MetroPlan Orlando</td>
</tr>
<tr>
<td>T3-13</td>
<td>North Lake Trail</td>
<td>#</td>
<td>CR 450</td>
<td>SR 40</td>
<td>19.5</td>
<td>Heart of Florida</td>
<td>Study Underway FY 2018 PD&amp;E, Design, ROW &amp; CST Phases needed</td>
<td>$24,857,000</td>
<td>Lake-Sumter MPO</td>
<td></td>
</tr>
<tr>
<td>T3-14</td>
<td>Santos to Baseline Trail</td>
<td>#</td>
<td>Baseline Trailhead</td>
<td>Santos Trailhead</td>
<td>4.5</td>
<td>Heart of Florida</td>
<td>Design is 60% complete</td>
<td>Design (remaining portion only), CST</td>
<td>$1,500,000</td>
<td>Ocala/Marion TPO</td>
</tr>
</tbody>
</table>

**Total Mileage of Tier One Priorities** 49 **Total Estimated Remaining Costs for Tier Three and TA** $157,881,074

**Total Mileage of Tier Two Priorities** 32 **Total Mileage of Tier Three & TA Priorities** 127 **Total Estimated Remaining Costs of Ranked Priorities (all Tiers)** $186,745,710
## CFMPOA Regional Transit Priorities

### Transit Projects Programmed/Under Construction
- Brightline (West Palm Beach – Orlando) – Private Sector

### Prospective Transit Projects Currently Being Pursued
- SunRail – Phase II North (DeBary – DeLand)
- SunRail – Phase III (Meadow Wood Station to OIA)
- OIA Refresh Alternatives Analysis
- US 192 Bus Rapid Transit
- SR 50 Bus Rapid Transit
- Lymmo Expansion (North/South)
- SR 436 – LYNX Premium Transit Service
- Prospective Brightline Brevard Station Study

### Privately Funded Transit Projects Being Pursued
- Brightline/Hyperloop (Orlando – Tampa)

### Future Transit Projects that will be studied
- East Central Florida Corridor Task Force Transit Study
Regional Prioritization Priorities and Process

October 2018
Regional Prioritization Initiative
Adopted April 2013
Revised October 2018

The Concept Background

The Central Florida Metropolitan Planning Organization (CFMPOA) has been active as a six-MPO forum for more than a decade, meeting quarterly to address regional transportation issues and legislative items. Although the group has been successful in building consensus on regional transportation issues by working together to complete a variety of regional planning studies and by adopting policies that promote regional transportation decision-making, in 2013, the Alliance adopted a process to provide clear support to the Florida Department of Transportation regarding the collective priorities for the region. This process is used to create a Regional List of Project Priorities (LOPP) that respects the independent decision-making of each member-MPO individually engages with FDOT to establish priorities for transportation funding, however, the Alliance has never acted on a regional list of priorities. An opportunity awaits for each MPO to while working through the CFMPOA to collectively benefit from a regional prioritization process. By working as an Alliance to prioritize appropriate regional projects, each MPO will individually benefit while also benefiting the Central Florida Region. Through a unified approach, additional funding resources can be leveraged by working as an Alliance with the Florida Department of Transportation (FDOT).

The Project Categories

Not all transportation projects and funding categories are appropriate for a regional approach. However, three categories have emerged through the consensus-building process. Strategic Intermodal System (SIS) projects are of regional and statewide importance. Therefore SIS projects, both interstate and non-interstate projects, would be addressed by the Alliance in order to potentially leverage increased transportation resources for the region. This category would not include US highways and state roads that are funded through the FDOT’s Other Arterials program.

As a result of the “Close the Gaps” initiative that began in Central Florida in 2012, and the Florida Shared-Use Non-motorized (SUNTrails) program established in 2015, Regional Trails would be a comprise the second category of transportation projects...
to be prioritized by the Alliance. Through this regional approach, greater resources could be leveraged by prioritizing among the five MPOs within FDOT District 5 the trail projects that could most quickly lead to completed systems of trails that connect populations and attractions, thus resulting in eco-tourism opportunities for the region. This category would include regional, showcase trails, not sidewalks, local trails and other enhancement projects.

The third category for prioritization would include regional–transit projects that contribute to connectivity on a regional scale. Transit projects that cross county lines and MPO boundaries could be considered for the Alliance prioritization process. Mass transit projects like SunRail and connections to the commuter rail system may be considered for regional prioritization. This category does not include localized transit projects.

The CFMPOA is currently evaluating options to integrate Transportation Systems Management and Operations (TSMO) projects and Transportation Planning projects as additional fourth categories in the future. See “Proposed Future Categories” below.

The Process

Each MPO adheres to an annual prioritization process to establish funding needs within individual MPO Areas. That annual process typically begins near the start of the calendar year and usually concludes in June or July of each year in order to meet the Sept. 1 statutory deadline. September-November, the FDOT begins the process of gaming, which results in new projects entering into the FDOT’s Tentative Work Program or programmed projects being advanced in the Tentative Work Program. The five District 5 MPOs working on a unified priority list will empower the FDOT to incorporate the actions of the Alliance into the new Work Program.

The process will respect each MPO’s order of projects within the three aforementioned categories. The CFMPOA prioritization process will follow the order within each MPO’s list while melding the five lists into one regional list. Costs, the scale of magnitude of projects and the cost-benefit factor of projects will be considered, as well as the urbanized population and visitor population served by projects. To achieve a sense of equity, efforts will be made to rotate, as feasible, among the five MPOs to ensure the development of a regional list that advances projects important to each MPO in the region’s priority list is respected.

The Timeline

In order to meet the FDOT’s deadline for release of the Tentative Work Program, each MPO will individually follow its own process. Meanwhile, the CFMPOA will review and update the Regional Prioritization Priorities and Process recommend on a draft list of
Central Florida MPO Alliance - Regional Prioritization Initiative

**Priorities** beginning at the April meeting. **A draft list will be developed**. **Opportunity for further review and comment will remain open from April until in July.** Just prior to the July meeting, the executive directors will reconvene to refine the priority list for presentation to the Alliance. Based on action by the CFMPOA, the priority list will be compared to each individual MPO’s priority list to ensure consistency with individual MPO priorities. Final action will occur in **August-September or early-October** on each individual MPO’s List of Priority Projects.

Once each MPO has taken action and transmitted their LOPPs to the FDOT, the executive directors will reconvene to review actions and to make a determination if changes are needed to the CFMPOA priority list. The finalized list will be presented to the Alliance at the October meeting for ratification and the list will be formally transmitted to the FDOT. From the time of adoption of each individual MPO’s LOPP until ratification by the Alliance, the executive directors will remain in communication with FDOT personnel on the pending CFMPOA priority list to ensure awareness of progress on the regional effort.

**The Outcomes**

Once the CFMPOA ratifies the list in October, a landmark moment occurs in Florida as an unprecedented level of regional transportation coordination is formalized. For each of the three project categories, the potential outcomes are unique. For SIS priorities, the regional list affords the Central Office of FDOT an opportunity to look at the Central Florida Region in a new manner. When examining the potential funding of mega-projects, a unified list incorporating the five MPO’s and nine counties of District 5, and potentially Polk County and the Polk County TPO, will enhance the process between MPOs and the FDOT of establishing priorities and programming funds. The planned outcome is the leveraging of greater resources to the region.

In light of the changes in state and federal funding opportunities for regional trail projects, a unified list of regional trail priorities is critical to meeting the goals of the “Close the Gaps” and SUNTrail program initiatives. Leveraging additional FDOT funds is the focus of the regional trail priority list. By **The regional trail section includes three independent lists of trail projects identified through the Tier I and Tier II SUNTrails program, creating as well as a master list of regional trail projects, ordered by phases so that shovel-ready projects are top priority. This list provides, District 5 will have with an opportunity to program funds for multiple projects and supports**
Applications from Alliance members for Tier III SUNTrail funding. The result would be the intended expedited construction of multiple trail segments that will begin closing the gaps in the regional network. This approach will catalyze an eco-tourism opportunity of national and international proportions.

Regarding regional transit projects, the CFMPOA process is focused on mass transit that has regional implications beyond localized transit services. The Alliance list is intended to coalesce efforts throughout the region into a unified approach, and to further the recommendations of the Regional Transit Study completed through the CFMPOA. Rail and bus-rapid transit projects would be the focus of the CFMPOA list, while localized transit services would remain part of each individual MPO’s prioritization process. This approach will aid the FDOT in developing a regional mass transit vision for Central Florida beyond the initial phases of SunRail.

**Proposed Future Categories**

**Transportation Systems Management & Operations (TSMO)**

Innovations in information and communications technologies are leading to improvements and efficiencies in transportation which provides another category of transportation projects to be prioritized by the Alliance. Transportation Systems Management and Operations (TSMO) refers to “the application of multimodal transportation strategies and technologies intended to maximize the efficiency, safety, and utility of the existing transportation network”. It includes a set of projects and strategies that use technology and real-time operational procedures. When well integrated into the state, regional and local levels, TSMO offers a cost effective, efficient platform to significantly improve safety while at the same time enhancing the movement of people and goods, all with a positive impact on individual and national economic prosperity.

In reviewing the Regional Prioritization Priorities and Process during the 2018 update, the growing influence of advanced technologies under the Transportation Systems Management and Operations (TSM&O) program was recognized. A regional consortium of industry professionals convenes regularly in FDOT District 5 to consider these evolving technologies and to work together in advancing their deployment. In addition, CFMPOA members are developing independent TSM&O programs and masterplans to effectively implement projects. Adding a TSMO project list conveys a strong message to the FDOT on the important role that information and communication technologies will play in a 21st Century transportation system. With this, and the endorsement of the Alliance, these projects will have a competitive advantage over projects that are submitted from other regions for FDOT funds targeted for projects in this category.

In the next year, CFMPOA members intend to work together, along with FDOT staff and the consortium, to develop a program that will incorporate regional TSM&O projects into the Regional List of Priority Projects. This will require defining a “regional” project.
establishing a process that incorporates independent M/TPO’s and outlining the funding opportunities.

Regional Planning Studies

The CFMPOA also recognizes the opportunity to engage in various planning activities on a regional scale. Examples of this in recent years include the Regional Truck Parking Study, the Regional Transit Study and the development of a Regional Long Range Transportation Plan. These studies typically involve FDOT District 5 staff and outcomes that benefit from early involvement by stakeholders in the development of scopes of services and project schedules. In the coming year, members of the CFMPOA also intend to identify and develop a list of Planning Studies that will best advance the shared goals of the alliance.
Background

The Central Florida Metropolitan Planning Organization Alliance (CFMPOA) has been active as a six-MPO forum for more than a decade, meeting quarterly to address regional transportation issues and legislative items. The group has been successful in building consensus on regional transportation issues by working together to complete a variety of regional planning studies and by adopting policies that promote regional transportation decision-making. In 2013, the Alliance adopted a transportation project prioritization process to provide clear support to the Florida Department of Transportation regarding the collective priorities for the region. This process is used to create a Regional List of Project Priorities (LOPP) that respects the independent decision-making of each member-MPO while working through the CFMPOA to collectively benefit from a regional prioritization process. By working as an Alliance to prioritize appropriate regional projects, each MPO will individually benefit while also benefitting the Central Florida Region. Through a unified approach, additional funding resources can be leveraged by working as an Alliance with the Florida Department of Transportation (FDOT).

The Project Categories

Not all transportation projects and funding categories are appropriate for a regional approach. However, three categories have emerged through the consensus-building process. Strategic Intermodal System (SIS) projects are of regional and statewide importance. Therefore SIS projects, both interstate and non-interstate projects, would be addressed by the Alliance in order to potentially leverage increased transportation resources for the region. This category would not include US highways and state roads that are funded through the FDOT’s Other Arterials program.

As a result of the “Close the Gaps” initiative that began in Central Florida in 2012, and the Florida Shared-Use Non-motorized (SUNTrails) program established in 2015, Regional Trails comprise the second category of transportation projects to be prioritized by the Alliance. Through this regional approach, greater resources are leveraged by prioritizing among the five MPOs within FDOT District 5 the trail projects that can most quickly lead to completed systems of trails that connect populations...
and attractions, thus resulting in eco-tourism opportunities for the region. This category includes regional, showcase trails, not sidewalks, local trails and other enhancement projects.

The third category for prioritization includes transit projects that contribute to connectivity on a regional scale. Transit projects that cross county lines and MPO boundaries could be considered for the Alliance prioritization process. Mass transit projects like SunRail and connections to the commuter rail system may be considered for regional prioritization. This category does not include localized transit projects.

The CFMPOA is currently evaluating options to integrate Transportation Systems Management and Operations (TSMO) projects and Transportation Planning projects as additional categories in the future. See “Proposed Future Categories” below.

The Process

Each MPO adheres to an annual prioritization process to establish funding needs within individual MPO Areas. That annual process typically begins near the start of the calendar year and usually concludes in June or July of each year. September-November, the FDOT begins the process of gaming, which results in new projects entering into the FDOT’s Tentative Work Program or programmed projects being advanced in the Tentative Work Program. The five District 5 MPOs working on a unified priority list will empower the FDOT to incorporate the actions of the Alliance into the new Work Program.

The process will respect each MPO’s order of projects within the three aforementioned categories. The CFMPOA prioritization process will follow the order within each MPO’s list while melding the five lists into one regional list. Costs, the scale of magnitude of projects and the cost-benefit factor of projects will be considered, as well as the urbanized population and visitor population served by projects. To achieve a sense of equity, efforts will be made to rotate, as feasible, among the five MPOs to ensure the development of a regional list that advances projects important to each MPO in the region.

The Timeline

In order to meet the FDOT’s deadline for release of the Tentative Work Program, each MPO will individually follow its own process. Meanwhile, the CFMPOA will review and update the Regional Prioritization Priorities and Process at the April meeting. A draft list will be developed for review and comment in July. Just prior to the July meeting, the executive directors will reconvene to refine the priority list for presentation to the Alliance. Based on action by the CFMPOA, the priority list will be compared to each individual MPO’s priority list to ensure consistency with individual MPO priorities. Final
action will occur in September or early-October on each individual MPO’s List of Priority Projects.

Once each MPO has taken action and transmitted their LOPPs to the FDOT, the executive directors will reconvene to review actions and to make a determination if changes are needed to the CFMPOA priority list. The finalized list will be presented to the Alliance at the October meeting for ratification and the list will be formally transmitted to the FDOT. From the time of adoption of each individual MPO’s LOPP until ratification by the Alliance, the executive directors will remain in communication with FDOT personnel on the pending CFMPOA priority list to ensure awareness of progress on the regional effort.

**The Outcomes**

Once the CFMPOA ratifies the list in October, a landmark moment occurs in Florida as an unprecedented level of regional transportation coordination is formalized. For each of the three project categories, the potential outcomes are unique. For SIS priorities, the regional list affords the Central Office of FDOT an opportunity to look at the Central Florida Region in a new manner. When examining the potential funding of mega-projects, a unified list incorporating the five MPOs and nine counties of District 5, and potentially Polk County and the Polk County TPO, will enhance the process between MPOs and the FDOT of establishing priorities and programming funds. The planned outcome is the leveraging of greater resources to the region.

In light of the changes in state and federal funding opportunities for regional trail projects, a unified list of regional trail priorities is critical to meeting the goals of the “Close the Gaps” and SUNTrail program initiatives. Leveraging additional FDOT funds is the focus of the regional trail priority list. The regional trail section includes three independent lists of trail projects identified through the Tier I and Tier II SUNTrails program, as well as a master list of regional trail projects, ordered by phases so that shovel-ready projects are top priority. This list provides District 5 with an opportunity to program funds for multiple projects and supports applications from Alliance members for Tier III SUNTrail funding. The result is intended to expedite construction of multiple trail segments that will begin closing the gaps in the regional network. This approach will catalyze an eco-tourism opportunity of national and international proportions.
Regarding regional transit projects, the CFMPOA process is focused on mass transit that has regional implications beyond localized transit services. The Alliance list is intended to coalesce efforts throughout the region into a unified approach and to further the recommendations of the Regional Transit Study completed through the CFMPOA. Rail and bus-rapid-transit projects would be the focus of the CFMPOA list, while localized transit services would remain part of each individual MPO’s prioritization process. This approach will aid the FDOT in developing a regional mass transit vision for Central Florida beyond the initial phases of SunRail.

**Proposed Future Categories**

**Transportation Systems Management & Operations (TSMO)**

Innovations in information and communications technologies are leading to improvements and efficiencies in transportation which provides another category of transportation projects to be prioritized by the Alliance. Transportation Systems Management and Operations (TSMO) refers to “the application of multimodal transportation strategies and technologies intended to maximize the efficiency, safety, and utility of the existing transportation network”. It includes a set of projects and strategies that use technology and real-time operational procedures. When well integrated into the state, regional and local levels, TSMO offers a cost effective, efficient platform to significantly improve safety while at the same time enhancing the movement of people and goods, all with a positive impact on individual and national economic prosperity.

In reviewing the Regional Prioritization Priorities and Process during the 2018 update, the growing influence of advanced technologies under the Transportation Systems Management and Operations (TSM&O) program was recognized. A regional consortium of industry professionals convenes regularly in FDOT District 5 to consider these evolving technologies and to work together in advancing their deployment. In addition, CFMPOA members are developing independent TSM&O programs and masterplans to effectively implement projects. Adding a TSMO project list conveys a strong message to the FDOT on the important role that information and communication technologies will play in a 21st Century transportation system. With this, and the endorsement of the Alliance, these projects will have a competitive advantage over projects that are submitted from other regions for FDOT funds targeted for projects in this category.

In the next year, CFMPOA members intend to work together, along with FDOT staff and the consortium, to develop a program that will incorporate regional TSM&O projects into the Regional List of Priority Projects. This will require defining a “regional” project, establishing a process that incorporates independent M/TPO’s and outlining the funding opportunities.
Regional Planning Studies

The CFMPOA also recognizes the opportunity to engage in various planning activities on a regional scale. Examples of this in recent years include the Regional Truck Parking Study, the Regional Transit Study and the development of a Regional Long Range Transportation Plan. These studies typically involve FDOT District 5 staff and outcomes that benefit from early involvement by stakeholders in the development of scopes of services and project schedules. In the coming year, members of the CFMPOA also intend to identify and develop a list of Planning Studies that will best advance the shared goals of the alliance.
III. ACTION ITEMS

C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2018-## ADOPTING THE I-95 TO SR 417 CONNECTOR FEASIBILITY STUDY REPORT

Background Information:

In 2005, roughly $750,000 in High Priority Project (HPP) funding (earmark demo ID # FL254) was made available to pursue a study needed to “Construct Eastern Connector from SR 417 to I-95, Volusia and Seminole Counties Florida.” Several related studies were completed in subsequent years; however, the HPP earmark was not programmed by direction of the River to Sea TPO.

Discussions occurred during the development of the 2040 Long Range Transportation that rekindled interest in this potential connector and requests were provided by the cities of Edgewater and Deltona to utilize the available funding to further study possible alignments. In 2017, Florida’s Turnpike Enterprise supported a request from the River to Sea TPO to access the HPP funding and evaluate alignments with a focus on environmental matters associated with the connector.

Consultants working on this effort presented an update and progress of the study at the June 2018 TPO committee and board meetings. At these meetings it was recommended, based on study findings and stakeholder input, that no further action be taken at this time due to substantial environmental impacts, high project costs and a funding shortfall. Public meetings that were included in the original project scope of services were also recommended to be cancelled since a “no-build” scenario is being recommended at this time.

The TPO advisory committees and board directed the consultant to document the findings and close out the study as recommended.

The final draft of the study is available through the following link:

https://www3.mydocsonline.com/Share.aspx?-234IgT6mEUqUpUxJ4xkt6xclw

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2018-## ADOPTING THE I-95 TO SR 417 CONNECTOR FEASIBILITY STUDY REPORT
WHEREAS, the River to Sea 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 portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; 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 River to Sea TPO has developed the I-95 to SR 417 Connector Feasibility Study to assess the need for additional regional connectivity between the Orlando Metropolitan Area and Southeast Volusia County, including refining the purpose and need, identifying fatal flaws, assessing financial feasibility, and assessing the environmental issues of alternative corridor alignments to develop a limited access facility; and

WHEREAS, the findings of the study recommend a “No Action/No Build” option at this time due to substantial environmental impacts, high project costs, and a funding shortfall; and

WHEREAS, the I-95 to SR 417 Connector Feasibility Study has been provided for review by the general public, the River to Sea TPO’s Advisory Committees and the River to Sea TPO Board.

NOW, THEREFORE, BE IT RESOLVED, by the River to Sea TPO that the:

1. River to Sea TPO Board and advisory committees have reviewed and adopted the I-95 to SR 417 Connector Feasibility Study; and the

2. River to Sea Transportation Planning Organization’s I-95 to SR 417 Connector Feasibility Study attached hereto as Attachment "A" is hereby adopted; and

3. Chairman of the TPO (or his designee) is hereby authorized and directed to provide a copy of this resolution along with the adopted I-95 to SR 417 Connector Feasibility Study to:
   a. the Florida Department of Transportation;
   b. the Federal Highway Administration, via the Florida Department of Transportation; and the
   c. the Federal Transit Administration, via the Florida Department of Transportation.
DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 26th day of September 2018.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

________________________________________
DeBary Vice Mayor Lita Handy-Peters
Chairperson, River to Sea TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on September 26, 2018.

ATTEND:

_______________________________________
Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization
III. ACTION ITEMS

D. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2018-## ADOPTING THE ROADWAY SAFETY EVALUATION & IMPROVEMENT STUDY

Background Information:

The Roadway Safety Evaluation and Improvement Study is a follow-up to the River to Sea TPO’s 2017 Crash Analysis Report. The methodology of this study is to:

- Review crash records of selected roadways and intersections
- Determine and select crash locations to be evaluated and reviewed
- Identify crash contributing factors for all crash types identified in the crash records by location
- Identify crash cluster locations
- Conduct field observations to verify contributing factors and locations mentioned in the crash records
- Summarize findings from the crash records review and the field observations
- Compare crash experience to national and statewide crash data, if available
- Identify crash reduction measures to reduce or eliminate overall vehicular crashes by locations

Resolution 2018-## is for adoption of the 2018 Roadway Safety Evaluation & Improvement Study. The final draft report is available for review at:


ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2018-## ADOPTING THE ROADWAY SAFETY EVALUATION & IMPROVEMENT STUDY
WHEREAS, the River to Sea TPO is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; 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 River to Sea Transportation Planning Organization has developed the 2018 Roadway Safety Evaluation & Improvement Report that has been provided for review by the general public, the River to Sea TPO’s Advisory Committees and the River to Sea TPO Board.

NOW, THEREFORE, BE IT RESOLVED, by the River to Sea TPO that the:

1. River to Sea TPO Board and advisory committees have reviewed and endorsed the 2018 Roadway Safety Evaluation & Improvement Report;

2. River to Sea Transportation Planning Organization’s 2018 Roadway Safety Evaluation & Improvement Report is hereby endorsed and adopted; and the

3. Chairperson of the River to Sea TPO (or her designee) is hereby authorized and directed to submit the 2018 Roadway Safety Evaluation & Improvement Report to the:
   a. Florida Department of Transportation; and
   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 regularly convened meeting of the River to Sea TPO held on the 26th day of September 2018.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

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

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on September 26, 2018.

ATTEST:

________________________________________
DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
III. ACTION ITEMS

E. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2018-## ADOPTING THE RESILIENT FLAGLER COUNTY REPORT

Background Information:

Recent guidance and directives have required that all planning agencies begin to assess and plan for concerns related to increased severe weather and flooding associated with sea level rise. In 2016, the East Central Florida Regional Planning Council (ECFRPC), in partnership with Volusia County, Florida Department of Transportation (FDOT), University of Florida Geoplan Center, Florida Department of Environmental Protection, and the River to Sea TPO, conducted a Sea Level Rise Vulnerability Assessment of transportation-related infrastructure and assets in the TPO’s planning area. Resilient Volusia County, the second phase of the Sea Level Rise Vulnerability Assessment, was conducted in 2017.

Resilient Flagler County, the third phase of the Sea Level Rise Vulnerability Assessment, was conducted this year in partnership with the Northeast Florida Regional Council (NEFRC), Flagler County, the University of Florida Geoplan Center, Florida Department of Environmental Protection, and the River to Sea TPO. The Resilient Flagler County Project:

- Conducted a quality assurance review of the FDOT Sea Level Scenario Sketch Planning Tool outputs
- Analyzed impacts on critical assets and evacuation routes in Flagler County resulting from 100-year storm coastal flooding (inclusive of storm surge) based on sea level rise projections from the FDOT Sea Level Scenario Sketch Planning Tool
- Identified implementation strategies and educational materials to enhance community resiliency

The final draft Resilient Flagler County Report is available for review at the following link:


ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2018-## ADOPTING THE RESILIENT FLAGLER COUNTY REPORT
WHEREAS, the River to Sea 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 portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; 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 River to Sea TPO has developed the Resilient Flagler County Report, to build resiliency against the impacts of coastal flooding, storm surge and sea level rise; and

WHEREAS, the Resilient Flagler County Report has been provided for review by the general public, the River to Sea TPO’s Advisory Committees and the River to Sea TPO Board.

NOW, THEREFORE, BE IT RESOLVED, by the River to Sea TPO that the:

1. River to Sea TPO Board and advisory committees have reviewed and adopted the River to Sea TPO’s Resilient Flagler County Report; and the

2. River to Sea Transportation Planning Organization’s Resilient Flagler County Report is attached hereto as Attachment "A"; and the

3. Chairperson of the TPO (or his/her designee) is hereby authorized and directed to provide a copy of this resolution along with the adopted Resilient Flagler County Report to:
   a. the Florida Department of Transportation;
   b. the Federal Highway Administration, via the Florida Department of Transportation;
   c. the Federal Transit Administration, via the Florida Department of Transportation;
   d. the Florida Department of Environmental Protection;
   e. Northeast Florida Regional Council (NEFRC)
   f. East Central Florida Regional Planning Council (ECFRPC); and the
   g. Members of the Central Florida MPO Alliance.
DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 26th day of September 2018.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

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

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on September 26, 2018.

ATTEST:

_______________________________________
DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
IV. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF THE ANNUAL CALL FOR PROJECTS AND PRIORITY PROJECT RANKING PROCESS OF THE R2CTPO

BACKGROUND INFORMATION:

Each year, after completion of the project prioritization process, the TPO staff asks the committees to evaluate the process and recommend improvements for the next cycle. The aim is to achieve the best possible outcomes in terms of identifying and promoting transportation-related priorities consistent with the community’s goals and objectives as prescribed in the adopted long-range transportation plan. TPO staff will lead a discussion of the annual Call for Projects Process and Project Priority Ranking Process, including:

- Review of Guiding Policies
- Review of Project Applications
- Review of Process and Schedule
- Overview of needed updates
  - Cost Increases/Estimates
  - LAP Certification
  - Incorporation of TPM

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE
R2CTPO Transportation Priority Process

• 3 TPO resolutions provide guidance
  – Delineates local match and project cost increases (Resolution 2016-01)
  – Establishes project categories and ranking (Resolution 2017-32)
  – Allocates TPO Set-aside funding (SU) (Resolution 2017-03)

• 3 project applications allow for annual submission of new projects
  – Traffic Operations (safety, technology)
  – Bicycle & Pedestrian (sidewalks & trails)
  – Planning Studies
R2CTPO Transportation Priority Process

1. **TPO reviews Priority Process**
   - Sept-Nov

2. **TPO develops new TIP**
   - March-June

3. **Issues Call for Projects**
   - Jan-March

4. **Fl. Legislature Approves**
   - Jan-Feb

5. **Review, rank and prioritize projects**
   - April-May

6. **FDOT creates the 5-year Work Program**
   - Sept-Nov

7. **Approve lists and submit to FDOT**
   - 70 June
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
RESOLUTION 2016-01
RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO)
DEFINING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR
PROJECTS PRIORITIZED FOR FUNDING BY THE TPO

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 River to Sea Transportation Planning Organization (TPO) is the duly designated
and constituted body responsible for carrying out the urban transportation planning and programming
process for the designated Metropolitan Planning Area (MPA) comprised of Volusia County and the
urbanized areas of Flagler County including the cities of Flagler Beach, Beverly Beach, and portions of
Palm Coast and Bunnell; and

WHEREAS, the FDOT funds projects in the Work Program based on the plans and priorities set
by the TPO; and

WHEREAS, the River to Sea TPO desires to provide, whenever possible, financial assistance to
governmental entities to allow them to pursue transportation projects and programs which are
consistent with the TPO's plans and priorities and benefit residents of and visitors to our planning area; and

WHEREAS, the River to Sea TPO wants to leverage the state and federal transportation funds
programmed on transportation projects in TPO's MPA and ensure a measure of local financial
commitment to transportation projects and programs utilizing these funds;

NOW, THEREFORE, BE IT RESOLVED by the River to Sea TPO that:

1. Every governmental entity receiving state and/or federal transportation funds for a project
   on any of the following Priority Project Lists shall provide a local match at the ratio of 10%
   local funds to 90% state and/or federal funds:
   a. Traffic Operations, Safety, and Local Initiatives Projects;
   b. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives
      Projects.
      This match requirement shall not apply to projects on the State Highway System; and

2. Every governmental entity receiving state and/or federal transportation funds for a project
   on the TPO's Priority List of Transportation Planning Studies shall provide a local match at
   the ratio of 10% local funds to 90% state and/or federal funds; and
3. A local match shall not be required for any project on the TPO’s Priority Lists of Strategic Intermodal System (SIS) Projects, Regionally-Significant, Non-SIS Roadway Projects, or Transit Projects, subject to the any other funding program requirements that may apply (e.g., Transportation Regional Incentive Program); and

4. the River to Sea TPO determines that “local match” shall be defined as non-state/non-federal cash match and/or in-kind services that advance the project in question; and

5. notwithstanding the terms prescribed in subparagraph 2, above, the required local match shall not exceed the ratio required in the current policy of the TPO Board at the time the governmental entity requesting the funds commits to its amount of local match for the project; and

6. the River to Sea TPO reserves the right to waive or adjust the local match requirements if the TPO Board deems there exists sufficient reason or circumstance; and

7. the River to Sea TPO also reaffirms its policy that any cost overruns encountered on a project funded with state and/or federal transportation funds will be the responsibility of the governmental entity identified as the project originator with the following exception: if the project is on the state highway system and the State DOT is the project manager of record then the state shall be responsible for any cost overruns utilizing state dollars; and

8. the River to Sea TPO Executive Director may authorize the use of state or federal funds to cover some or all of a cost overrun on any project phase up to and including 10% of the project cost estimate for that phase; and

9. the use of state or federal funds to cover cost overruns exceeding 10% of the project cost estimate for any phase may be authorized only by the River to Sea TPO Board; and

10. the River to Sea TPO deems that a cost overrun shall be the difference between the amount programmed on any project phase and the actual cost for that phase; and

11. the Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to submit this resolution to the:

   a. Florida Department of Transportation;
   b. Federal Transit Administration (through the Florida Department of Transportation);
   c. Federal Highway Administration (through the Florida Department of Transportation); and
   d. Councils, Commissions, and Managers of the TPO Member Local Governments.

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 27th day of January 2016.
CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January 27, 2016.

ATTEST:

PAMELA C. BLANKENSHIP, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2017-03

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
ESTABLISHING THE POLICY FOR THE ANNUAL ALLOCATION OF SURFACE TRANSPORTATION
PROGRAM (STP) URBAN ATTRIBUTABLE (SU) FUNDING AND OTHER STATE AND FEDERAL
FUNDS IDENTIFIED IN THE 2040 LONG RANGE TRANSPORTATION PLAN FOR LOCAL
INITIATIVES

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that every
urbanized area with a population of 50,000 or more, as a condition to the receipt of federal capital
or operating assistance, shall 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 River to Sea Transportation Planning Organization (TPO) is the duly
designated and constituted body responsible for carrying out the urban transportation planning
and programming process for the designated Metropolitan Planning Area (MPA) comprised of
Volusia County and the urbanized areas of Flagler County including the cities of Flagler Beach,
Beverly Beach, and portions of Palm Coast and Bunnell; and

WHEREAS, 23 C.F.R. 450.104 provides that the River to Sea TPO shall annually endorse, and
amend as appropriate, the plans and programs required, among which is the Surface
Transportation Program (STP) projects list of the annual Transportation Improvement Program
(TIP) submission; and

WHEREAS, each year the appropriate River to Sea TPO committees, made up of a cross-
section of interested citizens and staff, are charged with the responsibility of drafting a list of
prioritized projects; and

WHEREAS, it is the responsibility of the River to Sea TPO to establish project priorities that
are equitable for all areas within the River to Sea TPO’s planning boundaries; and

WHEREAS, the River to Sea TPO reaffirms its commitment to the priority process and
related policies;

NOW, THEREFORE, BE IT RESOLVED by the River to Sea TPO that:

1. Annual set-asides of the River to Sea TPO’s total Surface Transportation Program
(STP) Urban Attributable (SU) funding will be made in the following manner: 40%
of the total SU funds will be used for Traffic Operations, Safety, and Local Initiatives
(traffic operations focused) Project Priorities, 30% of the total SU funds will be used for Transit Project Priorities, and 30% of the total SU funds will be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities;

2. Annual set-asides of other state and federal funds identified in the 2040 Long Range Transportation Plan for Local Initiatives will be made available in the following manner: 50% of the funds will be used for Traffic Operations, Safety, and Local Initiatives (traffic operations focused) Project Priorities and 50% will be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities;

3. Mixed projects (defined as a project that is not a stand-alone bicycle or pedestrian project) will only be accepted and ranked if the predominant cost component is consistent with the category of funding to which it is submitted. All other cost components are subject to eligibility of available funding. Mixed projects submitted by a member local government will be presented to the TPO Board for final determination prior to being ranked in the TPO's list of Priority Projects for Bicycle/Pedestrian facilities;

4. For projects funded in whole or in part with Urban Attributable (SU) funding and/or other state and federal funds obtained through the TPO's Priority Project Process, if the recipient of the funds chooses to display any signs or markers at the project site, said signs or markers shall include language acknowledging the River to Sea TPO, Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and/or other funding partners, as may be applicable, for providing funding for the project. In addition to the language, the sign or marker shall include these agencies' official logos.

Additionally, any public pronouncements made by or on behalf of the recipient regarding the project, including press releases, publications, annual reports, video credits, and dedications, shall acknowledge the funding support provided by the TPO, FDOT, FHWA, and FTA.

5. Resolution 2016-03 is hereby repealed and replaced by this resolution;

6. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and

7. The Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to provide a copy of this resolution to the:

a. Florida Department of Transportation (FDOT);

b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and

c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).
DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the 25th day of January 2017.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

[Signature]

CITY OF FLAGLER BEACH COMMISSIONER MARSHALL SHUPE
CHAIRMAN, RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January 25, 2017.

ATTEST:

[Signature]
PAMELA C. BLANKENSHIP, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION 
REAFFIRMING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION 
PRIORITY PROJECTS

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that every 
urbanized area with a population of 50,000 or more, as a condition to the receipt of federal capital 
or operating assistance, shall 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 River to Sea Transportation Planning Organization (TPO) is the duly 
designated and constituted body responsible for carrying out the urban transportation planning 
and programming process for the designated Metropolitan Planning Area (MPA) comprised of 
Volusia County and the urbanized areas of Flagler County including the cities of Flagler Beach, 
Beverly Beach, and portions of Palm Coast and Bunnell; and

WHEREAS, 23 C.F.R. 450.104 provides that the River to Sea TPO shall annually endorse, and 
amend as appropriate, the plans and programs required, among which is the Surface 
Transportation Program (STP) projects list of the annual Transportation Improvement Program 
(TIP) submission; and

WHEREAS, each year the appropriate River to Sea TPO committees made up of a cross-
section of interested citizens and technical staff are charged with the responsibility of drafting a list 
of prioritized projects; and

WHEREAS, it is the responsibility of the River to Sea TPO to establish project priorities for all 
areas of the TPO's MPA; and

WHEREAS, the River to Sea TPO reaffirms its commitment to the priority process and 
related policies;

NOW, THEREFORE, BE IT RESOLVED by the River to Sea TPO that the following policies are 
established to prioritize transportation projects throughout the TPO's MPA:

1. The project application and evaluation criteria approved by the River to Sea TPO 
Board shall be used to solicit and evaluate projects for priority ranking in the 
transportation program categories listed below:
   a. Florida Strategic Intermodal System (SIS) Projects;
   b. Regionally Significant, Non-SIS Roadway Projects and Major Bridge Projects;
c. Traffic Operations, Safety, and Local Initiatives Projects;
d. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects;
e. Public Transit Projects; and
f. Transportation Planning Studies.

2. River to Sea TPO projects that were previously ranked and have a Financial Management (FM) number and are in the Florida Department of Transportation Work Program will automatically be prioritized above projects that are not currently in the FDOT Five-Year Work Program;

3. Projects which are ranked one through five on the Prioritized List of Florida Strategic Intermodal System (SIS) Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;

4. Projects which are ranked one through five on the Prioritized List of Regionally Significant, Non-SIS Roadway Projects and Major Bridge Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;

5. Projects which are ranked one through eight on Tier “B” of the Prioritized List of Traffic Operations, Safety, and Local Initiatives Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;

6. Projects which are ranked one through three on Tier “B” of the Prioritized List of Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;

7. If, at any time, two or more lists of prioritized projects are merged into a new list, every project that was protected prior to the merger shall retain its protected status, and no new or previously unprotected project shall be deemed to be protected unless and until it advances to the protected rank prescribed for the new, merged list.

8. The River to Sea TPO will only re-prioritize or add projects when the TPO Board determines: a) unusual circumstances support such action, b) the circumstances are not of a recurring nature, c) the circumstances do not result from the actions of the project sponsor, and d) the proposed reprioritization or addition will not be contrary to the public interest;

9. Requests to change the priority or to add a project must include a statement of hardship by the requestor along with supporting documentation that includes
detailed justification of need and an assessment of the impacts to the programming of prioritized projects;

10. It is the responsibility of the River to Sea TPO and FDOT staffs to provide the River to Sea TPO members with current information and data on project status and to assist the members in their efforts to make informed decisions regarding the prioritized projects lists;

11. The River to Sea TPO shall, in its discretion, make all decisions regarding the final prioritized project lists that are annually submitted to FDOT;

12. Once a project has attained protected status, it should be programmed within 3 years. If it has not been programmed during that time due to inactivity on the part of the project sponsor, then the project will be removed from the list of priority projects. The project sponsor may resubmit the project for open ranking on any subsequent call for projects.

13. Per the approved the Annual Call for Projects schedule, the project sponsor shall annually submit a letter to the River to Sea TPO affirming their continued support to retain each project on the priority list and provide updated cost estimates.

14. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and

15. the Chairperson of the River to Sea TPO, (or their designee) is hereby authorized and directed to provide a copy of this resolution to the:

   a. Florida Department of Transportation (FDOT);

   b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and

   c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation)

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the 6th day of December 2017.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

[Signature]

VOLUSIA COUNTY COUNCIL VICE CHAIR DEB DENYS

CHAIRPERSON, RIVER TO SEA TPO
CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on December 6, 2017.

ATTEST:

Debbie Stewart

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
IV. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

B. PRESENTATION AND DISCUSSION OF THE DRAFT FY 2017/18 PUBLIC INVOLVEMENT REPORT

Background Information:

A primary responsibility of the River to Sea TPO is public involvement and outreach in the transportation decision-making process. This involves developing various strategies to engage the community, including posting information on the TPO website (www.R2CTPO.org) and Facebook page (www.facebook.com/RivertoSeaTPO), attending community meetings, building business relationships, joining local organizations and providing presentations to organizations. Another component of the outreach program includes participation in community events, bicycle helmet fittings and the distribution of documents and promotional materials. TPO staff will provide an overview of the public involvement and outreach efforts that occurred during FY 2017/18.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE
FY 2017/18
River to Sea TPO
Public Outreach Overview

September 2018
Social Media Outreach

Facebook: Facebook.com/RivertoSeaTPO

Twitter: @TelltheTPO

“Likes” & Followers

Followers: 83
Public Contacts

Master Database: 1,925 people
Email Contact List: 1,655 people

TPO Staff
Public Involvement Contact Logs

201 Individual Public Contacts

<table>
<thead>
<tr>
<th>Date</th>
<th>Contact Information</th>
<th>Type of Contact</th>
<th>Reason</th>
<th>Action/Follow Up</th>
</tr>
</thead>
<tbody>
<tr>
<td>7/6/17</td>
<td>Keith Higgins</td>
<td>Email</td>
<td>Wants to add a resource to TPO website</td>
<td>Aided with siteweit link</td>
</tr>
<tr>
<td>7/6/17</td>
<td>Janelle Rogers</td>
<td>Email</td>
<td>Wanted to post addition/info on our website</td>
<td>Explained info needed to be transportation related</td>
</tr>
<tr>
<td>7/6/17</td>
<td>Mark Miller</td>
<td>In person</td>
<td>Discussed outreach for TPO and the advisement that the North Florida TPO was meeting on NPR</td>
<td>No follow up needed</td>
</tr>
<tr>
<td>7/6/17</td>
<td>Nick LeBlanc</td>
<td>Phone</td>
<td>Requested to repeat conference reminder VWSC meetings</td>
<td>Agreed, but indicated we would be moving to April</td>
</tr>
<tr>
<td>7/11/17</td>
<td>Earnest Park &amp; Ride Lot Salesperson</td>
<td>In person</td>
<td>Discussed TPO project with numerous people -- 6 people</td>
<td>No follow up needed</td>
</tr>
<tr>
<td>7/11/17</td>
<td>Peter with Citizens NPO</td>
<td>Phone</td>
<td>Requested information on our website website</td>
<td>Provided the information to him</td>
</tr>
<tr>
<td>7/13/17</td>
<td>Peter Higgins</td>
<td>Email</td>
<td>Provided a document for placement on website</td>
<td>Reviewed the document and informed him it would not be appropriate topic on TPO website for family or non-USA audience; provided site with USA map</td>
</tr>
</tbody>
</table>
Public Meetings/ Hearings

Public meetings/ hearings held:

• TDLCB Annual Public Hearing
• Three SR 44 @ Mission Rd/Wallace Ave/Canal St Alternative Intersection Analysis Design Study Meetings

• FY 2018/ 19 - 2022/ 23 Transportation Improvement Program
• FY 2018/ 19 and 2019/ 20 Unified Planning Work Program
• 2018 Transportation Priority Project Lists
Community Presentations

- DeLand Rotary Club
- Rotary Club of Daytona Beach
- Daytona Beach Economic Development Board
- Flagler County Chamber of Commerce
- One Voice for Volusia
- Volusia County & Flagler County Legislative Delegations
- Florida Scenic Highways Program Statewide Meeting
- Deltona City Commission
Distribution of Materials

- Volusia County Bicycle Map for the Experienced Cyclist - 485
- Walk & Ride DVD - 300
- Bicycle Safety 3’ Car Decals - 400
- Promotional Items - blinking lights, pens, reflective backpacks, med kits
- FY 2016/17 TPO Annual Report - 450
Outreach & Events

45 Community Events

Summer School Helmet Fittings:
- Pine Trail Elementary School – Ormond Beach
- Flagler County Summer School Program
- Spirit Elementary School – Deltona
- Port Orange Elementary School
- Osteen Elementary School
Outreach & Events

Port Orange Family Days - 196 bicycle helmets
Outreach & Events

Bicycle Helmets Properly Fit & Donated to Adults and Children
Outreach & Events

White Cane & Pedestrian Safety Day

TPO Annual Holiday Toy Drive & Open House

77 Toys Donated
Outreach and Events

Bethune-Cookman University Equitable Development Conference

Dale Street SUN Trail Ribbon Cutting Edgewater
2018 Tell the TPO Survey

- 2,176 Survey Responses
- 107 Facebook Posts - reaching 2,201 people
- 43 Twitter Tweets - reaching 35,212 people
- 13 News Media Articles
- 2 Television Interviews
- 2 Radio Interviews
- 11 Public Events
- 155 Companies/Organizations promoted the Survey

62,363 People reached throughout Volusia & Flagler Counties
LOOKING FORWARD TO
FY 2018/19

- Reaching out to the “Younger Crowd”
  - TRAC Program
  - Not So Noisy Bike Week
  - Summer School Helmet Fittings
- Increase Media Coverage
- Continued Outreach to Traditionally Underserved Communities
  - Light Up MidTown
  - MidTown HEAT
  - Partnering with the Volusia County Health Dept.
  - Community Safety Action Plan (CSAP)
- 2045 Long Range Transportation Plan Public Outreach
INTERNET-BASED ACTIVITIES:

WEBSITE: The River to Sea TPO has a website, www.r2ctpo.org, which showcases agendas, minutes, Title VI information, a calendar of events, plans, studies, documents, news and press releases, as well as information on the Bicycle/Pedestrian program. During the period of July 1, 2017 through June 30, 2018, there were a total of 8,239 visits to the River to Sea TPO website; there were 7,002 unique visitors to the website.
FACEBOOK: The River to Sea TPO published and maintained a Facebook page that was active during the period of FY 2017/18. The River to Sea TPO Facebook page received 196 “likes” and 100 “check-ins” during that time. At a minimum, posts were made on a bi-weekly basis and included meeting announcements and news of interest to the fan base. Some individual posts reached upwards of 1,000 people. The majority of posts reached between 20 and 450 people.

TWITTER: The River to Sea TPO maintained a Twitter page during the 2018 “Tell the TPO” Survey Campaign. The Twitter account, @TelltheTPO, tweeted more than 50 times during the two-month survey period resulting in more than 42,165 tweet “impressions,” or the number of times users saw the posts on Twitter.
TPO MASTER DATABASE, EMAIL CONTACT LIST AND PUBLIC OUTREACH LOGS:

MASTER DATABASE/EMAIL CONTACT LIST: The River to Sea TPO has a master email database which contains contact information (email addresses) for 1,925 people and organizations. The TPO also maintains a master mailing database which contains 1,655 people and organizations and their mailing information.

PUBLIC OUTREACH LOGS: Each River to Sea TPO employee keeps a log of all contacts with the public. The information contained in each log includes the person’s name, contact information, form of contact, their request and any follow up provided. There were over 200 individual public involvement contacts in FY 2017/18.

PUBLIC MEETINGS AND HEARINGS:

TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD (TDLCB) PUBLIC HEARING: The TDLCB held an annual Transportation Disadvantaged public hearing on November 8, 2017 following the TDLCB meeting. Public comments were received from three people at the hearing which was attended by ten people.

RIVER TO SEA TPO BOARD RETREAT: The River to Sea TPO held its annual Retreat on March 23, 2018 in coordination with the Volusia County Association for Responsible Development (VCARD). The retreat focused on the Future of Transportation Technology. More than 125 members of the River to Sea TPO Board, committees, Elected Officials, government staff, members of the public, consultants and news media attended this event which was scheduled from 9:00 a.m. to 12:00 a.m. at the Brannon Civic Center in New Smyrna Beach. Four autonomous vehicles were on display including a fully autonomous Tesla. Test Rides were provided to demonstrate the features of this vehicle. Also on display were a Chevy Camaro EcoCar, Maritime RobotX boat and a fully autonomous Ford Escape. A Follow-up survey was distributed to collect feedback on the Retreat. Twenty-nine responses were received and the overall retreat was ranked a 9 out of 10.
TRANSPORTATION IMPROVEMENT PROGRAM (TIP); 2018 TRANSPORTATION PRIORITY PROJECT LISTS; AND FY 2018/19 AND 2019/20 UNIFIED PLANNING WORK PROGRAM (UPWP): While all River to Sea TPO meetings are open to the public and time for comment is scheduled, the TPO formally announced via legal advertisements the availability of the following three documents for public review and comment: the FY 2018/19 – 2022/23 Transportation Improvement Program (TIP), the 2018 Transportation Priority Project Lists and the FY 2018/19 and 2019/20 Unified Planning Work Program (UPWP). There were no public comments received on these documents.

SR 44 @ MISSION RD/WALLACE DR/CANAL ST ALTERNATIVE INTERSECTION ANALYSIS DESIGN STUDY
PUBLIC MEETINGS: On July 11, August 31, and October 3, 2017, three public meetings were held to solicit public and business input on the intersections at SR 44 and Mission Road, Wallace Drive and Canal Street in New Smyrna Beach. The meetings were held in the New Smyrna Beach City Commission Chambers. More than 85 people attended these three meetings.

PRINTED MATERIALS, PROMOTIONAL ITEMS AND RELEVANT DOCUMENTS:

VOLUSIA COUNTY BICYCLING MAP FOR THE EXPERIENCED CYCLIST: The River to Sea TPO produced the first countywide bicycling map for the experienced cyclist consisting of bicycle routes throughout Volusia County. The map was developed in cooperation with the Florida Bicycle Association, Florida Freewheelers Bicycle Club, Bike Florida, Inc. and local governments in Volusia County. This map is made available at kiosks in the Volusia County Parks, the Office of the West Volusia Advertising Authority as well as the Daytona Beach Chamber of Commerce and the Daytona Beach/Port Orange Chamber of Commerce. The map is handed out at events that the TPO participates in and is also available through direct request. Approximately 500 bicycle maps were distributed in FY 2017/18. The map is currently undergoing an update to include both Volusia and Flagler Counties and add suitability levels for cyclists; the new map will be titled “The River to Sea TPO Bicycle Suitability Map”. This update is expected to be completed in the late summer/early fall of 2018.

VOLUSIA TPO WALK & RIDE DVD: The Volusia TPO Walk & Ride DVD gives tips to bicyclists and pedestrians on the rules of the road. The DVD is provided to the Volusia County school system and handed out at the events the TPO participates in as well as through direct request. The Walk and Ride Bicycle & Pedestrian Safety Video is a TPO project funded by the Florida Safe Routes to School Program and produced by WDSC-TV Channel 15. The video and accompanying public service announcements promote safe practices for walking and biking. English and Spanish versions of the video are available. The Walk and Ride Bicycle & Pedestrian Safety Video was selected for a Bronze Telly Award in 2010. Approximately 300 Walk and Ride DVDs were distributed in FY 2017/18.

BICYCLE SAFETY CAR DECALS: The Bicycle Safety Awareness Decal (It’s The Law Decal) was developed by the River to Sea TPO and promotes Florida Statute 316.083 (1) – a statute that states the driver of a vehicle passing a bicycle or other non-motorized vehicle must pass the...
BICYCLE OR OTHER NON-MOTORIZED VEHICLE AT A DISTANCE OF AT LEAST THREE (3) FEET. DECALS ARE DISPLAYED PUBLIC AND PRIVATE VEHICLES ALIKE. THE RIVER TO SEA TPO DISTRIBUTED APPROXIMATELY 400 BICYCLE SAFETY CAR DECALS IN FY 2017/18.

**TPO Scrapbook:** The River to Sea TPO keeps a scrapbook of relevant news articles, press releases and legal ads that are of interest to the TPO or the TPO is referenced in. In the FY 2017/18 River to Sea TPO scrapbook, there were a total of 80 newspaper articles published mentioning the River to Sea TPO and 16 legal ads/press releases issued.

**Project Workshops, Community Presentations and Events:**

**Summer School Bicycle Helmet Fittings:** The River to Sea TPO conducts bicycle safety awareness programs that include fitting and donating bicycle helmets. Bicycle helmets are purchased by the River to Sea TPO and awarded by the Bicycle Helmet Promotion Grant from the Florida’s Pedestrian and Bicycling Safety Resource Center. Each summer, the bicycle helmets are fitted and donated to a number of children in Volusia and Flagler County schools. During the 2017/18 year, the River to Sea TPO staff went to the following schools, gave a presentation on bicycle and pedestrian safety and properly fit and donated helmets:

- **July 6, 2017:** Pine Trail Elementary School – 33 helmets fitted
- **July 17-18, 2017:** Flagler County Summer School Program – 265 helmets fitted
- **June 7, 2018:** Spirit Elementary School – 53 helmets fitted
- **June 21, 2018:** Port Orange Elementary School – 50 Helmets Fitted
- **June 28, 2018:** Osteen Elementary School – 54 Helmets Fitted

**VCARD Icebreaker:** On September 28, 2017, the River to Sea TPO staff attended and staffed a display booth at the VCARD Icebreaker. The booth was geared towards projects in the TPO’s planning area.

**Port Orange Family Days:** Port Orange Family Days is an area-wide community event that draws close to 60,000 people over three days. The River to Sea TPO participated in Port Orange Family Days on September 30, 2017; approximately 196 helmets were properly fitted and donated during this event as well as a large number of promotional items distributed.

**International Walk to School Day:** The River to Sea TPO participated in Walk to School Day on October 4, 2017 at Indian River Elementary School and Palm Terrace Elementary School. This event celebrates the joys of walking and opens the eyes of students, families, school and community leaders and partners in seeing the possibilities for walking to school every day. The TPO Staff walked with the kids from a designated location to the school.

**Loads of Smiles Pediatric Care Center:** The TPO attended safety day at the pediatric care center in Daytona Beach. A presentation on bicycle & pedestrian safety was given to more than 50 children and adults; 18 helmets were fitted for medically and mentally-challenged children.
WHITE CANE AND PEDESTRIAN SAFETY DAY: On October 26, 2017, the TPO participated in White Cane and Pedestrian Safety Day. This included participating in the White Cane Challenge; for the challenge, each participant was blindfolded and led through crosswalks on all four legs of an intersection by a guide. This year’s event was held at the intersection of Beville and Nova Roads in Daytona Beach.

ST. JOHNS RIVER TO SEA LOOP SUMMIT: This three day event, on October 26-28, 2017, celebrated the promise of the Loop and emphasized the continuing process and partnerships required to fulfill that promise. The events spanning three days included a stakeholder meeting, community outreach and bike ride and rodeo. The TPO participated in the planning of this event as well as in the summit celebration held on October 28, 2017 by staffing a table, providing safety and promotional items and fitting and donating 51 bicycle helmets to adults and children.

VOLUSIA COUNTY GEOGRAPHICAL INFORMATION SYSTEMS (GIS) DAY: The River to Sea TPO participated in GIS day on November 15, 2017 and provided a table display of the TPO’s draft Bicycle and Pedestrian Master Plan Maps as well as promotional items and information.

DALE AVENUE SUN Trail Ribbon Cutting: On November 18, 2018, the TPO attended the ribbon cutting of the Edgewater Dale Avenue SUN Trail – the first SUN Trail funded project to be constructed in Florida.

LIGHT UP MidTOWN HEALTH FAIR: The River to Sea TPO had a booth at the Light Up MidTown Health Fair and fit and donated 110 helmets as well as giving away safety promotional items.

ANNUAL TPO TOY DRIVE AND HOLIDAY OPEN HOUSE: During the month of December, the TPO held a toy drive for the Children’s Home Society of Flagler and Volusia. The toy drive concluded with a Holiday Open House held by the TPO; more than 24 people attended and provided toys and donations during the open house. Upwards of 75 toys were donated as a result of this outreach.

TPO BUSINESS COMMUNITY PRESENTATIONS: The TPO staff gave a number of presentations to the business community throughout the FY 17/18 year. Some of these presentations included: Deltona City Commission; Deland Rotary Club; Rotary Club of Daytona Beach; Daytona Beach Economic Development Advisory Board; Florida Scenic Highways Program Statewide Meeting; Volusia County and Flagler County Legislative Delegations; Flagler County Chamber; and One Voice for Volusia.

TRANSPORTATION DISADVANTAGED (TD) LEGISLATIVE AWARENESS DAY: One February 14, 2018, the TPO staff, along with members of the TPO’s Transportation Disadvantaged Local Coordinating Board (TDLCB) and Votran travelled to Tallahassee for TD Awareness Day to speak with legislators regarding TD issues and concerns.


CAREER DAY: ON MAY 18, 2018 TPO STAFF PRESENTED DURING CAREER DAY AT VOLUSIA PINES ELEMENTARY SCHOOL IN LAKE HELEN. THE TPO STAFF EXPLAINED WHAT THE TPO IS AND ITS FUNCTIONS AS WELL AS CAREERS IN TRANSPORTATION PLANNING.

NATIONAL TRAILS DAY: THE RIVER TO SEA TPO PARTICIPATED IN VOLUSIA COUNTY’S NATIONAL TRAILS DAY ON JUNE 2, 2018 AT DEBARY HALL. APPROXIMATELY 40 BICYCLE HELMETS WERE FITTED AND PROMOTIONAL ITEMS WERE DISTRIBUTED.
IV. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

C. PRESENTATION AND DISCUSSION OF THE DRAFT R2CTPO 2018 CONGESTION MANAGEMENT PROCESS (CMP) AND PERFORMANCE MEASURES REPORT

Background Information:

For Metropolitan Planning Organizations (MPOs) designated as Transportation Management Areas (TMAs), maintenance of a Congestion Management Process (CMP) is required under both federal and state law. This requires a systematic method to monitor and evaluate traffic operations to maintain and improve transportation efficiency and reliability.

In addition to congestion, MAP-21 (and subsequently the FAST Act) further required MPOs to monitor other indicators of transportation system performance including safety, reliability, physical condition, and environmental sustainability as part of a comprehensive performance-based planning and programming process.

In 2017, the Technical Working Group reviewed and recommended specific data elements, calculations, and other parameters identified to measure relevant transportation system performance indicators as intended by the CMP. TPO staff then compiled the available data and prepared a Congestion Management/Performance Measures Report.

This year, an update to the data has been collected and processed by TPO staff. Staff will provide an overview of the updated document for discussion. A link to the draft CMP and Performance Measures Report is provided here:


ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE
D. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

D. PRESENTATION AND DISCUSSION OF TRANSPORTATION PERFORMANCE MEASURES AND TRANSIT ASSET MANAGEMENT (TAM) PLANS

Background Information:

The Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012, included several provisions that collectively are transforming the Federal surface transportation program to be focused on the achievement of performance outcomes. The Fixing America's Surface Transportation (FAST) Act, signed in 2015, built on the MAP-21 changes and provided long-term funding certainty for surface transportation infrastructure planning and investment. In subsequent years, administering agencies developed guidance for implementing Transportation Performance Management (TPM) through various rulemaking.

TPM is a strategic, data-driven approach that uses transportation system information to make investment and policy decisions to achieve performance goals. TPM provides an approach to managing transportation system performance outcomes. Asset management is the application of this approach to manage the condition of the infrastructure.

Responsibility for measuring and reporting transportation data and setting targets falls upon state Departments of Transportation (DOT), providers of Public Transit and Metropolitan/Transportation Planning Organizations (M/TPOs). The River to Sea TPO reviewed safety data and set targets in January 2018 as required. Additional TPM measures and targets are required to be adopted by November 14, 2018. M/TPOs are also required to take action regarding transit “State of Good Repair” targets and Transit Asset Management (TAM) Plans. These actions are intended to occur prior to October 1, 2018.

Ms. Lois Bollenback, R2CTPO Executive Director, will build upon previous discussions regarding Transportation Performance Management and Transit Asset Management plans to be considered by the River to Sea TPO.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE
IV. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

E. FDOT REPORT

Background Information:

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

The Construction Status and Push Button Reports are provided for your information.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE
Volusia/Flagler County Project Status Update
as of August 22, 2018

The following is a brief status update on major FDOT road construction projects in Volusia and Flagler counties as of the August cutoff. The next cutoff date is September 16, 2018. Information is also available on www.cflroads.com.

Interstate Projects

- **242715-2-52-01 -- I-95 Widening, I-4, U.S. 92 System to System Interchange**
  - Contract: E5W26
  - Estimated Completion: Fall 2018
  - A two-week closure of the I-95 SB to SR 400/Beville Road EB ramp is scheduled to begin July 26.
  - Interchange work continues at U.S. 92 and I-4 which will continue to require closures and detours.

- **438038-1 and 441070-1 – I-4 Resurfacing and Saxon Boulevard Interchange Improvements**
  - Contract T5606
  - Project Start: August 2018
  - Estimated completion early 2020
  - This project involves resurfacing I-4 from west of Saxon Boulevard to east of S.R. 472. The project also includes realigning the eastbound I-4 off ramp to Saxon Boulevard and adding a third lane to Saxon Boulevard between the ramp and Finland Drive.
  - Resurfacing on I-4 expected to begin Sept. 4, 2018, requiring nightly lane closures.

Current Projects

- **439270-1 – SR A1A/Dunlawton Avenue Bridge Painting**
  - Contract: E5Z21
  - Project Start: Early August
  - Estimated Completion: Spring 2019
This project will require daily closures of the outside eastbound lane over the bridge to accommodate cleaning and painting of the steel surfaces of the bridge.

- **439269-1 – SR 44/North Causeway Bridge Painting in New Smyrna Beach**
  - Contract: E5Z29
  - Project Start: Project start pushed back to early September
  - Estimated Completion: Late 2018
  - This project involves cleaning and painting the steel surfaces of the North Causeway drawbridge in New Smyrna Beach. Most of the work will be done at night under the bridge with little impact to motorists. Nighttime openings of the drawbridge will be as needed and coordinated with the U.S. Coast Guard.

- **439453-1 – U.S. 92/International Speedway Boulevard Bridge Bearing Rehabilitation**
  - Contract: E5Z44
  - Project Start: October 2018
  - Estimated Completion: Summer 2019
  - This project involves cleaning and painting the bridge bearings of the Broadway Bridge over the Halifax River. The project may require nighttime single lane closures.

- **427986-1-72-13 – Storm Pipe Cleaning, Lining on SR 430 and SR 40**
  - Contract E5U21
  - Project Start: July 2018
  - Estimated Completion: Contractor expects to finish in mid-September.
  - This project will clean and line storm pipe under SR 430/Seabreeze Boulevard between Halifax Avenue and SR A1A in Daytona Beach, and on SR 40 near Mirror Lake Drive.

**Upcoming projects of significance:**

- **436855-1 – Drainage improvement on U.S. 92 from Emmet Street to north of Charles Street.** This is an open-trench repair that will require road closures and detours. Expected to start in October.

- **441210-1 – U.S. 1 at Old Dixie Highway roundabout in Flagler County.** This project has been let and will start in late 2018 or early 2019.
### Volusia County
#### I-95, I-4, US 92 SYSTEM TO SYSTEM INTERCHANGE

**FIN #**
242715-2-52-01

**CONTRACT #**
ESW06

**PROJECT DESCRIPTION:** Widening of I-95 from four to six lanes, complete reconstruction of the I-4/SR 400 and US 92 interchanges, reconstruction of Bellevue Bridge, improvements to SR 400, US 92, Bellevue Road and Tomoka Farms Road

| CONTRACTOR: Archer Western Contractors LLC | LET DATE: 9/05/2014 | ORIGINAL: 1,100 | COST: $204,975,000.00 |
| FED. AID #: 0954-140-1 | TIME BEGAN: 11/25/2014 |
| FUND TYPE Federal | WORK BEGAN: 11/25/2014 |
| Current CPPR: 100 | EST. COMPLETION: Late 2018 |

| CONTRACTOR: Traffic Control Devices, Inc. | LET DATE: 6/06/2017 | ORIGINAL: 380 | COST: $2,610,610.00 |
| FED. AID #: N/A | TIME BEGAN: 9/2/2017 |
| FUND TYPE Conventional | WORK BEGAN: 9/5/2017 |
| Current CPPR: 100 | EST. COMPLETION: Fall 2018 |

### Construction Pay Item
#### Event Management System

**FIN #**
436325-1-52-01

**CONTRACT #**
ES95

**PROJECT DESCRIPTION:** Installation of five new arterial dynamic message signs, 54 blank-out signs and 21 Bluetooth devices along SR 400, US 92, LPGA Boulevard, SR 40 and US 1

| CONTRACTOR: Traffic Control Devices, Inc. | LET DATE: 6/06/2017 | ORIGINAL: 380 | COST: $2,610,610.00 |
| FED. AID #: N/A | TIME BEGAN: 9/2/2017 |
| FUND TYPE Conventional | WORK BEGAN: 9/5/2017 |
| Current CPPR: 100 | EST. COMPLETION: Fall 2018 |

| CONTRACTOR: Traffic Control Devices, Inc. | LET DATE: 6/06/2017 | ORIGINAL: 380 | COST: $2,610,610.00 |
| FED. AID #: N/A | TIME BEGAN: 9/2/2017 |
| FUND TYPE Conventional | WORK BEGAN: 9/5/2017 |
| Current CPPR: 100 | EST. COMPLETION: Fall 2018 |

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c: e.schultze@td-usa.com
## Project Status Report as of August 22, 2018

### Volusia & Seminole Counties

#### Interstate Lighting I-4 in Seminole and Volusia Counties

<table>
<thead>
<tr>
<th>FIN #</th>
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<th>Project Details</th>
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<td>435056-1-52-01, 435056-1-52-02, 435053-1-52-01</td>
<td>T5572</td>
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#### Project Description:
Installation of new lighting and signing improvements at the I-4 interchanges with US 17/92, Dirksen Drive, SR 472, Orange Camp Road, SR 44

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<tr>
<th>Contract</th>
<th>Let Date</th>
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<th>Time Began</th>
<th>Elapsed</th>
<th>Cost</th>
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<td>251</td>
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<th>Position</th>
<th>Name</th>
<th>Phone</th>
<th>Email</th>
</tr>
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<tbody>
<tr>
<td>CEI Senior Project Administrator</td>
<td>Sam Saleh</td>
<td>C: 407.467.6250</td>
<td><a href="mailto:hsaleh@mehateng.com">hsaleh@mehateng.com</a></td>
</tr>
<tr>
<td>Contract Support Specialist</td>
<td>Renu Paliath</td>
<td>O: 407.201.7165</td>
<td><a href="mailto:rpaliath@mehateng.com">rpaliath@mehateng.com</a></td>
</tr>
<tr>
<td>Contractor's Project Manager</td>
<td>Brett Fudge</td>
<td>O: 386.774.1020</td>
<td><a href="mailto:bfudge@chinchorelectric.com">bfudge@chinchorelectric.com</a></td>
</tr>
<tr>
<td>Contractor's Superintendent</td>
<td>Randy States</td>
<td>C: 386.804.5817</td>
<td><a href="mailto:rstates@chinchorelectric.com">rstates@chinchorelectric.com</a></td>
</tr>
<tr>
<td>FDOT Project Manager</td>
<td>Glenn Raney</td>
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<td><a href="mailto:michael.raney@dot.state.fl.us">michael.raney@dot.state.fl.us</a></td>
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<td>Senior Project Engineer</td>
<td>Anu Shah, P.E.</td>
<td>O: 407.201.7165</td>
<td><a href="mailto:ashah@mehateng.com">ashah@mehateng.com</a></td>
</tr>
<tr>
<td>Senior Inspector</td>
<td>Alan Forget</td>
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<td><a href="mailto:aforget@mehateng.com">aforget@mehateng.com</a></td>
</tr>
<tr>
<td>Maintenance Contact</td>
<td>Jim Read</td>
<td>O: 386.740.3406</td>
<td><a href="mailto:jim.read@dot.state.fl.us">jim.read@dot.state.fl.us</a></td>
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### Volusia & Flagler Counties

#### Interstate Lighting I-95 in Volusia and Flagler Counties

<table>
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<tr>
<th>FIN #</th>
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<td>435059-1-52-01</td>
<td>T5588</td>
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#### Project Description:
Installation of new lighting and signing improvements along I-95 at the interchanges with LPGA Boulevard, US 1, Old Dixie Highway, SR 100

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<tr>
<th>Contract</th>
<th>Let Date</th>
<th>Original</th>
<th>Current</th>
<th>FED. AID</th>
<th>Time Began</th>
<th>Elapsed</th>
<th>Cost</th>
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<tr>
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<td>12/12/2017</td>
<td>251</td>
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</tr>
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<td>O: 386.774.1020</td>
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</tr>
<tr>
<td>Contractor's Superintendent</td>
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<td><a href="mailto:adegaetani@chinchorelectric.com">adegaetani@chinchorelectric.com</a></td>
</tr>
<tr>
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<td>O: 386.740.3524</td>
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<td>Senior Inspector</td>
<td>Vladimir Perez</td>
<td>C: 321.945.5244</td>
<td><a href="mailto:vperez@mehateng.com">vperez@mehateng.com</a></td>
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<td><a href="mailto:dhasco@chinchorelectric.com">dhasco@chinchorelectric.com</a></td>
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</table>
## Project Status Report as of August 22, 2018

### Volusia County

#### I-4 Resurfacing from West of Saxon Boulevard to East of S.R. 472, Saxon Interchange Improvements

<table>
<thead>
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<th>FIN #</th>
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<td>CONTRACT #</td>
<td>T5606</td>
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**Lump Sum**

**PROJECT DESCRIPTION:** Mill and resurface mainline and ramps along I-4 from west of Saxon Boulevard to east of S.R. 472. The project also consists of interchange improvements at Saxon Boulevard including realignment of the I-4 eastbound off ramp to Saxon Boulevard and widening along Saxon Boulevard.

<table>
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<tr>
<th>CONTRACTOR:</th>
<th>P&amp;S Paving Inc.</th>
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<td>COST</td>
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</table>

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### Volusia County

#### S.R. A1A/Dunlawton Avenue Bridge Painting (Bridge 790148)

<table>
<thead>
<tr>
<th>FIN #</th>
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<tbody>
<tr>
<td>CONTRACT #</td>
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**Conventional Construction**

**PROJECT DESCRIPTION:** Abrasive blast clean and paint steel structures on the S.R. A1A/Dunlawton Avenue Bridge over the Halifax River

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<tr>
<th>CONTRACTOR:</th>
<th>Intech Contracting LLC</th>
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## Project Status Report as of August 22, 2018

### Seminole County

**Bridge Security System St. Johns River Bridge**

<table>
<thead>
<tr>
<th>FIN #</th>
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</thead>
<tbody>
<tr>
<td>CONTRACT #</td>
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</tbody>
</table>

**Conventional Construction**

**PROJECT DESCRIPTION:** Installation of ITS security surveillance system at the St. Johns River Bridge at US 17/92

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>Traffic Control Devices, Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>LET DATE:</td>
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</table>

**CONTACT**

<table>
<thead>
<tr>
<th>CEI SENIOR PROJECT ADMINISTRATOR</th>
<th>Kerry Worrell, P.E.</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>O: 407.201.7165 C: 321.239.7308</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:kworrell@mehtaeng.com">kworrell@mehtaeng.com</a></td>
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<th>Chris Kochis</th>
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</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:eschultze@tcd-usa.com">eschultze@tcd-usa.com</a></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>CONTRACTOR’S SUPERINTENDENT:</th>
<th>Mark Jimenez</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>C: 407-448-8768</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:m.a.jimenez@tcd-usa.com">m.a.jimenez@tcd-usa.com</a></td>
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</table>

<table>
<thead>
<tr>
<th>FDOT PROJECT MANAGER:</th>
<th>Glenn Raney</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>O: 386.740.3524 C: 386.846.4862</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:michael.raney@dot.state.fl.us">michael.raney@dot.state.fl.us</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SENIOR PROJECT ENGINEER:</th>
<th>Anu Shah, P.E.</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>O: 407.201.7165 C: 850.341.6114</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:ashah@mehtaeng.com">ashah@mehtaeng.com</a></td>
</tr>
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<table>
<thead>
<tr>
<th>SENIOR INSPECTOR:</th>
<th>Howard Hernandez</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>C: 407.276.7114</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:bohernandez@hntb.com">bohernandez@hntb.com</a></td>
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<table>
<thead>
<tr>
<th>MAINTENANCE CONTACT:</th>
<th>Sandusky McCartney</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>O: 386.740.3465</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:sandusky.mccartney@dot.state.fl.us">sandusky.mccartney@dot.state.fl.us</a></td>
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**Construction substantially complete**

### Flagler County

**SR 20/SR 100 Left Turn Lane at CR 305**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>436126-1-52-01</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5Z03</td>
</tr>
</tbody>
</table>

**Lump Sum**

**PROJECT DESCRIPTION:** Construction of a new left turn lane from westbound SR 20/SR 100 to southbound CR 305, including new guardrail and drainage improvements.

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>Halifax Paving Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>LET DATE:</td>
<td>12/05/2017</td>
</tr>
<tr>
<td>ORIGINAL:</td>
<td>120</td>
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<tr>
<td>COST:</td>
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<tr>
<td>CCEI:</td>
<td>CDM Smith</td>
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<tr>
<td>NTP:</td>
<td>2/3/2018</td>
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<tr>
<td>CURRENT:</td>
<td>149</td>
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<tr>
<td>ELAPSED:</td>
<td>147</td>
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<tr>
<td>FED. AID #:</td>
<td>N/A</td>
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<tr>
<td>TIME BEGAN:</td>
<td>3/26/2018</td>
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<tr>
<td>WORK BEGAN:</td>
<td>3/26/2018</td>
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<tr>
<td>% ORIGINAL:</td>
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<td>% TO DATE:</td>
<td>98.66%</td>
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<td>EST. COMPLETION:</td>
<td>Fall 2018</td>
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**CONTACT**

<table>
<thead>
<tr>
<th>CEI SENIOR PROJECT ADMINISTRATOR</th>
<th>Greg Shelton</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>C: 407-948-9021</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:sheltonbob@cdmsmith.com">sheltonbob@cdmsmith.com</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACT SUPPORT SPECIALIST (CSS)</th>
<th>Seth Simpson</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>O: 407-488-7984</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:simpsonsa@cdmsmith.com">simpsonsa@cdmsmith.com</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTRACTOR’S PROJECT MANAGER:</th>
<th>Steve Blair</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>O: 386-676-0200 C: 386.547-3422</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:hpi-steve@cfl.rr.com">hpi-steve@cfl.rr.com</a></td>
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</table>

<table>
<thead>
<tr>
<th>CONTRACTOR’S SUPERINTENDENT:</th>
<th>Joe Durrance</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>C: 386-547-4852</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:djauburn84@aol.com">djauburn84@aol.com</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FDOT PROJECT MANAGER:</th>
<th>Glenn Raney</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>O: 386.740.3524 C: 386.846.4862</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:michael.raney@dot.state.fl.us">michael.raney@dot.state.fl.us</a></td>
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<table>
<thead>
<tr>
<th>SENIOR PROJECT ENGINEER:</th>
<th>Michael Ruland P.E.</th>
</tr>
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<tbody>
<tr>
<td>PHONE</td>
<td>C: 407-280-5435</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:rulanndmb@cdmsmith.com">rulanndmb@cdmsmith.com</a></td>
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<table>
<thead>
<tr>
<th>SENIOR INSPECTOR:</th>
<th>PJ Langello</th>
</tr>
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<tr>
<td>PHONE</td>
<td>C: 904-575-0191</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:langellop@etminc.com">langellop@etminc.com</a></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>MAINTENANCE CONTACT:</th>
<th>Jim Read</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>O: 386.740.3406 C: 386.801.5584</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:jim.read@dot.state.fl.us">jim.read@dot.state.fl.us</a></td>
</tr>
</tbody>
</table>

**Construction substantially complete**

---

**Outside Consultant**

**In-House Construction**

**Maintenance**
**VOLUSIA**

**SR 40 (Granada Boulevard) Bridge Pier Repair over the Halifax River**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>436937-1-52-01</th>
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<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5Y33</td>
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</tbody>
</table>

**Construction Lump Sum**

**PROJECT DESCRIPTION:** Repairs to Pier 8 crash wall of bridge 790132 in Ormond Beach

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>CMA Corporation</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
<tr>
<td>ORIGINAL:</td>
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<td>COST:</td>
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<td>FED. AID #:</td>
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<td>NTP:</td>
<td>11/14/2016</td>
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<tr>
<td>CURRENT:</td>
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<td>WORK BEGAN:</td>
<td>3/27/2017</td>
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<td>% ORIGINAL:</td>
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<td>% TO DATE:</td>
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<tr>
<td>EST. COMPLETION:</td>
<td>Fall 2018</td>
</tr>
</tbody>
</table>

**CONTACT**

- **PROJECT ADMINISTRATOR:** Rick Coe  
  - PHONE: O: 386.740.3490, C: 386.527.3831  
  - EMAIL: frederick.coe@dot.state.fl.us

- **CONTRACT SUPPORT SPECIALIST (CSS):** Ernie Saltar  
  - PHONE: O: 386.740.3416  
  - EMAIL: ernest.saltar@dot.state.fl.us

- **CONTRACTOR’S PROJECT MANAGER:** Armando Cardona Jr.  
  - PHONE: C: 786.586.0597  
  - EMAIL: acardonajr@cmacorporation.net

- **CONTRACTOR’S SUPERINTENDENT:** Robert Bell  
  - PHONE: C: 305.923.0508  
  - EMAIL: robertbell@cmacorporation.net

- **CONSTRUCTION ENGINEER:** Rafael Rodriguez, P.E.  
  - PHONE: O: 386.740.3594, C: 386.801.5571  
  - EMAIL: rafael.rodriguez@dot.state.fl.us

- **SENIOR INSPECTOR:** Chuck Crossman  
  - PHONE: C: 407.907.4300  
  - EMAIL: crossman@etminc.com

**ADD’L SENIOR INSPECTOR**

**MAINTENANCE CONTACT:** Sandusky McCartney  
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- EMAIL: sandusky.mccartney@dot.state.fl.us

**24 HR CONTRACTOR EMERGENCY CONTACT:** Armando Cardona Jr.  
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- EMAIL: acardonajr@cmacorporation.net

**ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:** Robert Bell  
- PHONE: C: 305.923.0508  
- EMAIL: robertbell@cmacorporation.net

---

**VOLUSIA**

**SR 5A/Nova Road Resurfacing from Brentwood Drive to Flomich Street, Including the Frontage Road**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>436915-1-52-01</th>
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<tbody>
<tr>
<td>CONTRACT #</td>
<td>T5600</td>
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</table>

**Construction Pay Item**

**PROJECT DESCRIPTION:** Milling and resurfacing, base work, drainage improvements, curb & gutter, signals, highway signing, guardrails, sidewalk/shared use path on Nova Road between Brentwood Drive and Flomich Street, including Frontage Road from 3rd Street to Nova Road.

<table>
<thead>
<tr>
<th>CONTRACTOR:</th>
<th>P&amp;S Paving Inc.</th>
</tr>
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<tbody>
<tr>
<td>LET DATE:</td>
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<tr>
<td>ORIGINAL:</td>
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<td>COST:</td>
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<tr>
<td>NTP:</td>
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<tr>
<td>CURRENT:</td>
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<tr>
<td>FUND TYPE:</td>
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<td>WORK BEGAN:</td>
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<tr>
<td>% TO DATE:</td>
<td>79.29%</td>
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<tr>
<td>EST. COMPLETION:</td>
<td>Late 2018</td>
</tr>
</tbody>
</table>

**CONTACT**

- **PROJECT ADMINISTRATOR:** Glenn Raney  
  - PHONE: O: 386.740.3524, C: 386.846.4862  
  - EMAIL: michael.raney@dot.state.fl.us

- **CONTRACT SUPPORT SPECIALIST (CSS):** Ernie Saltar  
  - PHONE: O: 386.740.3416  
  - EMAIL: ernest.saltar@dot.state.fl.us

- **CONTRACTOR’S PROJECT MANAGER:** Brian Davidson  
  - PHONE: C: 386.566.0551  
  - EMAIL: bdavidson@pandspavinginc.com

- **CONTRACTOR’S SUPERINTENDENT:** John Dunlap  
  - PHONE: C: 386.214.8896  
  - EMAIL: jd@pandspavinginc.com

- **CONSTRUCTION ENGINEER:** Rafael Rodriguez, P.E.  
  - PHONE: O: 386.740.3594, C: 386.801.5571  
  - EMAIL: rafael.rodriguez@dot.state.fl.us

- **SENIOR INSPECTOR:** Jessy Heflin  
  - PHONE: C: 407.973.6510  
  - EMAIL: jheflin@go-iei.com

**ADD’L SENIOR INSPECTOR**

**MAINTENANCE CONTACT:** Jim Read  
- PHONE: O: 386.740.3406, C: 386.801.5584  
- EMAIL: james.read@dot.state.fl.us

**24 HR CONTRACTOR EMERGENCY CONTACT:** John Dunlap  
- PHONE: C: 386.214.8896  
- EMAIL: jd@pandspavinginc.com

**ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:** Brian Davidson  
- PHONE: C: 386.566.0551  
- EMAIL: bdavidson@pandspavinginc.com
## Project Status Report as of August 22, 2018

### VOLUSIA

#### US 1 Intersection Improvements Big Tree Road and Reed Canal Road

<table>
<thead>
<tr>
<th>FIN #</th>
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</tr>
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<tbody>
<tr>
<td>CONTRACT #</td>
<td>T5619</td>
</tr>
</tbody>
</table>

**PROJECT DESCRIPTION:** Intersection improvements at the U.S. 1 intersections with Reed Canal Road and Big Tree Road, including widening, creation of new turn lanes, milling and resurfacing, minor drainage improvements, sidewalks, signal improvements, including new mast arms at Reed Canal Road, curb and gutter, signing and pavement markings.

| CONTRACTOR: Masci General Contractors Inc. | LET DATE: 8/30/2017 | ORIGINAL: 250 | COST: $1,769,310.98 |
| FED. AID #: D517009B | NTP: 11/7/2017 | CURRENT: 269 | |
| FUND TYPE: Conventional | TIME BEGAN: 3/19/2018 | ELAPSED: 154 | |
| Current CPRR: 98 | WORK BEGAN: 3/19/2018 | % ORIGINAL: 61.60% | 57.25% |
| EST. COMPLETION: Late 2018 | % TO DATE: 60.73% | |

**CONTACT**

- **PROJECT ADMINISTRATOR:** Rick Coe (O: 386.740.3490 C: 386.527.3831) frederick.coe@dot.state.fl.us
- **CONTRACT SUPPORT SPECIALIST (CSS):** Ernie Saltar (O: 386.740.3416) ernesto.saltar@dot.state.fl.us
- **CONTRACTOR’S PROJECT MANAGER:** David Jewett (C: 386.281.9042) davidjewett@masci.com
- **CONSTRUCTION ENGINEER:** Doug Cain (C: 386.281.9800) dougcain360@gmail.com
- **SENIOR INSPECTOR:** Rafael Rodriguez, P.E. (O: 386.740.3594 C: 386.801.5571) rafael.rodriguez@dot.state.fl.us
- **ADD’L SENIOR INSPECTOR:** Prince Dorvilus (C: 407.276.5810) pdorvilus@pics-llc.com
- **MAINTENANCE CONTACT:** Jim Read (O: 386.740.3406 C: 386.801.5584) james.read@dot.state.fl.us
- **24 HR CONTRACTOR EMERGENCY CONTACT:** Doug Cain (O: 386.281.9800)
- **ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:** David Jewett (C: 386.281.9042)

---

#### US 92 Bridge Bearing Rehabilitation (Bridges 790187 and 790188)

<table>
<thead>
<tr>
<th>FIN #</th>
<th>439453-1-52-01</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5244</td>
</tr>
</tbody>
</table>

**PROJECT DESCRIPTION:** Clean and coat the bridge bearings of the US 92 bridge over the Halifax River in Daytona Beach.

| CONTRACTOR: Olympus Painting Contractors Inc. | LET DATE: 3/06/2018 | ORIGINAL: 320 | COST: $406,627.00 |
| FED. AID #: N/A | NTP: 5/9/2018 | CURRENT: 321 | |
| Current CPRR: 100 | WORK BEGAN: TBD | % ORIGINAL: 19.06% | 19.00% |
| EST. COMPLETION: Summer 2019 | % TO DATE: 0.00% | |

**CONTACT**

- **PROJECT ADMINISTRATOR:** Chris Briggs (O: 386.740.3505 C: 386.846.4753) christopher.briggs@dot.state.fl.us
- **CONTRACT SUPPORT SPECIALIST (CSS):** Ernie Saltar (O: 386.740.3416) ernesto.saltar@dot.state.fl.us
- **CONTRACTOR’S PROJECT MANAGER:** Paul Gladwin (C: 727.942.4149)
- **CONSTRUCTION ENGINEER:** Rafael Rodriguez, P.E. (O: 386.740.3594 C: 386.801.5571) rafael.rodriguez@dot.state.fl.us
- **SENIOR INSPECTOR:** Mark Sadi (C: 310.279.6472) msadi@kta.com
- **ADD’L SENIOR INSPECTOR:** Prince Dorvilus (O: 386.740.3406 C: 386.801.5584) pdorvilus@pics-llc.com
- **STRUCTURES CONTACT:** Sandusky McCartney (O: 386.740.3455) sandusky.mccartney@dot.state.fl.us
- **24 HR CONTRACTOR EMERGENCY CONTACT:** Paul Gladwin (O: 727.942.4149)
- **ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:**

---

**FDOT Organizational Chart**

- **Outside Consultant**
- **In-House Construction**
- **Maintenance**

---

112
**VOLUSIA**

**SR 46 Bridge Rehabilitation**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>439273-1-52-01</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5Z19</td>
</tr>
</tbody>
</table>

**Construction Pay Item**

**PROJECT DESCRIPTION:** Apply an epoxy overlay to the concrete bridge deck, and clean and install non-structural pile jackets to bridge piers.

<table>
<thead>
<tr>
<th>TIME</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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</tbody>
</table>

| CONTRACTOR: Broad Safety LLC. | LET DATE: 4/03/2018 | ORIGINAL: 130 | $149,935.00 |
| FED. AID #: N/A | NTP: 6/7/2018 | CURRENT: 130 | $149,935.00 |
| FUND TYPE: Conventional | TIME BEGAN: 7/7/2018 | ELAPSED: 42 | $0.00 |
| Current CPPR: 100 | WORK BEGAN: TBD | % ORIGINAL: 32.31% | 0.00% |
| EST. COMPLETION: Late 2018 | % TO DATE: 32.31% | 0.00% |

**CONTACT**

**PROJECT ADMINISTRATOR**

Chris Briggs  
O: 386.740.3505  
C: 386.846.4753  
christopher.briggs@dot.state.fl.us

**CONTRACT SUPPORT SPECIALIST (CSS)**

Ernie Saltar  
O: 386.740.3416  
erneisb.saltar@dot.state.fl.us

**CONTRACTOR’S PROJECT MANAGER:**

Sean Howard  
C: 941.306.8598  
broadsafety@gmail.com

**CONTRACTOR’S SUPERINTENDENT:**

Rafael Rodriguez, P.E.  
O: 386.740.3594  
C: 386.801.5571  
rafael.rodriguez@dot.state.fl.us

**SENIOR INSPECTOR:**

Raymond Warthen  
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rwarthen@pics-llc.com

**ADD’L SENIOR INSPECTOR**

Sandusky McCartney  
O: 386.740.3455  
sandusky.mccartney@dot.state.fl.us

**STRUCTURES CONTACT:**

Sean Howard  
C: 941.306.8598  
broadsafety@gmail.com

**24 HR CONTRACTOR EMERGENCY CONTACT:**

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C: 941.306.8598  
sandusky.mccartney@dot.state.fl.us

**ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:**

Sandusky McCartney  
C: 941.306.8598  
sandusky.mccartney@dot.state.fl.us

---

**VOLUSIA**

**SR 44/North Causeway Bridge Painting**

<table>
<thead>
<tr>
<th>FIN #</th>
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</thead>
<tbody>
<tr>
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**Construction Lump Sum**

**PROJECT DESCRIPTION:** Clean and paint the steel surfaces of the North Causeway bridge in New Smyrna Beach.

<table>
<thead>
<tr>
<th>TIME</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
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</table>

| CONTRACTOR: Southern Road and Bridge LLC | LET DATE: 5/01/2018 | ORIGINAL: 125 | $997,135.00 |
| FED. AID #: N/A | NTP: 7/6/2018 | CURRENT: 125 | $997,135.00 |
| FUND TYPE: Lump Sum | TIME BEGAN: 8/20/2018 | ELAPSED: 0 | $0.00 |
| Current CPPR: 100 | WORK BEGAN: TBD | % ORIGINAL: 0.00% | 0.00% |
| EST. COMPLETION: Late 2018 | % TO DATE: 0.00% | 0.00% |

**CONTACT**

**PROJECT ADMINISTRATOR**

Chris Briggs  
O: 386.740.3505  
C: 386.846.4753  
christopher.briggs@dot.state.fl.us

**CONTRACT SUPPORT SPECIALIST (CSS)**

Ernie Saltar  
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C: 727-423-5544  
yskaroulis@southernrb.com

**CONTRACTOR’S SUPERINTENDENT:**

Scott Lawrence  
C: 903-821-4884  
slawrence@southernrb.com

**CONSTRUCTION ENGINEER:**

Rafael Rodriguez, P.E.  
O: 386.740.3594  
C: 386.801.5571  
rafael.rodriguez@dot.state.fl.us

**SENIOR INSPECTOR:**

Chris Briggs  
C: 407-489-1452  
christopher.briggs@dot.state.fl.us

**ADD’L SENIOR INSPECTOR**

Yanni Skaroulis  
C: 727-423-5544  
yskaroulis@southernrb.com

**STRUCTURES CONTACT:**

Sandusky McCartney  
O: 386.740.3455  
sandusky.mccartney@dot.state.fl.us

**24 HR CONTRACTOR EMERGENCY CONTACT:**

Sandusky McCartney  
C: 941.306.8598  
sandusky.mccartney@dot.state.fl.us

**ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:**

Sandusky McCartney  
C: 941.306.8598  
sandusky.mccartney@dot.state.fl.us

---

**PROJECT DESCRIPTION:**

- Apply an epoxy overlay to the concrete bridge deck, and clean and install non-structural pile jackets to bridge piers.
- Clean and paint the steel surfaces of the North Causeway bridge in New Smyrna Beach.
### Project Status Report as of August 22, 2018

#### VOLUSIA

**SR 44 Concrete Slab Repair and Replacement from Boundary Avenue to Hill Avenue**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>427956-1-72-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5U22</td>
</tr>
</tbody>
</table>

**PROJECT DESCRIPTION:** Concrete slab repair and replacement in various areas along SR 44 between Boundary and Hill avenues in DeLand.

<table>
<thead>
<tr>
<th>CONTRACTOR: Faith Construction Group, Inc.</th>
<th>LET DATE: 10/03/2017</th>
<th>ORIGINAL: 270</th>
<th>COST: $965,762.50</th>
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</thead>
<tbody>
<tr>
<td>FED. AID #: N/A</td>
<td>NTP: 12/11/2017</td>
<td>CURRENT: 329</td>
<td>$965,762.50</td>
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<tr>
<td>FUND TYPE: Maintenance</td>
<td>TIME BEGAN: 12/11/2017</td>
<td>ELAPSED: 238</td>
<td>$617,929.70</td>
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<tr>
<td>Current CFPR</td>
<td>WORK BEGAN: 12/11/2017</td>
<td>% ORIGINAL: 88.15%</td>
<td>63.98%</td>
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<tr>
<td></td>
<td>EST. COMPLETION: Late 2018</td>
<td>% TO DATE: 72.34%</td>
<td>63.98%</td>
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</table>

**CONTACT**

<table>
<thead>
<tr>
<th>PROJECT ADMINISTRATOR</th>
<th>Chris Briggs</th>
<th>O: 386.740.3505 C: 386.846.4753</th>
<th><a href="mailto:christopher.briggs@dot.state.fl.us">christopher.briggs@dot.state.fl.us</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTRACT SUPPORT SPECIALIST (CSS)</td>
<td>Ernie Saltar</td>
<td>O: 386.740.3416</td>
<td><a href="mailto:ernesto.saltar@dot.state.fl.us">ernesto.saltar@dot.state.fl.us</a></td>
</tr>
<tr>
<td>CONTRACTOR’S PROJECT MANAGER:</td>
<td>Joseph Faith</td>
<td>C: 386.848.7522</td>
<td><a href="mailto:fcgcorpo@gmail.com">fcgcorpo@gmail.com</a></td>
</tr>
<tr>
<td>CONSTRUCTION ENGINEER</td>
<td>Rafael Rodriguez, P.E.</td>
<td>O: 386.740.3594 C: 386.801.5571</td>
<td><a href="mailto:rafael.rodriguez@dot.state.fl.us">rafael.rodriguez@dot.state.fl.us</a></td>
</tr>
<tr>
<td>SENIOR INSPECTOR:</td>
<td>Bryan Cundall</td>
<td>C: 407-608-0546</td>
<td><a href="mailto:bboundall@corradino.com">bboundall@corradino.com</a></td>
</tr>
<tr>
<td>MAINTENANCE CONTACT:</td>
<td>Jim Read</td>
<td>O: 386.740.3406 C: 386.801.5584</td>
<td><a href="mailto:james.read@dot.state.fl.us">james.read@dot.state.fl.us</a></td>
</tr>
<tr>
<td>24 HR CONTRACTOR EMERGENCY CONTACT:</td>
<td>Joseph Faith</td>
<td>C: 386.848.7522</td>
<td><a href="mailto:fcgcorpo@gmail.com">fcgcorpo@gmail.com</a></td>
</tr>
</tbody>
</table>

**VOLUSIA**

**Pipe Maintenance and Lining, SR 430/Seabreeze Boulevard and SR 40/Granada Boulevard**

<table>
<thead>
<tr>
<th>FIN #</th>
<th>427986-1-72-13</th>
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<tbody>
<tr>
<td>CONTRACT #</td>
<td>E5U21</td>
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**PROJECT DESCRIPTION:** Storm pipe desilting, lining, and replacement along SR 430/Seabreeze Boulevard from Halifax Avenue to SR A1A, and on SR 40/Granada Boulevard near Mirror Lake Drive.

<table>
<thead>
<tr>
<th>CONTRACTOR: Ric-Man Construction Florida, Inc.</th>
<th>LET DATE: 10/03/2017</th>
<th>ORIGINAL: 150</th>
<th>COST: $539,250.00</th>
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<tr>
<td>FED. AID #: N/A</td>
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<td>CURRENT: 150</td>
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<td>FUND TYPE: Maintenance</td>
<td>TIME BEGAN: 4/25/2018</td>
<td>ELAPSED: 117</td>
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<td>Current CFPR</td>
<td>WORK BEGAN: 7/23/2018</td>
<td>% ORIGINAL: 78.00%</td>
<td>16.69%</td>
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<td></td>
<td>EST. COMPLETION: Fall 2018</td>
<td>% TO DATE: 78.00%</td>
<td>16.69%</td>
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**CONTACT**

<table>
<thead>
<tr>
<th>PROJECT ADMINISTRATOR</th>
<th>Rick Coe</th>
<th>O: 386.740.3490 C: 386.527.3831</th>
<th><a href="mailto:frederick.coe@dot.state.fl.us">frederick.coe@dot.state.fl.us</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTRACT SUPPORT SPECIALIST (CSS)</td>
<td>Ernie Saltar</td>
<td>O: 386.740.3416</td>
<td><a href="mailto:ernesto.saltar@dot.state.fl.us">ernesto.saltar@dot.state.fl.us</a></td>
</tr>
<tr>
<td>CONTRACTOR’S PROJECT MANAGER:</td>
<td>John D’Alessandro</td>
<td>C: 954.868.0792</td>
<td><a href="mailto:jdalessandro@ric-man.com">jdalessandro@ric-man.com</a></td>
</tr>
<tr>
<td>CONTRACTOR’S SUPERINTENDENT:</td>
<td>Saul Rivera</td>
<td>C: 954.837.3073</td>
<td><a href="mailto:srvera@ric-man.com">srvera@ric-man.com</a></td>
</tr>
<tr>
<td>CONSTRUCTION ENGINEER</td>
<td>Rafael Rodriguez, P.E.</td>
<td>O: 386.740.3594 C: 386.801.5571</td>
<td><a href="mailto:rafael.rodriguez@dot.state.fl.us">rafael.rodriguez@dot.state.fl.us</a></td>
</tr>
<tr>
<td>SENIOR INSPECTOR:</td>
<td>Raymond Varthen</td>
<td>C: 407.489.1452</td>
<td><a href="mailto:nvarthen@pics-lc.com">nvarthen@pics-lc.com</a></td>
</tr>
<tr>
<td>MAINTENANCE CONTACT:</td>
<td>Jim Read</td>
<td>O: 386.740.3406 C: 386.801.5584</td>
<td><a href="mailto:james.read@dot.state.fl.us">james.read@dot.state.fl.us</a></td>
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<tr>
<td>24 HR CONTRACTOR EMERGENCY CONTACT:</td>
<td>Saul Rivera</td>
<td>C: 954.837.3073</td>
<td><a href="mailto:srvera@ric-man.com">srvera@ric-man.com</a></td>
</tr>
<tr>
<td>ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:</td>
<td>John D’Alessandro</td>
<td>C: 954.868.0792</td>
<td><a href="mailto:jdalessandro@ric-man.com">jdalessandro@ric-man.com</a></td>
</tr>
</tbody>
</table>

**MEETING SCHEDULE:**

**PROJECT DESCRIPTION:**

- **Concrete slab repair and replacement in various areas along SR 44 between Boundary and Hill avenues in DeLand.**

- **Pipe maintenance and lining along SR 430/Seabreeze Boulevard from Halifax Avenue to SR A1A, and on SR 40/Granada Boulevard near Mirror Lake Drive.**

---

**CONTACT**: Phone and Email information for project administrators, contract support specialists, project managers, superintendents, senior inspectors, maintenance contacts, and 24-hour contractor emergency contacts are provided for each project.
# LANDSCAPE PROJECTS CURRENTLY IN ESTABLISHMENT PERIOD

## VOLUSIA

### I-4 / Saxon Boulevard Interchange Landscaping

<table>
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<tr>
<th>FIN #</th>
<th>Contract Days: 951</th>
<th>Days Elapsed: 633</th>
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<tbody>
<tr>
<td>CONTRACT #</td>
<td>ESY26</td>
<td>Present Amount: $837,910</td>
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### I-4 / SR 44 Interchange Landscaping

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<tr>
<th>FIN #</th>
<th>Contract Days: 907</th>
<th>Days Elapsed: 734</th>
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<tr>
<td>CONTRACT #</td>
<td>ESY19</td>
<td>Present Amount: $822,518.54</td>
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IV. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

F. VOLUSIA COUNTY AND FLAGLER COUNTY CONSTRUCTION REPORTS

Background Information:

Staff from Volusia County Traffic Engineering and Flagler County Traffic Engineering will present an update on the county projects that are either under construction or close to being ready for construction. The Volusia County Construction Report and Flagler County Construction reports are provided for your information.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE
Volusia County Construction Report – August 2018*

Recently Completed within the last 6 months:
1) Doyle Road paved shoulders (Providence Blvd to Saxon Blvd)
2) Spring to Spring Trail - Grand Ave. (Lemon St. to King St.)
3) LPGA Blvd 4-lane widening (Jimmy Ann Dr. to Derbyshire) – Under construction

Under Construction or Advertised for Construction:
1) Veterans Memorial Bridge (Orange Ave.) – Under construction
2) Turnbull Bay Bridge – Under construction
3) ECRRT – Segment 5 (Brevard County Line to Cow Creek Rd.) – Design/Build – Under Construction
4) ECRRT – Segment 4B (Gobblers Lodge to Maytown Spur) – Design/Build – Under Construction
5) Spring to Spring Trail – Segment 3A (Detroit Terrace to Don Smith Blvd.) – Under Construction
6) W. Park Avenue 3-lane widening (Dale Street to Old Mission Rd) – Contract Awarded
7) New York Ave sidewalk (Hamilton to US-17/92) – Contract Awarded
8) Doyle Road paved shoulders (Lush Lane to Courtland Blvd) – Contract Awarded

Near Construction Projects:

Design Projects:
1) ECRRT – Segment 4A (Guise Rd. to Gobblers Lodge) – Concept Design Completed, Right-of-Way Acquisition Underway, Design/Build in FY 2017/2018
2) Howland Blvd 4-lane widening (Providence Blvd to Elkcam Blvd) – Design Ongoing
3) Orange Camp Rd. 4-lane widening (MLK Blvd. to I-4) – Design Ongoing
4) Tenth St 4-lane widening (Myrtle to US 1) – Waiting for Developer Land Swap Agreement including Design revisions, Waiting for Railroad and interlocal agreements.
5) Spring to Spring (DeLeon Springs gap) – Design Ongoing
6) Spring to Spring Trail – Segment 3B (Rob Sullivan Park to Dirksen Dr) – Design funded 2017/2018, Construction FY 2018/2019
7) Spring to Spring Trail - Segment 3C (Trail along Don Smith Blvd.) – Construction Not Funded
8) Turnbull Bay Road paved shoulders – Design Starting
9) Beresford Ave Extension (Blue Lake to MLK) – Waiting for ROW from City to start Design
10) Spring to Spring Trail (Lake Beresford to Grand Avenue) – PD&E study administered by FDOT is currently underway
11) Coast to Coast Trail Wayfinding Signage, and Emergency Location Markers – Design Ongoing
12) Amelia Ave (Voorhis to Ohio) – Study Complete / Awaiting FDOT programming
13) Williamson Blvd. (LPGA to Strickland Range) – Plan Update underway
14) Williamson Blvd. (Strickland Range to Hand Ave) – Design funded 2018
15) Graves Ave Turn lanes (Veterans Memorial Parkway to Kentucky) – Study Complete / Awaiting FDOT programming
17) Intersection Improvements at SR-44 and Kepler – Study by FDOT underway

*Changes/Updates since last report are underlined.

Note: Dates are subject to change due to normal project development issues. Please see Volusia County's road program at http://www.volusia.org/publicworks/ for more information.
## Construction and Near Construction Phase

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
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<tbody>
<tr>
<td>1</td>
<td>Dune Restoration</td>
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<tr>
<td>2</td>
<td>County Road 205 Design for Widening and Resurfacing from SR 100 to County Road 13</td>
</tr>
<tr>
<td>3</td>
<td>County Road 305 Widening and Resurfacing from bridge # 734006 to SR 100</td>
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<tr>
<td>4</td>
<td>North Mala Compra Drainage Basin Improvements (Not FDOT)</td>
</tr>
<tr>
<td>5</td>
<td>Island House Bridge Replacement</td>
</tr>
<tr>
<td>6</td>
<td>Colbert Lane</td>
</tr>
<tr>
<td>7</td>
<td>Old Dixie Highway Widening and Resurfacing</td>
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<tr>
<td>8</td>
<td>Plantation Bay Water and Wastewater Treatment Facility Improvements (Not FDOT)</td>
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</table>

## Design Phase

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Briarwood Drive (Design Completed)</td>
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<tr>
<td>2</td>
<td>County Road 2006 Resurfacing (Design Completed)</td>
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<tr>
<td>3</td>
<td>County Road 304 Resurfacing from County Road 305 to SR5 (US1)</td>
</tr>
<tr>
<td>4</td>
<td>CR 304 Replacement of 4 Bridges</td>
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<tr>
<td>5</td>
<td>Mahogany Blvd. Resurfacing</td>
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<tr>
<td>6</td>
<td>Marineland Acres Road Improvement</td>
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<td>7</td>
<td>Old Haw Creek from County Road 304 to SR 11</td>
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<td>8</td>
<td>Old Kings Road Box Culverts</td>
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<td>9</td>
<td>Water Oak Road from County Road 2006 to Mahogany Blvd.</td>
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<tr>
<td>10</td>
<td>Bay Drive Park (not FDOT)</td>
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</tbody>
</table>
V. STAFF COMMENTS

→ Update on SU Funding/Work Program
→ BPAC Action on Requests for Additional Funding

VI. CAC/TCC MEMBER COMMENTS

VII. INFORMATION ITEMS

→ CAC & TCC Attendance Records
→ River to Sea TPO Board Meeting Summary for August 22, 2018
→ August TPO Outreach and Events
→ Safe Routes to School Workshop Information
→ Florida Trail Town Designation
→ TRAC Program Press Release

VIII. ADJOURNMENT

**The next meetings of the CAC & TCC will be on October 16, 2018**
# CAC Attendance Record 2018

<table>
<thead>
<tr>
<th>Name</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>October</th>
<th>November</th>
<th>Notes</th>
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<tr>
<td>Janet Deyette (17/18 Chairperson)</td>
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<td>Ralph Bove</td>
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<td>Bliss Jamison</td>
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<td>x abs</td>
<td>exc</td>
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<tr>
<td>Rob Plympton/Mary Dioguardi</td>
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<td>Flagler Beach (appt 5/18)</td>
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<td>Marcia Stevens Foltz</td>
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<td>Heidi Petito/Rob Owens</td>
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<td>Flagler County Transit (appt 9/14)</td>
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<tr>
<td>Faith Alkhatib (non-voting)</td>
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<td>Flagler County Traffic Engineering (appt 9/14)</td>
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<tr>
<td>Gilles Blais (17/18 Vice Chairman)</td>
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<td></td>
<td>Holly Hill (appt. 11/07) (Reap. 02/13)</td>
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<td>Nora Jane Gillespie</td>
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<td>New Smyrna Beach (appt 12/14)</td>
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<tr>
<td>Bob Storke</td>
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<td>Roger Strcula</td>
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<td>Ormond Beach (appt 7/18)</td>
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<td>Alan Peterson</td>
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<td>Palm Coast (appt. 03/15)</td>
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<td>Susan Elliott</td>
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<td>Pierson (appt. 3/06)</td>
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<td>Joe Villanella</td>
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<td>Ponce Inlet (appt. 10/15)</td>
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<td>Jack Delaney</td>
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<td>South Daytona (appt. 04/16)</td>
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<td>Port Orange (appt. 12/02)</td>
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<td>Elizabeth Alicia Lendian</td>
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<tr>
<td>Patricia Lipovskv</td>
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<td>Volusia County D-2 (appt 4/17)</td>
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<td>Terry Bledsoe</td>
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| QUORUM | Y | Y | Y | Y | Y | Y | Y |       |

## Vacancies

- Bunnell
- Beverly Beach
- Daytona Beach Shores
- Deland
- Flagler County School Board
- Lake Helen
- Oak Hill
- Volusia County School Board
- Volusia County D-1
- Volusia County D-2
# TCC Attendance Record 2017

## Name

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<tr>
<th>Name</th>
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<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
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## Vacancies

- Beverly Beach
- Flagler County
- Flagler County Transit
- Flagler County Aviation
- Flagler County Emergency Management
- Flagler County School Board
- Oak Hill

January - December 2017
River to Sea TPO Board
Meeting Summary
August 22, 2018

- Recognized service of past TPO Chairperson Deb Denys
- Introduced new TPO Board Member, Council Member Vince Lyon, Palm Coast Alternate and Mr. Carl Mikyska, Executive Director of the MPOAC
- Approved consent agenda including approval of the June 27, 2018 TPO Board meeting minutes
- Approved request from Palm Coast for additional funding for the Seminole Woods/SR 100 Intersection Improvements
- Approved request from Port Orange for additional design funding for the North Spruce Creek Road Sidewalk/SUN Trail gap
- Approved Resolution 2018-19 amending the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP) including the addition of the Palm Coast Seminole Woods/SR 100 Intersection Improvements and Port Orange North Spruce Creek Road Sidewalk/SUN Trail gap
- Approved Resolution 2018-20 adopting the 2018 “Tell the TPO” Survey Campaign Summary and announced the TCC as Committee Challenge winner and Councilmember Jeff Allebach as the TPO Board Challenge winner
- Received a PowerPoint presentation of the draft Resilient Flagler County Report
- Received a PowerPoint presentation of the draft Roadway Safety Evaluation and Improvement Study
- Received a PowerPoint presentation of the draft R2CTPO Bicycle Suitability Map
- Received a PowerPoint presentation of the Regional Truck Parking Study
- Received a PowerPoint presentation of the Transportation Performance Measures Implementation
- Received the FDOT report
- Received Executive Director’s Report including an update on SU Funding/Work Program; SIS Designation Criteria Policy; and Development of Regional List of Priority Projects; the resignation of Mr. Vince Wang, TPO Transit Planner; and update on the print costs and changes to the distribution of TPO agendas and materials

Items Requiring Follow-Up

- Executive Director to email links to the FDOT District 5 Truck Parking Study and FHWA Truck Parking Study and link to the SIS Designation Criteria Policy

The next River to Sea TPO Board meeting will be on Wednesday, September 26, 2018

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<th>Beverly Beach</th>
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<th>New Smyrna Beach</th>
<th>Palm Coast</th>
<th>South Daytona</th>
<th>Volusia County</th>
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<td>Ormond Beach</td>
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TPO Outreach & Activities Completed in August 2018

1. **2018 “Tell the TPO” Survey Awards**
   Description: The TPO wrapped up the 2018 Tell the TPO Survey Campaign and announced the following award winners:
   - **The Shores Resort and Spa Award**: Josh Shoemaker
   - **TPO Committee Ambassador Award**: Technical Coordinating Committee (TCC)
   - **TPO Board Ambassador Award**: Orange City Council Member Jeff Allebach

2. **Transportation Research Board (TRB) “Tools of the Trade” Conference & TPO Presentation on Resilience in Volusia and Flagler Counties**
   Date: Wednesday-Friday, August 22-24, 2018
   Location: Kansas City, Missouri
   Description: TPO staff gave a presentation on resilience in Volusia and Flagler Counties at this conference.

3. **The Impact of Impact Fees Workshop**
   Date: Friday, August 24, 2018
   Location: Brannon Center, New Smyrna Beach
   Description: TPO staff attended this workshop sponsored by the Volusia County Association for Responsible Development (VCARD).

**SEPTMBER EVENTS:**

10th: Roundtable of Volusia County Elected Officials Meeting, Daytona Beach Int’l Airport
10th-11th: Central Florida GIS Workshop, Daytona Beach
11th-14th: 2018 Florida APA Annual Conference, West Palm Beach
26th: VCARD Icebreaker, LPGA Clubhouse

**OTHER UPCOMING EVENTS:**

Oct. 6: Port Orange Family Days Helmet Fitting
Oct. 6: Movies in the Park Helmet Fitting, Reed Canal Park, South Daytona
Oct. 10: Walk to School Day, Various Volusia & Flagler County Schools
Oct. 11-12: Grants Management Workshop, TPO office
Oct. 12: Central Florida MPO Alliance (CFMPOA) Meeting, MetroPlan Orlando
Oct. 13: White Cane Safety Day Event, Intersection of White St. and International Speedway Blvd., Daytona Beach
Oct. 22: R2CTPO & Volusia County Presentation to the League of Women Voters
Oct. 27-Nov. 3: FDOT’s Mobility Week, Locations TBD

**ONGOING PROJECTS & STUDIES:**
- Development of 2017/18 TPO Annual Report
- Votran Bus Stop Improvement Plan
- FY 2017/18 TPO Annual Public Outreach Summary
- FY 2018/18 Public Involvement Evaluation Matrix
- Flagler County Fixed Route Transit Operations Plan
- I-95 to SR 417 Connector Environmental Study
- Development of Bicycle Suitability Map
- Central Florida Visitors Study
- Regional Truck Parking Study
- Central Florida Regional Transit Study
- Resilient Flagler County Study
- Golfview Blvd. Shared-Use Path Feasibility Study
- Roadway Safety Evaluation & Improvement Study
- Data Update for Central Florida Regional Planning Model
- 2018 Congestion Management Process Update
- US 17/92 @ Dirksen Drive Feasibility Study
Seeking Solutions to Advance Walking and Biking at Your School
Safe Routes to School Application Workshop - UPDATE

This 3-hour workshop explains the SRTS Program, gives you tips on how to: structure a competitive grant, complete the application, and improve its chances of being selected for some of the $7,000,000 in Florida's SRTS funding this cycle. Local staff will be going over areas that need improvements in the applications received. We will also be introducing a new initiative: reevaluating all the previously awarded infrastructure projects for effectiveness. This will help in determining whether the current criteria will need to be changed. Your local SRTS Educators will be letting you know what is going on. It will be worth your time in attending. We have jammed 5 hours’ worth of knowledge into this 3 hour workshop. FDOT Central Office and District staff will be on hand to answer your questions.

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<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Time</th>
<th>Contact Information</th>
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<tr>
<td>September 20, 2018</td>
<td>Florida Department of Transportation District 6 Auditorium 1000 NW 111th Ave, Miami, FL 33172 9 am – 12 pm</td>
<td>RSVP: 09/17/18</td>
<td><a href="mailto:Liana.Borrego@dot.state.fl.us">Liana.Borrego@dot.state.fl.us</a></td>
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<tr>
<td>September 21, 2018</td>
<td>Florida Department of Transportation District 4 – Ft Lauderdale Auditorium 3400 W Commercial Blvd, Fort Lauderdale, FL 33309 9 am – 12 pm</td>
<td>RSVP: 09/17/18</td>
<td><a href="mailto:Thomas.Miller@dot.state.fl.us">Thomas.Miller@dot.state.fl.us</a></td>
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<tr>
<td>September 26, 2018</td>
<td>Florida Department of Transportation District 2 – Jacksonville Training Room 2198 Edison Ave, Jacksonville, FL 32204 1 pm – 4 pm</td>
<td>RSVP: 09/27/18</td>
<td><a href="mailto:Jennifer.Graham@dot.state.fl.us">Jennifer.Graham@dot.state.fl.us</a></td>
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<tr>
<td>September 27, 2018</td>
<td>Florida Department of Transportation District 2 – District Office Madison Room 1109 South Marion Avenue, Lake City, Florida 32025 9 am – 12 pm</td>
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<tr>
<td>October 5, 2018</td>
<td>Florida Department of Transportation District 5, Sailfish Room 1650 N Kepler Rd, Deland, FL 32724 9 am – 12 pm</td>
<td>RSVP: 10/1/18</td>
<td><a href="mailto:Chad.Lingenfelter@dot.state.fl.us">Chad.Lingenfelter@dot.state.fl.us</a></td>
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<tr>
<td>October 9, 2018</td>
<td>Florida Department of Transportation District 1, SWAO 10041 Daniels Parkway, Fort Myers, FL 33913 1 pm – 4 pm</td>
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<td><a href="mailto:John.Kubicki@dot.state.fl.us">John.Kubicki@dot.state.fl.us</a></td>
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<td>October 10, 2018</td>
<td>Florida Department of Transportation District 1, HR Training Room 801 North Broadway Avenue, Bartow, FL 33830 9 am – 12 pm</td>
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Register early as these classes fill up quickly.
**What is a Florida Trail Town?**

A “Trail Town” in Florida is a community located along or in proximity to one or more long-distance non-motorized recreational trails. Whether on a rail trail, paddling trail, equestrian trail or hiking trail, trail users can venture off the trail to enjoy the services and unique heritage of the nearby community. The town is a safe place where both town residents and trail users can walk, bike, jog etc., find the goods and services they need, and easily access both the trail and the town. In such a town, the trail is an integral and important part of the community.

A Trail Town is a vibrant destination where people come together. A Trail Town is a friendly place which encourages trail users to visit and welcomes them with warm hospitality. It may have outdoor equipment shops, restaurants, a grocery store, quaint local shops, and lodging. It has wide sidewalks, clean streets, bike racks, and benches at convenient locations. The trail meets the needs of both the trail users and the town’s residents. Residents use the trail to access work, schools, parks and shops.

Trail Towns are not stand-alone communities; they are linked by the long-distance trail corridor. Trail users may be passing through a town on a day trip or longer trek, or may park and access other trails, such as a paddling trail. Trail users want to explore interesting and vibrant places in their travels and need services that the town provides. Basic characteristics of a successful Trail Town include:

- Enticements to get trail users off the trail to explore the town
- Making clear and safe connections between the town and trail
- Welcoming trail users by making town information readily available
- Educating businesses on the economic benefits of meeting the needs of trail tourists
- Promoting a “trail-friendly” town character
- Integrating the trail into the town’s culture with annual festivals and events that draw people to the trail who may not normally be trail users
- Connecting residents safely to work, schools, parks and shopping
- Working with neighboring communities to promote the entire long-distance trail as a tourist destination

Any trail, long or short, is an economic asset to a community. It provides free recreation for people of all ages and fitness levels, and offers opportunities to study nature or local history.
The Office of Greenways and Trails' Florida Trail Town program is oriented towards towns which connect to long-distance trails, ones that attract travelers from outside the local community and are not used solely by nearby residents. Studies show that the longer a trail is, the farther people will travel to visit it, the longer they will stay, and the more money they will spend. A day-user will spend four times the amount of a local user, and is likely to make a return trip to the Trail Town. An overnight visitor will spend twice the amount of a day-user. For information to recognize your town as a Florida Trail Town, call 850-245-2061 or contact Doug.Alderson@dep.state.fl.us at the Department of Environmental Protection, Office of Greenways and Trails.
FOR IMMEDIATE RELEASE

Contact: Pamela Blankenship
Phone: 386-226-0422 ext. 20416
Email:  pblankenship@r2ctpo.org
Website: www.r2ctpo.org

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) IS
BRINGING TRANSPORTATION & ENGINEERING TO LIFE FOR HIGH SCHOOL STUDENTS

DAYTONA BEACH, FL: On September 21, 2018, the River to Sea Transportation Planning Organization (TPO) will be hosting a transportation and civil engineering (TRAC) training workshop for Mainland High School teachers and volunteer mentors. TRAC is a hands-on program that lets students use math and science to solve real world problems in transportation and civil engineering. This program aims to improve workforce diversity which helps to resolve one of the most pressing problems faced by the transportation today: a critical shortage of civil engineers.

TRAC is an American Association of State Highway and Transportation Officials (AASHTO) led initiative featuring hands-on activities that introduces students in middle and high schools to the world of transportation and civil engineering and inspires them to pursue careers in those fields. This new program being instituted at Mainland High School is designed for use in Science, Technology, Engineering, and Math (STEM) classes.

During the TRAC training, volunteer mentors and teachers from Mainland High School in Daytona Beach will learn about motion in transportation and magnetic-levitation (mag-lev) trains as well as gain tools to bring into the classroom to teach their students this year. This program forms a great partnership between the River to Sea TPO and Mainland High School.

The River to Sea TPO is currently seeking engineers and transportation-related professionals to serve as volunteer mentors. The role of the volunteer is to be a mentor to the students and assist the teachers in presenting the TRAC material. They also provide technical assistance and answer students’ college and career related questions.

TRAC training will be held on September 21, 2018 from 8:00 a.m. to 3:00 p.m. at the River to Sea TPO office located at 2570 W. International Speedway Blvd., Suite 100, Daytona Beach FL 32114.

Inquiries regarding serving as a volunteer mentor may be directed to:
Pamela Blankenship, R2CTPO Community Outreach Coordinator
386.226.0422 ext. 20416
Pblankenship@r2ctpo.org

More information on the TRAC program is available at https://tracrides.transportation.org/.

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For additional information or media inquiries, contact Pamela Blankenship, River to Sea TPO Community Outreach Coordinator, at PBlankenship@r2ctpo.org or 386-226-0422 ext. 20416.