



MEETING AGENDA

Please be advised that the **RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) BOARD** will be meeting on:

DATE: WEDNESDAY, SEPTEMBER 25, 2019

TIME: 9:00 A.M.

PLACE: RIVER TO SEA TPO CONFERENCE ROOM
2570 W. International Speedway Blvd., Suite 100
Daytona Beach, FL 32114

Daytona Beach Commissioner Rob Gilliland, Chairperson Presiding

- I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM**
- II. PLEDGE OF ALLEGIANCE**
- III. PUBLIC COMMENT/PARTICIPATION** *(Public comments may be limited to three (3) minutes at the discretion of the Chairman)*
- IV. CONSENT AGENDA**
 - A. AUGUST 28, 2019 RIVER TO SEA TPO BOARD MEETING MINUTES** *(Contact: Debbie Stewart) (Enclosure, pages 4-15)*
 - B. TREASURER'S REPORT** *(Contact: Julie Adamson) (Enclosure, pages 4, 16)*
 - C. EXECUTIVE COMMITTEE REPORT** -- *Report by Daytona Beach Commissioner Rob Gilliland, Executive Committee Chairperson (Enclosure, pages 4, 17)*
 - D. BICYCLE/PEDESTRIAN ADVISORY COMMITTEE REPORT** -- *Report by Mr. Paul Eik, BPAC Chair (Enclosure, pages 4, 18)*
 - E. TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD REPORT** *Report provided by Council Member Heather Post, TDLCB Chairperson (Enclosure, pages 4, 19)*
 - F. 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) SUBCOMMITTEE REPORT** *Report by Mr. Robert Storke, Chair (Enclosure, pages 4, 20)*
 - G. CITIZENS ADVISORY COMMITTEE REPORT**--*Report by Ms. Nora Jane Gillespie, CAC Chair (Enclosure, pages 4, 21)*
 - H. TECHNICAL COORDINATING COMMITTEE REPORT** -- *Report by Mr. Jose Papa, TCC Chair (Enclosure, pages 4, 22)*
 - I. RIVER TO SEA TPO BOARD SUMMARY REPORT** -- *Report by Daytona Beach Commissioner Rob Gilliland, TPO Board Chairperson (Enclosure, pages 4, 23)*

Beverly Beach
Bunnell
Daytona Beach
Daytona Beach Shores

DeBary
DeLand
Deltona
Edgewater

Flagler Beach
Flagler County
Holly Hill
Lake Helen

New Smyrna Beach
Oak Hill
Orange City
Ormond Beach

Palm Coast
Pierson
Ponce Inlet
Port Orange

South Daytona
Volusia County

IV. CONSENT AGENDA *(Continued)*

- J. REVIEW AND RECOMMEND APPROVAL OF EXPENDITURE FOR CAV STUDY (NOT TO EXCEED \$65,000)** *(Contact: Lois Bollenback) (Enclosure, page 4)*

V. ACTION ITEMS

- A. REVIEW AND APPROVAL OF THE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) PUBLIC INVOLVEMENT PLAN** *(Contact: Colleen Nicoulin) (Enclosure, pages 24-35)*

VI. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

- A. PRESENTATION AND DISCUSSION OF DRAFT R2CTPO 2020 LEGISLATIVE POSITIONS** *(Contact: Lois Bollenback) (Enclosure, page 36)*
- B. PRESENTATION AND DISCUSSION OF AMENDMENT TO THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)** *(Contact: Lois Bollenback) (Enclosure, pages 37-57)*
- C. PRESENTATION AND DISCUSSION OF UPDATED TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) LIST FOR R2CTPO** *(Contact: Lois Bollenback) (Enclosure, page 58)*
- D. PRESENTATION AND DISCUSSION OF DRAFT COMMUNITY SAFETY ACTION PLAN (CSAP)** *(Contact: Pam Blankenship) (Enclosure, pages 59-77)*
- E. PRESENTATION AND DISCUSSION OF WALKABILITY ACTION PLAN AND COMPLETE STREETS POLICY TEMPLATE** *(Contact: Stephan Harris) (Enclosure, pages 78-86)*
- F. FDOT REPORT** *(Contact: Vickie Wyche, FDOT District 5) (Enclosure, pages 87-99)*

VII. EXECUTIVE DIRECTOR'S REPORT *(Enclosure, page 100)*

- Update on SU Funding/Work Program
- Update on Roundtable of Volusia County Elected Officials/Sales Tax Referendum

VIII. RIVER TO SEA BOARD MEMBER COMMENTS *(Enclosure, page 100)*

IX. RIVER TO SEA TPO CHAIRPERSON COMMENTS *(Enclosure, page)*

X. INFORMATION ITEMS *(Enclosure, pages 100-106)*

- Citizens Advisory Committee Attendance Record – 2019
- Technical Coordinating Committee Attendance Record– 2019
- Bicycle/Pedestrian Advisory Committee Attendance Record – 2019
- August 2019 TPO Outreach and Activities
- Volusia and Flagler Counties Construction Reports

XI. ADJOURNMENT *(Enclosure, page 100)*

The next River to Sea TPO Board meeting will be October 23, 2019

October Meeting Dates

Executive Committee, October 2, 2019 @ 8:30 a.m.

Bicycle/Pedestrian Advisory Committee, October 9, 2019 @ 2:00 p.m.

Citizens Advisory Committee, October 15, 2019 @ 1:15 p.m.

Technical Coordinating Committee, October 15 2019 @ 3:00 p.m.

River to Sea TPO Board, October 23, 2019 @ 9:00 a.m.

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

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.

The River to Sea TPO does not discriminate in any of its programs or services. To learn more about our commitment to nondiscrimination and diversity, visit our Title VI page at www.r2ctpo.org or contact our Title VI/Nondiscrimination Coordinator, Pamela Blankenship, at 386-226-0422, extension 20416, or pblankenship@r2ctpo.org. Persons who require translation services, which are provided at no cost, should contact the River to Sea TPO at (386) 226-0422 or by email at PBlankenship@r2ctpo.org at least five (5) business days prior to the event.

**MEETING SUMMARY
TPO BOARD
SEPTEMBER 25, 2019**

IV. CONSENT AGENDA

A. AUGUST 28, 2019 RIVER TO SEA TPO BOARD MEETING MINUTES

Minutes are prepared for each board meeting and said minutes must be approved by the River to Sea TPO Board.

B. TREASURER'S REPORT

Monthly treasurer reports are prepared for review and approval by the River to Sea TPO Board. The August 2019 Treasurer's Reports are provided for your information.

C. EXECUTIVE COMMITTEE REPORT

D. BICYCLE/PEDESTRIAN ADVISORY COMMITTEE REPORT

E. TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD REPORT

F. 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) SUBCOMMITTEE REPORT

G. CITIZENS ADVISORY COMMITTEE (CAC) REPORT

H. TECHNICAL COORDINATING COMMITTEE (TCC) REPORT

I. RIVER TO SEA TPO BOARD SUMMARY REPORT

J. REVIEW AND APPROVAL OF EXPENDITURE FOR CAV STUDY (NOT TO EXCEED \$65,000)

The R2CTPO utilizes the services of our general planning consultants to support its planning staff in planning activities that help the TPO evaluate transportation improvement needs and advance projects that address these needs. Once a scope of work has been agreed upon, the consulting firm submits a task order for approval by the R2CTPO prior to being issued a notice to proceed and commencing work on a project. In accordance with the R2CTPO Purchasing Manual, task orders greater than \$25,000 requires approval by the TPO Board. TPO staff is seeking authorization for an expenditure not to exceed \$65,000 for the Connected and Autonomous Vehicle (CAV) & Technology Transition Plan Study Task Order submitted by Kittelson & Associates, Inc.

ACTION REQUESTED:

MOTION TO APPROVE THE CONSENT AGENDA

**AUGUST 28, 2019 MEETING MINUTES
OF THE
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) BOARD**

2570 W. International Speedway Boulevard, Suite 100
Daytona Beach, FL 32114-8145

TPO Board Members Present:

Commissioner Jeffrey Schuitema**
Commissioner Robert Gilliland, Acting Chairperson
Mayor Nancy Miller*
Mayor Karen Chasesz
Commissioner Chris Cloudman
Commissioner Chris Nabicht
Councilwoman Christine Power
Commissioner Marshall Shupe*
Flagler County Chair Donald O'Brien
Vice Mayor Vernon Burton*
Commissioner Roy Johnson
Commissioner Jason McGuirk, 2nd Vice Chairperson
Commissioner Bill Lindlau*
Council Member Jeff Allebach
Commissioner Rob Littleton
Council Member Bob Cuff
Council Member Joe Perrone*
Council Member Scott Stiltner
Councilman Ralph Schoenherr
Volusia County Council Chair Ed Kelley
Council Member Barbara Girtman
Council Member Billie Wheeler
Council Member Deb Denys
Council Member Ben Johnson
Vickie Wyche (non-voting advisor)
Paul Eik (non-voting)
Jose Papa (non-voting)

TPO Board Members Absent:

Vice Mayor John Rogers*(excused)
Nora Jane Gillespie (non-voting) (excused)
Andy Dance (non-voting)
Carl Persis (non-voting)

*** Non-voting member in the Small City Alliance**

**** Voting member for the Small City Alliance**

Others Present:

Debbie Stewart, Recording Secretary
Lois Bollenback
Pam Blankenship
Colleen Nicoulin
Stephan Harris
Crystal Mercedes
Julie Adamson

Representing:

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

Representing:

Bunnell
CAC Chairperson
Flagler County School Board
Volusia County School Board

Representing:

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

Others Present:

Andrew Holmes
 Jim Cameron
 Jim Abbott
 Mark Harper
 Scott McGrath
 Glenn Irby
 Mike Shannon
 Anna Taylor
 Ron Meade
 Steven Buck
 Maryam Ghyabi
 Jim Wood
 William Roll
 Ann Harrell
 Big John
 Brendan Guess
 Heather Post
 Jon Cheney
 Travis Terpstra
 Rob Stephens
 Frank Alvarez
 Dean Bushey

Representing:

Daytona Beach
 Daytona Regional Chamber of Commerce
 Daytona News-Journal
 Daytona News-Journal
 Deltona
 Edgewater
 FDOT
 FDOT
 FDOT
 FDOT
 Ghyabi Consulting & Management
 Kimley-Horn
 Kimley-Horn
 League of Women Voters
 Press
 VHB, Inc.
 Volusia County, District 4
 Volusia County Traffic Engineering
 Volusia County Traffic Engineering
 Votran
 Votran
 Voyage

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

The meeting of the River to Sea Transportation Planning Organization (TPO) Board was called to order at 9:00 a.m. by TPO Chairperson Rob Gilliland. The roll was called and it was determined that a quorum was present.

Ms. Stewart announced that Commissioner Schuitema, Beverly Beach, would be the voting member for the Small City Alliance.

II. Pledge of Allegiance**III. Public Comment/Participation**

Mr. Big John referred to the Russian condominium project in Daytona Beach and stated he was unable to attend the public meeting but hopes the project will be revisited; it is not in anyone's best interest to have a private driveway across a state road. He referred to the East International Speedway Boulevard (ISB) project and stated a meeting was held approximately a year ago and the former consultant had stated another meeting would be held in the spring but it was not; a meeting was supposed to be held this summer but was not. He has now been told a meeting will not be held until next year which puts the project at least a year behind. He referred to the needed bus service for Tanger Outlet Mall and Tomoka Town Center and stated he is asking for direction from the Volusia County Council. Council Member Post has stated there will be no new bus service anywhere in the near future; he is asking the Council to figure that out because this service is needed. He referred to the Citizens Oversight Committee and the LPGA Sub Area Study and stated Tymber Creek, Tournament Drive, LPGA Boulevard, Dunn Avenue and Hand Avenue are not funded; the only thing funded is the south end of Williamson Boulevard. The county made a policy decision to put all monies into the north end of Williamson Boulevard but the project is still \$4.5 million short. A sales tax is badly needed; he has enlisted the services of Ms. Maryam Ghyabi, Ms. Pat Northey and Mr. Paul Zimmerman who have agreed to be on the oversight committee.

Ms. Maryam Ghyabi, Ghyabi Consulting, stated the East International Speedway Boulevard (ISB) project is on schedule and that she is the President of the East ISB Coalition. The project is currently in the design phase. FDOT will hold another public meeting. The most important thing is that funding for construction is available and is dedicated to this project in the amount of \$27 million. Design will be completed in 10 to 12 months, then it

will be right-of-way acquisition and construction. It is taking longer to go through that process because they have gone outside the right-of-way. She reminded members they are federal funds and must follow federal guidelines.

IV. Consent Agenda

- A. June 26, 2019 River to Sea TPO Board Meeting Minutes**
- B. Treasurer's Report**
- C. Executive Committee Report**
- D. Bicycle and Pedestrian Advisory Committee (BPAC) Report**
- E. Transportation Disadvantaged Local Coordinating Board (TDLCB) Report**
- F. Transportation Disadvantaged Local Coordinating Board (TDLCB) Membership Changes**
- G. Citizens Advisory Committee (CAC) Report**
- H. Technical Coordinating Committee (TCC) Report**
- I. River to Sea TPO Board (R2CTPO) Summary Report**
- J. Metropolitan Planning Organization Advisory Council (MPOAC) Report**
- K. Review and Approval of Expenditure for the Washington Avenue Railroad Crossing Feasibility Study (Pierson) (\$26,335)**
- L. Review and Approval of Expenditure for the Rymfire Elementary School Pedestrian Accommodation Feasibility Study (Palm Coast) (\$36,390)**

MOTION: *Commissioner Nabicht moved to approve the Consent Agenda. The motion was seconded by Volusia County Council Chair Kelley which carried unanimously.*

V. Action Items

A. Review and Approval of Resolution 2019-17 Amending the FY 2019/20 to 2023/24 Transportation Improvement Program (TIP)

Ms. Bollenback stated each year the TPO develops a new five-year Transportation Improvement Program (TIP) which takes effect at the start of the new fiscal year on July 1; the year that is ending falls off and a new fifth year is added. At this time the TPO receives a report from FDOT listing projects that were intended to be committed in the prior fiscal year but were not. They automatically roll-forward in FDOT's Work Program but not in the Transportation Improvement Program (TIP); therefore, a roll-forward amendment must be approved for the Work Program and TIP to match as required. Two other projects are included in this amendment: the Old New York Avenue paved shoulder project in DeLand adds funding for a railroad crossing construction phase; and funding was adjusted for the US 1 traffic signal upgrade to mast arms in Holly Hill from 6th Street to Flomich Street because a new estimate for right-of-way was received that is lower than the previous estimate. This has been reviewed by the advisory committees and recommended for approval.

MOTION: *A motion was made by Commissioner McGuirk to approve Resolution 2019-17 amending the FY 2019/20 to 2023/24 Transportation Improvement Program (TIP). The motion was seconded by Council Member Wheeler and carried unanimously.*

VI. Presentations and Discussion Items

Due to FDOT D-5 Secretary's Shannon's schedule, Presentation Item C was presented first.

C. Presentation and Discussion of FDOT District Secretary's Vision and Focus

Secretary Mike Shannon, FDOT D-5, stated he has recently become the lead to SunRail. He gave a PowerPoint presentation on FDOT's vision and focus for Volusia and Flagler Counties and stated FDOT will facilitate discussions with the cities. They will schedule meetings and gather information which will be passed on to the TPO and feed into the Long Range Transportation Plan (LRTP). There is not a timetable for these meetings

yet. He reviewed FDOT's state initiatives which include safety, enhancing mobility and inspiring innovation which includes emerging technologies. Their focus areas include bicycle and pedestrian safety, leveraging technology and meaningful, small projects. He discussed the Amelia Avenue safety project and SR A1A; they want to establish a consistent corridor vision as a complete street to enhance mobility for all users. He explained how FDOT is leveraging technology using a regional approach, smart boards, and a 3-D review; District 5 is the only one in the United States that has this technology. He reviewed several meaningful, small projects including Oakridge Boulevard, Mill Lake Park and East International Speedway Boulevard (ISB) which includes the addition of a roundabout at SR A1A.

Secretary Shannon stated they have completed the public review of the proposed Local Agency Program (LAP) policy and announced the next step will be a policy incubator on October 8, 2019. FDOT wants to improve the process and will discuss making minor modifications to do so. He reminded members of the coming storm and advised them to be prepared and to inform FDOT of any issues after the storm.

Ms. Bollenback stated as members can see from the presentations today and the projects and priorities the TPO pursues, that safety, technology and traffic operations are aligned with the direction with FDOT. One of the reasons for that is the communication the TPO has with FDOT. There is also the concept of corridor consistency that the TPO has discussed; she referenced the US 17/92 and the US 1 corridor studies.

Secretary Shannon stated a lot is happening on I-95; four major interchanges are being worked on. The US 1 and I-95 interchange PD&E study; the LPGA Boulevard interchange; the Pioneer Trail interchange PD&E study; and the Maytown Road interchange is in the Interchange Justification Report (IJR) process. The I-4 Beyond the Ultimate in Volusia County was reviewed and divided into multiple small projects. They are discussing modifying the project to eight lanes as they do not see the need to expand for express lanes. He stated something must be done about the St. Johns River Bridge; many people do not go into Volusia County due to the traffic on the bridge. This hurts the county and the ability for people to move to Volusia County.

Commissioner Schuitema commented his small town has an issue with a crosswalk and they are running into a lot of red tape. He asked how he could initiate a meeting with the Secretary, FDOT and his town of Beverly Beach to discuss this issue.

Secretary Shannon replied he should contact Mr. Ron Meade, FDOT Operations in DeLand, to set something up.

Council Member Denys thanked Secretary Shannon for his time, for making the Volusia/Flagler area a priority and for establishing a separate committee to focus on Volusia and Flagler. She likes the philosophy of "regional is the new local". She appreciates that he discussed the LPGA corridor and asked him to please keep that in the forefront.

Commissioner Lindlau asked if there was a timeframe for the Maytown Road interchange.

Secretary Shannon replied the only thing going on now is the IJR process; there is not a construction timeline yet. That is one of the projects that need to be discussed as a region as there are four important interchange projects that need to be prioritized.

Mayor Chasez referred to the St. Johns River Bridge and commented it is in her jurisdiction; a number of citizens would like to see radical changes in the design of that bridge. The feelings are that when it was installed in the early 1960's it changed the water flow in the area and has been a detriment to the local water bodies over the decades. The proposed solution is a raised bridge similar to the extension of the Wekiva Parkway along SR 46. She is aware that it is a very expensive project and not the standard design. She asked where FDOT D-5 currently stands on the redesign of the St. Johns River Bridge.

Secretary Shannon replied FDOT completed an independent study regarding that issue which concluded the roadway had nothing to do with the impacts to the water bodies. Engineering and scientific analyses went into this study which concluded the discharge from homes and septic systems are impacting the water, not

the roadway. FDOT has made conceptions on this; some culverts could be made into bridges. However, they are small and not something where the whole area would be elevated as it is not cost feasible.

Mayor Chasez asked when that study was completed; public outreach was done in 2017 and she believes the decision was made after that. Since this is an issue for her residents she wanted to ask him publicly what FDOT's position is.

Secretary Shannon replied the data does not support the perception and FDOT has tried to communicate that information.

Commissioner Nabicht asked for confirmation that FDOT is scaling back the number of lanes on the I-4 widening project.

Secretary Shannon replied yes.

Commissioner Nabicht commented that he takes exception to that; Deltona will soon be over 100,000 residents and it is currently a thirty-minute drive out of the city onto I-4 during in the mornings. SunRail is not coming to Deltona and there is a workforce of 50,000 in Deltona, of which, 80% travel I-4 into Seminole and Orange Counties each day. This project will be built too small instead of building for the future.

Secretary Shannon replied they looked at the traffic and future projections which take into account all of the development that they think will occur. FDOT has looked at doing a phased implementation plan; ten lanes is something they cannot do financially in a reasonable timeframe. It is unfortunate that these projects have to be done in phases but it is the only way to get them done. It is more effective to do something now and have some improvement versus waiting on something that may take ten years.

Commissioner Nabicht commented that FDOT had the funding to do it in Seminole and Orange Counties.

Secretary Shannon replied yes, but that was a different time and the funds were available then. If they had \$500 million he would love to do the section all the way to SR 472. He would be willing to meet with Commissioner Nabicht and review the modeling that was done and where the improvements are going to be. He asked Mr. Steven Buck, FDOT, to explain the modeling.

Mr. Buck stated they looked at the traffic modeling and that even though only a single lane is being added there will be a lot more user activity because it will no longer be an express lane but a general lane. It was going to be two lanes that would not be used to capacity and now it will be one lane that they expect will be used to capacity.

A. Presentation and Discussion of the Voyage Auto Demonstration Project in the Villages

Ms. Bollenback stated that Florida is a leader in the nation for deploying technology, especially when it refers to autonomous vehicles. She introduced Mr. Dean Bushey, General Manager of Voyage Auto. They have launched an autonomous vehicle program in The Villages that he will give a presentation on.

Mr. Bushey gave a PowerPoint presentation and stated Voyage is an exciting company; great technology providing transportation, mobility and safety for those who need it. The Villages is a very active retirement community lacking transportation options and they have adopted Voyage. The retirees are very excited about it as it allows them another option. He explained who Voyage is and why they are here. They do not build cars but program them with technology. He announced that Florida is their only deployment and they are strongly committed here. He explained they have received more funding to expand their operation in Florida to geographically fenced areas that need transportation operations. He explained why they chose Florida for the pilot program for autonomous vehicles. He reviewed the benefits of the program and explained how autonomous vehicles are much safer than a vehicle with a driver.

Commissioner Cloudman commented that there are a lot of great cities in this area that have not been targeted as a pioneer market for things such as this; typically, they go to the larger cities like Orlando. He asked how cities in our planning area could become a test market.

Mr. Bushey replied there are different ways to get in with the autonomous vehicles as different companies are doing different things. Uber and Lyft look to the big cities such as San Francisco, etc.; Waymo and Apple look for inner city transport; and Voyage looks to smaller cities and locations that are geographically fenced like universities and retirement communities. Supportive legislation from local communities would be helpful. He suggested researching what the options are and communicating with FDOT and autonomous companies. Voyage is looking to expand; however, they currently have more business than they can handle.

Council Member Cuff asked what the cost of a ride is in the test program.

Mr. Bushey replied they do not pay anything at this time; as a venture capital company they have to prove the technology and ridership. The riders are providing feedback on customer comfort. Voyage's goal is to be less than the cost of Uber once they begin charging for rides. There are different models for charging riders and they have not made a decision yet.

Council Member Cuff asked if there is a timeframe for that as part of the development process.

Mr. Bushey replied the goal is to have no drivers by March 2020; private ownership of autonomous cars is probably five to ten years out. Before Voyage hits series C funding, they will have to be profitable.

B. Presentation and Discussion of the Draft Complete Streets Policy and Implementation Plan

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

Council Member Allebach asked if there are other aspects of complete streets being incorporated on a national level. He stated when people can walk and feel safe, they will walk more which increases health outcomes. Volusia County is #46 out of 67 counties for health status in Florida; he asked if exercising more or walking for everyday travel would be included in the argument for complete streets.

Mr. Harris replied yes, this policy will address that. This is a national movement and the TPO's definition of complete streets comes from the National Complete Streets Coalition. The policy will be tailored for our communities to have a local impact.

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

Ms. Bollenback stated we are in a time of tremendous change pertaining to transportation as the previous presentations have shown; not only for technology but other changes like ride sharing with Uber and Lyft. Traffic patterns for visitors have changed; they may not stay in a hotel but in a home via VRBO. Services such

as grocery delivery and Amazon have changed; instead of going to a retail facility, traffic comes from a warehouse into a neighborhood. This makes it difficult to predict what patterns will be in 10 or 20 years. We also have to consider sea level rise and resiliency which will continue to stress our infrastructure and transportation budgets. We have funding issues that require change. A lot of things are happening regarding the Long Range Transportation Plan (LRTP) and how we planned last time and the time before is different from what we need to do now. She introduced Mr. William Roll, Kimley-Horn and Associates, to give the presentation.

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

Mayor Chasez asked if the focus groups would be geographically disbursed.

Mr. Roll replied yes.

Chairperson Gilliland asked how many people he expects at the focus groups and how many can be accommodated.

Mr. Roll replied it will vary based on the level of interest.

Ms. Bollenback replied in order to have a strong conversation, no more than two dozen. The hope is to have more in-depth feedback and quality discussions versus a survey or public meeting.

Chairperson Gilliland commented that on one of the previous LRTPs there was a focus group primarily comprised of TPO Board members but there had been an issue with the Sunshine Law.

Ms. Bollenback replied there will be elected officials and community leaders asked to participate in the focus groups; everything the TPO does is subject to the Sunshine Law. There is not currently a plan to have break-out tables.

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

Ms. Bollenback stated this item applies to the current, adopted 2040 Long Range Transportation Plan (LRTP). Recently, funding was programmed in the current Work Program for right-of-way for two segments of the SR 40 widening project; one between US 17 and SR 11 and the other between SR 11 and Cone Road in Ormond Beach. Because FDOT has the funding programmed in the Work Program the projects must be advanced in the 2040 LRTP. Also, performance measures will need to be included that have been adopted since the last amendment. As part of this amendment, the TPO will consider incorporating the I-95 and US 1 interchange improvement project; it does not have to be in the cost feasible plan of the Long Range Transportation Plan LRTP for a PD&E but it does for design. The other part of the amendment is to meet the public notice requirements; public notice will begin in approximately three weeks. A draft will be presented at the next TPO Board meeting with adoption the following month.

Volusia County Council Chair Kelley stated Ormond Beach has been working on the I-95/US 1 interchange since 2005 and has spent \$1 million on the first PD&E that has since expired; this is one of the worst designed interchanges that he has traveled on.

Commissioner Littleton added that this interchange is the northern gateway to Volusia County and Ormond Beach and will be helpful to everyone.

F. Presentation and Discussion of Transportation Regional Incentive Program (TRIP) Priorities

Ms. Bollenback stated the Transportation Regional Incentive Program (TRIP) is intended to provide funding for regionally significant projects across transportation areas. She referred to the attachments in the agenda; the fact sheet regarding TRIP and the last TRIP list the TPO approved in 2016 and forwarded to the Central Florida MPO Alliance (CFMPOA). TRIP projects have to be included in the LRTP, be a part of an interlocal agreement and require a 50% match. The list includes all the eligible projects in the LRTP with the exception of SIS projects and is used to communicate priorities to FDOT; however, the TPO has been informed that TRIP funds have been left on the table. There is not an established process for accessing TRIP funds; when TRIP funds are available, the TPO receives a phone call from FDOT; the TPO will then contact Volusia County who has matching funds. Since the existing list includes all the eligible projects in the LRTP and has not changed there is nothing additional to add. However, how the list is formatted and how we communicate the highest priorities to FDOT may need to be changed. FDOT has asked all the MPOs in the district to update their TRIP priority list. The TPO will do that and is working with FDOT on how to better communicate so there may be formatting changes to the list. A draft list will be brought back next month for review and the TPO Board's endorsement to forward to the CFMPOA. The CFMPOA does not approve the lists but accepts them as submitted. TPO staff will update the information on the list to make it more impactful.

Commissioner Nabicht stated it is concerning that there is not a process; that needs to be fixed. There was an indication at the CFMPOA meeting for Marion County to seize TRIP dollars. FDOT indicated we were leaving a lot of money on the table. It is concerning that there is not a process and it needs to be formalized. FDOT is attempting to fix an alleged problem with the Local Agency Program (LAP) that has not been identified in District 5; it has been a problem in other districts but not here; we need to work on something where we know there is a problem.

Council Member Denys agreed. She referred to the 2016 TRIP list and stated that the projects were scored by the LRTP Subcommittee. She asked if the LRTP Subcommittee would be reviewing the list.

Ms. Bollenback replied the TRIP list is not ranked, scored or prioritized; it is a list of all eligible projects in no specific order. If the TPO is going to identify priorities, we would have to establish a subcommittee and a process or use the priority ranking adopted in the LRTP.

Council Member Denys asked if it is the TPO that does not have a process or FDOT.

Ms. Bollenback replied there is not a process established for the distribution of TRIP funds by FDOT; internally, it was intended not to rank the projects. This is money to be used on or off system; if there is a local project that has matching funds the TPO does not want to stand in the way of that opportunity. However, the local government that might have matching funds in their budget is unknown two or three years in advance. It was intentional to leave it flexible locally; as an MPO, we did not want to rank these projects.

Council Member Denys referred to the proposed half-cent tax and stated if anyone in this district did not support the half-cent sales tax they need to justify to their constituents where this money will come from. This is a consequence of not having the match for the cities. She would like to see this go to the Roundtable of Volusia County Elected Officials.

Chairperson Gilliland stated there are two things missing on this list; the projected cost and who the sponsoring entity would be. Most of these projects are Volusia County projects and as such, the county should be the one ranking them. It requires a 50% match and the city of Daytona Beach could not pull together a \$5 million match for the \$10 million project Daytona has on the list; it is a different situation for the county. He agreed about the half-cent sales tax because if had passed it would have opened the door for the cities to have the opportunity they currently do not have the match for. The half-cent sales tax was not communicated well to the voters; they have no idea of the projects that will not get done. Developers have given us millions of dollars for infrastructure but the funding formula for maintenance has failed; the half-cent

sales tax was an opportunity to correct that failure. That message was lost between the elected officials and the voters.

Volusia County Council Chair Kelley agreed that the message was not relayed to the voters or they did not understand it. If the TPO had adopted a required 50% local match instead of the current 10% every project would have been available. We should not get into the habit of not taking advantage of unused funds; we need to be prepared and ready to pounce whether it takes a special committee, etc.

Commissioner Nabicht referred to the four-laning project of Howland Boulevard on the list that is being funded by the Volusia County gas tax and asked why that money could not be used as a match to take advantage of TRIP funds for that project.

Ms. Bollenback replied the availability of TRIP funding varies greatly year over year. It is the formula for the distribution of document stamp funds and what is leftover is what is available for TRIP throughout the entire state. It makes it difficult to plan and have a project ready. When TRIP funds are available FDOT contacts the TPO and the TPO tries to apply it to a project.

Commissioner Nabicht asked why Marion County got that call and not this TPO. He asked why Marion County made a move at the CFMPOA meeting on an item not on the agenda to have members approve receiving TRIP funds. It does not pass the test without a process.

Ms. Bollenback replied he could ask an FDOT representative to explain their process at the district level on how the funds are assigned.

Commissioner Nabicht commented that as funding gets tighter and more difficult to obtain, these questions are going to be asked more aggressively. There is a lot of competition for this funding and the playing field does not seem level without a process.

Mr. Jon Cheney, Volusia County Traffic Engineering, replied the county has been asking FDOT for TRIP dollars for Howland Boulevard. The last time the county was notified TRIP funds were available was in 2018 and that was the top project submitted. When asked, the county has submitted projects; however, they have not been asked recently.

Ms. Wyche stated FDOT does not know about the funding until they are contacted and when they are contacted they contact the TPO or the county.

Chairperson Gilliland asked how difficult it would be to add the project amounts and project sponsors to the TRIP list.

Ms. Bollenback replied it would not be difficult; projects that are further out would be more difficult. Projects in the Long Range Transportation Plan (LRTP) that are priorities for the local governments would be fairly easy as they are already on the priority list.

Discussion continued.

G. Presentation and Discussion of Lane Reduction on Oakridge Boulevard

Ms. Bollenback introduced Mr. Steven Buck, FDOT, to give the presentation.

Chairperson Gilliland asked for confirmation that this project is a lane reduction and beautification project and not about access to the parking garage.

Mr. Buck replied that is correct. He gave a video presentation on the Oakridge Boulevard project between North Halifax Avenue and SR A1A; he announced a public meeting was held regarding this project last week at the Peabody Auditorium. He reviewed the project purpose and need and stated it was originally intended to

be a three "R" project; repave, restore and rehabilitate. Because FDOT has a complete streets policy, they looked at what could be done to improve the roadway as part that initiative. He reviewed the proposed improvements which include reducing the current three travel lanes to two and adding a 7' buffered bike lane. In addition to these improvements, they will evaluate widening the sidewalk and minor curb extensions. FDOT has a rigorous process to justify a lane reduction; they conducted a safety analysis and a traffic analysis. The total of the project limits are .4 miles and the project cost is approximately \$750,000. He noted that two-thirds of the traffic coming off the bridge turn at Halifax Avenue.

Council Member Allebach commented that a painted stripe on the road is not a buffered bike lane and it should be a curb instead.

Mr. Buck replied they are evaluating separated bike lanes and this area was determined to be appropriate. Feedback was received from the cyclist community at the public meeting in favor of the improvements with the exception of the end of the project where the bike lane ends; they will evaluate doing a bike bail out for cyclists to move to the sidewalk.

Ms. Bollenback asked about the posted speed limit.

Mr. Buck stated the current posted speed limit is 40 miles per hour (mph) and will be reduced to 35 mph. This is a high crash area and the project will address crashes and speed issues to increase safety for bicyclists and pedestrians.

Chairperson Gilliland asked if the speed on the bridge would also be reduced to 35 mph.

Mr. Buck replied no; the bridge is designed for 40 mph.

Chairperson Gilliland commented that most of the accidents occur at the base of the bridge before Halifax Avenue.

Mr. Buck replied they completed a five-year crash analysis and a lot of sideswipes occur within the corridor and from drivers turning left from the inside lane. They received a lot of support from the public and mixed feedback regarding the bike lane. Another public meeting will be held in January.

H. FDOT Report

Ms. Wyche announced the Local Agency Program (LAP) incubator will be held October 8, 2019 from 1:00 to 4:00 pm at the Florida Turnpike. The SR 44 and Kepler Road intersection improvement project coordination meeting will be held September 24, 2019 from 10:30 am to 12:00 pm at the FDOT DeLand office.

VII. Executive Director's Report

Ms. Bollenback reminded members that the November TPO Board meeting is the day before Thanksgiving and asked them to think about delaying it one week as was done last year.

Chairperson Gilliland commented it is the preference not to change a meeting date but we do need to obtain a quorum. He asked members to inform Ms. Bollenback or Ms. Stewart if they and/or their alternate would be unable to make the November TPO Board meeting.

→ Update on SU Funding/Work Program

Ms. Bollenback stated there is approximately \$600,000 in the bicycle/pedestrian category of current year SU funds; two projects were withdrawn so funds have been put back. The LeHigh Trailhead project in Palm Coast is finishing design and the TPO is hoping to advance construction. In the traffic operations box, there is almost \$1 million in the GFSU; TPO staff is working with project sponsors to assign it to projects on the priority list. There is only \$300,000 in each category for next fiscal year. She asked members to work with

their staff on programming projects and sticking with that project; it is a challenge to program \$1 million in the current year and get a sponsor LAP certified.

- Update on FDOT D-5 Proposed Local Agency Program (LAP) Policy
- Update on Roundtable of Volusia County Elected Officials/Sales Tax Referendum

Ms. Bollenback announced the next Roundtable of Volusia Elected Officials meeting will be September 9, 2019.

- Update on Upcoming AV/CV Study

Ms. Bollenback announced an automated/connected vehicle study will begin in the next few months; more information will be forthcoming.

VIII. River to Sea TPO Chairperson Comments

IX. River to Sea TPO Board Member Comments

Councilwoman Power asked if there is a December meeting and if the November TPO Board meeting would be held on December 4.

Ms. Bollenback replied yes, December meetings are typically cancelled.

Chairperson Gilliland stated if a quorum can be reached the meeting will remain on November 27, 2019. It was changed last year because a number of members were travelling that week.

Council Member Johnson stated he is an alternate but a holiday week would be bad for him.

Chairperson Gilliland asked TPO staff to reach out to Volusia County members regarding their schedule.

X. Information Items

- Citizens Advisory Committee Attendance Record – 2019
- Technical Coordinating Committee Attendance Report – 2019
- Bicycle/Pedestrian Advisory Committee Attendance Record – 2019
- June and July TPO Outreach and Activities
- Acronym Information Sheets
- Request to Withdraw Alabama Avenue Multi-Use Trail (DeLand)

XI. Adjournment

There being no further business, the River to Sea TPO Board meeting adjourned at 10:58 a.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

DAYTONA BEACH COMMISSIONER ROB GILLILAND
CHAIRPERSON, RIVER TO SEA TPO

CERTIFICATE:

The undersigned, duly qualified and acting Recording Secretary of the River to Sea TPO Board certifies that the foregoing is a true and correct copy of the minutes of the August 28, 2019 regular meeting of the River to Sea Transportation Planning Organization (TPO) Board, approved and duly signed this 25th day of September 2019.

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
MONTHLY TREASURER REPORT FY 19/20
PERIOD ENDING AUGUST 31, 2019

<u>DESCRIPTION</u>	<u>19/20 BUDGET</u>	<u>CURRENT MONTH</u>	<u>FYTD TOTAL</u>	<u>UNDER (OVER) BUDGET</u>	<u>FYTD % BUDGET</u>
<u>REVENUES</u>					
LOCAL FUNDS	\$203,437.00	\$50,647.16	\$50,647.16	\$152,789.84	24.90%
STATE FUNDS	61,880.00	0.00	0.00	61,880.00	0.00%
FEDERAL FUNDS	1,682,371.00	0.00	0.00	1,682,371.00	0.00%
<u>REVENUES</u>	\$1,947,688.00	\$50,647.16	\$50,647.16	\$1,897,040.84	2.60%
<u>EXPENSES</u>					
SALARIES	\$534,061.00	\$36,619.68	\$83,982.40	\$450,078.60	15.73%
FRINGE BENEFITS	200,072.00	13,277.71	26,451.12	173,620.88	13.22%
OFFICE SUPPLIES	10,000.00	284.68	284.68	9,715.32	2.85%
POSTAGE	5,000.00	21.60	1,146.62	3,853.38	22.93%
OFFICE RENT EXPENSE	121,300.00	9,835.94	27,784.75	93,515.25	22.91%
ADVERTISING	4,000.00	0.00	80.27	3,919.73	2.01%
PRINTING	13,000.00	27.00	27.00	12,973.00	0.21%
CONFERENCE, WORKSHOPS & SEMINAR FEES	6,300.00	150.00	800.00	5,500.00	12.70%
FEES	35,300.00	8,270.83	9,643.77	25,656.23	27.32%
DUES	3,574.00	(200.00)	307.00	3,267.00	8.59%
PUBLICATIONS	1,050.00	0.00	273.00	777.00	26.00%
COPY EXPENSE	22,000.00	1,900.95	2,991.93	19,008.07	13.60%
COPY MACHINE COSTS	21,000.00	626.61	1,024.61	19,975.39	4.88%
TRAVEL EXPENSE	15,575.00	178.01	1,360.13	14,214.87	8.73%
AWARDS PROGRAM/PROMO	18,000.00	0.00	0.00	18,000.00	0.00%
SPECIAL STUDIES/PROFESSIONAL SERVICES	787,140.00	0.00	0.00	787,140.00	0.00%
MEETING EXPENSE	3,000.00	35.15	86.60	2,913.40	2.89%
LIABILITY INSURANCE	13,100.00	0.00	3,160.75	9,939.25	24.13%
REPAIRS	1,000.00	0.00	0.00	1,000.00	0.00%
NETWORK COSTS	36,600.00	134.98	10,519.96	26,080.04	28.74%
CAPITAL OUTLAY	7,500.00	0.00	0.00	7,500.00	0.00%
SOFTWARE	6,434.00	1,251.15	2,411.15	4,022.85	37.48%
TELEPHONE	3,600.00	198.00	396.00	3,204.00	11.00%
EDUCATION	1,000.00	0.00	0.00	1,000.00	0.00%
CONTINGENCY	78,083.00	0.00	0.00	78,083.00	0.00%
<u>EXPENSES</u>	\$1,947,688.00	\$72,612.29	\$172,731.74	\$1,774,957.26	8.87%
<u>BALANCE</u>	\$0.00	(\$21,965.13)	(\$122,084.58)	\$122,083.58	

16.67% OF YEAR COMPLETE



**EXECUTIVE COMMITTEE
MEETING SUMMARY
SEPTEMBER 10, 2019**

- Discussed FDOT D-5 proposed Local Agency Program (LAP) policy; there has been no change or activity
- Discussed a draft policy for the review of Executive Director's timesheets and expense/travel reimbursement
- Reviewed and recommended approval of expenditure for CAV study not to exceed \$65,000
- Discussed the date of the November 27, 2019 TPO Board meeting and decided to leave it as is
- Reviewed and approved draft September 25, 2019 TPO Board agenda as amended

**THE NEXT EXECUTIVE COMMITTEE MEETING WILL BE ON
WEDNESDAY, OCTOBER 2, 2019 @ 8:30 A.M.**

Beverly Beach
Bunnell
Daytona Beach
Daytona Beach Shores

DeBary
DeLand
Deltona
Edgewater

Flagler Beach
Flagler County
Holly Hill
Lake Helen

New Smyrna Beach
Oak Hill
Orange City
Ormond Beach

Palm Coast
Pierson
Ponce Inlet
Port Orange

South Daytona
Volusia County



Bicycle/Pedestrian Advisory Committee (BPAC) Meeting Summary September 11, 2019

- Announced Mr. Andrew Dodzik is the new alternate for Palm Coast and will remain the alternate for Flagler County and introduced Mr. Ned Wolforth as the new Holly Hill representative
- Approved the minutes of the August 14, 2019 BPAC meeting minutes
- Received a presentation on the 2045 Long Range Transportation Plan (LRTP)
- Reviewed and recommended approval of the 2045 Long Range Transportation Plan (LRTP) Public Involvement Plan
- Received a presentation of an amendment to the 2040 Long Range Transportation Plan (LRTP)
- Received a presentation of the draft Community Safety Action Plan (CSAP) and discussed possible ways to increase safety in our planning area
- Received a presentation of the draft Complete Streets Policy and Implementation Plan
- Received TPO staff comments on SU funding/Work Program
- Announced October is White Cane/Pedestrian Safety Month and a meeting will be held tonight at 6:30 pm via telephone to discuss planning various activities; the phone number and access code were given

*****The next BPAC meeting will be on Wednesday, October 9, 2019 at 2:00 pm*****

Beverly Beach	DeBary	Flagler Beach	New Smyrna Beach	Palm Coast	South Daytona
Bunnell	DeLand	Flagler County	Oak Hill	Pierson	Volusia County
Daytona Beach	Deltona	Holly Hill	Orange City	Ponce Inlet	
Daytona Beach Shores	Edgewater	Lake Helen	Ormond Beach	Port Orange	



**Transportation Disadvantaged Local Coordinating Board (TDLCB)
Meeting Summary
September 11, 2019**

- Received public comment regarding lack of bus service to the Tanger Outlet Mall and Tomoka Town Center
- Approved the minutes of the July 10, 2019 TDLCB meeting
- Approved the monthly CTC Paratransit Reports for June and July 2019
- Approved the FY 2018/19 Annual Operating Report (AOR)
- Approved the FY 2018/19 Actual Expenditure Report (AER)
- Received a presentation on the Easterseals Autism Center of Excellence
- Received a presentation on SunRail service
- Received a presentation on the 2045 Long Range Transportation Plan (LRTP)
- Received a presentation on the draft TDLCB Grievance Procedures
- Received staff update on the TDLCB marketing activities; and announced Central Florida Mobility Week, October 25 – November 1, 2019
- Announced a telephone meeting regarding White Cane/Pedestrian Awareness Month tonight at 6:30 pm; the phone number and access code were given

****The next TDLCB meeting will be on Wednesday, November 13, 2019*****

Beverly Beach	DeBary	Flagler Beach	New Smyrna Beach	Palm Coast	South Daytona
Bunnell	DeLand	Flagler County	Oak Hill	Pierson	Volusia County
Daytona Beach	Deltona	Holly Hill	Orange City	Ponce Inlet	
Daytona Beach Shores	Edgewater	Lake Helen	Ormond Beach	Port Orange	



2045 Long Range Transportation Plan (LRTP) Subcommittee Meeting Summary September 17, 2019

- Appointed Mr. Bob Storke as Chairperson and Mr. Jose Papa as Vice Chairperson of the 2045 Long Range Transportation Plan (LRTP) Subcommittee
- Mr. Jim Wood, Kimley-Horn and Associates, gave a PowerPoint presentation on the overview of the 2045 LRTP
- Discussed the role of the 2045 LRTP Subcommittee and the schedule
- Discussed the three alternative scenarios of technology, resilience and financial to be considered as part of the development of the 2045 LRTP
- Discussed the 2045 LRTP Public Involvement Plan (PIP), including approach to workshops and meetings
- Reviewed the summary of state revenue forecast
- Announced the 2045 LRTP Subcommittee will meet the third Tuesday of each month at 11:30 am prior to the CAC and TCC meetings

*****The next 2045 LRTP Subcommittee meeting on October 15, 2019*****

Beverly Beach	DeBary	Flagler Beach	New Smyrna Beach	Palm Coast	South Daytona
Bunnell	DeLand	Flagler County	Oak Hill	Pierson	Volusia County
Daytona Beach	Deltona	Holly Hill	Orange City	Ponce Inlet	
Daytona Beach Shores	Edgewater	Lake Helen	Ormond Beach	Port Orange	



Citizens Advisory Committee (CAC) Meeting Summary September 17, 2019

- Approved the August 20, 2019 CAC meeting minutes
- Recommended approval of the 2045 Long Range Transportation Plan (LRTP) Public Involvement Plan (PIP)
- Received a presentation of an amendment to the 2040 Long Range Transportation Plan (LRTP)
- Received a PowerPoint presentation on the status of the Community Safety Action Plan (CSAP)
- Discussed the Transportation Regional Incentive Program (TRIP) priorities for the R2CTPO
- Received a presentation of the Walkability Action Plan and Complete Streets Policy Template
- Received the FDOT report and announced the FDOT D-5 tentative Work Program virtual public hearing will be October 21 -25, 2019 available 24 hours a day via the website (www.d5wpph.com) and a public information outreach meeting scheduled for Thursday, October 24, 2019 from 4:30 pm to 6:30 pm in DeLand
- The Volusia County Construction Report and Flagler County Construction Report were provided in the agenda
- Received TPO staff update on SU funding
- Announced the DeLeon Springs Community Association will hold the “Autumn in the Oaks Festival” on October 19, 2019

*****The next CAC meeting will be on Tuesday, October 15, 2019*****



Technical Coordinating Committee (TCC) Meeting Summary September 17, 2019

- Approved the August 20, 2019 TCC meeting minutes
- Recommended approval of the 2045 Long Range Transportation Plan (LRTP) Public Involvement Plan (PIP)
- Received a presentation of an amendment to the 2040 Long Range Transportation Plan (LRTP)
- Received a PowerPoint presentation on the status of the Community Safety Action Plan (CSAP)
- Discussed the Transportation Regional Incentive Program (TRIP) priorities for the R2CTPO
- Received a presentation of the Walkability Action Plan and Complete Streets Policy Template
- Received the FDOT report and announced the LAP workshop scheduled for Tuesday, October 8, 2019 from 1:30 pm to 4:30 pm with the deadline to register on Friday, September 20, 2019; the FDOT D-5 tentative Work Program virtual public hearing will be October 21 -25, 2019 available 24 hours a day via the website (www.d5wpvh.com) and a public information outreach meeting scheduled for Thursday, October 24, 2019 from 4:30 pm to 6:30 pm in DeLand
- Received the Volusia County Construction Report; the Flagler County Construction Report was provided in the agenda
- Received TPO staff update on SU funding; and announced the upcoming GAP training for FDOT's new web-based system for local project delivery

*****The next TCC meeting will be on Tuesday, October 15, 2019*****



**River to Sea TPO Board
Meeting Summary
August 28, 2019**

- Approved the Consent Agenda including approval of: June 26, 2019 meeting minutes; the MPOAC Report; expenditure for the Washington Avenue Railroad Crossing Feasibility Study (Pierson) (\$26,335); and expenditure for the Rymfire Elementary School Pedestrian Accommodation Feasibility Study (Palm Coast) (\$36,390)
- Approved Resolution 2019-13 amending the FY 2019/20 to 2023/24 Transportation Improvement Program (TIP)
- Received a presentation from FDOT D-5 Secretary, Mr. Mike Shannon, on FDOT's vision and focus for the planning area
- Received a PowerPoint presentation of the Voyage Auto Demonstration project in The Villages
- Received a PowerPoint presentation of the draft Complete Streets Policy and Implementation Plan
- Received a presentation of the development of 2045 Long Range Transportation Plan (LRTP)
- Received a presentation of a proposed amendment to the 2040 Long Range Transportation Plan (LRTP) and announced public outreach will begin in approximately 3 weeks
- Received a presentation of Transportation Regional Incentive Program (TRIP) priorities
- Received a video presentation of a lane reduction project on Oakridge Boulevard
- Received the FDOT report and announced the LAP Policy workshop will be held October 8, 2019 from 1:00 pm to 4:00 pm at the Florida Turnpike Enterprise and a project coordination meeting regarding the SR 44 and Kepler Road intersections improvements will be held September 24, 2019 at FDOT from 10:30 am to 12:00 pm
- Announced the November 27, 2019 TPO Board meeting is the day before Thanksgiving and directed staff to assess members availability
- Received the Executive Director's report including update on SU funding/Work Program; the FDOT D-5 proposed Local Agency Program (LAP) policy; the Roundtable of Volusia County Elected Officials and sales tax referendum; and announcing upcoming autonomous connected vehicle (ACV) study

The next River to Sea TPO Board meeting will be on Wednesday, September 25, 2019

Beverly Beach	DeBary	Flagler Beach	New Smyrna Beach	Palm Coast	South Daytona
Bunnell	DeLand	Flagler County	Oak Hill	Pierson	Volusia County
Daytona Beach	Deltona	Holly Hill	Orange City	Ponce Inlet	
Daytona Beach Shores	Edgewater	Lake Helen	Ormond Beach	Port Orange	

**MEETING SUMMARY
TPO BOARD
SEPTEMBER 25, 2019**

V. ACTION ITEMS

A. REVIEW AND APPROVAL OF THE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) PUBLIC INVOLVEMENT PLAN

Background Information:

The Public Involvement Plan (PIP) guides the public involvement effort in development of the 2045 Long Range Transportation Plan (LRTP). The PIP will be consistent with the TPO's adopted Public Participation Plan and will identify efforts that will be used to involve minorities, low income communities, and other groups often underrepresented in the transportation planning process. The strategies identified will also be used to solicit input from business, environmental groups, community advocates and other organizations of local significance to develop a plan that represents the interests of all users. A representative from the TPO's 2045 LRTP consulting firm, Kimley-Horn and Associates, will present the draft Public Involvement Plan for review and recommendation for approval.

ACTION REQUESTED:

MOTION TO APPROVE THE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) PUBLIC INVOLVEMENT PLAN

1. Introduction

The River to Sea Transportation Planning Organization (R2CTPO) is a federally authorized planning agency responsible for planning and programming federal and state transportation funds for the R2CTPO Metropolitan Planning Area. This area includes Volusia County and portions of Flagler County inclusive of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell. For urbanized areas exceeding a population of 50,000, the existence of a Transportation/Metropolitan Planning Organization (TPO/MPO) is necessary to meet federal requirements for obtaining and expending federal transportation funds. Specifically, the federal government requires that each urbanized area, as a condition to the receipt of federal capital or operating assistance, have in place a continuing, cooperative, and comprehensive transportation (3-C) planning process. This 3-C process must result in plans and programs consistent with the comprehensively planned development of the urbanized area, including preparation and adoption of a long-range transportation plan (LRTP) per requirements of 23 CFR 450.306, 450.316, 450.322 and Section 339.175(7), Florida Statutes.

This Public Involvement Plan (PIP) outlines the 2045 LRTP public involvement approach. The purpose of this approach is to engage the public in a meaningful and measurable way, inform them of transportation issues facing the community and provide reasonable and continuing opportunity for input on planning priorities and solutions being considered. The TPO planning area includes a diverse population of nearly 630,000 residents. By involving the public in ways that are meaningful and measurable, the LRTP will reflect community values and benefits for all socioeconomic segments of the population. This includes making a concerted effort to communicate and address the needs of traditionally underserved segments of the population. This PIP is consistent with the R2CTPO Public Participation Plan adopted by the River to Sea TPO Board on June 26, 2019 [www.r2ctpo.org/wp-content/uploads/Public-Participation-Plan-adopted-06-26-19.pdf].

This PIP outlines a process that:

- Requires timely public notice of all public outreach activities via press releases and public service announcements to be provided by the TPO staff;
- Includes multiple events and activities that inform citizens of planning efforts and allows public input and access to key decisions;
- Supports early and continuing involvement of the public in the plan development process;
- Recognizes that the public includes not only citizens, but also business owners, freight operators, environmental groups and others who have an interest in the transportation decisions being made through this plan;
- Includes a variety of activities and strategies to engage members of the community in ways that are innovative and informative including the use of web-based formats; and
- Identifies principles to guide and evaluate the effectiveness of the PIP.

2. Long Range Transportation Plan (LRTP) Overview

The LRTP is a federally required plan that addresses future transportation needs for a minimum of twenty years. The LRTP is updated every five years to ensure that it is consistent with current and forecast transportation conditions and needs, and reflective of public input. The 2045 R2CTPO LRTP is financially constrained and includes projects to enhance the performance of the transportation system over the next twenty-five years.

The River to Sea TPO uses the LRTP to 1) identify future needs and improvements for pedestrian, bicycle, transit, highway and freight mobility, 2) guide the expenditure of transportation funds, 3) ensure new transportation improvements meet community values, 4) prioritize transportation projects, and 5) promote safe and efficient transportation services. Local and state planning officials use the LRTP to select projects for inclusion in their work programs.

The LRTP will be the result of a continuous, cooperative, and comprehensive planning process that provides for consideration and implementation of projects, strategies, and services that will address the following factors (per the Code of Federal Regulations (23 CFR 450.306(b)):

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

The success of the LRTP is dependent upon a successful public involvement effort that fosters community interaction. The process is guided by public sentiment about long term transportation investments to achieve the best possible mobility connections. The result is expanded public awareness of and support for the resulting LRTP.

3. Evaluating Public Involvement Activities

It is critical to continuously evaluate public involvement activities to ensure they are meaningful and effective. The following principles will be utilized to guide and evaluate the LRTP public involvement process. These principles advance the TPO's public participation objectives and are consistent with measurements from the Public Participation Plan:

- Meaningful input will be sought from various groups across the socioeconomic spectrum, and target audiences will be identified including residents, business and property owners and those traditionally underserved and underrepresented populations including low income and minority households within the study area.
- LRTP public meetings and workshops will be held at locations and times that are convenient to potentially affected citizens and will be geographically dispersed throughout the TPO planning area.
- Up-to-date information about the planning process and clearly identified opportunities for the public to participate will be provided through an LRTP website and social media channels.
- The quality and effectiveness of the LRTP public involvement approach will be continuously evaluated through mechanisms such as participant surveys.
- Input regarding the public involvement process will be sought from non-transportation professionals to help ensure that the information being presented is interpreted as intended.

Evaluation measures will include:

- Workshop and Meeting Attendance
- Website Analytics
- Participant Surveys

Table 1. Public Involvement Targets for Measures of Effectiveness

Activity	Schedule	Target
4.1 LRTP Website and Social Media	Website will go-live by September 30, 2019 and remain active through September 30, 2020. The website will be updated with current information throughout the course of the project. Analytics collected through September 30, 2020 will be included in the final report documentation.	<ul style="list-style-type: none"> • 1,000 unique visitors to website • 150 likes on LRTP specific Facebook posts • 5,000 Twitter impressions on LRTP specific tweets
4.2 LRTP Survey	Survey will be launched and available on LRTP website no later than October 30, 2019 and will remain open for 60 days.	<ul style="list-style-type: none"> • 750 survey respondents
4.3 Focus Group Workshops	Six (6) workshops to be held in October-November 2019 in geographically dispersed areas throughout the TPO planning area.	<ul style="list-style-type: none"> • 100 combined attendees across all workshops
4.4 Public Workshops	Three (3) Needs Assessment Public Workshops will be held in January 2020 in geographically dispersed locations AND three (3) Cost Feasible Plan Public Workshops will be held in April 2020 in geographically dispersed locations.	<ul style="list-style-type: none"> • 100 combined attendees across all Needs Assessment Public Workshops • 100 combined attendees across all Cost Feasible Plan Public Workshops
4.5 Environmental Justice Workshops	Two (2) Environmental Justice Workshops will be held no later than February 28, 2020 in appropriate locations.	<ul style="list-style-type: none"> • Input received from at least 25 stakeholders who represent the needs of traditionally underserved and underrepresented populations.
4.6 Environmental Mitigation Consultation	Input will be solicited from the applicable Federal and State land management, wildlife and regulatory agencies no later than February 28, 2020.	<ul style="list-style-type: none"> • Contact and communication with at least the seven (7) applicable Federal and State agencies identified in Section 4.6.
4.7 Freight Coordination	Input will be solicited from the freight and freight related community no later than February 28, 2020.	<ul style="list-style-type: none"> • Contact and communication with 5 freight related entities
4.8 River to Sea TPO Annual Retreat	The 2045 LRTP will be the topic of the TPO's Annual Planning Retreat to be held in March of 2020.	<ul style="list-style-type: none"> • 75 attendees
4.11 Media and Stakeholder Outreach	Presentation will be made to various interest groups to promote the LRTP as an ongoing effort throughout the development of the LRTP	<ul style="list-style-type: none"> • 300 combined attendees across all presentations

4. Public Involvement Approach

The LRTP public involvement approach encompasses a range of strategies to involve the public in the development of the 2045 LRTP, including outreach and involvement of traditionally underrepresented populations. In addition, the participation of community stakeholders, agency representatives, planners, engineers, and other knowledgeable public and private sector professionals will provide valuable input so that key issues are identified, and appropriate solutions are generated. The goal is a consensus-based LRTP that accurately reflects the area's needs.

Public outreach efforts include a need to both inform and solicit input from various members of the public. Since these efforts target people with various levels of education, interest, background, goals and desires, socioeconomic status and available time, multiple public involvement tools will make up the approach for the 2045 LRTP. The primary tools proposed are described in the following sections.

4.1 Long Range Transportation Plan (LRTP) Website and Social Media

A project website, with a unique website domain name, will be established for the LRTP and updated regularly throughout the long-range planning process. The website will be compliant with the Americans with Disabilities Act (ADA) and meet the appropriate Web Content Accessibility Guidelines (WCAG 2.0 AA). The contents included on the website will generally include the following:

- A welcome message from the Executive Director encouraging people to become involved in shaping the TPO's plan for the future;
- An overview of the long-range transportation planning process;
- Information about the geographical area included in the plan and the cities that lie within its jurisdiction;
- Vision and Goals for the 2045 LRTP
- Links to the River to Sea TPO organizational website, to surveys used to collect public input, to various local government sites within the TPO planning area, and to relevant FDOT sites;
- A project schedule showing key activities, meetings and workshops; and
- Various documents and transportation projects being considered and LRTP Subcommittee meeting agendas and summaries.

The increasing availability of Internet access enables websites to be forums for the dissemination and exchange of information. Social media tools are an important component of this effort. The TPO's Facebook site (www.facebook.com/RivertoSeaTPO) will be utilized, in companion with the LRTP and TPO websites, to maximize the exposure of the LRTP effort and opportunities for public involvement.

The advantages of a project website and social media include the following:

- low-cost to set up and maintain;
- readily able to be edited and updated;
- generally accessible at any time; and
- offers two-way communication (opportunities for site visitors to offer input as well as become informed).

The primary limitations of these tools are that they are only available to those with Internet access. This means that groups with lower utilization rates such as elderly or low-income populations may be less

likely to access the planning process using this resource. Environmental Justice Workshops are among the tools that will be used in the development of the LRTP to help address underserved and underrepresented populations that may not have internet access.

4.2 LRTP Survey

The *Tell the TPO* survey is an effort of the TPO to ascertain feedback regarding transportation wants, needs, problems, preferences and suggestions from residents, the business community, elected officials and other stakeholders. Utilizing information and results obtained from the 2018 Tell the TPO Survey, a 2045 LRTP specific baseline survey will be completed early in the LRTP process to gain insight into the public's thoughts on transportation options and desired goals. Survey results will be presented in user friendly format for distribution to the TPO Board, Advisory Committees, LRTP Subcommittee and the public as well as being provided on the LRTP website. The results will be used to inform LRTP development and serve as a baseline to understand the changing needs of the region. The survey results also add to the TPO database of interested residents, businesses, and visitors that can be utilized for public outreach efforts.

Although the exchange of information in a survey is limited, the opportunity to reach a greater number of people is very beneficial. The survey will be available online and supported by a paper version. The electronic format is easy to tabulate, and results can provide direction that assists in decision-making. Drawbacks include the brief nature of surveys which makes this tool less informative for participants and less interactive than other strategies. Ultimately, survey responses augment other outreach efforts, and reasonable conclusions can be drawn where responses are clear.

4.3 Focus Group Workshops

Focus Group Workshops will be utilized as innovative and interactive planning activities to solicit meaningful input from the public. The workshops will engage attendees by seeking their input regarding key questions. This input will be analyzed to identify consistent themes and prevailing issues that will help shape the LRTP. Preliminary categorization of responses during the workshop will facilitate engaged discussion about priorities and opportunities. Baseline information will be provided at the beginning of the workshops to set the stage for input. Six workshops will be held in geographically dispersed areas throughout the TPO planning area.

Focus Group Workshops offer a balance of advantages and limitations. The public can come with wide-ranging knowledge, education, experience and backgrounds to convey their opinions about transportation options and planning in their community. The small groupings and interactive nature of the workshops encourage and empower participants to express their voice and offer ideas and opinions that would not typically occur in a traditional public forum. The effort also produces information that serves as an influential driver of the plan's direction and project development. Challenges associated with workshops such as these include the required time commitment from participants, staffing resources required and the potential limit of participants that can be accommodated in each event.

4.4 Public Meetings

A series of public meetings will be scheduled throughout the planning area to inform citizens of the plan and to solicit comments on the transportation projects identified for the future. Notification for each of these meetings will include a notice on the LRTP project website as well as the River to Sea TPO website,

and an email notice to the River to Sea TPO Board and advisory committee members and interested public.

Needs Assessment Public Workshops will be held to present the needs projects to the public and receive their input. The workshops will provide information that reviews the study process, reviews the needs assessment by mode and area, and solicits comments on identified needs projects as well as unidentified needs. The workshops will be held in three geographically dispersed areas throughout the TPO planning area.

Draft Cost Feasible Plan and Needs List Public Workshops will be held to solicit input from the public on the draft Cost Feasible Plan and Needs List. Participants at the workshops will be given the opportunity to comment on projects in their area before the draft plan is presented to the TPO Board and Advisory Committees. The workshops will be held in three geographically dispersed areas throughout the TPO planning area.

A public comment period will be opened at the June 24, 2020 TPO Board meeting and will remain open until August 24, 2020. The TPO Board will vote on the adoption of the 2045 LRTP at its meeting on September 23, 2020.

4.5 Environmental Justice Workshops

It is critical to understand and address the potential effects of planning and prioritization decisions on minority and low-income populations. Key to this is ensuring that these segments of the population are able to participate and provide meaningful input during the LRTP planning process. Environmental Justice Workshops will be conducted with stakeholders responsible for addressing the needs of traditionally underserved and underrepresented populations. These workshops will provide valuable feedback to ensure that long range planning decisions will not adversely disproportionately impact minority and low-income populations.

4.6 Environmental Mitigation Consultation

The LRTP must include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including those that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP [CFR 450.324(g)(10)]. This discussion can focus on policies, programs or strategies, rather than at the project level. The TPO will develop this discussion in consultation with the applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies that include, but are not limited to:

- US Environmental Protection Agency
- US Fish and Wildlife Service (US Department of the Interior)
- National Park Service (US Department of the Interior)
- Florida Department of Environmental Protection
- St. Johns River Water Management District
- Florida Fish and Wildlife Conservation Commission
- Florida Forest Service (Florida Department of Agriculture and Consumer Services)

The consultation period will take place after the LRTP Needs Assessment is conducted and will consist of direct solicitation of input from the applicable agencies to develop the discussion. The consultation process will be documented in a separate Environmental Mitigation Consultation report.

4.7 Freight Coordination

The River to Sea TPO is focused on providing effective supporting infrastructure for trade and industry. This includes supporting existing activity as well as new freight dependent commercial interests. The TPO will engage the freight community, including the FDOT Freight Coordinator and local organizations such as TEAM Volusia to identify possible needs in the planning area.

4.8 River to Sea TPO Annual Planning Retreat

The River to Sea TPO annually hosts a Planning Retreat which focusses on current issues affecting the TPO. The retreat is attended by TPO Board and Committee members, the public, media, special interest groups, and consultants. The topic of this year's retreat, which is typically held in March, will be of the 2045 LRTP.

4.9 River to Sea TPO Board and Committee Coordination

A significant amount of public notice, representation and review for the development of the 2045 LRTP will also occur as part of the regular meetings of the River to Sea TPO Board, Advisory Committees and the LRTP Subcommittee. These groups include citizen representatives, elected officials, local government staff and special interest advocates representing segments throughout the larger planning area. In addition, public notice will be provided for each of the meetings in accordance with Florida Statutes and the adopted bylaws of the organization.

4.9.1 TPO Board

The River to Sea TPO Board membership consists of elected officials representing local governments in the planning area, including municipal and county entities. The TPO Board is comprised of 19 voting members. In addition, there are six non-voting members that represent the Technical Coordinating Committee, Citizen's Advisory Committee, Bicycle/Pedestrian Advisory Committee, FDOT District 5 Office and Volusia and Flagler County School Boards. These members are appointed primarily to provide information and recommendations to the River to Sea TPO Board.

The River to Sea TPO Board typically meets on the fourth Wednesday of each month at 9:00 a.m., and meetings are properly noticed and open to the public. An agenda is developed in advance of the meetings and, in accordance with the adopted Bylaws of the TPO, each meeting agenda includes an opportunity for "citizens to comment or be heard on any matter pertinent to the urban transportation planning process." As appropriate, 2045 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the TPO Board where the public will be provided an opportunity for comment.

4.9.2 Technical Coordinating Committee

The Technical Coordinating Committee (TCC) membership consists of professional transportation planning and engineering staff as appointed by each of the TPO Board members. The TCC uses their professional education and experience to review transportation related studies and information and provide recommendations to the TPO Board.

The TCC typically meets on the third Tuesday of each month at 3:00 p.m., and meetings are properly noticed and open to the public. As with the TPO Board, an agenda is developed in advance of each meeting and there is an opportunity for citizens to provide comment or be heard on any matter pertinent to the business of the organization. As appropriate, 2045 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the TCC where the public will be provided an opportunity for comment.

4.9.3 Citizens' Advisory Committee

The Citizens' Advisory Committee (CAC) membership consists of representatives from the public as appointed by each of the TPO Board members. The CAC use their knowledge of the local community, special interests and experiences to review transportation related studies and information and provide citizen-based recommendations to the TPO board.

The CAC typically meets on the third Tuesday of each month at 1:15 p.m., and meetings are properly noticed and open to the public. As with the TPO Board, an agenda is developed in advance of each meeting and there is an opportunity for other citizens to provide comment or be heard on any matter pertinent to the business of the organization. As appropriate, 2045 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the CAC where the public will be provided an opportunity for comment.

4.9.4 Bicycle and Pedestrian Advisory Committee

The Bicycle and Pedestrian Advisory Committee (BPAC) membership consists of representatives from the public who serve as advocates for walking, cycling and other non-motorized activities. Members of the BPAC are appointed by each of the TPO Board members and use their knowledge of the local community, special interests and experiences to review transportation related studies and information and provide recommendations to the TPO board.

The BPAC typically meets on the second Wednesday of each month at 2:00 p.m., and meetings are properly noticed and open to the public. As with the TPO Board, an agenda is developed in advance of each meeting and there is an opportunity for other citizens to provide comment or be heard on any matter pertinent to the business of the organization. As appropriate, 2045 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the BPAC where the public will be provided an opportunity for comment.

4.9.5 Transportation Disadvantaged Local Coordinating Board

The Transportation Disadvantaged Local Coordinating Board (TDLCB) is comprised of various agency and non-agency members as outlined in Chapter 427, Florida Statutes and Rule 41-2.012, Florida Administrative Code to represent persons who are transportation disadvantaged. Committee representatives are recommended from specific agencies or volunteers (for non-agency positions) and are approved by the TPO Board. The purpose of the coordinating board is to assist the TPO in identifying local service needs and to provide information, advice, and direction to the Community Transportation Coordinator (CTC) regarding the coordination of services to be provided to the transportation disadvantaged. As such, the TDLCB provides a forum for the needs of the transportation disadvantaged to be heard. The TDLCB is recognized as an advisory body to the Commission for the Transportation Disadvantaged in its service area.

The TDLCB typically meets on the second Wednesday of every other month at 11:00 a.m. in the Volusia County Mobility Management Center at Votran and forwards comments and recommendations to the Commission for the Transportation Disadvantage. Beginning January 2020, the TDLCB will meet on a quarterly basis. TDLCB meetings are properly noticed and open to the public. In addition, each meeting agenda includes an opportunity for press and citizen comments. This provides time for citizens to address the TDLCB regarding an unlimited range of transportation disadvantaged related topics.

4.9.6 LRTP Subcommittee

In addition to the above-referenced committees, a 2045 LRTP Subcommittee has been formed to guide the process of developing the plan. The Subcommittee will review the plan schedule, goals and objectives, technical documents and data, and activities throughout the plan's development. It includes members from the TCC, CAC, and BPAC plus one member from the TDLCB. Diverse representation helps to ensure that each aspect of the plan is developed with consideration for a broad cross-section of the community. Membership is included in Table 1.

The TPO Project Manager will schedule Subcommittee meetings to be held at the River to Sea TPO offices, unless circumstances require an alternate location. The Subcommittee will typically meet on the third Tuesday of each month at 11:30 a.m. Meetings will be properly noticed and open to the public. As with other TPO committees, an agenda will be developed in advance of each meeting with an opportunity for citizens to provide comment.

Table 2 – Membership of LRTP Subcommittee

Member	Committee Represented
Gayle Belin	BPAC
Chris Daun	BPAC
Bob Storke	BPAC
Marcia Stevens-Foltz	CAC
Bobby Ball	CAC
Dave Castagnacci	CAC
Jose Papa	TCC
Andrew Holmes	TCC
Becky Mendez	TCC
Jon Cheney/Melissa Winsett (alt)	TCC
Judy Craig	TDLCB

4.10 Print Brochure

A brochure will be developed to notify the public that the River to Sea TPO is engaged in a public outreach effort to seek input in developing the 2045 LRTP. The brochure will include information about the TPO, long range planning, transportation and land-use, the public meetings, survey and website.

A brochure offers the advantage of literature that can be printed and distributed, providing a greater opportunity to reach a broad audience. Brochures can also be tailored for certain audiences (i.e. Spanish language) and are low cost. Literature is a form of one-way communication that does not yield any direct input but encourages additional activity.

4.11 Media and Stakeholder Outreach

In addition to the efforts above, there will be outreach to news media at key points for coverage to promote the long-range planning efforts of the River to Sea TPO and encourage public participation. Targeted presentations and work sessions will also be conducted with stakeholder groups, as warranted, such as chambers of commerce, business associations, transportation providers, freight interests, education and health organizations, professional associations, and state, regional, and local government agencies.

DRAFT

**MEETING SUMMARY
TPO BOARD
SEPTEMBER 25, 2019**

VI. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF THE DRAFT R2CTPO 2020 LEGISLATIVE POSITIONS

Background Information:

Each year, the TPO develops a set of legislative positions to be used in informing legislators of issues important to the River to Sea TPO. The positions are initially drafted through a subcommittee of the TPO Board. The Legislative Issues Subcommittee will meet on September 25, 2019 prior to the TPO Board meeting to develop the draft 2020 Legislative Positions which will be presented for your review under separate cover.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD

**MEETING SUMMARY
TPO BOARD
SEPTEMBER 25, 2019**

VI. PRESENTATIONS AND DISCUSSION ITEMS

**B. PRESENTATION AND DISCUSSION OF AMENDMENT TO THE 2040 LONG RANGE
TRANSPORTATION PLAN (LRTP)**

Background Information:

The River to Sea TPO is seeking to amend the 2040 Long Range Transportation Plan (LRTP) to: 1) reflect recent programming of right-of-way funding for two SR 40 widening projects from US 17 to SR 11 (FM# 2408361) and from SR 11 to Cone Road (FM# 2408371); 2) incorporate performance measures for Bridge Condition, Pavement Condition, and Travel Time Reliability; and 3) advance the I-95 at US 1 interchange from the needs plan to the cost feasible plan.

Public outreach for the R2CTPO requires at least a 30 day notice to amend the 2040 LRTP. TPO Staff will review items to be included in a proposed amendment along with the process and schedule for approving an amendment.

The proposed changes to the LRTP are provided for review.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD



Chapter 7

COST FEASIBLE PLAN



Table 28 – 2040 LRTP SIS Cost Feasible Projects List (State/Federal Funding)

Map No.	Facility	From	To	Source	ROW Cost ¹	CST Cost ¹	Project Cost ¹	2019-2020 ²		2021-2025 ²		2026-2030 ²		2031-2040 ²		Y.O.E. Project Cost Total ²
					(PDC)	(PDC)	(PDC)	ROW	CST	ROW	CST	ROW	CST	ROW	CST	
1	I-4 widen to 10 Lanes (I-4 Beyond the Ultimate) ³	Seminole County	SR 472	SIS	\$46.36	\$372.07	\$418.43					\$71.39	\$572.99			\$644.38
2	SR 472 widen from 4 to 6 lanes ³	Graves Ave	Kentucky/MLK Blvd	SIS		\$40.48 ⁴	\$40.48						\$62.34			\$62.34
3	Saxon Blvd Ramp/Roadway ³	I-4	Normandy Blvd	SIS		\$35.38 ⁴	\$35.38						\$54.49			\$54.49
4	Rhode Island Extension ³	Veterans Memorial	Normandy Blvd	SIS		\$34.87 ⁴	\$34.87						\$53.70			\$53.70
5	SR 15 (US 17) widen to 4 lanes	Ponce De Leon Blvd	SR 40	SIS		\$39.40	\$39.40								\$77.62	\$77.62
6	SR 40 - widen to 6 lanes	Williamson Blvd	Breakaway Trails	SIS	\$7.43	\$22.99	\$30.42							\$14.64	\$45.29	\$59.93
7	SR 40 - widen to 4 lanes	Cone Rd	SR 11	SIS	\$2.30	\$41.50	\$43.80			\$2.00			\$84.70	\$4.39	\$79.27	\$83.66 = 86.70
8	SR 40 - widen to 4 lanes	SR 11	SR 15 (US 17)	SIS	\$7.50	\$30.40	\$37.90			\$2.85			\$72.90	\$14.33	\$58.06	\$72.39 = 75.75
9	SR 100 - widen to 6 lanes	Old Kings Rd	Belle Terre Parkway	SIS	\$3.17	\$31.70	\$34.87							\$6.05	\$60.55	\$66.60
10	I-95 Interchange (Farmton Interchange) ⁵	At Maytown Rd		SIS												
11	I-95/LPGA Blvd Interchange Modifications	Williamson Blvd	Tymber Creek Ext.	SIS		\$20.00	\$20.00								\$32.50	\$32.50
12	I-95/Pioneer Trail New Interchange	At Pioneer Trail		SIS		\$18.50	\$18.50								\$30.06	\$30.06
13	I-95/US 1 Interchange Modifications	At US 1		SIS		\$32.20									\$59.20	\$59.20
Notes:							\$754.05	\$0.00	\$0.00	\$0.00	\$0.00	\$71.39	\$743.51	\$39.41	\$383.35	
¹ In millions; shown in present day costs (PDC)/"constant" 2013, 2014 or 2015 dollars (Added projects 11 & 12 are in 2017 dollars) ² In millions; inflated to year of expenditure (YOE) dollars per Revenue Forecast Handbook ³ Part of the I-4 Beyond the Ultimate Project ⁴ Cost estimates were sourced from the FDOT SR 400 (I-4) PD&E Study, Preliminary Engineering Report for I-4 Beyond the Ultimate, Segment 4 (December 2014) ⁵ Developer Funded - \$12.9 million (informational purposes) Amendment 1: Per Resolution 2019-01, the 2040 LRTP was amended by the River to Sea TPO Board on January 23, 2019, moving two projects, # 11 and 12, from the Unfunded Needs List (Table 32) to the SIS Cost-Feasible Projects							Total By Period	\$0.00		\$0.00		\$814.91		\$422.76		\$1,237.67 = 1,303.27

2040 Long Range Transportation Plan

Table 32 – SIS Needs Projects¹

Project	Limits	Est. Present Day Cost (in millions)	Notes
SR 15 (US 17) Preliminary Design and Engineering (PD&E)	SR 40 to Putnam Co. Line	\$2.00	Safety Study
I-95/US 1 Interchange Modifications	At I-95 & SR 5 (US 1)	\$28.00	Interchange Improvements/Safety & Capacity
I-95/SR 44 Interchange Modifications	At I-95 & SR 44	\$15.00	Interchange Improvements/Safety & Capacity

¹ Unfunded

Amendment 1: Per Resolution 2019-01, the 2040 LRTP was amended by the River to Sea TPO Board on January 23, 2019, moving two projects, I-95 Interchange at LPGA and I-95 interchange @ Pioneer Trail, from the Unfunded Needs List (above) to the SIS Cost-Feasible Projects List (Table 28).

Amendment 2: Per Resolution 2019-##, the 2040 LRTP was amended by the River to Sea TPO Board on XX, 2019, moving the I-95/US 1 Interchange modifications project from the Unfunded Needs List (above) to the SIS Cost-Feasible Projects List (Table 28)



Appendix N

INCORPORATING FAST ACT REQUIREMENTS INTO THE LONG RANGE TRANSPORTATION PLAN



Background of the Transportation Planning Rule

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation (FAST) Act enacted in 2015, state Departments of Transportation (DOTs) and Metropolitan/Transportation Planning Organizations (M/TPOs) must incorporate certain planning activities into the planning processes of the organization and they must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan/Metropolitan Transportation Planning Final Rule (The Planning Rule). This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the incorporation of new planning factors, planning activities and transportation performance management provisions. Additional guidance has been provided by the FHWA Florida Division and the Florida DOT Office of Policy Planning.

Long Range Planning Activities

During development of the 2040 LRTP, the River to Sea TPO considered eight planning factors as established by federal requirements. Goals established in the plan were linked to these planning factors (*See Chapter 2 – Table 2, Page 13*). At that time, the new planning rules had been established, however, guidance had not been provided regarding the implementation of these new requirements. The new planning factors include:

- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance travel and tourism

Additional planning activities are also required by the new planning rule. These include:

- Incorporating intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers.
- Including public ports and intercity bus operators, and employer-based commuting programs, such as carpool or vanpool programs, transit benefit programs, parking cash-out programs, shuttle programs, or telework programs, to the list of interested parties for the MPO's Public Participation Plan.
- Add tourism and natural disaster risk reduction agencies to the list of agencies the MPO should consult with when developing the LRTP and TIP.

The following few sections of this appendix address the planning factors, as well as the additional planning considerations as they've been incorporated into the planning activities of the River to Sea TPO.

Improving Resiliency and Reliability

The River to Sea TPO planning area is shaped by the presence of water; the Atlantic Ocean, Intracoastal Waterway, St. Johns River and numerous canals, springs and lakes weave through our communities. Proximity to these beautiful waterways is what attracts many of us to live here and encourages so many others to visit. In planning for our communities, it's important that we monitor, predict, plan for, and live with the water that surrounds us.

In October 2016, the coastal area was hit by Hurricane Matthew. The resulting storm surge caused significant damage to SR A1A in Flagler County and northern Volusia County, which left the road impassable in many locations. Emergency management organizations responded immediately to secure the area. FDOT also worked quickly to stabilize the shoreline, construct temporary travel lanes and re-open the road in record time. The damage caused by Hurricane Matthew and the subsequent response provide a valuable example of effective cooperation, communication and action.

Severe weather events are predicted to become more commonplace in future years. If these predictions are correct, the strength and success of our community will be defined by our ability to respond effectively to unpredictable and potentially disruptive events. Severe weather events include flooding from rising tides and extreme rainfall, significant fluctuations in temperature, high winds, heatwaves, droughts and windstorms (including tornadoes and tropical storms). The consequences of these events can include damage and deterioration of existing infrastructure, interference with evacuation plans, reduced effectiveness of storm water systems, limited access to property and reduced bridge clearances for vessels. Preparing for future events will require adaptation and resiliency. Adaptation involves changing or modifying our community to suit new conditions in order to reduce potential negative effects. Resiliency is the ability to anticipate, prepare for, and withstand changing conditions and recover rapidly from disruptions.

Creating more adaptive and resilient communities will require a variety of actions involving planning efforts, infrastructure changes, operations and response activities, and proactive governance. The River to Sea TPO has been proactive in addressing issues of transportation resiliency and reliability including the following activities:

- **Project Ranking Criteria in the 2040 LRTP (January 2016)** – Emergency evacuation in response to crisis events has been an emphasis area for the River to Sea TPO for many years. In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for improvements to evacuation routes identified by local emergency agencies (see Chapter 6, Table 21 and Appendix I).
- **2016 Sea Level Rise Vulnerability Assessment (August 2016)** – In partnership with the East Central Florida Regional Planning Council, the River to Sea TPO completed an initial and conservative assessment of the potential vulnerabilities of the planning area for issues associated with sea level rise.
- **River to Sea TPO Fiscal Year 2015/16 Annual Report (December 2016)** – In a follow-up to coastal damage resulting from flooding and storm surge, the annual report was used as a mechanism to promote awareness of resiliency and system reliability.
- **River to Sea TPO Annual Planning Retreat (March 3, 2017)** - In partnership with Volusia/Flagler Association for Responsible Development (V/FCARD), the River to Sea TPO held a planning workshop to discuss transportation issues associated with sea level rise.
- **2017 Resilient Volusia County Assessment (September 2017)** - In partnership with the East Central Florida Regional Planning Council, the River to Sea TPO analyzed impact areas resulting from 100-year coastal flooding levels inclusive of storm surge based on sea level rise projections from the Sea Level Scenario Sketch Planning Tool, identified a resiliency stakeholder working group, and identified implementation strategies and educational materials to enhance community resiliency.
- **2018 Resilient Flagler County Assessment (September 2018)** - In partnership with the Northeast Florida Regional Council, the River to Sea TPO analyzed impact areas resulting from 100-year coastal

flooding levels inclusive of storm surge based on sea level rise projections from the Sea Level Scenario Sketch Planning Tool, identified a resiliency stakeholder working group, and identified implementation strategies and educational materials to enhance community resiliency.

- **Interagency Partnering (Ongoing)** – The River to Sea TPO continues to partner with local Emergency Management agencies/departments, local governments, regional planning councils, and other agencies that meet periodically to review and assess resiliency efforts.
- **Incorporation of Resiliency in Project Ranking Criteria (January 2019)** – In updates currently being considered by the TPO transportation improvement projects that address resiliency have been added to the project application criteria used to rank projects during the annual call for projects.

Enhancing Travel and Tourism

Tourism represents a significant portion of the local and state economy. The River to Sea TPO has considered tourism as an integral part of the transportation planning efforts of the organization and actively partners with local tourism agencies during the development of the LRTP. The following activities represent the efforts of the River to Sea TPO to ensure transportation matters involving travel and tourism are considered in the transportation planning activities of the TPO:

- Considerations in the 2040 LRTP (January 2016)
 - Project Ranking Criteria for access and connectivity to Activity Centers has been an emphasis area for the River to Sea TPO for many years. In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for multimodal improvements to corridors providing access to designated activity centers.
 - Presentations and Stakeholder involvement for agencies directly related to tourism such as the Convention and Visitors Bureau and the Lodging & Hospitality Association.
- Partnering with the Lodging & Hospitality Association in the dissemination of the “Tell the TPO Survey”
- Presentations regarding Tourism in Transportation to the River to Sea TPO Board and the International Speedway Boulevard Coalition
- Participation and support in various events such as: the Annual Tourism and Travel Recognition Celebration and the Annual Bike Florida Tour event.
- Participation in the Central Florida Regional Visitor Study (estimated completion Spring 2019)

Additional Planning Considerations

The River to Sea TPO recognizes the value of integrating additional planning considerations into the planning activities of the organization. The following information outlines the planning activities pursued by the River to Sea TPO with regards to the planning considerations.

Incorporating Intermodal Facilities

Intercity Bus, Intercity/Commuter Rail and Commuter Vanpools are important elements in supporting a healthy transportation system. These services provide important intercity travel choices for residents and visitors. They also help play a role in reducing congestion, pollution, and energy consumption through automobile vehicle trip reductions, fuel savings and lower emissions. Identifying intermodal facilities that support intercity transportation, including intercity buses, intercity bus facilities and commuter vanpool

providers can be important to the long term success of these services. The River to Sea TPO has been engaged in efforts to support these services as follows:

- **Participation in the Intermodal Transit Station Study (March 2014)** – Completed by Florida Department of Transportation (FDOT) in collaboration with Votran, the City of Daytona Beach, Volusia County, International Speedway Boulevard (ISB) Coalition and other stakeholders to support the development of an integrated multimodal transportation system which is economically efficient and safely moves people and goods in an energy-efficient manner.
- **Considerations were included in the 2040 LRTP (January 2016)** - In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for projects that improved access and connectivity to the Designated Intermodal Terminal.
- **Partnering with ReThink Your Commute (Ongoing)** – The River to Sea TPO collaborates with reThink Your Commute to promote ridesharing transportation solutions and to incorporate ride sharing into the planning processes of the TPO.
- **Participation in the Volusia County Transit Connector Study (February 2017)** - Completed by FDOT in collaboration with Votran, Volusia County, and other stakeholders to evaluate the potential for developing a premium transit connection between SunRail and Daytona Beach (including a multimodal hub).
- **Outreach to various providers (Ongoing)** – The R2CTPO maintains an open dialogue with existing service providers such as SunRail, Greyhound, and Daytona Beach International Airport as well as potential service providers such as Brightline.

Expanding the Stakeholders in Public Participation

Additional planning considerations include involving intercity bus operators and commuting programs such as carpool or vanpool programs in the planning activities of the TPO and adding them to the list of interested parties as part of the TPO's Public Participation Plan. Public outreach requirements also include adding tourism and natural disaster risk reduction agencies to the list of agencies the MPO should consult with when developing the LRTP.

As stated previously, the River to Sea TPO has routinely collaborated with reThink Your Commute, with the Lodging & Hospitality Association and with the Convention and Visitors Bureau on planning activities, including the development of the 2040 LRTP. These activities are documented in Chapter 5 of the 2040 LRTP titled "Public Outreach" and in Appendix E. As a key component of the local economy, tourism activities (including the employees who support the industry) are central to many of the transportation considerations in the planning area. The TPO has also worked with emergency management teams from Volusia and Flagler Counties as part of resiliency planning efforts. Members of emergency management are also represented on the Technical Coordinating Committee, an advisory committee of the TPO board. The TPO has had limited communication with intercity bus providers who often communicate with FDOT Central Office staff regarding state-wide planning needs and capital funding opportunities.

Long range transportation planning activities will begin in 2019 as the River to Sea TPO updates the metropolitan transportation plan and extends the planning horizon to the year 2045. The update will continue to build on previous practices of the TPO in considering the added planning factors of resiliency and tourism. In keeping with the spirit and intent of the FAST Act, the public outreach activities will be expanded and more clearly documented to demonstrate the inclusion of interested parties such as intercity bus operators, commuter program managers, tourism agencies and natural disaster risk reduction agencies.

Transportation Performance Management

Performance Management is a strategic approach to connect investment and policy decisions in order to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) required State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to national goals including:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own.

There are several milestones related to the required content of the System Performance Report:

- In any LRTP adopted on or after May 27, 2018, the System Performance Report must reflect Highway Safety (PM1) measures;
- In any LRTP adopted on or after October 1, 2018, the System Performance Report must reflect Transit Asset Management measures
- In any LRTP adopted on or after May 20, 2019, the System Performance Report must reflect the Bridge Condition Measures and Pavement Condition Measures (PM-2) and the System Performance Measures (travel time reliability, PM-3)

The River to Sea TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including:

- **Project Ranking Criteria in the 2040 LRTP (January 2016)** – Improving transportation safety has been an emphasis area for the River to Sea TPO for many years. In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for improvements that address safety concerns on the transportation network (see Chapter 2 and 6 of the 2040 LRTP).
- **Incorporation of Measures in Project Ranking Criteria (Ongoing)** – The TPO has a long history of emphasizing safety in the prioritization of transportation projects as a weighted factor in the criteria used to rank projects during the annual call for projects.
- **Interagency Partnering (Ongoing)** – For many years, the River to Sea TPO has participated in various partnerships to promote safety awareness and to identify and address safety concerns throughout the community. This includes involvement in the Community Traffic Safety Teams and Safe Kids Coalition.

- **Congestion Management Process and Plan (October 2018)** - The congestion management process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs. In addition to congestion resulting from traffic volume, this report incorporated additional transportation measures used in performance management.
- **Roadway Safety Evaluation & Improvement Study (September 2018)** – Building upon a crash analysis performed in 2017, this study developed a process to identify and mitigate the causes of crashes at high crash locations throughout the planning area.

Safety Performance Measures (PM-1)

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100M VMT.

The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) Annual Report documents the statewide interim performance measures that move the state toward the vision of zero deaths. The River to Sea Transportation Planning Organization has had a longstanding commitment to improving transportation safety, which is demonstrated through planning and programming activities. Activities included in the Unified Planning Work Program (UPWP), such as the completion of school safety studies for all elementary and middle schools within the planning area, pedestrian law enforcement training and exercises, health and safety partnerships with local agencies, participation on the Community Traffic Safety Teams and helmet distribution programs, have led to increased safety awareness and project specific recommendations to reduce injuries and fatalities throughout the planning area.

In January 2018, the River to Sea TPO adopted safety performance targets in support of FDOT's 2018 safety targets. The TPO targets include a decrease in each of the safety measurements of 2% per year. In order to achieve the reduction established by the safety targets, the TPO has evaluated projects that fall into specific investment categories established by the TPO in the project application, evaluation, and ranking process. The River to Sea TPO recognizes the limitations of their role in affecting transportation safety. At this point, the TPO has not set long range targets for crash reduction, but has signaled support for the FDOT goal of zero.

The TPO has long utilized an annual project ranking criteria that identifies and prioritizes projects aimed at improving transportation safety. The ranking criteria are updated annually and are included in the appendices of the TIP. Going forward, the project evaluation and prioritization processes used in the LRTP and the TIP will continue to use a data-driven strategy that considers stakeholder input to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes. The following information reflects the data and goals approved by the River to Sea TPO in January 2018.

Fatalities: This target reflects a two percent (2%) annual reduction in the number of fatalities from the year 2016. This sets a target of reducing the annual fatalities to 136 with a resulting five-year rolling average of 123.3 in 2018.

Number: 136

5-Year Rolling Average: 123.3

Serious Injuries: This target reflects a two percent (2%) annual reduction in the number of serious injuries from the year 2016. This sets a target of reducing the annual serious injuries to 743 with a five-year rolling average of 722.0 in 2018.

Number: 743

5-Year Rolling Average: 722.0

Fatalities Rate*: This target reflects a two percent (2%) annual reduction in the fatalities rate from the year 2016. This sets a target of reducing the fatality rate to 1.929 with a five-year rolling average of 1.783 in 2018.

Number: 1.929

5-Year Rolling Average: 1.783

Serious Injuries Rate*: This target reflects a two percent (2%) annual reduction in the serious injuries rate from the year 2016. This sets a target of reducing the serious injuries rate to 10.343 with a five-year rolling average of 10.256 in 2018.

Number: 10.343

5-Year Rolling Average: 10.256

Non-Motorized Serious Injuries and Fatalities: This target reflects a two percent (2%) annual reduction in the number of non-motorized serious injuries and fatalities from the year 2016. This sets a target of reducing the non-motorized serious injuries and fatalities to 108 with a five-year rolling average of 102.9 in 2018.

Number: 108

5-Year Rolling Average: 102.9

**VMT specific to the planning area is not currently available, which includes all of Volusia County and a portion of Flagler County. As such, the fatalities rate was calculated using the data available for the entirety of Volusia and Flagler County, pending the provision of data at the planning area level.*

The TPO's goal of reducing fatal and serious injury crashes is linked to the LRTP and the TIP and the process used in prioritizing the projects is consistent with federal requirements.

Transit Asset Performance Measures

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and sub-recipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement Transit Asset Management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories as shown in the following table. The rule became effective on October 1, 2018.

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

To support progress towards TAM performance targets, transit investment and maintenance funding in the River to Sea TPO 2040 LRTP totals \$265.9 million, approximately 14 percent of total LRTP funding. In addition, the TPO allocates 30% of the Transportation Management Area (TMA) funding or roughly \$31 million to assist local transit agencies in meeting their State of Good Repair (SGR) goals.

TAM Plans and Targets

The Transit Asset Management (TAM) rule requires that every transit provider receiving federal financial assistance under 49 U.S.C. Chapter 53 develop a TAM plan or be a part of a group TAM plan prepared by a sponsor (i.e. FDOT). As part of the TAM plan, public transportation agencies are required to set and report transit targets annually. Transit providers or their sponsors must also share these targets with each M/TPO in which the transit provider’s projects and services are programmed in the M/TPOs TIP. M/TPOs can either agree to support the TAM targets, or set their own separate regional TAM targets for the M/TPOs planning area.

The River to Sea TPO planning area is served by three (3) transit service providers: Flagler County Public Transportation (FCPT), Votran, and SunRail. Votran and SunRail are considered Tier I providers and, as such, each must develop a TAM Plan. FCPT is considered a Tier II provider and thus is included in a group TAM plan developed by the FDOT Public Transit Office in Tallahassee.

The River to Sea TPO will continue to collaborate in transit planning activities and provide support to transit providers including continued inclusion in long range planning activities and transit asset management. The following tables represent the transit data reported by each transit agency for each of the applicable Asset Categories along with the 2019 targets.

FDOT - Statewide Tier II Group Report
Flagler County Public Transportation – Bus Service

Asset Category Performance Measure	Asset Class	Asset Class Condition	2019 Target	2020 Target
Rolling Stock				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	55%	55%	45%
	Bus	15%	15%	13%
	Cutaway Bus	28%	28%	28%
	Mini-Bus	31%	31%	28%
	Mini-Van	13%	13%	11%
	SUV	0%	0%	0%
	Van	47%	47%	34%
Equipment				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	67%	67%	67%
	Trucks and other Rubber Tire Vehicles	50%	50%	40%
	Maintenance Equipment	50%	50%	50%
	Route & Scheduling Software	100%	100%	100%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	0%	9%
	Maintenance	6%	6%	12%

NOTE: FCPT inventory includes one revenue service vehicle in poor condition (an automobile)

Votran – Bus Service

Asset Category Performance Measure	Asset Class	Asset Class Condition	2019 Target	2020 Target
Rolling Stock				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus	28%	23%	20%
	Cutaway Bus	32%	23%	20%
	Mini-Van	0%	1%	1%
Equipment				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	100%	10%	10%
	Trucks and other Rubber Tire Vehicles	100%	10%	1%
	Route & Scheduling Software	86%	15%	15%
	Maintenance Equipment/Hardware	92%	20%	20%
	Security	100%	20%	20%
Facilities*				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	4.0	10%	10%
	Maintenance	2.1	10%	10%
	Parking Structures	3.3	10%	10%
	Passenger Facilities	3.6	10%	10%
	Administration/Maintenance	3.0	10%	5%
	Storage	3.5	10%	2%

*The Votran TAM plan lists the Transit Economic Requirements Model (TERM) rating but not the % at or above the target

SunRail - Fixed Guideway

Asset Category Performance Measure	Asset Class	Useful Life Benchmark	Asset Class Condition	2019 Target
Rolling Stock				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Locomotives	43 years	23 years	0%
	Coach Cars	39 years	3 years	0%
	Cab Cars	39 years	3 years	0%
Equipment*				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	n/a	n/a	n/a
	Trucks & Other Rubber Tire Vehicles	n/a	n/a	n/a
Infrastructure				
% of track segments with performance restrictions (as applicable)	Rail fixed guideway track	n/a	2% DRM with speed restriction**	< 3% DRM with speed restriction
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	n/a	n/a	n/a
	Maintenance & Operating Center	> 3 on TERM Scale	New	100% ≥ 3
	Maintenance (VSLMF)***	> 3 on TERM Scale	New	100% ≥ 3
	Stations	> 3 on TERM Scale	New	100% ≥ 3
	Park & Ride Lots	> 3 on TERM Scale	New	100% ≥ 3

*Equipment is provided through the operations contract and is not reported as a federally funded asset.

**DRM is Directional Route Miles

***VSLMF is the Vehicle Storage & Light Maintenance Facility

In support of the transit providers, the River to Sea TPO adopted these targets on October 24, 2018. Adoption of the transit asset targets represents an agreement by the TPO to plan and program projects in the LRTP and the TIP that will, once implemented, make progress toward achieving the transit provider targets.

The TPO's goal of supporting local transit providers to achieve transit asset condition targets is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

Bridge and Pavement Condition Measures (PM-2)

The bridge and pavement condition performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). On October 24, 2018 the River to Sea TPO approved measures and targets associated with these facilities utilizing data provided by the FDOT. The data and targets are reflected in the following tables.

Bridge Performance Measures and Targets

Performance Measure	# of Bridges	Total Deck Area	% Deck Area	2-year Target	4-year Target
% of NHS bridges classified as in <i>Good</i> condition by deck area	58	1,199,517	52%	≥ 50%	≥ 50%
% of NHS bridges classified as in <i>Poor</i> condition by deck area	1	1,742.5	0.08%	≤ 10%	≤ 10%

Pavement Performance Measures and Targets

Performance Measure	% of Pavement	2-year Target	4-year Target
% of <i>Interstate</i> pavements in <i>Good</i> condition*	100%	Not Required	≥ 60%
% of <i>Interstate</i> pavements in <i>Poor</i> condition*	0%	Not Required	≤ 5%
% of <i>non-Interstate NHS</i> pavements in <i>Good</i> condition	100%	≥ 40%	≥ 40%
% of <i>non-Interstate NHS</i> pavements in <i>Poor</i> condition	0%	≤ 5%	≤ 5%

NOTE: 25% of the Interstate system was not measured due to ongoing construction projects.

Ratings categorized as “GOOD” suggest that no major investment is needed. Facilities rated as “POOR” indicate that major investments are needed.

System Performance Management Measures (PM-3)

The third category of performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). Air quality in the River to Sea TPO planning area is above thresholds required for the CMAQ program and therefore monitoring and reporting is not required.

On October 24, 2018 the River to Sea TPO approved measures and targets associated with these facilities utilizing data provided by the FDOT. The data and targets are reflected in the following table.

System Performance Management Measures and Targets

Performance Measure	Current TTR	2-year Target	4-year Target
% of person-miles traveled on the Interstate that are reliable	100%	≥ 75%	≥ 70%
% of person-miles traveled on the non-Interstate NHS that are reliable	51%	Not Required	≥ 50%
Truck travel time reliability ratio (TTR) on the Interstate	1.12	≤ 2.0	≤ 1.75

Travel time reliability seeks to assess how reliable the highway network is by creating a ratio (called level of travel time reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. It does not mean that there is not congestion on the road. It means that the amount of time a trip will take is predictable. This calculation is completed for the Interstate system, the National Highway System (NHS) and for Freight traffic utilizing the Interstate system.

Closing Statements

The River to Sea TPO recognizes that ongoing efforts must be made to continue incorporating new planning requirements and transportation system performance into the institutional decision-making and documents of the organization. This includes expanding stakeholder involvement, documenting the added planning factors of resiliency and tourism, and further incorporating transportation performance management. The TPO will continue to coordinate with FHWA, FTA, FDOT, and area transit providers to take the actions to further incorporate performance measures as they are established and are more fully understood. As further guidance is provided and transportation data reports are developed, the TPO expects to continue expanding its planning and public outreach activities and strengthening the connection between project programming and improved performance of the transportation system as required.



RIVER TO SEA
Transportation Planning Organization
VISION - PLAN - IMPLEMENT



2040 Long Range Transportation Plan

Jean Parlow, Project Manager
River to Sea TPO

Martha L. Moore, P.E., Project Manager
Ghyabi & Associates, Inc.



SUMMARY

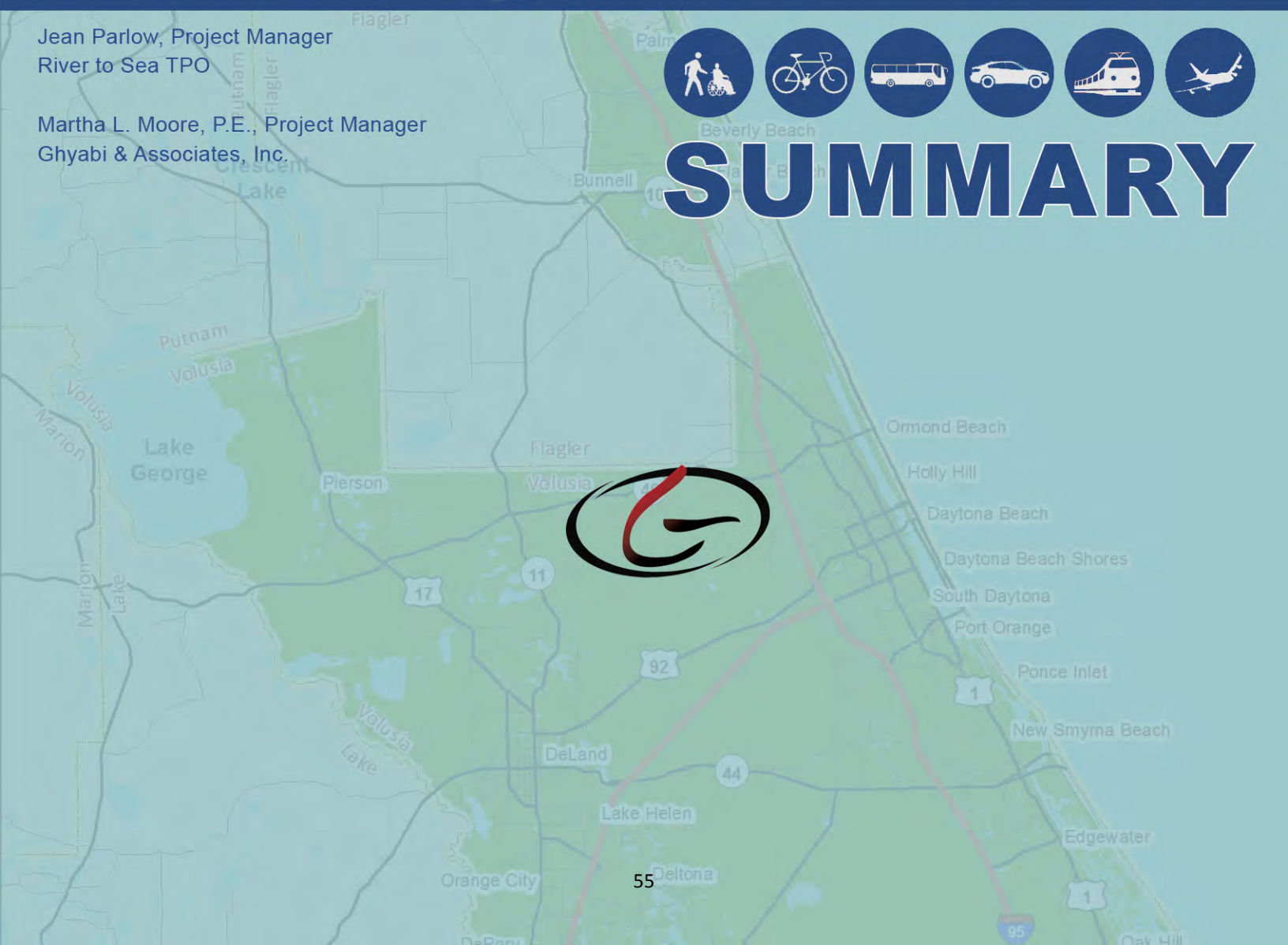


Table 2 – 2040 LRTP SIS Cost Feasible Project List

Map No.	Funding Period	Facility	From	To	Total ¹ Cost
1	2026-30	I-4 widen to 10 lanes (I-4 Beyond the Ultimate) ²	Seminole County	SR 472	\$644.38
2	2026-30	SR 472 widen from 4 to 6 lanes ²	Graves Ave	Kentucky/ MLK Blvd	\$62.34
3	2026-30	Saxon Blvd Ramp/Roadway ²	I-4	Normandy Blvd	\$54.49
4	2026-30	Rhode Island Extension ²	Veterans Memorial	Normandy Blvd	\$53.70
5	2031-40	SR 15 (US 17) widen to 4 lanes	Ponce De Leon Blvd	SR 40	\$77.62
6*	2031-40	SR 40 – widen to 6 lanes	Williamson Blvd	Breakaway Trails	\$59.93
7	2031-40 <u>2026-30</u>	SR 40 – widen to 4 lanes	Cone Rd	SR 11	\$83.66 <u>\$86.70</u>
8	2031-40 <u>2026-30</u>	SR 40 – widen to 4 lanes	SR 11	SR 15 (US 17)	\$72.39 <u>\$75.75</u>
9*	2031-40	SR 100 – widen to 6 lanes	Old Kings Rd	Belle Terre Parkway	\$66.60
10	2031-40	I-95 Interchange (Farmton) ³	@ Maytown Rd		
11	2031-40	I-95 Interchange/LPGA Blvd Modifications	Williamson Blvd	Tymber Creek Ext.	\$32.50
12	2031-40	I-95 /Pioneer Trail New Interchange	@ Pioneer Trail		\$30.06
<u>13</u>	<u>2031-40</u>	<u>I-95/US 1 Interchange Modifications</u>	<u>@ US 1</u>		<u>\$59.20</u>
TOTAL BY YEAR OF EXPENDITURE (YOE)					\$1,237.67 <u>\$1,303.27</u>

Abbreviations: PE/PD&E (Preliminary Engineering/Project Development and Environment); ROW (right of way); CST (construction); YOE (year of expenditure)

Notes:

¹ In millions; inflated from Present Day Costs (PDC) to year of expenditure (YOE) dollars per Revenue Forecast Handbook

² Part of the I-4 Beyond the Ultimate Project

³ Developer Funded - \$12.9 million (provided for informational purposes)

* Funded in Other Arterial Category, not in FDOT's SIS Cost Feasible

Amendment 1: Per Resolution 2019-01, the 2040 LRTP was amended by the River to Sea TPO Board on January 23, 2019, moving two projects, #11 and 12, from the Unfunded Needs List (Table 3) to the SIS Cost-Feasible Projects List (above)

Amendment 2: Per Resolution 2019-##, the 2040 LRTP was amended by the River to Sea TPO Board on XX, 2019, advancing funding for two projects, #7 and 8, from years 2031-40 to years 2026-30; and moving project #13 from the Unfunded Needs List (Table 3) to the SIS Cost-Feasible Projects List (above)

Table 3 – SIS Needs Projects

Project	Limits	Est. Present Day Cost (in millions)	Notes
SR 15 (US 17) Preliminary Design and Engineering (PD&E)	SR 40 to Putnam Co. Line	\$2.00	Safety Study
I-95/US 1 Interchange Modifications	At I-95 & SR 5 (US 1)	\$28.00	Interchange Improvements (Safety & Capacity)
I-95/SR 44 Interchange Modifications	At I-95 & SR 44	\$15.00	Interchange Improvements (Safety & Capacity)

Amendment 1: Per Resolution 2019-01, the 2040 LRTP was amended by the River to Sea TPO Board on January 23, 2019, moving two projects, I-95 @ LPGA and I-95 @ Pioneer Trail, from the Unfunded Needs List (above) to the SIS Cost-Feasible Projects List (Table 2)

Amendment 2: Per Resolution 2019-##, the 2040 LRTP was amended by the River to Sea TPO Board on XX, 2019, moving the I-95/US 1 Interchange modifications project from the Unfunded Needs List (above) to the SIS Cost-Feasible Projects List (Table 2)

**MEETING SUMMARY
TPO BOARD
SEPTEMBER 25, 2019**

VI. PRESENTATIONS AND DISCUSSION ITEMS

C. PRESENTATION AND DISCUSSION OF UPDATED TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) LIST FOR R2CTPO

Background Information:

The Transportation Regional Incentive Program (TRIP) is established under Chapter 339.2819 F.S. “for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas.” Projects typically require a match up to 50%, which can be provided through local funds or with other matching funds such as the Surface Transportation Block Grant (STBG) Extra Urban (SU) funds. No match is required for rural counties, including Flagler County.

Discussions at the August TPO Committee and Board Meetings were in response to a request from the Florida Department of Transportation (FDOT) to update the TRIP lists in District Five. The R2CTPO TRIP list currently includes all projects in the LRTP that are eligible for TRIP funding.

Recent discussions with FDOT staff have confirmed that the R2CTPO TRIP project list does not need to be updated. FDOT does request that the Central Florida MPO Alliance update the TRIP agreement and that local governments with projects on the TRIP list provide confirmation of the availability of matching funds for projects so they can be programmed as funding becomes available.

The R2CTPO staff is reaching out to local member governments with projects on the TRIP list to provide written confirmation of the projects they are willing and able to provide 50% match funding should TRIP funding become available.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD

**MEETING SUMMARY
TPO BOARD
SEPTEMBER 25, 2019**

VI. PRESENTATIONS AND DISCUSSION ITEMS

D. PRESENTATION AND DISCUSSION OF DRAFT COMMUNITY SAFETY ACTION PLAN (CSAP)

Background Information:

The River to Sea TPO staff will provide an update on the Community Safety Action Plan and present some of the data related to bicycle, pedestrian and vehicular safety. Staff is requesting input from the committee regarding the education, encouragement and enforcement portions of the CSAP.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD



Community Safety Action Plan (CSAP) Update

September 2019

Goal and Objectives

- To identify the programs and activities that the River to Sea TPO as an organization can implement to effect improvements on safety in our community
 - Current safety activities and strategies ✓
 - Review data ✓
 - Community partners ✓
 - **Identify crash reduction programs and strategies**
 - Research funding opportunities
 - Performance measures and evaluation
- Develop a work plan for TPO staff



Five Es of Safety

Education:

Teaching people to walk, bike and drive safely. Education can happen through many avenues including schools, PSAs, commercials, word of mouth, etc.

How can we better educate decision-makers, citizens and visitors to encourage better behavior?

Encouragement:

Creating a strong culture that recognizes and welcomes safe walking, bicycling, driving.

How do we create that strong culture that rewards positive behavior?

Enforcement:

Utilizing law enforcement to ensure safe driving, walking and riding practices for all users.

Evaluation:

Monitoring, measuring and analyzing mobility data to understand factors contributing to unsafe conditions.

Engineering:

Planning, designing and constructing safe and convenient places to walk, ride and drive



Request for Input...

- What areas should the TPO focus on? Distracted driving, speeding?
- What is missing from the current initiatives and strategies?
- Specific ideas/tactics should we pursue within each area for education and/or enforcement?
- Should the TPO focus on specific geographic locations?
- Should the TPO partner with other agencies?

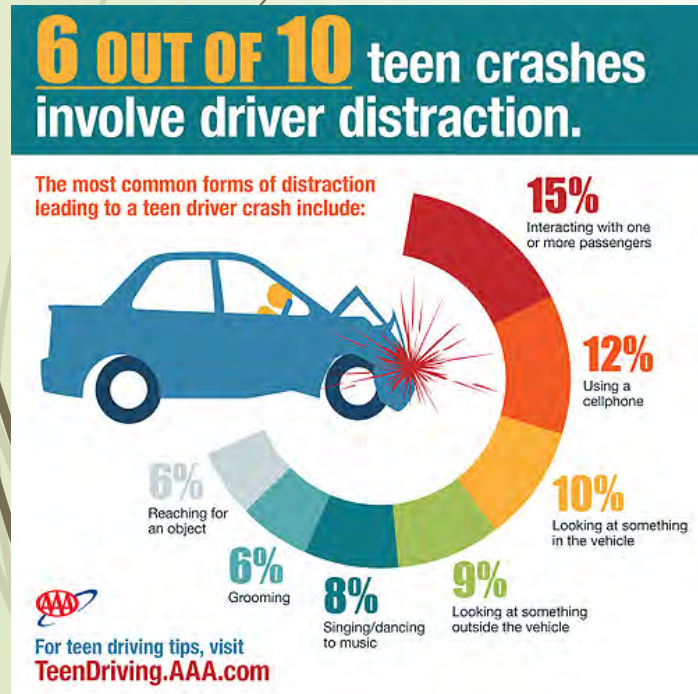
The Data...

All Crashes 2014-2018 (Volusia & Flagler Counties)	Number of Crashes	80,351	Percentage of Crashes
Speeding		65,077	81%
Crashes (under 25 years old)		24,188	30%
Distracted Driving		9,816	14%
Impaired Driving		7,450	12%
Aggressive Driving		4,024	5%

Source: Signal Four Analytics

Impaired, Aggressive & Distracted Driving

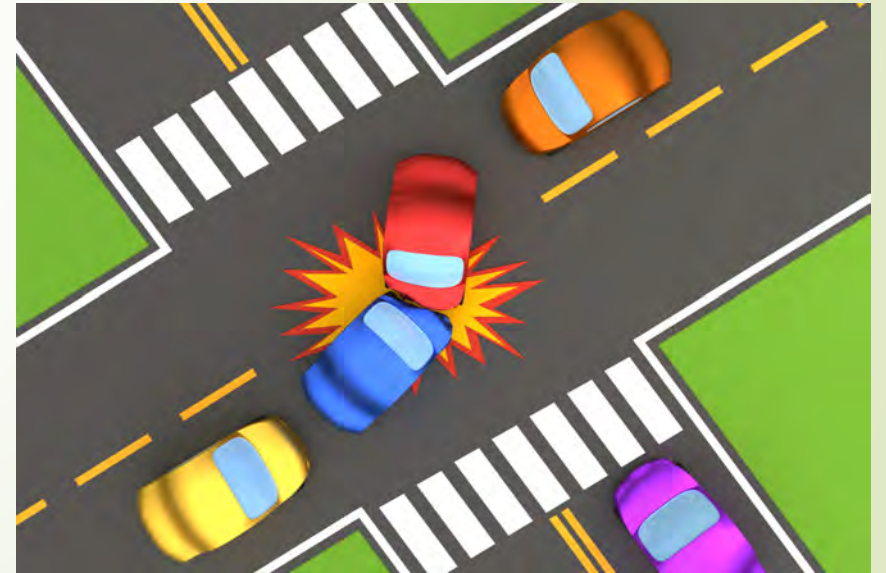
- Impaired driving is involved in about one quarter of all motor vehicle deaths in **Florida** (Source: AAA Foundation for Traffic Safety)
- **8 out of 10 drivers exhibit some form of aggressive driving behavior** (Source: AAA Foundation for Traffic Safety)
- **Fatalities involving distracted driving increased 17 percent while serious injuries increased 36 percent over the last few years.** The relatively low numbers of fatalities and serious injuries may be due to the difficulty in obtaining distracted driving data. (Source: CDC)



Vehicle Crashes

- **Total Vehicle Crashes in Volusia and Flagler Counties: 63,036** (2011-2015)
 - 24% occurred at intersections
 - 76% occurred on roadway segments
- **Injuries and Fatalities: (2011-2015)**
 - 537 fatalities
 - 29,478 injuries

Source: TPO 2017 Crash Analysis Report



Vehicular Crash Data

► Most Common Crash Types:

- **Rear-End:** nearly 28% (17,493; 2011-2015) an increase of 168% over past five years; the majority in daylight hours in dry conditions



- **Lane Departures:** 25% speeding, distracted, drowsy, or impaired

Source: TPO 2017 Crash Analysis Report

Bicycle & Pedestrian Deaths & Incapacitating Injuries

The Deltona-Daytona Beach-Ormond Beach metropolitan area is ranked #2 in the US for pedestrian deaths according to the 2019 **Dangerous by Design Report** using the **Pedestrian Danger Index (PDI)** (how deadly it is for people to walk based on the number of people struck and killed by drivers while walking, controlling for the number of people that live in that state or metro area and the share of people who walk to work)

Volusia & Flagler Counties Data for 2014-2018

Pedestrian Deaths and Incapacitating Injuries:

100 deaths

239 injuries

Occurring at Non-Intersections: 80%

Occurring at Intersections: 20%

Bicycle Deaths and Incapacitating Injuries:

20 deaths

122 injuries

Occurring at Non-Intersections: 44%

Occurring at Intersections: 56%

71% of all bicycle and pedestrian deaths occurred between the hours of 5:00 p.m. and 2:00 a.m.

Source: TPO Roadway Safety and Evaluation Study



Pedestrian Crashes

- In 17% of crashes, the pedestrian failed to yield
- In 11% of crashes, the pedestrian dashed into roadway
- In 10% of crashes, the motorist failed to yield

Bicycle Crashes

- In 15% of crashes, the motorist pulled into the path of cyclist at an intersection
- In 12% of crashes, the cyclist rode through signalized intersection without obeying the signal
- In 8% of crashes, motorist failed to yield when backing out of a commercial driveway

Source: TPO 2017 Crash Analysis Report

Pedestrian Fatalities by Roadway

➤ US 1:

- **20 fatalities between 2011-2015:**
 - 6 involved alcohol
 - 4 involved drugs
 - 3 were distraction-related
- 65% not at an intersection
- 65% dark-not lighted

➤ US 17:

- **12 fatalities between 2011-2015:**
 - 5 involved alcohol
 - 1 involved drugs
 - 3 were distraction-related
- 50% not at an intersection
- 75% dark-not lighted conditions

➤ US 92:

- **9 fatalities between 2011-2015:**
 - 2 involved alcohol
 - 2 involved drugs
 - 2 were distraction-related
- 75% not at an intersection
- 56% dark-not lighted conditions

Pedestrian Injuries by Roadway

➤ US 1:

- **119 injuries between 2011-2015:**
 - 19 involved alcohol
 - 1 involved drugs
 - 4 were distraction-related
- 51% at an intersection
- 56% in daylight
- Predominantly clear, dry weather

➤ US 17:

- **82 injuries between 2011-2015**
 - 8 involved alcohol
 - 1 involved drugs
 - 6 were distraction-related
- 53% at an intersection
- 80% in daylight
- Predominantly in clear, dry weather

➤ US 92:

- **48 injuries between 2011-2015:**
 - 6 involved alcohol
 - 1 involved drugs
 - 7 were distraction-related
- 59% not at an intersection
- 54% in daylight
- Predominantly clear, dry conditions

Source: TPO 2017 Crash Analysis Report

Bicycle Crashes

Table 4 – Roadways with Highest No. Bicycle Crashes (2012 – 2016)

Segments	Crashes	Fatal Crashes
US 1/Ridgewood Ave/State Rd/Dixie Freeway/SR 5	105	2
SR 5A/Nova Road	84	2
SR A1A	50	1
US 92	48	3
US 17-92/Woodland Boulevard/Volusia Ave	46	2
SR 483/Clyde Morris Boulevard	33	0
SR 40/Granada Boulevard	31	0
Belle Terre Parkway	30	0
SR 430/Mason Ave/Seabreeze Boulevard/Oakridge Boulevard	30	0
SR 421/Dunlawton Ave/Taylor Road	30	1

Table 5 – Intersections with Highest No. Bicycle Crashes (2012 – 2016)

Intersections	Crashes	Fatal Crashes
US 92 (International Speedway Boulevard) & SR 5A/Nova Rd	9	0
SR 5A (Nova Rd) & Spruce Creek Rd	6	0
US 1 & Bellevue Ave	5	0
US 1 & SR 430	5	0
SR 5A (Nova Rd) & Dr. Mary McLeod Bethune Boulevard	5	0
SR 5A (Nova Rd) & Herbert St	5	0
SR 40 & Point Pleasant Dr	5	0
SR 430 & SR 5A/Nova Rd	5	0
SR 5A (Nova Rd) & Eagle Lake Trail	4	0
SR 5A (Nova Rd) & US 1	4	0
SR 5A (Nova Rd) & Belle Terre Parkway	4	0
US 1 & Belle Terre Parkway	4	0

Source: TPO Roadway Safety and Evaluation Study

Current Strategies and Initiatives

- **Florida Department of Transportation (FDOT):**
 - **Alert Today, Alive Tomorrow Campaign** – Safety Doesn't Happen by Accident
 - **Law Enforcement Roundtable Meeting** (bike/ped and enforcement funding program) DeLand
 - **Safe Transportation for Every Pedestrian (STEP) Training** (cost-effective countermeasures with known safety benefits to help reduce pedestrian fatalities at uncontrolled crossing locations and unsignalized intersections)
 - **Safe Routes to School Program** – education, encouragement, events, walking school bus
 - **Partnership with Channel 6's Trooper Steve**
 - **Education Initiatives:** Transit Bus and Shelter Ads, radio ads, TV commercials & community outreach events
 - **Multimodal Mobility and Safety Assessments in Volusia County**
 - **Florida Traffic & Bicycle Safety Education Program (FTBSEP) (UF)** administers pedestrian and bicycle safety education training workshops in target counties - teaches individuals how to be more competent and safer pedestrians and bicyclists and also trains the trainers

Current Initiatives and Strategies

- **Best Foot Forward Pedestrian Safety Initiative** (Bike/Walk Central Florida) Triple-E" behavioral change process seeks to create lasting social good through the consistent and persistent application of low-cost engineering, community education and high-visibility enforcement
- **Cycling Savvy Course**
- **High Visibility Law Enforcement for Bicycle/Pedestrian Safety (2018-19)** - Daytona Beach & Ormond Beach
- **Florida Highway Safety and Motor Vehicles (FLHSMV)**
 - **Arrive Alive, Buckle Up** - FHP and partnering agencies focus their law enforcement presence, education and/or engineering efforts in "hot spots. Identification of corridor segments with a high number of fatalities, roadway safety assessments to identify the major safety issues with those corridor segments, and targeted education and enforcement efforts to reduce fatalities and serious injuries
 - **Take a Break: Don't Drive Drowsy Campaign** – September – weekly campaigns
- **Teen Driver Challenge** – Florida Sheriff's Association - Roughly 25 to 30 percent of teen drivers will be involved in a crash within the first 12 months of getting their driver's license (Source: CDC Motor Vehicle Safety Division)
- **Community Traffic Safety Teams** – East and West Volusia & Flagler County

Current & Previous River to Sea TPO Initiatives and Strategies

- **School Safety Studies** – all Volusia and Flagler County elementary and middle schools
- **Bicycle Helmet Fittings** – Fit 977 helmets last fiscal year
- **Community Events** – 45 events last year – White Cane and Pedestrian Safety Day, International Walk to School Day, Not So Noisy Bike Week, Mobility Week
- **Walk & Ride Bicycle & Pedestrian Safety DVD**
- **3' Law Car Decal**
- **Bicycle & Pedestrian Public Service Announcements (PSAs)**
- **Accessible Pedestrian Signals (APS) Plan**
- **Crash Analysis Report**
- **Roadway Safety Evaluation & Improvement Study**
- **Corridor Assessments** – US 17/92 and US 1/SR 5
- **SR/CR A1A Pedestrian Safety and Mobility Study**
- **Bicycle and Pedestrian Master Plan**
- **Congestion Management Process**
- **General Feasibility Studies** – US 17/92 @ Dirksen Drive, Port Orange Sidewalk Gaps, etc.
- **Adopting Safety Performance Targets** – Adopted annually
- **Priority Project Ranking Process** – considers safety as a factor

Stakeholder Workshop Results

- Attendance: FDOT
Embry-Riddle Aeronautical University Safety Office
Safe Kids Coalition
Halifax Heritage Byway
Volusia County Crossing Guard
Volusia County Sheriff's Office
Volusia County Traffic Engineering
City of Ormond Beach
- Conclusions: Strong emphasis on engineering solutions
Teach kids safety consistently throughout school years
Increase High Visibility Law Enforcement Details
Pool funding and hire a grant writer to obtain grants to help improve safety and education
Promote more use from school safety trailers (bike rodeos)

Request for Input...

- What areas should the TPO focus on? Distracted driving, speeding?
- What is missing from the initiatives and strategies?
- Specific ideas/tactics should we pursue within each area for education and/or enforcement?
- Should the TPO focus on specific geographic locations?
- Should the TPO partner with other agencies?

Send additional comments to Pam at Pblankenship@r2ctpo.org.

MEETING SUMMARY

TPO BOARD

SEPTEMBER 25, 2019

VI. PRESENTATIONS AND DISCUSSION ITEMS

E. PRESENTATION AND DISCUSSION OF WALKABILITY ACTION PLAN AND COMPLETE STREETS POLICY TEMPLATE

Background Information:

According to Smart Growth America's National Complete Streets Coalition, complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. A Complete Streets Policy directs transportation planners and engineers to integrate a Complete Streets approach into their transportation practices, policies and decision-making processes to improve the entire street network.

The Walkability Action Institute Team, with the assistance of TPO staff and Kittelson & Associates, has been working on a local (specific to Orange City) and regional Complete Streets Policy and Implementation Plan for the TPO Metropolitan Planning Area (MPA). The Complete Streets Subcommittee reviewed and provided feedback on the draft policy at their August 29, 2019 meeting. TPO staff will lead a discussion of the draft Complete Streets Policy and Implementation Plan, which is provided with this agenda packet for your review.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD

River to Sea TPO Complete Streets Policy

Draft: 08/22/2019

- 1.0 Definition
- 2.0 Vision and Goals
- 3.0 Applicability
- 4.0 Design
- 5.0 Implementation
- 6.0 Exception/Appeals
- 7.0 Performance Measures

1.0 Definition

Complete Streets are planned, designed, operated and maintained to safely accommodate people of all ages and abilities, including pedestrians, cyclists, motorists, transit users, emergency services, freight, plus adjacent businesses and residents. The Complete Streets program recognizes that depending on context, streets may serve diverse activities, functions, and intensity of uses, including recreational and destination-based uses.

2.0 Vision and Goals

Complete Streets Policy will outline a framework for making transportation investment decisions to create a transportation system that provides residents and guests equitable access to resources, supports economic vitality, and promotes healthy communities.

The goals of this Complete Street Policy are:

- Reduce injuries and fatalities
- Improve health by promoting active lifestyles through design to realize long-term health impacts
- Support equitable access to employment opportunities and civic resources
- Support economically healthy/vibrant communities

3.0 Applicability

This Complete Street Policy applies to new construction and reconstruction projects including but not limited to intersection projects, capacity projects, safety projects, bridges, and other transportation facilities that will use federal funds through the River to Sea TPO. All phases of project implementation are covered, including planning, design, right-of-way acquisition, and construction.

The River to Sea TPO recognizes the need for interdisciplinary and cross-jurisdictional coordination to effectively develop, operate, and maintain bicycle and pedestrian networks and transit facilities. The River to Sea TPO encourages coordination with nearby jurisdictions, projects, and plans. If projects are linking to or in proximity to each other, the projects should be coordinated to ensure a facility's consistency and to allow for utmost resource efficiency in project implementation.

4.0 Design

Designs shall consider accommodations for all users and be sensitive to context of the project setting. Complete Streets may look different for every project and road type.

Facilities will be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance from a variety of organizations, including but not limited to the following:

- FDOT guidelines and manuals,
- American Association of State Highway and Transportation Officials (AASHTO) publications,
- Manual on Uniform Traffic Control Devices (MUTCD),
- Americans with Disabilities Act Accessibility Guidelines (ADAAG),
- Public Rights-of-Way Accessibility Guidelines (PROWAG),
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice,
- Urban Bikeway Design Guide and the Urban Streets Design Guide by the National Association of City Transportation Officials (NACTO).

The agency or government with ownership or maintenance responsibility for the road shall retain the design decision authority over its projects.

Context Sensitivity

The River to Sea TPO recognizes that Complete Streets solutions vary according to each street's land use context. Appropriate design standards and input from community members should be considered within each context that provide for a flexible, innovative, and balanced approach resulting in safety for all users.

5.0 Implementation

Local Complete Streets Policies

The River to Sea TPO encourages all local government partners to adopt Complete Streets policies. The River to Sea TPO will assist participating jurisdictions through educational outreach programs as they develop and adopt local Complete Streets policies.

Education and Training

The River to Sea TPO will develop outreach and training materials to assist local agencies in implementing Complete Streets policies, training elected officials, community leaders, and private development partners on the benefits of Complete Streets and distribute current best practice information on Complete Streets design.

Design

Roadway projects shall accommodate people of all ages and abilities, including pedestrians, cyclists, motorists, transit users, emergency services, freight, plus adjacent businesses and residents.

Roadway projects shall utilize multimodal performance standards with measurable outcomes.

Funding

The River to Sea TPO will modify and periodically assess its existing prioritization processes to promote high quality Complete Streets projects.

6.0 Exception/Appeals

There are conditions where it may be inappropriate to provide bicycle, pedestrian, or transit facilities. These exceptions include:

1. Limited access facilities where bicyclists and pedestrians are prohibited by law from using the road. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the same transportation corridor and to provide safe, comfortable crossings for bicyclists and pedestrians at interchanges and connecting neighborhoods, activity centers, or regional trail network.
2. The Long Range Transportation Plan's annual average daily traffic (AADT) projection is less than 1,000 vehicles per day.
3. A reasonable and equivalent alternative already exists, or is programmed in the Transportation Improvement Program (TIP) as a separate project, for the specific use being exempted within a reasonable distance and serving the same destinations.
4. The cost of providing bicycle and pedestrian facilities would be excessively disproportionate to the need or probable use. "Excessively disproportionate" is exceeding thirty percent (30%) of the cost of the project.

For projects funded by the River to Sea TPO, exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the River to Sea TPO Board. These exceptions will be submitted and proceed through the established TPO transportation planning process. As such, the exception will be subject to review and comment by the Citizen's Advisory Committee, Technical Coordinating Committee, Bicycle/Pedestrian Advisory Committee, and Transportation Disadvantaged Local Coordinating Board.

7.0 Performance Measures

The River to Sea TPO shall evaluate this policy annually. The River to Sea TPO will report to the Board the performance of the Complete Streets policy based on the measures listed below, compared to the previous review period, in order to evaluate the success of the policy's success.

- Number of jurisdictions with adopted Complete Streets Policies
- Provide annual workshops and events to promote Complete Streets and raise awareness of bicycle and pedestrian safety
- Total mileage of bike lanes/trails built or designated
- Linear feet of new pedestrian accommodations
- Rate of crashes, injuries, and fatalities by mode
- Mode split
- Transit ridership
- Vehicle miles traveled
- Pedestrian/bicycle counts
- Include Health Specific Measures?
- Consider equity, demographic patterns, and communities?

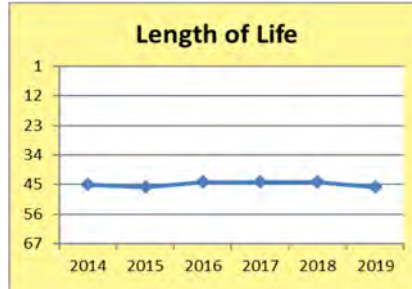
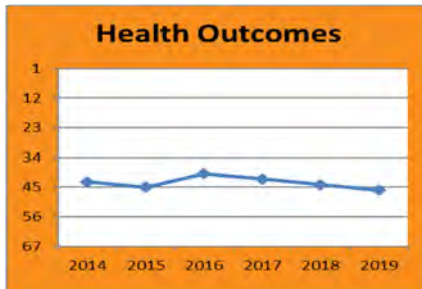


PUBLIC HEALTH DATA BRIEF

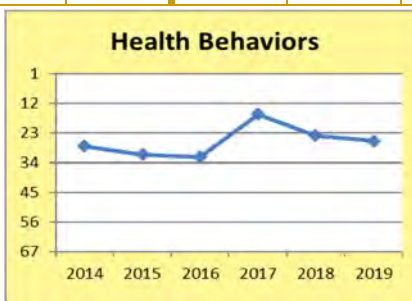
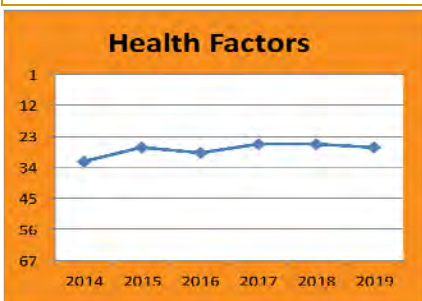


COUNTY HEALTH RANKINGS 2019 - VOLUSIA COUNTY

	Florida		Volusia					
	2018	2019	2014	2015	2016	2017	2018	2019
Health Outcomes			43	45	40	42	44	46
Length of Life			45	46	44	44	44	46
Premature death	6,800	7,200	8,975	8,625	8,400	8,300	8,600	9,300
Quality of Life		43	47	50	30	46	41	43
Poor or fair health	19%	19%	21%	21%	16%	17%	19%	19%
Poor physical health days	3.8	4.4	4.5	4.5	3.7	4.2	4.4	4.4
Poor mental health days	3.8	4.5	4.9	4.9	4.0	4.3	4.5	4.5
Low birth weight	9%	9%	8.3%	8.3%	8.0%	8.0%	9%	9%



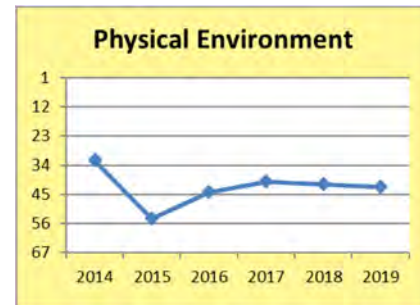
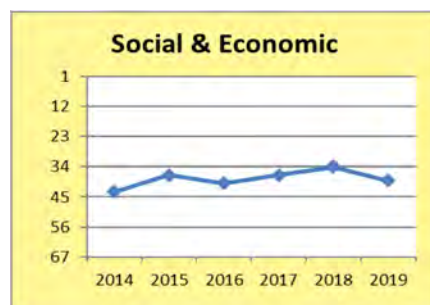
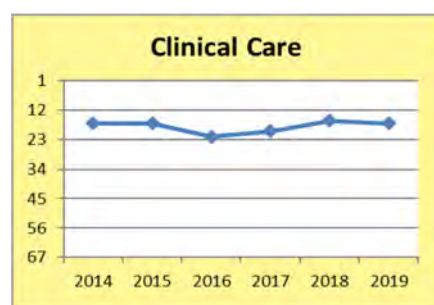
	Florida		Volusia					
	2018	2019	2014	2015	2016	2017	2018	2019
Health Factors			32	27	29	26	26	27
Health Behaviors			28	31	32	16	24	26
Adult smoking	15%	15%	22%	22%	19%	16%	18%	18%
Adult obesity	26%	27%	26%	27%	28%	26%	26%	28%
Food environment index	67	6.9	7.0	6.8	6.6	6.6	6.6	6.8
Physical inactivity	24%	25%	26%	27%	26%	25%	25%	30%
Access to exercise opportunities	87%	88%	72%	91%	91%	91%	86%	86%
Excessive drinking	18%	18%	17%	17%	19%	16%	18%	18%
Motor vehicle crash death rate	**	**	**	**	**	**	**	**
Alcohol-impaired driving deaths	26%	25%	30%	28%	28%	28%	27%	24%
Sexually transmitted infections	454.8	467.4	298	334	294.4	286.7	333.6	354.1
Teen births	25	23	38	37	35	32	26	25



Data Sources: Robert Wood Johnson Foundation & University of Wisconsin Population Health Institute partner to sponsor the County Health Rankings so communities can identify & implement solutions for healthier homes, schools, workplaces & neighborhoods. For more info: www.countyhealthrankings.org

** = Data not reported

	Florida		Volusia					
	2018	2019	2014	2015	2016	2017	2018	2019
Health Factors (continued from front)			32	27	29	26	26	27
Clinical Care			17	17	22	20	16	17
Uninsured	16%	15%	22%	21%	24%	21%	15%	15%
Primary care physicians	1,380:1	1,390:1	1509:1	1510:1	1460:1	1420:1	1,410:1	1,460:1
Dentists	1,730:1	1,700:1	2311:1	2256:1	2180:1	2110:1	2,130:1	2,090:1
Mental health providers	700:1	670:1	1129:1	886:1	840:1	880:1	830:1	800:1
Preventable hospital stays	54	**	55	53	50	49	47	**
Mammography screening	68%	**	69%	69.5%	69%	70%	70%	**
Social & Economic Factors			43	37	40	37	34	39
High school graduation	78%	82%	62%	67%	68%	72%	72%	77%
Some college	62%	62%	60.8%	58.2%	57%	58%	58%	59%
Unemployment	4.9%	4.2%	8.8%	7.3%	6.7%	5.7%	5.1%	4.3%
Children in poverty	21%	21%	32%	25%	27%	25%	20%	25%
Inadequate social support	**	**	23%	**	**	**	**	**
Income inequality	4.7	4.7	**	4.4	4.4	4.3	4.3	4.3
Children in single-parent households	38%	38%	37%	38%	41%	41%	41%	41%
Social associations	7.1	7.1	**	8.1	7.8	7.9	7.8	7.4
Violent crime	500	484	535	494	494	426	426	428
Injury deaths	72	76	82	85	85	83	83	87
Physical Environment			32	54	44	40	41	42
Air pollution - particulate matter	7.4	8.2	11.2	11.2	11.2	6.8	6.8	7.6
Air pollution-particulate matter days	**	**	**	**	**	**	**	**
Air pollution-ozone days	**	**	**	**	**	**	**	**
Drinking water violations	**	**	8%	27%	Yes	Yes	Yes	Yes
Access to healthy foods	**	**	**	**	**	**	**	**
Access to recreational facilities	**	**	**	**	**	**	**	**
Limited access to healthy foods	**	**	**	**	**	**	**	**
Fast food restaurants	**	**	**	**	**	**	**	**
Severe housing problems	22%	21%	19%	20%	20%	19%	19%	19%
Driving alone to work	79%	79%	82%	82%	82%	81%	81%	81%
Long commute - driving alone	40%	40%	34%	34%	34%	33%	33%	34%



For more information, contact the Florida Department of Health in Volusia County Office of Planning & Performance Management at 386 274-6239 or visit our website www.VolusiaHealth.com



Motor Vehicle Crash Age-Adjusted Death Rate, Single Year Rates				
	Volusia		State	
Years	Count	Rate	Count	Rate
2018	114	19.5	3,224	14.7
2017	122	23.3	3,184	14.9
2016	110	20.6	3,226	15.4
2015	76	14.0	2,945	14.3
2014	76	14.1	2,491	12.3
2013	87	18.1	2,412	12.0
2012	79	15.4	2,392	12.0
2011	70	13.8	2,439	12.4
2010	102	20.0	2,449	12.5
2009	88	18.2	2,601	13.7
2008	103	21.3	3,028	16.1
2007	115	23.2	3,291	17.7
2006	112	22.4	3,418	18.6
2005	118	24.4	3,491	19.4
2004	132	27.6	3,282	18.5
2003	82	17.3	3,237	18.7
2002	93	20.5	3,179	18.7
2001	93	21.1	3,016	18.1
2000	63	14.1	2,669	16.4
1999	54	12.0	2,288	14.3

FLHealthCharts.com is provided by the Florida Department of Health, Division of Public Health Statistics & Performance Management.

7/19/2019 11:29 AM

Data Source: Florida Department of Health, Bureau of Vital Statistics

Data Note(s)

- ICD-10 Code(s): V02-V04, V09.0, V09.2, V12-V14, V19.0-V19.2, V19.4-V19.6, V20-V79, V80.3-V80.5, V81.0-V81.1, V82.0-V82.1, V83-V86, V87.0-V87.8, V88.0-V88.8, V89.0, V89.2
- Chart will display if there are at least three years of data.
- Multi-year counts are a sum of the selected years, not an average.
- Use caution when interpreting rates and ratios based on small numbers of events. Rates and ratios are considered unstable if they are based on fewer than 5 cases or if the denominator (population at risk) is fewer than 20. An erratic trend line illustrates this instability.
- Quartiles are calculated when data is available for at least 51 counties.
- Population - Rates are calculated using July 1 population estimates from the Florida Legislature, Office of Economic and Demographic Research which have been allocated by race based on information from the US Bureau of the Census. The population data for 2011-2021, along with rates affected by the population data, was updated on FLHealthCHARTS in November 2017. It is customary to periodically revise population estimates based on new information, such as a census or new mid-course census estimates for prior years. Revising these estimates ensures accurate accounting of the racial, ethnic, and gender distribution of the population. These changes affect the population data and rates calculated for your community.
- When rates are per 100,000 population they are calculated using population estimates provided by the Florida Legislature, Office of Economic and Demographic Research. All age-adjusted rates utilize the Year 2000 Standard Population Proportion.
- Data for 1970-78, 1979-98, and 1999-present are not fully comparable due to changes in coding causes of death. Consequently, increases or decreases in 1979 and 1999 may not be due to changes in disease trends but rather coding changes. Starting with 2003 deaths, the sum of the deaths from all counties will not equal the total number of resident deaths due to an unknown county of residence on some records.
- MOV - Measure of Variability: Probable range of values resulting from random fluctuations in the number of events. Not calculated when numerator is below 5 or denominator is below 20, or count or rate is suppressed. The MOV is useful for comparing rates to a goal or standard. For example, if the absolute difference between the county rate and the statewide rate is less than the MOV, the county rate is not significantly different from the statewide rate (alpha level = 0.05). When the absolute difference between the county rate and the statewide rate is greater than the MOV, the county rate is significantly different from the statewide rate. MOV should not be used to determine if the rates of two different counties, or the county rates for two different years, are statistically significantly different.
- Denom - abbreviated for Denominator.
- Population estimates are not available for persons whose county of residence is unknown. Given this, the denominator and associated rate are not available.
- * - Indicates the county rate is statistically significantly different from the statewide rate.



Total Motor Vehicle Traffic Crashes, Rate Per 100,000 Population, Single Year								
	Volusia				Florida			
Year	Count	Denom	Rate	MOV (+/-)	Count	Denom	Rate	MOV (+/-)
2017	9,595	525,121	1,827.2*	36.2	402,377	20,555,728	1957.5	6.0
2016	8,904	519,037	1,715.5*	35.3	395,521	20,231,092	1955.0	6.0
2015	8,854	512,247	1,728.5*	35.7	374,511	19,897,762	1882.2	6.0
2014	8,382	505,420	1,658.4*	35.2	344,240	19,579,871	1758.1	5.8
2013	8,047	499,893	1,609.7	34.9	316,943	19,314,396	1641.0	5.7
2012	6,541	497,494	1,314.8*	31.7	281,549	19,118,938	1472.6	5.4
2011	5,248	495,835	1,058.4*	28.5	228,471	18,941,742	1206.2	4.9
2010	5,811	494,617	1,174.8*	30.0	235,461	18,820,280	1251.1	5.0
2009	5,685	495,754	1,146.7*	29.6	235,778	18,711,844	1260.0	5.1
2008	5,709	498,789	1,144.6*	29.5	243,342	18,636,837	1305.7	5.2
2007	6,113	499,139	1,224.7*	30.5	256,206	18,500,958	1384.8	5.3
2006	6,552	494,717	1,324.4*	31.9	256,178	18,237,596	1404.7	5.4
2005	6,524	486,800	1,340.2*	32.3	268,605	17,876,663	1502.5	5.6
2004	6,332	477,957	1,324.8*	32.4	252,902	17,476,489	1447.1	5.6
2003	6,244	467,705	1,335.0*	32.9	243,294	17,074,368	1424.9	5.6
2002	6,570	459,069	1,431.2*	34.4	250,470	16,718,033	1498.2	5.8
2001	6,621	451,925	1,465.1*	35.0	256,177	16,384,860	1563.5	6.0
2000	6,448	445,676	1,446.8*	35.1	246,597	16,074,896	1534.1	6.0
1999	6,468	436,218	1,482.7*	35.9	243,536	15,679,606	1553.2	6.1
1998	6,307	427,865	1,474.1*	36.1	245,683	15,309,968	1604.7	6.3

FLHealthCharts.com is provided by the Florida Department of Health, Division of Public Health Statistics & Performance Management.

7/19/2019 11:30 AM

Data Source: Florida Department of Highway Safety and Motor Vehicles

Data Note(s)

- A motor vehicle crash involves at least one motor vehicle on a roadway that is open to the public.
- 2016 data is as of June 30, 2017
- Chart will display if there are at least three years of data.
- Multi-year counts are a sum of the selected years, not an average.
- Quartiles are calculated when data is available for at least 51 counties.
- MOV - Measure of Variability: Probable range of values resulting from random fluctuations in the number of events. Not calculated when numerator is below 5 or denominator is below 20, or count or rate is suppressed. The MOV is useful for comparing rates to a goal or standard. For example, if the absolute difference between the county rate and the statewide rate is less than the MOV, the county rate is not significantly different from the statewide rate (alpha level = 0.05). When the absolute difference between the county rate and the statewide rate is greater than the MOV, the county rate is significantly different from the statewide rate. MOV should not be used to determine if the rates of two different counties, or the county rates for two different years, are statistically significantly different.
- Denom - abbreviated for Denominator.
- Population estimates are not available for persons whose county of residence is unknown. Given this, the denominator and associated rate are not available.
- * - Indicates the county rate is statistically significantly different from the statewide rate.



Volusia County
Traffic Engineering

Project Name: TPO Proposed Complete Streets Policy
Subject: County Comments
Date: 9-16-19

Comments

1. Applicability: Does this policy apply to only projects that will use federal funds or will it also include state funds?
2. Applicability: Please verify that all phases of project implementation *excludes* maintenance.
3. Applicability: Does this policy apply to trails?
4. Design: This section states that the maintaining agency shall retain design decision making authority over its project. What if the maintaining agency's interpretation of Complete Streets is different than the TPO's? Also, this section should be clarified to state that the agency with maintenance responsibility of the road shall retain the decision authority over *all phases of the project* – not just design.
5. Implementation/Design: This section states, "Roadway projects shall utilize multimodal performance standards with measurable outcomes." Please consider that this may be in conflict with the TPO TIA Guidelines since TIAs review roadway level of services instead of multimodal level of service.
6. Exceptions/Appeals: The proposed policy states that the policy would not be applicable toward roads that have less than 1,000 trips per day. Volusia County recognizes low volume roads as being those that have less than 5,000 trips per day. Please consider modifying the policy's threshold. It is our opinion that this will not be an issues since the proposed policy affects TPO funded projects, which are typically collectors and thoroughfares. Few roads would have daily volumes less than 5,000 or 1,000 trips.
7. Exceptions/Appeals: "Rural Areas" needs to be included on this list of exceptions. This is related to the Design-related comment above.
8. Appeals: If the final authority is the local agency or government with maintaining authority, how can there be an appeal process?
9. Performance Measures: Related to comment #3 above, how can a trail be a complete street?
10. Performance Measures: How will Pedestrian/bicycle counts be accomplished? Please be sure that the performance measures data is available with this as well as the other measures.
11. Performance Measures: Suggest switching linear feet of new pedestrian accommodations to linear feet of sidewalks upgraded to ADA standards or linear feet of new sidewalks.
12. Performance Measures: Last bullet: The TPO has no authority related to land uses adjacent to project. Therefore, we suggest changing the bullet to "Number of jurisdictions with adopted land development ordinances and codes supportive of complete streets."
13. Performance Measures: The listed measures are impacted by many other programs, actions, requirements, etc. This includes, but is not limited to, the multimodal and transit friendliness of the local governments' land development codes and the level of frequency that alternative modes and urban design/form are encouraged or required. Additionally, Transit Ridership and Mode Split are related to Votran's (limited) service routes. The performance measures might be skewed.

**MEETING SUMMARY
TPO BOARD
SEPTEMBER 25, 2019**

VI. PRESENTATIONS AND DISCUSSION ITEMS

F. FDOT REPORT

Background Information:

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

Volusia/Flagler County Project Status Update as of August 22, 2019

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 15, 2019. Information is also available on www.cflroads.com.

Upcoming projects:

440966-1 – I-4 over Dirksen Drive bridge bearing pad replacement and epoxy overlay

- Contract: E5Z73
- Estimated Start: August 2019
- Estimated Completion: Late 2019

441694-1 – Asphalt repairs on S.R. 44 from west of I-4 to east of Prevatt Avenue near Deland, and on Canal Street from Myrtle Avenue to Dimmick Street in New Smyrna Beach

- Contract: E5U86
- Estimated Start: August 2019
- Substantially Complete
- Estimated Completion: Fall 2019

437595-1 – U.S. 1 at Matanzas Woods Parkway Roundabout

- Contract: T5648
- Contractor: P&S Paving Inc.
- Contractor received 30 days lead time extension
- Estimated Start: Late September 2019
- Estimated Completion: Summer 2020
- Project Cost: 2.6 Million

Current Projects:

- **242715-2-52-01 -- I-95 Widening, I-4, U.S. 92 System to System Interchange**
 - Contract: E5W26
 - Estimated Completion: Late 2019

- **441210-1 – U.S. 1 at Old Dixie Highway Roundabout**
 - Contract: E5Z64
 - Project Start: January 2019
 - Traffic is in Phase 3 configuration (north bound traffic is in final configuration)
 - Contractor is on schedule

- **440557-5,6,7 – SR A1A Permanent Repairs in Flagler County**
 - Contract: T5641
 - Project Start: February 2019
 - Estimated completion: Early 2020
 - Southbound S.R. A1A detour in place
 - Segment 3 (buried seawall) nearly complete
 - Segment 1 (South 25-South 23) substantially complete
 - Contractor is on schedule

- **240992-5 – U.S. 1 at Canal Street intersection improvements**
 - Contract: T5660
 - Project Start: March 2019
 - Estimated Completion: Summer 2020
 - Expect additional lane closures and detours this month
 - Contractor working on new water main on the west side of U.S. 1

- **438003-1-52-01 and 438003-2-52-01 – I-95 Resurfacing Flagler County**
 - Contract: T5636
 - Work began March 2019
 - Estimated Completion: Late 2020
 - Contractor is now using two crews to work on both segments
 - Daytime and nighttime lane closures can be expected Sunday - Friday

- **441682-1-72-01 – Concrete Rehabilitation on U.S. 1 in South Daytona & Port Orange**
 - Contract: E5U82
 - Project Start: April 29, 2019
 - Estimated Completion: Early 2020
 - Daytime lane closures to be expected Monday – Friday in both directions



FDOT District 5 - DeLand Operations Office
1650 N. Kepler Road , DeLand, FL 32724
Phone (386) 740-3548 Fax (386) 736-5469
DeLand Operations Engineer Ron Meade, P.E

Outside Consultant
 In-House Construction
 Maintenance

Project Status Report as of August 22, 2019

Volusia County						
I-95 Widening and I-4, US 92 System to System Interchange Reconstruction						
FIN #	242715-2-52-01					
CONTRACT #	E5W26					
DESIGN BUILD						
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.						
					TIME	COST
CONTRACTOR:	Archer Western Contractors LLC	LET DATE:	9/05/2014	ORIGINAL:	1,100	\$204,975,000.00
CCEI:	Jacobs Engineering Group	NTP:	11/25/2014	CURRENT:	1,580	\$206,228,829.56
FED. AID #:	0954-140-1	TIME BEGAN:	11/25/2014	ELAPSED:	1,728	\$196,623,558.67
FUND TYPE	Federal	WORK BEGAN:	11/25/2014	% ORIGINAL:	157.09%	95.93%
Current CPPR:	100	EST. COMPLETION:	Late 2019	% TO DATE:	109.37%	95.34%
CONTACT			PHONE		EMAIL	
CEI PROJECT ADMINISTRATOR		Robert Parker	O: 386.333.9537 C: 904.449.0923		robert.parker@jacobs.com	
CONTRACT SUPPORT SPECIALIST (CSS)		Lynda Parker	O: 386.333.9537 C: 386.281.2238		lynda.parker@jacobs.com	
CEI ASST. PROJECT ADMINISTRATOR:		Jose Medina	O: 386.333.9537 C: 386.804.2403		jose.medina@jacobs.com	
CONTRACTOR'S PROJECT MANAGER:		Jeremy Haines	O: 386.333.9575 C: 770-990-7508		jhaines@walshgroup.com	
CONTRACTOR'S ASST PROJECT MANAGER		Jaime Venegas	O: 386.333.9576 C: 817.721.5071		jvenegas@walshgroup.com	
CONTRACTOR'S ASST PROJECT MANAGER		Ryan Gwaltney	O: 386.333.9577 C: 863.245.1814		rgwaltney@walshgroup.com	
FDOT PROJECT MANAGER:		Glenn Raney	O: 386.740.3524 C:386.846.4862		michael.raney@dot.state.fl.us	
SENIOR PROJECT ENGINEER:		Amy Scales, P.E.	O: 386.333.9537 C: 386.481.3758		amy.scales@jacobs.com	
SENIOR INSPECTOR:		Mike Meadows	O: 386.333.9537 C: 352.547.7145		mike.meadows@jacobs.com	
MAINTENANCE CONTACT:		Jim Read	O: 386.740.3406 C: 386.801.5584		jim.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Jeremy Haines	O: 386.333.9575 C: 770-990-7508		jhaines@walshgroup.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Jason Roberts	O: 386.333.9575 C: 386.916.4439		jroberts@walshgroup.com	

Volusia County						
I-4 Resurfacing from West of Saxon Boulevard to East of S.R. 472, Saxon Interchange Improvements						
FIN #	438038-1-52-01 and 441070-1-52-01					
CONTRACT #	T5606					
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.						
					TIME	COST
CONTRACTOR:	P&S Paving Inc.	LET DATE:	1/31/2018	ORIGINAL:	390	\$8,022,650.00
CCEI:	CDM Smith	NTP:	4/5/2018	CURRENT:	488	\$8,349,047.55
FED. AID #:	D517062B	TIME BEGAN:	6/4/2018	ELAPSED:	461	\$8,042,843.68
FUND TYPE	Construction Lump Sum	WORK BEGAN:	6/4/2018	% ORIGINAL:	118.21%	100.25%
Current CPPR	100	EST. COMPLETION:	Fall 2019	% TO DATE:	94.47%	96.33%
CONTACT			PHONE		EMAIL	
CEI SENIOR PROJECT ADMINISTRATOR		Greg Shelton	C: 407.948.9021		sheltongb@cdmsmith.com	
CONTRACT SUPPORT SPECIALIST (CSS)		Seth Simpson	O: 407.488.7984		simpsonsa@cdmsmith.com	
CONTRACTOR'S PROJECT MANAGER:		Brian Davidson	C: 386.566.0551		bdavidson@pandspavinginc.com	
CONTRACTOR'S SUPERINTENDENT:		John Dunlap	C: 386.214.8896		jd@pandspavinginc.com	
FDOT PROJECT MANAGER:		Glenn Raney	O: 386.740.3524 C:386.846.4862		michael.raney@dot.state.fl.us	
SENIOR PROJECT ENGINEER:		Michael Ruland P.E.	C: 407.280.5435		rulandmb@cdmsmith.com	
SENIOR INSPECTOR:		Charles Spaeth	C: 386.453.9131		spaethca@cdmsmith.com	
MAINTENANCE CONTACT:		Jim Read	O: 386.740.3406 C: 386.801.5584		jim.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		John Dunlap	C: 386.214.8896		jd@pandspavinginc.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Brian Davidson	C: 386.566.0551		bdavidson@pandspavinginc.com	
90						

Project Status Report as of August 22, 2019

FLAGLER COUNTY						
SR A1A Permanent Repairs						
FIN #	440557-5-52-01, 440557-6-52-01, 440557-7-52-02, 440557-6-52-02					
CONTRACT #	T5641					
Conventional Pay Item						
PROJECT DESCRIPTION: Construct permanent repairs along SR A1A in Flagler County in three sections from South 25th Street to South 22nd Street, from South 22nd Street to South 9th Street, and from North 18th Street to Osprey Drive.						
					TIME	COST
CONTRACTOR:	Superior Construction Co Southeast LLC	LET DATE:	9/26/2018	ORIGINAL:	300	\$22,429,705.30
CCEI:	Atkins Global	NTP:	1/4/2019	CURRENT:	312	\$22,429,705.30
FED. AID #:	E171039E	TIME BEGAN:	2/4/2019	ELAPSED:	196	\$20,359,998.80
FUND TYPE	Conventional Construction	WORK BEGAN:	2/4/2019	% ORIGINAL:	65.33%	90.77%
Current CPPR	100	EST. COMPLETION:	Late 2019	% TO DATE:	62.82%	90.77%
CONTACT			PHONE		EMAIL	
CEI SENIOR PROJECT ADMINISTRATOR		Eric Rosenstein P.E.	C: 850.596.8081		eric.rosenstein@atkinsglobal.com	
CONTRACT SUPPORT SPECIALIST (CSS)		Harry Raysin P.E.	C: 850.339.1590		harry.raysin@atkinsglobal.com	
CONTRACTOR'S PROJECT MANAGER:		David Blair	O: 904.292.4240 C: 352-208-3762		dblair@superiorconstruction.com	
CONTRACTOR'S SUPERINTENDENT:		Bruce Gibson	O: 904.292.4240 C: 904.759.2701		bgibson@superiorconstruction.com	
FDOT PROJECT MANAGER:		Glenn Raney	O: 386.740.3524 C:386.846.4862		michael.raney@dot.state.fl.us	
SENIOR PROJECT ENGINEER:		Eric Rosenstein P.E.	C: 850.596.8081		eric.rosenstein@atkinsglobal.com	
SENIOR INSPECTOR:		Alan Floyd	C: 386.320.2206		alan.floyd@atkinsglobal.com	
MAINTENANCE CONTACT:		Jim Read	O: 386.740.3406 C: 386.801.5584		jim.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		David Blair	O: 904.292.4240 C: 904.874.4677		dblair@superiorconstruction.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Bruce Gibson	O: 904.292.4240 C: 904.759.2701		bgibson@superiorconstruction.com	

FLAGLER COUNTY						
I-95 Resurfacing from the Volusia County Line to St. Johns County Line						
FIN #	438003-1-52-01, 438003-2-52-01					
CONTRACT #	T5636					
Conventional Pay Item						
PROJECT DESCRIPTION: I-95 resurfacing in Flagler County from the Volusia County line to the St. Johns County line.						
					TIME	COST
CONTRACTOR:	Masci General Contractors Inc.	LET DATE:	10/31/2018	ORIGINAL:	550	\$28,838,467.02
CCEI:	Jacobs	NTP:	1/7/2019	CURRENT:	579	\$28,838,467.02
FED. AID #:	D517085B	TIME BEGAN:	2/18/2019	ELAPSED:	183	\$4,771,342.80
FUND TYPE	Conventional Construction	WORK BEGAN:	2/18/2019	% ORIGINAL:	33.27%	16.55%
Current CPPR	96	EST. COMPLETION:	Late 2020	% TO DATE:	31.61%	16.55%
CONTACT			PHONE		EMAIL	
CEI SENIOR PROJECT ADMINISTRATOR		Tony Phillips	C: 904.415.8024		tony.phillips@jacobs.com	
CONTRACT SUPPORT SPECIALIST (CSS)		Lynda Parker	O: 386.333.9537 C: 386.281.2238		lynda.parker@jacobs.com	
CONTRACTOR'S PROJECT MANAGER:		David Jewett	C: 386.281.9042		davidjewett@masciqc.com	
CONTRACTOR'S SUPERINTENDENT:		Ignacio Masci	C: 407.948.3046		ignaciomasci@masciqc.com	
FDOT PROJECT MANAGER:		Rick Coe	O: 386.740.3490 C: 386.527.3831		frederick.coe@dot.state.fl.us	
SENIOR PROJECT ENGINEER:		Robert Parker	O: 386.333.9537 C: 904.449.0923		robert.parker@jacobs.com	
SENIOR INSPECTOR:		Jose Medina	O: 386.333.9537 C: 386.804.2403		jose.medina@jacobs.com	
MAINTENANCE CONTACT:		Jim Read	O: 386.740.3406 C: 386.801.5584		jim.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Ignacio Masci	C: 407.948.3046		ignaciomasci@masciqc.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		David Jewett	C: 386.281.9042		davidjewett@masciqc.com	



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of August 22, 2019

VOLUSIA COUNTY						
US 1 at Canal Street Intersection Improvements						
FIN #	240992-5-52-01					
CONTRACT #	T5660					
Conventional Pay Item						
PROJECT DESCRIPTION: Intersection improvements at SR 5 (US 1) including milling and resurfacing, widening, curb and gutter, drainage improvements, sidewalk, signalization, lighting, and utility work (water and sewer).						
					TIME	COST
CONTRACTOR:	Masci General Contractors Inc.	LET DATE:	10/31/2018	ORIGINAL:	430	\$4,991,772.04
CCEL:	CDM Smith	NTP:	1/7/2019	CURRENT:	443	\$4,991,772.04
FED. AID #:	D518041B	TIME BEGAN:	3/8/2019	ELAPSED:	154	\$1,202,924.34
FUND TYPE	Conventional Construction	WORK BEGAN:	3/18/2019	% ORIGINAL:	35.81%	24.10%
Current CPPR	100	EST. COMPLETION:	Summer 2020	% TO DATE:	34.76%	24.10%
CONTACT			PHONE		EMAIL	
CEI SENIOR PROJECT ADMINISTRATOR		Greg Shelton	C: 407.948.9021		sheltongb@cdmsmith.com	
CONTRACT SUPPORT SPECIALIST (CSS)		Seth Simpson	O: 407.488.7984		simpsonsa@cdmsmith.com	
CONTRACTOR'S PROJECT MANAGER:		Chris Wright	C: 386.561.8057		chrishwright@masciqc.com	
CONTRACTOR'S SUPERINTENDENT:		Don Chapmen	C: 386.281.9645		donchapmen16@yahoo.com	
FDOT PROJECT MANAGER:		Glenn Raney	O: 386.740.3524 C:386.846.4862		michael.raney@dot.state.fl.us	
SENIOR PROJECT ENGINEER:		Michael Ruland P.E.	C: 407.280.5435		rulandmb@cdmsmith.com	
SENIOR INSPECTOR:		Mike Brown	C: 407.419.1248		brownmw@cdmsmith.com	
MAINTENANCE CONTACT:		Jim Read	O: 386.740.3406 C: 386.801.5584		jim.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Don Chapmen	C: 386.281.9645		donchapmen16@yahoo.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Chris Wright	C: 386.561.8057		chrishwright@masciqc.com	

FLAGLER COUNTY						
US 1 at Matanzas Woods Parkway Roundabout						
FIN #	437595-1-52-01					
CONTRACT #	T5648					
Conventional Pay Item						
PROJECT DESCRIPTION: Construct a new roundabout at the intersection of U.S. 1 and Matanzas Woods Parkway in Palm Coast.						
					TIME	COST
CONTRACTOR:	P&S Paving Inc.	LET DATE:	5/22/2019	ORIGINAL:	250	\$2,614,877.70
CCEI:	Atkins Global	NTP:	7/26/2019	CURRENT:	250	\$2,614,877.70
FED. AID #:	D518111B	TIME BEGAN:	9/25/2019	ELAPSED:	0	\$0.00
FUND TYPE	Construction	WORK BEGAN:	TBD	% ORIGINAL:	0.00%	0.00%
Current CPPR	100	EST. COMPLETION:	Summer 2020	% TO DATE:	0.00%	0.00%
CONTACT			PHONE		EMAIL	
CEI SENIOR PROJECT ADMINISTRATOR		Eric Rosenstein P.E.	C: 850.596.8081		eric.rosenstein@atkinsglobal.com	
CONTRACT SUPPORT SPECIALIST (CSS)		Harry Raysin P.E.	C: 850.339.1590		harry.raysin@atkinsglobal.com	
CONTRACTOR'S PROJECT MANAGER:		Brian Davidson	C: 386.566.0551		bdavidson@pandspavinginc.com	
CONTRACTOR'S SUPERINTENDENT:		John Dunlap	C: 386.214.8896		jd@pandspavinginc.com	
FDOT PROJECT MANAGER:		Glenn Raney	O: 386.740.3524 C:386.846.4862		michael.raney@dot.state.fl.us	
SENIOR PROJECT ENGINEER:		Eric Rosenstein P.E.	C: 850.596.8081		eric.rosenstein@atkinsglobal.com	
SENIOR INSPECTOR:		Alan Floyd	C: 386.320.2206		alan.floyd@atkinsglobal.com	
MAINTENANCE CONTACT:		Jim Read	O: 386.740.3406 C: 386.801.5584		jim.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		John Dunlap	C: 386.214.8896		jd@pandspavinginc.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Brian Davidson	C: 386.566.0551		bdavidson@pandspavinginc.com	



Outside Consultant

In-House Construction

Maintenance

Project Status Report as of August 22, 2019

VOLUSIA						
US 92 Bridge Bearing Rehabilitation (Bridges 790187 and 790188)						
FIN #	439453-1-52-01					
CONTRACT #	E5Z44					
Lump Sum						
PROJECT DESCRIPTION: Clean and coat the bridge bearings of the US 92 bridge over the Halifax River in Daytona Beach						
					TIME	COST
CONTRACTOR:	Olympus Painting Contractors Inc.	LET DATE:	3/06/2018	ORIGINAL:	320	\$406,627.00
FED. AID #:	N/A	NTP:	5/9/2018	CURRENT:	386	\$406,627.00
FUND TYPE	Construction	TIME BEGAN:	6/8/2018	ELAPSED:	410	\$384,000.00
Current CPPR:	100	WORK BEGAN:	Feb. 2019	% ORIGINAL:	128.13%	94.44%
		EST. COMPLETION:	Summer 2019	% TO DATE:	106.22%	94.44%
Final Accepted 7/22/2019						
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Glenn Raney	O: 386.740.3524 C:386.846.4862		michael.raney@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Ernie Sallar	O: 386.740.3416		ernesto.sallar@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Paul Gladwin	O: 727.942.4149		paul@olympuspainting.com	
CONTRACTOR'S SUPERINTENDENT:		Matthew Christopher	C: 727.485.5315			
CONSTRUCTION ENGINEER		Rafael Rodriguez, P.E.	O: 386.740.3594 C: 386.801.5571		rafael.rodriguez@dot.state.fl.us	
SENIOR INSPECTOR:		Rick Hatch	C: 207.313.9548		rhatch@kta.com	
STRUCTURES CONTACT:		Jonathan Jastremsky	O: 386.740.3418		jonathan.jastremsky@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Paul Gladwin	O: 727.942.4149		paul@olympuspainting.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Matthew Christopher	C: 727.485.5315			

VOLUSIA						
SR 46 Bridge Rehabilitation						
FIN #	439273-1-52-01					
CONTRACT #	E5Z19					
Conventional Pay Item						
PROJECT DESCRIPTION: Apply an epoxy overlay to the concrete bridge deck, and clean and install non-structural pile jackets to bridge piers.						
					TIME	COST
CONTRACTOR:	Penn. National Mutual Casualty Insurance	LET DATE:	4/03/2018	ORIGINAL:	130	\$149,935.00
FED. AID #:	N/A	NTP:	6/7/2018	CURRENT:	145	\$149,935.00
FUND TYPE	Construction	TIME BEGAN:	7/7/2018	ELAPSED:	386	\$57,793.63
Current CPPR:	64	WORK BEGAN:	Nov. 2018	% ORIGINAL:	296.92%	38.55%
		EST. COMPLETION:	Summer 2019	% TO DATE:	266.21%	38.55%
No new estimate						
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Rick Coe	O: 386.740.3490 C: 386.527.3831		frederick.coe@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Ben Griffiths	O: 386.740.3564		ben.griffiths@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Robert Wittenberg	O: 215.595.6669		rwittenberg@beacon.ws	
CONTRACTOR'S SUPERINTENDENT:		Vincent Marsh	C: 727.421.4332		vinmar@tampabay.rr.com	
CONSTRUCTION ENGINEER		Rafael Rodriguez, P.E.	O: 386.740.3594 C: 386.801.5571		rafael.rodriguez@dot.state.fl.us	
SENIOR INSPECTOR:		Dominic Fiandra	C: 904.760.7496		fiandrad@etmnc.com	
ADD'L SENIOR INSPECTOR						
STRUCTURES CONTACT:		Debra Sjoberg	O: 386.740.3405		debra.sjoberg@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Vincent Marsh	C: 727.421.4332			
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:						



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of August 22, 2019

FLAGLER						
US 1 at Old Dixie Highway Roundabout						
FIN #	441210-1-52-01					
CONTRACT #	E5Z64					
Conventional Pay Item						
PROJECT DESCRIPTION: Construct new roundabout along U.S. 1 at Old Dixie Highway. Project also includes drainage improvements, lighting and landscaping.						
					TIME	COST
CONTRACTOR:	P&S Paving Inc.	LET DATE:	8/07/2018	ORIGINAL:	420	\$4,022,401.58
FED. AID #:	N/A	NTP:	10/6/2018	CURRENT:	438	\$4,072,401.58
FUND TYPE	Construction	TIME BEGAN:	1/3/2019	ELAPSED:	228	\$2,173,016.73
Current CPPR:	100	WORK BEGAN:	1/3/2019	% ORIGINAL:	54.29%	54.02%
		EST. COMPLETION:	Spring 2020	% TO DATE:	52.05%	53.36%
CONTACT			PHONE		EMAIL	
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:		Brian Davidson	C: 386.566.0551		bdavidson@pandspavinginc.com	
CONTRACTOR'S SUPERINTENDENT:		John Dunlap	C: 386.214.8896		jd@pandspavinginc.com	
CONSTRUCTION ENGINEER		Rafael Rodriguez, P.E.	O: 386.740.3594 C: 386.801.5571		rafael.rodriguez@dot.state.fl.us	
SENIOR INSPECTOR:		Chuck Crossman	C: 407.907.4300		crossman@etmnc.com	
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:		John Dunlap	C: 386.214.8896		jd@pandspavinginc.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Brian Davidson	C: 386.566.0551		bdavidson@pandspavinginc.com	

VOLUSIA						
Kepler Road Pedestrian Bridge Rehabilitation						
FIN #	439521-1-52-01					
CONTRACT #	E5Z30					
Lump Sum						
PROJECT DESCRIPTION: Cleaning and painting of the FDOT pedestrian bridge over Kepler Road, and installation of overhead canopy.						
					TIME	COST
CONTRACTOR:	Viktor Construction Corp.	LET DATE:	6/05/2018	ORIGINAL:	110	\$257,400.00
FED. AID #:	N/A	NTP:	8/10/2018	CURRENT:	149	\$257,400.00
FUND TYPE	Construction	TIME BEGAN:	11/8/2018	ELAPSED:	278	\$112,207.40
Current CFPR	87	WORK BEGAN:	11/13/2018	% ORIGINAL:	252.73%	43.59%
		EST. COMPLETION:	Summer 2019	% TO DATE:	186.58%	43.59%
No new estimate						
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Charles Long	O: 386.740.3505 C: 407.415.0764		charles.long@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Ben Griffiths	O: 386.740.3564		ben.griffiths@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Nikitas Kavouklis	C: 727.741.7200		viktorconstruction@hotmail.com	
CONSTRUCTION ENGINEER		Rafael Rodriguez, P.E.	O: 386.740.3594 C: 386.801.5571		rafael.rodriguez@dot.state.fl.us	
SENIOR INSPECTOR:		Jimmy Gregory	C: 757.509.2252		jgregory@kta.com	
STRUCTURES CONTACT:		Jonathan Jastremsky	O: 386.740.3418		jonathan.jastremsky@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Nikitas Kavouklis	C: 727.741.7200		viktorconstruction@hotmail.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Stylianios Fragkos	C: 727.437.9302			

No new estimate



Outside Consultant

In-House Construction

Maintenance

Project Status Report as of August 22, 2019

VOLUSIA						
Westbound SR 40 over Tomoka River Bridge Repair (Bridge 790027)						
FIN #	440968-1-52-01					
CONTRACT #	E5Z60					
Conventional Pay Item						
PROJECT DESCRIPTION: Project consists of bridge deck repairs, deck sealing and non-structural pile jackets.						
					TIME	COST
CONTRACTOR:	Intron Technologies Inc.	LET DATE:	12/04/2018	ORIGINAL:	140	\$471,365.65
FED. AID #:	N/A	NTP:	2/12/2019	CURRENT:	165	\$471,365.65
FUND TYPE	Construction	TIME BEGAN:	3/14/2019	ELAPSED:	158	\$372,718.44
Current CPPR:	98	WORK BEGAN:	4/1/2019	% ORIGINAL:	112.86%	79.07%
		EST. COMPLETION:	Summer 2019	% TO DATE:	95.76%	79.07%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Glenn Raney	O: 386.740.3524 C:386.846.4862		michael.raney@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Ernie Sallar	O: 386.740.3416		ernesto.sallar@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Jody Windsor	C: 904.545.2993		Jody@introntech.com	
CONTRACTOR'S SUPERINTENDENT:		Henry Balcer	C: 904.349.1987		henry@introntech.com	
CONSTRUCTION ENGINEER		Rafael Rodriguez, P.E.	O: 386.740.3594 C: 386.801.5571		rafael.rodriguez@dot.state.fl.us	
SENIOR INSPECTOR:		P.J. Langelo	C: 386.931.8617		plangelo@eismanrusso.com	
STRUCTURES CONTACT:		Jonathan Jastremsky	O: 386.740.3418		jonathan.jastremsky@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Henry Balcer	C: 904.349.1987		henry@introntech.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Jody Windsor	C: 904.545.2993		Jody@introntech.com	

VOLUSIA						
SR 44 (South Causway) Bridge Bulkhead and Fender Repairs						
FIN #	442555-1-52-01					
CONTRACT #	E5Z49					
Conventional Pay Item						
PROJECT DESCRIPTION: Project consists of repairing and replacing bridge fender and bulkhead components.						
					TIME	COST
CONTRACTOR:	Seacoast Inc.	LET DATE:	12/04/2018	ORIGINAL:	120	\$1,193,299.40
FED. AID #:	N/A	NTP:	2/5/2019	CURRENT:	157	\$1,193,299.40
FUND TYPE	Construction	TIME BEGAN:	3/22/2019	ELAPSED:	150	\$1,083,955.40
Current CPPR:	98	WORK BEGAN:	3/25/2019	% ORIGINAL:	125.00%	90.84%
		EST. COMPLETION:	Summer 2019	% TO DATE:	95.54%	90.84%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Glenn Raney	O: 386.740.3524 C:386.846.4862		michael.raney@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Ben Griffiths	O: 386.740.3564		ben.griffiths@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Eddie Beard	C: 813.943.8681		e.beard@seacpasinc.net	
CONTRACTOR'S SUPERINTENDENT:		BJ Johnson	C: 727.643.0133			
CONSTRUCTION ENGINEER		Rafael Rodriguez, P.E.	O: 386.740.3594 C: 386.801.5571		rafael.rodriguez@dot.state.fl.us	
SENIOR INSPECTOR:		Nick Peters	C: 386.453.5222		npeters@consoreng.com	
STRUCTURES CONTACT:		Jonathan Jastremsky	O: 386.740.3418		jonathan.jastremsky@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Eddie Beard	C: 813.943.8681		e.beard@seacpasinc.net	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		BJ Johnson	C: 727.643.0133			



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of August 22, 2019

VOLUSIA						
I-4 Over Dirksen Drive Bridge Bearing Replacement						
FIN #	440966-1-52-01					
CONTRACT #	E5Z73					
Conventional Pay Item						
PROJECT DESCRIPTION: Project consists of replacing the bearing pads on the eastbound and westbound I-4 bridges over Dirksen Drive, and an epoxy overlay on westbound I-4.						
					TIME	COST
CONTRACTOR:	Oceaneer Consulting LLC	LET DATE:	4/02/2019	ORIGINAL:	80	\$648,932.00
FED. AID #:	N/A	NTP:	6/11/2019	CURRENT:	80	\$648,932.00
FUND TYPE	Construction	TIME BEGAN:	8/10/2019	ELAPSED:	0	\$58,000.00
Current CPPR:		WORK BEGAN:	TBD	% ORIGINAL:	0.00%	8.94%
		EST. COMPLETION:	Late 2019	% TO DATE:	0.00%	8.94%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Charles Long	O: 386.740.3505 C: 407.415.0764		charles.long@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Ben Griffiths	O: 386.740.3564		ben.griffiths@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Christian Villegas	C: 321.604.1371		christian@oceaneer.us	
CONTRACTOR'S SUPERINTENDENT:		Onel Beltran	C: 561.334.7416		onel@oceaneer.us	
CONSTRUCTION ENGINEER		Rafael Rodriguez, P.E.	O: 386.740.3594 C: 386.801.5571		rafael.rodriguez@dot.state.fl.us	
SENIOR INSPECTOR:		Robert Bitting	C: 407.915.5545		bittingr@etmnc.com	
STRUCTURES CONTACT:		Jonathan Jastremsky	O: 386.740.3418		jonathan.jastremsky@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Christian Villegas	C: 321.604.1371		christian@oceaneer.us	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Onel Beltran	C: 561.334.7416		onel@oceaneer.us	

VOLUSIA						
SR 430 Eastbound Bridge Joint Repair						
FIN #	443266-1-52-01					
CONTRACT #	E5Z83					
Conventional Pay Item						
PROJECT DESCRIPTION: Replace the bridge joint on the east end of the eastbound S.R. 430 Bridge over the Halifax River						
					TIME	COST
CONTRACTOR:	Sieg & Ambachtsheer Inc.	LET DATE:	6/04/2019	ORIGINAL:	110	\$176,487.00
FED. AID #:	N/A	NTP:		CURRENT:	110	\$176,487.00
FUND TYPE	Construction	TIME BEGAN:		ELAPSED:	0	\$0.00
Current CPPR:	98	WORK BEGAN:		% ORIGINAL:	0.00%	0.00%
		EST. COMPLETION:		% TO DATE:	0.00%	0.00%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Charles Long	O: 386.740.3505 C: 407.415.0764		charles.long@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Ben Griffiths	O: 386.740.3564		ben.griffiths@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:						
CONTRACTOR'S SUPERINTENDENT:						
CONSTRUCTION ENGINEER		Rafael Rodriguez, P.E.	O: 386.740.3594 C: 386.801.5571		rafael.rodriguez@dot.state.fl.us	
SENIOR INSPECTOR:						
STRUCTURES CONTACT:		Jonathan Jastremsky	O: 386.740.3418		jonathan.jastremsky@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:						
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:						



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of August 22, 2019

VOLUSIA						
S.R. 472 Resurfacing from U.S. 197/92 to the I-4 Interchange						
FIN #	439121-1-52-01 & 439144-1-52-01					
CONTRACT #	E5Z77					
Conventional Pay Item						
PROJECT DESCRIPTION: Mill and resurface S.R. 472, turn lane widening, and add turn lane from eastbound S.R. 472 to northbound Minnesota Avenue						
					TIME	COST
CONTRACTOR:	P&S Paving, Inc.	LET DATE:	7/02/2019	ORIGINAL:	200	\$3,278,490.18
FED. AID #:	NA	NTP:		CURRENT:	200	\$3,278,490.18
FUND TYPE		TIME BEGAN:		ELAPSED:	0	
Current CPPR:	98	WORK BEGAN:		% ORIGINAL:	0.00%	0.00%
		EST. COMPLETION:		% TO DATE:	0.00%	0.00%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Charles Long	O: 386.740.3505 C: 407.415.0764		charles.long@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Ben Griffiths	O: 386.740.3564		ben.griffiths@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:						
CONTRACTOR'S SUPERINTENDENT:						
CONSTRUCTION ENGINEER		Rafael Rodriguez, P.E.	O: 386.740.3594 C: 386.801.5571		rafael.rodriguez@dot.state.fl.us	
SENIOR INSPECTOR:						
STRUCTURES CONTACT:						
24 HR CONTRACTOR EMERGENCY CONTACT:						
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:						

VOLUSIA						
Pavement Markings, Various Roads						
FIN #	427833-1-72-05					
CONTRACT #	E5U70					
Maintenance						
PROJECT DESCRIPTION: Install new thermoplastic pavement markings and reflective pavement markings on various roads.						
					TIME	COST
CONTRACTOR:	Southern States Pavement Markings	LET DATE:	10/02/2018	ORIGINAL:	180	\$2,100,179.18
FED. AID #:	N/A	NTP:	12/06/2018	CURRENT:	218	\$2,100,179.18
FUND TYPE	Maintenance	TIME BEGAN:	12/14/2018	ELAPSED:	234	\$2,029,236.53
Current CFPR	NA	WORK BEGAN:	12/14/2018	% ORIGINAL:	130.00%	96.62%
		EST. COMPLETION:	Summer 2019	% TO DATE:	107.34%	96.62%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Rick Coe	O: 386.740.3490 C: 386.527.3831		frederick.coe@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Ben Griffiths	O: 386.740.3564		ben.griffiths@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Buck Adams	C: 904.814.8410		buck@sspmi.net	
CONSTRUCTION ENGINEER		Rafael Rodriguez, P.E.	O: 386.740.3594 C: 386.801.5571		rafael.rodriguez@dot.state.fl.us	
SENIOR INSPECTOR:		Walter Moore	C: 407.216.9848		s.moore@gaiconsultants.com	
MAINTENANCE CONTACT:		Jim Read	O: 386.740.3406 C: 386.801.5584		james.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Buck Adams	C: 904.814.8410		buck@sspmi.net	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Chris Robbins	C: 407.738.8308		crobbs@tollroads.com	



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of August 22, 2019

VOLUSIA						
Pipe Cleaning and Lining, Various Locations in Volusia County						
FIN #	427986-1-72-15					
CONTRACT #	E5U77					
Maintenance						
PROJECT DESCRIPTION: Pipe desilting and lining on: SR 400 from Woodcrest Drive to U.S. 1; U.S. 1 at Palmetto Avenue, White Avenue, Bayshore Drive, Fox Place and at SR 442; Ora Street and S. Peninsula Drive.						
					TIME	COST
CONTRACTOR:	Shen-Line LLC	LET DATE:	10/02/2018	ORIGINAL:	179	\$1,960,178.51
FED. AID #:	N/A	NTP:	12/12/2018	CURRENT:	213	\$1,960,178.51
FUND TYPE	Maintenance	TIME BEGAN:	12/26/2018	ELAPSED:	221	\$1,760,144.75
Current CFPR		WORK BEGAN:	3/4/2019	% ORIGINAL:	123.46%	89.80%
		EST. COMPLETION:	Summer 2019	% TO DATE:	103.76%	89.80%
No new estimate						
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Rick Coe	O: 386.740.3490 C: 386.527.3831		frederick.coe@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Ernie Sallar	O: 386.740.3416		ernesto.sallar@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Louis Woska	C: 386.479.8318		L.Woska@shenandoahconstruction.co	
CONSTRUCTION ENGINEER		Rafael Rodriguez, P.E.	O: 386.740.3594 C: 386.801.5571		rafael.rodriguez@dot.state.fl.us	
SENIOR INSPECTOR:		Craig Sonner	C: 407.310.9658		csonner@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:		Garrett Kulp	C: 772.834.1455		g.kulp@shenandoahconstruction.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Louis Woska	C: 386.479.8318		L.Woska@shenandoahconstruction.co	

VOLUSIA						
U.S. 1 Concrete Rehabilitation						
FIN #	441682-1-72-01					
CONTRACT #	E5U82					
Maintenance						
PROJECT DESCRIPTION: Repair and replace concrete slabs along U.S. 1 from south of Reed Canal Road to Fleming Avenue in Port Orange.						
					TIME	COST
CONTRACTOR:	GPS Civil Construction Inc.	LET DATE:	2/05/2019	ORIGINAL:	270	\$2,090,679.00
FED. AID #:	N/A	NTP:	4/16/2019	CURRENT:	279	\$2,090,679.00
FUND TYPE	Conventional	TIME BEGAN:	4/16/2019	ELAPSED:	120	\$832,668.00
Current CFPR:		WORK BEGAN:	4/16/2019	% ORIGINAL:	44.44%	39.83%
		EST. COMPLETION:	Early 2020	% TO DATE:	43.01%	39.83%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Ernie Sallar	O: 386.740.3416		ernesto.sallar@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Ben Griffiths	O: 386.740.3564		ben.griffiths@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Greg Schlaffer	O: 386.872.5811 C: 386.316.9314		greg@gpscivil.com	
CONTRACTOR'S SUPERINTENDENT:		Dallas Moore	O: 386.872.5811 C: 386.566.4800		dallas@gpscivil.com	
CONSTRUCTION ENGINEER		Rafael Rodriguez, P.E.	O: 386.740.3594 C: 386.801.5571		rafael.rodriguez@dot.state.fl.us	
SENIOR INSPECTOR:		Paul Stacks	C: 352.217.1773		paul.stacks@aecom.com	
ADD'L SENIOR INSPECTOR						
MAINTENANCE CONTACT:		Chris Engels	O: 386.740.3420 C: 386.279.5444		christopher.engels@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Dallas Moore	O: 386.872.5811 C: 386.566.4800		dallas@gpscivil.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Greg Schlaffer	O: 386.872.5811 C: 386.316.9314		greg@gpscivil.com	



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of August 22, 2019

VOLUSIA						
SR 44 Resurfacing in Volusia County						
FIN #	441694-1-72-01					
CONTRACT #	E5U86					
Maintenance						
PROJECT DESCRIPTION: Mill and resurface SR 44 from just east of the I-4 ramps to east of Prevatt Avenue near DeLand, and on SR 44/Canal Street from west of Myrtle Avenue to Dimmick Street in New Smyrna Beach.						
					TIME	COST
CONTRACTOR:	Halifax Paving Inc.	LET DATE:	4/02/2019	ORIGINAL:	90	\$438,198.34
FED. AID #:	N/A	NTP:	6/12/2019	CURRENT:	90	\$438,198.34
FUND TYPE	Maintenance	TIME BEGAN:	6/26/2019	ELAPSED:	61	\$0.00
Current CFPR:	100	WORK BEGAN:	TBD	% ORIGINAL:	67.78%	0.00%
		EST. COMPLETION:	Fal 2019	% TO DATE:	67.78%	0.00%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Charles Long	O: 386.740.3505 C: 407.415.0764		charles.long@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Ernie Sallar	O: 386.740.3416		ernesto.sallar@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Joe Durrance	O: 386.676.0200 C: 386.547.4852		hpi_sandi@cfl.rr.com	
CONTRACTOR'S SUPERINTENDENT:		Josh Lloyd	C: 386.937.7850			
CONSTRUCTION ENGINEER		Rafael Rodriguez, P.E.	O: 386.740.3594 C: 386.801.5571		rafael.rodriguez@dot.state.fl.us	
SENIOR INSPECTOR:						
ADD'L SENIOR INSPECTOR						
MAINTENANCE CONTACT:		Chris Engels	O: 386.740.3420 C: 386.279.5444		christopher.engels@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Joe Durrance	O: 386.676.0200 C: 386.547.4852		hpi_sandi@cfl.rr.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Josh Lloyd	C: 386.937.7850			



Outside Consultant
In-House Construction
Maintenance

**MEETING SUMMARY
TPO BOARD
SEPTEMBER 25, 2019**

VII. EXECUTIVE DIRECTOR'S REPORT

- Update on SU Funding/Work Program
- Update on Roundtable of Volusia County Elected Officials/Sales Tax Referendum

VIII. RIVER TO SEA TPO BOARD MEMBER COMMENTS

IX. RIVER TO SEA TPO CHAIRPERSON COMMENTS

X. INFORMATION ITEMS

- Bicycle/Pedestrian Advisory Committee Attendance Record – 2019
- Citizens Advisory Committee Attendance Record – 2019
- Technical Coordinating Committee Attendance Record – 2019
- August 2019 TPO Outreach and Activities
- Volusia and Flagler Counties Construction Reports

XI. ADJOURNMENT

The next River to Sea TPO Board meeting will be October 23, 2019

BPAC Attendance Record 2019

Name	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Notes
Holly Ryan/Doug Hall	x	x	x	exc	exc	exc		x					Daytona Beach (appt. 3/12) (alt. appt. 02/14)
Joan Sandler				x	x	x		x					DeBary (appt 4/19)
Ted Wendler	x	x	x	x	exc	x		x					DeLand (appt. 05/11)
Scott Leisen	exc	abs	exc	exc	abs	abs		abs					Deltona (appt. 12/12)
Paul Eik (19/20 Chairman)	x	x	x	x	x	x		x					Flagler Beach (appt. 7/14) (alt appt 9/18)
Larry Coletti (19/20 Vice Chairman)	x	xx	xx	x	x	xx		xx					Flagler County (appt 2/16)
Ned Wolfarth													Holly Hill (appt 9/19)
Nic Mostert	x	x	x	x	x	x		x					New Smyrna Beach (appt. 03/15)
Bob Storke	x	x	x	x	x	x		x					Orange City (appt. 12/07)
Gayle Belin	exc	x	exc	x	x	x		exc					Ormond Beach (appt. 01/15 - 07/16)
Danielle Anderson	abs	exc	abs	abs	abs	abs		abs					Palm Coast (Appt. 02/16)
Jeff Martindale		x	exc	x	exc	x		abs					Port Orange (Appt 2/19)
Christy Gillis	abs	x	x	exc	x	x		exc					South Daytona (appt. 01/16)
Roy Walters/Jason Aufdenberg	x	x	x	x	x	exc		x					Volusia County At-Large (appt. 03/05) (alt. appt 07/12)
Patrick McCallister	x	x	exc	exc	x	exc		x					Volusia County D-1 (appt. 10/16)
Nancy Burgess-Hall/Chris Daun	x	xx	xx	x	x	exc		xx					Volusia County D-2 (app 2/14) (alt. appt 3/18)
Wendy Hickey (<i>non-voting</i>)	x	x	exc	x	x	exc		exc					Flagler County (appt. 12/15)
Gwen Perney (<i>non-voting</i>)	x	x	x	exc	x	x		x					Large City - Port Orange
John Cotton/Edie Biro (<i>non-voting</i>)	x	x	x	x	x	x		x					Votran (appt. 07/13)(alt. appt. 02/16)
Melissa Winsett/Terri Bergeron (<i>non-voting</i>)	x	x	x	x	x	x		x					Volusia County (02/14) (alt. Appt. 09/16)
Rob Brinson/Eric Kozielski (<i>non-voting</i>)	x	abs	abs	abs	abs	abs		abs					Volusia County School Board (appt. 01/16)
VACANT(<i>non-voting</i>)	x	x	x	exc	x	x		vacant					FDOT
QUORUM	Y	Y	Y	Y	Y	Y		Y					

Vacancies

Beverly Beach
 Bunnell
 Daytona Beach Shores
 DeBary
 Edgewater
 Flagler County School Board
 Flagler County Transit
 Lake Helen
 Oak Hill
 Pierson
 Ponce Inlet
 Volusia County Chair
 Volusia County D-3

CODES

X = Present
 exc = Excused
 abs = Absent (Unexcused)

CAC Attendance Record 2019

Name	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Notes
Sue Habel	exc	x	x	x	x	x		x	exc				Daytona Beach (appt. 3/18)
Janet Deyette (18/19 Chairperson)	x	x	x	x	x	x		exc	abs				Deltona (appt. 11/10)
Ralph Bove	abs	abs	abs	abs	abs	abs		abs	abs				DeBary (appt. 11/16)
Daniel Klasel		x	exc	abs	exc	x		exc	exc				Edgewater (appt 1/19)
Rob Plympton/Mary Dioguardi	x	x	x	x	exc	x		exc	abs				Flagler Beach (appt 5/18)
Marcia Stevens Foltz	x	x	x	exc	x	x		x	x				Flagler County (appt 2/18)
Heidi Petito	abs	abs	abs	abs	abs	abs		abs	abs				Flagler County Transit (appt 9/14)
Gilles Blais (18/19 Vice Chairperson)	x	x	x	exc	x	x		x	x				Holly Hill (appt. 11/07) (Reap. 02/13)
Rick Basso/Linda Provost						x		abs	abs				Lake Helen (appt 6/19) (alt 0
Nora Jane Gillespie	abs	x	x	x	x	x		x	x				New Smyrna Beach (appt 12/14)
Bob Storke	x	x	x	x	x	x		x	x				Orange City (appt. 1/08)
Roger Strcula	x	x	x	x	x	exc		x	x				Ormond Beach (appt 7/18)
Alan Peterson	x	x	x	x	x	x		x	x				Palm Coast (appt. 03/15)
Susan Elliott	x	x	x	x	exc	x		x	x				Pierson (appt. 3/06)
Joe Villanella	exc	exc	exc	abs	exc	exc		x	x				Ponce Inlet (appt
Jack Delaney	x	x	exc	x	x	x		x	abs				South Daytona (appt. 04/16)
Bobby Ball	x	x	exc	x	x	x		x	x				Port Orange (appt. 12/02)
Dave Castagnacci					x	x		x	x				Volusia County Chair (appt 05/19)
Elizabeth Alicia Lendian	exc	x	x	exc	x	x		x	x				Volusia County At-Large (appt. 05/13)
Ann Christian			exc	exc	abs	abs		abs	abs				Volusia County D-1 (appt 3/19)
Patricia Lipovsky	abs	x	abs	abs	exc	x		exc	x				Volusia County D-2 (appt 4/17)
Edie Biro/John Cotton	x	x	x	exc	exc	x		x	x				Votran (appt. 02/16) (alt. appt. 07/13)
Faith Alkhatib (<i>non-voting</i>)	abs	abs	abs	abs	abs	abs		abs	abs				Flagler County Traffic Engineering (appt 9/14)
Melissa Winsett/J.Cheney (<i>non-voting</i>)	x	x	x	exc	x	x		x	x				Volusia County Traffic Engineering (appt 10/11)
Vickie Wyche (<i>non-voting</i>)	x	x	x	x	x	x		x	x				FDOT District 5 (appt 1/18)
QUORUM	Y	Y	Y	Y	Y	Y		Y	Y				

Vacancies

Bunnell
 Beverly Beach
 Daytona Beach Shores
 Deland
 Flagler County School Board
 Oak Hill
 Volusia County School Board
 Volusia County D-3

TCC Attendance Record 2019

Name	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Notes
Rodney Lucas	x	x	abs	abs	abs	abs		x	s				Bunnell (appt 12/18)
Andrew Holmes/Dennis Mrozek	x	x	x	x	x	x		x	x				Daytona Beach (11/18) (alt 6/18)
Arlene Smith	x	x	abs	x	x	x		x	x				Daytona Beach Airport (appt. 03/16)
Stewart Cruz	abs	x	abs	abs	abs	abs		abs	abs				Daytona Beach Shores (appt. 10/04)
Mike Holmes/Anna Cava Grosso	x	x	x	x	xx	xx		x	x				DeLand (appt. 09/98)
Ron Paradise	x	x	x	x	x	x		x	x				Deltona (appt. 11/09)
Matt Boerger/Andrew Landis			abs	x	x	x		x	x				DeBary (appt 3/19)
Darren Lear	exc	x	x	x	exc	x		x	x				Edgewater (appt. 10/99)
Larry Newsom	abs	abs	abs	abs	abs	abs		abs	abs				Flagler Beach (Appt. 02/16)
Faith Alkhatib/Adam Mengel	abs	abs	abs	abs	abs	abs		abs	abs				Flagler County Traffic Engineering (appt 9/14)
Brian Walker	x	x	x	x	x	x		x	x				Holly Hill (appt 10/17)
Amye King/Kyle Fegley	x	x	x	x	x	x		exc	exc				New Smyrna Beach (appt. 10/16)
Rebecca Witte/Katie Holmes	abs	x	x	x	x	x		x	x				Lake Helen (appt 12/18)(alt appt 8/19)
Shawn Finley	x	x	x	x	x	x		x	x				Ormond Beach (appt. 12/17)
Becky Mendez (18/19 Vice Chairperson)	x	x	x	x	x	x		x	x				Orange City (appt. 08/15)
Jose Papa (18/19 Chairperson)	x	x	x	x	x	exc		x	x				Palm Coast (appt 7/14)
Mark Karet	x	x	x	x	x	x		abs	x				Pierson (appt. 09/16)
Aref Joulani/Mike Disher	x	x	x	x	x	abs		x	x				Ponce Inlet (appt. 09/16) (alt. appt. 04/19)
Tim Burman/Margaret Tomlinson	x	x	x	x	x	x		exc	x				Port Orange (appt. 10/13)(alt appt 4/19)
Brian Peek/Patty Rippey	x	x	x	x	x	x		x	abs				South Daytona (appt. 6-19)
Jon Cheney/Melissa Winsett	x	x	x	exc	x	x		x	x				Volusia County Traffic Engineering (appt. 04/99)
Eric Kozielski	x	exc	abs	abs	abs	x		exc	x				Volusia County Schools (appt. 1/15)
Frank Alvarez/Edie Biro	x	x	x	x	x	x		x	x				Votran (appt. 01/019) (alt. appt. 02/16)
Larry LaHue/Pat White	abs	abs	x	abs	x	x		exc	x				Volusia County Emergency Management (appt. 01/04)
Vickie Wyche (<i>non-voting</i>)	x	x	x	x	x	x		x	x				FDOT (appt 1/18)
QUORUM	Y	Y	Y	Y	Y	Y		Y	Y				

Vacancies

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

August 2019 TPO Outreach & Activities

1 Orange City Skate Park Opening Helmet Fitting

Date: Saturday, August 10, 2019

Location: Coleman Park, Orange City

Description: TPO staff set up a display table and distributed promotional items as well as fitting and donating 52 bicycle helmets to children and adults



2 Presentation to BPAC by Sheriff Chitwood

Date: Wednesday, August 14, 2019

Location: TPO Office

Description: Sheriff Chitwood gave a presentation to the BPAC on Volusia County Sheriff's Office efforts to increase bicycle and pedestrian safety

3 US 1 Coalition Meeting

Date: Tuesday, August 13, 2019

Location: Ormond Beach

Description: TPO staff attended the US 1 Coalition meeting

4 TPO Presentation to SR 44 Business Owners & Residents

Date: Tuesday, August 22, 2019

Location: New Smyrna Beach

Description: TPO staff gave a presentation on the TPO and local projects to the SR 44 Business Owners and residents

SEPTEMBER EVENTS:

- 9: Roundtable of Volusia County Elected Officials Meeting, Daytona Beach Int'l Airport
- 12: Palm Coast/FCARD Development Meeting
- 16: Florida Public Transit Association (FPTA) & Commission for the Trans. Disadvantaged (CTD) Annual Conference, Orlando
- 20: DeBary Wellness & Safety Fair, DeBary
- 28: Port Orange Family Days Helmet Fitting

OTHER UPCOMING EVENTS:

- Oct 2: International Walk to School Day, multiple locations
- Oct 11: CFMPOA Meeting, MetroPlan
- Oct 23: VCARD Icebreaker, Daytona Beach
- Oct 24: FDOT Work Program Public Hearing
- Oct 25-Nov 1: Central Florida Mobility Week
- Oct 29: MPO Advisory Council Meeting, Orlando
- Oct 31: Central Florida Commuter Rail Commission

ONGOING PROJECTS & STUDIES:

- Walkability Action Institute Grant Project & Complete Streets Policy & Implementation Plan
- Review of Votran's Annual Operating Report (AOR)
- Central Florida Regional Planning Model Update
- Development of FY 2018/19 Public Outreach Summary and Evaluation Matrix
- Development of FY 2018/19 Annual Report
- Development of 2045 LRTP Public Involvement Plan & Data Collection
- Amendment to the 2040 LRTP
- Development of Community Safety Action Plan
- FY 2018/19 TPO Audit
- State of the System Updates
- Regional Resiliency Action Plan Implementation

Volusia County Construction Report – August 2019*

Completed within the last 6 months:

- 1) LPGA Blvd 4-lane widening (Jimmy Ann Dr. to Derbyshire)
- 2) ECRRT – Segment 5 (Brevard County Line to Cow Creek Rd.)
- 3) ECRRT – Segment 4B (Gobblers Lodge to Maytown Spur)
- 4) Spring to Spring Trail – Segment 3A (Detroit Terrace to Don Smith Blvd.)
- 5) Turnbull Bay Bridge Replacement
- 6) New York Ave sidewalk (Hamilton to US-17/92)
- 7) Doyle Road paved shoulders (Lush Lane to Courtland Blvd)

Under Construction or Advertised for Construction:

- 1) Veterans Memorial Bridge (Orange Ave.) – Under construction
- 2) W. Park Avenue 3-lane widening (Dale Street to Old Mission Rd) – Under Construction
- 3) Mast Arm Replacement at Catalina and Midway – Under Construction
- 4) Coast to Coast Trail Wayfinding Signage, and Emergency Location Markers – Bids opened
- 5) Williamson Blvd. (LPGA to Strickland Range) – Construction Advertised

Design Projects:

- 1) ECRRT – Segment 4A (Guisse Rd. to Gobblers Lodge) – Design / Build Contract Executed
- 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) – Developer Land Swap Agreement Executed – requiring plan revisions, Waiting for Railroad and interlocal agreements.
- 5) Spring to Spring (DeLeon Springs Trail) – Design Ongoing
- 6) DeLeon Spring Connection to Spring to Spring Trail – Design started
- 7) Spring to Spring Trail – Segment 3B (Rob Sullivan Park to Dirksen Dr) – Design Ongoing
- 8) Spring to Spring Trail- Segment 3C (Trail along Don Smith Blvd) – Design FY 20, Construction FY 23
- 9) Turnbull Bay Road paved shoulders – Topographic and ROW Survey Underway
- 10) Beresford Ave Extension (Blue Lake to MLK) – Waiting for ROW from City to start Design
- 11) Spring to Spring Trail (Lake Beresford to Grand Avenue) – PD&E study administered by FDOT is currently underway
- 12) Amelia Ave (Voorhis to Ohio) – In Negotiations for Design Contract
- 13) Williamson Blvd. (Strickland Range to Hand Ave) – Design funded 2019
- 14) Graves Ave Turn lanes (Veterans Memorial Parkway to Kentucky) – In Negotiations for Design Contract
- 15) Old New York paved shoulders (Shell to S-44) – Topographic and ROW Survey Underway, Construction funded FY 2020/2021
- 16) Intersection Improvements at SR-44 and Kepler – Design by FDOT underway
- 17) Doyle Road paved shoulders (Twisted Oak to Lush Lane) – Not funded
- 18) Trail Connection from Marine Discovery Center to River to Sea Loop – Design Underway
- 19) Jacobs Road Sidewalk – Survey underway
- 20) Sugar Mill Road curve reconstruction and turn lanes – Design underway
- 21) Study of LPGA Widening from Tymber Creek to I-95 – Feasibility Study underway

*Changes/Updates since last report are underlined.

Note: Dates are subject to change due to normal project development issues.

FLAGLER COUNTY CONSTRUCTION REPORT
As of September 2019

	<u>Construction and Near Construction Phase</u>	Status
1	Emergency Dune Restoration	Completed
2	County Road 2006 Resurfacing	Construction ongoing
3	County Road 305 Widening and Resurfacing from bridge # 734006 to SR 100	Completed
4	Old Dixie Highway Widening and Resurfacing	Completed
5	North Mala Compra Drainage Basin Improvements (Not FDOT)	Completed, Project closeout in progress
6	Plantation Bay Wastewater Treatment Facility Improvements (Not FDOT)	Construction near completion
7	Plantation Bay Water (Not FDOT)	Construction ongoing
8	Bay Drive Park (not FDOT)	Construction ongoing
9	Mahogany Blvd. Resurfacing	Near Construction
10	Briarwood Drive	Near Construction

	<u>Design Phase</u>	Status
1	Design of 3.7 miles A1A Shore Protection (FDOT)	Design ongoing
2	Dune Restoration - City of Flagler Beach (ACOE)	Design ongoing
3	County Road 304 Resurfacing from County Road 305 to SR5 (US1)	Design completed
4	CR 304 Replacement of 4 Bridges	Design ongoing
5	Marineland Acres Road Improvement	Design ongoing
6	Old Haw Creek from County Road 304 to SR 11	Design ongoing
7	Water Oak Road from County Road 2006 to Mahogany Blvd.	Design ongoing
8	Graham Swamp Multi-Use Trail & Pedestrian Bridge from Lehigh Trail to SR 100	Design ongoing
9	Apache Dr from Osceola Ave to 1st Ave	
10	Hammock Roadway Stabilization - Various Roadways	
11	Malacompra Road Resurfacing - from A1A to Roadway end at Atlantic Coast Beach	
12	Hargrove CR 1421 from Otis Stone Hunter CR 1422 to US 1	
13	Otis Stone from County Road 13 to US 1	