



MEETING AGENDA

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

DATE: Tuesday, October 17, 2017
TIME: 1:15 P.M. (CAC) & 3:00 P.M. (TCC) **Please note CAC Meeting Time Change*
PLACE: River to Sea TPO Conference Room
2570 W. International Speedway Blvd., Suite 100
Daytona Beach, Florida 32114

Ms. Janet Deyette, CAC Chairperson

Mr. Ric Goss, TCC Chairperson

CAC & TCC AGENDA

- I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM
- II. PUBLIC COMMENT/PARTICIPATION *(Public comments may be limited to three (3) minutes at the discretion of the Chairperson)*
- III. CONSENT AGENDA
 - A. REVIEW AND APPROVAL OF SEPTEMBER 19, 2017 CAC/TCC MEETING MINUTES *(Contact: Debbie Stewart (Enclosure, CAC pages 3-15; TCC pages 3, 16-25))*
- IV. ACTION ITEMS
 - A. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2017-## AMENDING THE FY 2017/18 TO 2021/22 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) *(Contact: Colleen Nicoulin (Enclosure, pages 26-33))*
 - B. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2017-## ADOPTING THE R2CTPO 2017 CONGESTION MANAGEMENT PROCESS (CMP) AND PERFORMANCE MEASURES REPORT *(Contact: Colleen Nicoulin (Enclosure, pages 34-36))*
- V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS
 - A. PRESENTATION AND DISCUSSION OF THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 5 WORK PROGRAM PUBLIC HEARING *(Contact: Colleen Nicoulin (Enclosure, page 37))*

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS *(Continued)*

- B. PRESENTATION AND DISCUSSION OF THE DRAFT TRANSPORTATION PERFORMANCE MANAGEMENT SAFETY TARGETS FOR THE R2CTPO** *(Contact: Lois Bollenback) (Enclosure, page 38)*
- C. PRESENTATION AND DISCUSSION OF THE RESOLUTIONS AND UPDATED FUNDING APPLICATIONS FOR THE ANNUAL CALL FOR PROJECTS AND PROJECT PRIORITY RANKING PROCESS OF THE RIVER TO SEA TPO** *(Contact: Colleen Nicoulin) (Enclosure, pages 39-57)*
- D. PRESENTATION AND DISCUSSION OF THE DRAFT BICYCLE AND PEDESTRIAN PLAN** *(Contact: Stephan Harris) (Enclosure, pages 58-62)*
- E. PRESENTATION AND DISCUSSION OF TRANSIT TECHNOLOGY** *(Contact: Vince Wang) (Enclosure, pages 63-72)*
- F. FDOT REPORT** *(Contact: David Cooke, FDOT District 5) (Enclosure, pages 73-81)*
- G. VOLUSIA COUNTY AND FLAGLER COUNTY CONSTRUCTION REPORTS** *(Contact: Volusia County & Flagler County Traffic Engineering) (Enclosure, pages 82-84)*

VI. STAFF COMMENTS *(Enclosure, page 85)*

- Update on FY 2017/18 SU Funding
- Update on Regional Truck Stop Study
- Update on Roundtable of Volusia County Elected Officials – Transportation Committee Activity
- Update on Regional Transit Study
- Update on SUN Trail Funding Announcement and Schedule

VII. CAC/TCC MEMBER COMMENTS *(Enclosure, page 85)*

VIII. INFORMATION ITEMS *(Enclosure, pages 85-91)*

- CAC & TCC Attendance Records
- River to Sea TPO Board Meeting Summary for September 27, 2017
- September TPO Outreach and Events
- St. Johns River to Sea Loop Summit

IX. ADJOURNMENT *(Enclosure, page 85)*

****The next CAC and TCC meetings will be on Tuesday, November 21, 2017****

NOTE: 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.

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

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.

**MEETING SUMMARY
CAC & TCC
OCTOBER 17, 2017**

III. CONSENT AGENDA

A. REVIEW AND APPROVAL OF SEPTEMBER 19, 2017 CAC/TCC MEETING MINUTES

Background Information:

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

ACTION REQUESTED:

MOTION TO APPROVE THE CONSENT AGENDA

**Citizens' Advisory Committee (CAC)
Meeting Minutes
September 19, 2017**

CAC Members Present:

Janet Deyette, Chairperson
Bliss Jamison
Marcia Stevens Foltz
Gilles Blais, Vice Chairperson
Nora Jane Gillespie
Bob Storke
Alan Peterson
Susan Elliott
Jack Delaney
Patricia Lipovsky
Elizabeth Alicia Lendian
Terry Bledsoe
Edie Biro
Melissa Winsett (non-voting)
Gene Ferguson (non-voting advisor)

CAC Members Absent:

Donald Smart (excused)
Ralph Bove (excused)
Greg Feldman (excused)
Faith Alkhatib (non-voting)
Bob Owens
Joe Villanella (excused)
Bobby Ball (excused)
Judy Craig

Others Present:

Debbie Stewart, Recording Secretary
Colleen Nicoulin
Lois Bollenback
Stephan Harris
Pam Blankenship
Aarti Sharma
Vince Wang
Fred Griffith
Lane Hill
Becky Mendez
Laura Everett
Justin Willits

Representing:

Deltona
Edgewater
Flagler County Alternate
Holly Hill
New Smyrna Beach
Orange City
Palm Coast
Pierson
South Daytona
Volusia County
Volusia County
Volusia County
Votran (CTC)
Volusia County Traffic Engineering
FDOT District 5

Representing:

Daytona Beach
DeBary
Flagler County
Flagler County Traffic Engineering
Flagler County Transit
Ponce Inlet
Port Orange
Volusia County

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Bunnell
ETM, Inc.
Orange City
Tindale-Oliver
Tindale-Oliver

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

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

II. Press/Citizen Comments

There were no press/citizen comments.

III. Consent Agenda

A. Review and Approval of August 15, 2017 CAC Meeting Minutes

Chairperson Deyette stated a copy of the August 15, 2017 CAC meeting minutes was included in the agenda package. She asked if there were any questions or corrections to the minutes. Seeing none, she asked for a motion to approve the meeting minutes as presented.

MOTION: *A motion was made by Ms. Lipovsky to approve the August 15, 2017 CAC meeting minutes. The motion was seconded by Mr. Peterson and carried unanimously.*

IV. Action Items

A. Review and Recommend Approval of Resolution 2017-## Amending the FY 2017/18 – 2021/22 Transportation Improvement Program

Chairperson Deyette stated the proposed amendment includes the annual Roll Forward projects from the FDOT Work Program as well as adds two new projects and updates information for two existing projects.

Ms. Nicoulin stated this particular amendment comes before the CAC once a year. It includes the FDOT roll forward projects which are projects not authorized by FDOT prior to June 30, 2017. They automatically roll forward into the Work Program but the TPO needs to amend its Transportation Improvement Program (TIP) to include them in its new TIP. Year one of the TPO's TIP and the FDOT Work Program need to match. Those projects are listed in the agenda on the printout received by FDOT. There are 12 projects on the roll over list that are not in the TIP that are going to be added as part of this amendment. Nine of those projects deal with emergency operations, two are rail safety projects and one is a resurfacing project. They are included in the information provided by FDOT as part of the roll forward. There are four other projects being included as part of this TIP. Two are changes; one changes the project limits on a US 17/92 project and the other change adds funding in design for a bridge replacement on Barracuda Boulevard. The two new projects adds funding for the design for intersection improvements at SR 15A and US 17/92 and the other adds construction funding for ramp improvements at the I-4 interchange at Saxon Boulevard.

Mr. Peterson commented there were several projects that are labeled "emergency operations repair" for \$100 and one for \$500 that goes back to Hurricane Matthew. He asked if these were emergencies, why they were not done.

Mr. Ferguson replied that these are leftover funds; if they sit there they will go away. If they are rolled forward they are able to be reassigned within the current year for other activities. They have to be rolled forward or they are not available for things due to the recent emergency of Hurricane Irma.

Mr. Peterson commented what bothers him is the word "emergency"; there is an emergency and a series of signs in the two counties of \$100 each and it was not done. It is hard to believe it was an emergency and if it was he asked why FDOT did not do it. An emergency means something needs to be done in a timely manner. This is a tiny amount of money and it was not done.

Mr. Ferguson replied that was the description in the Work Program at the time it was programmed and FDOT did not change that. The funds are still available for use and can be reassigned provided the budget moves forward and this amendment accomplishes that. It is more of an accounting thing than it is actual things that did not happen.

Mr. Peterson asked if it did not happen, why it was still on the list?

Mr. Ferguson replied FDOT tries to over budget items rather than under budget emergencies. FDOT did not spend all the money; the work was done at a lower cost.

Mr. Peterson asked if all these were done.

Mr. Ferguson replied FDOT needs to move the budget forward so the funds are available for other purposes and/or to clear their books for the federal agency that may have provided the funds. There are a variety of reasons and he does not know the specifics.

Mr. Peterson asked if the work was done and there was an excess of money so the money is being rolled over to use for something else.

Mr. Ferguson replied yes or to return it to the agency that gave FDOT the funds.

MOTION: A motion was made by Mr. Storke to recommend approval of Resolution 2017-## amending the FY 2017/18 – 2021/22 Transportation Improvement Program (TIP). The motion was seconded by Ms. Elliott and carried unanimously.

B. Review and Recommend Approval of Support for the 2017 Regional List of Priority Projects for the Central Florida MPO Alliance

Chairperson Deyette stated the Central Florida MPO Alliance (CFMPOA) works together to develop a Regional List of Priority Projects (LOPP) to submit annually to FDOT. A draft of this list was provided in the agenda packet. The final Regional LOPP is scheduled for adoption by the CFMPOA on October 13, 2017.

Ms. Nicoulin stated the list provided in the agenda packet is a draft list that was provided by the CFMPOA. The TPO does not maintain this list, however they do provide information to them. There are a couple of errors on the list. She reviewed what the corrections are; Project 5 should be a widening to four-lanes not two-lanes on US 17 and this project is funded for construction and is fully funded in the amount of \$50,186,043. On page 5 of the list, the SUN Trail Tier 2 list, the first four projects and the sixth project are all funded for construction and fully funded. The TPO is requesting a recommendation of support pending correction of the errors.

Mr. Peterson asked if the TPO was satisfied that it was getting its fair share of the funds available through the CFMPOA.

Ms. Nicoulin replied this is a regional list that was developed from the TPO's priority list, so yes.

MOTION: A motion was made by Ms. Lipovsky to recommend approval of support for the 2017 Regional List of Priority Projects for the Central Florida MPO Alliance pending corrections. The motion was seconded by Mr. Peterson and carried unanimously.

C. Review and Recommend Approval of Resolution 2017-## Adopting the Resilient Volusia County Report

Chairperson Deyette stated recent guidance and directives have required that all planning agencies begin to assess and plan for concerns related to increased severe weather and flooding associated with sea level rise. In 2016, a Sea Level Rise Vulnerability Assessment of transportation-related infrastructure and assets in the TPO's planning area was conducted by the East Central Florida Regional Planning Council (ECFRPC). The Resilient Volusia County Report is the second phase of the Sea Level Rise Vulnerability Assessment. A separate effort will be pursued to address resiliency in the TPO planning area including Flagler County.

Ms. Bollenback stated the TPO has been heading in this direction for a while; planning for resiliency. This presentation and report is timely given the storm we just had. She referred to Hurricane Matthew and commented the storm came up the East Coast which caused a big storm surge from the ocean that impacted SR A1A in Flagler County; there was a lot of erosion. In this recent storm, instead of a storm surge, we saw a lot of lakes and rivers that rose. It did impact some roadways; I-4 had a washout, part of I-75 was closed and there were some bridge issues. What we just experienced is related to what we are

trying to plan for. The TPO is looking at the transportation system and planning to be proactive so as not to experience the issues that occur during extreme weather events. In addition, we need to be able to respond and recover quickly from events. In Flagler County, the night before, the storm trucks were adding sand to the dunes and again immediately afterwards to take care of some of the erosion that occurred. This is the second effort the TPO has been through to start to look at resiliency. This is a partnership with a lot of different agencies; the TPO's component that has to do with the road network is just a small element.

Mr. Harris gave a PowerPoint presentation on the Volusia County Resiliency Report and stated this is a collaborative effort between the TPO, FDOT, Volusia County and the University of Florida's Geo-Plan Center, which created the sea level rise model. The ECFRPC plays a key role as the project manager for this. He reviewed the stages of failure of the storm water infrastructure and showed the stages as the sea level rises.

Ms. Jamison asked if the pipes have check valves so that they will not back up.

Mr. Harris replied some do but most are by gravity flow; from inland to the coastal bodies of water through gravity. Once the pipes are plugged there is no way for gravity to push the water out to the coastal bodies. Most pipes are gravity fed.

Mr. Harris reviewed the methodology and the three sea level rate curves developed by the U.S. Army Corps of Engineers. He reviewed the areas of assessment including shelters, public works facilities, road areas and land areas. He reviewed the initial findings from the assessment and the evacuation routes most susceptible to coastal flooding including US 1, SR A1A and SR 5 (Nova Road). He stated this report does not look at analysis into the storm water system itself. It is not as rigorous as it could be but it does give us a good idea of what to expect with sea level rise and flooding events such as hurricanes and tornadoes.

Ms. Lipovsky asked if Mr. Harris could verbalize the evacuation routes he was showing.

Mr. Harris explained what he was showing on the screen. He showed the impacts from the high rate curve and commented the key areas are along SR A1A in Ormond Beach, the central Daytona Beach area and Daytona Beach Shores.

Ms. Gillespie commented the report just selected major thoroughfares and she added that she thinks Saxon Drive in New Smyrna Beach is a risk because it runs parallel to SR A1A.

Mr. Harris replied yes, but the area along SR A1A is the most susceptible to flooding. FEMA produces a matrix that allows us to assess sea level rise and how to adapt and understand the risk. It allows us to select a scenario and develop events based on that scenario. The output would be specific scenarios to work with going forward. There are adaption strategies to assess and the output would be potential actions to take to adapt to sea level rise. He reviewed the cost benefit analysis on making changes and if they are economically feasible. Volusia County is the agency to move forward on any changes to emergency preparedness. When it comes to transportation planning, that is where the TPO comes in. The report looked at training and he explained there was a training opportunity held at the Volusia County EOC last fall. He reviewed the areas of implementation that are applicable to transportation planning. The TPO will begin work on the 2045 Long Range Transportation Plan (LRTP) soon and incorporating sea level rise and future flooding issues into it is something the TPO intends to do. Other action that the TPO can take is to formally adopt one of the rate curves, and adopt policies and procedures that are in line with other federal agencies when it comes to resiliency planning. This study was concentrated in Volusia County but Flagler County is part of the planning area and there are plans to work with them on this issue. He reviewed some of the agencies the TPO would collaborate with.

Ms. Gillespie asked about collaborating with the Water Authority.

Mr. Harris replied yes, the TPO would collaborate with them also and the county would take the lead on that.

Mr. Harris stated defining acceptable flooding levels for transportation infrastructure in vulnerable areas is something the TPO needed to discuss and look at along with a prioritization of storm water mitigation issues. The cost benefit analysis is an exercise that will aid in the decision making process. The entire transportation infrastructure network would be looked at. He reviewed the next steps for the TPO which include collaboration, adopting a specific scenario and a rate curve, discussion and development of an action plan and incorporating all these activities into the next LRTP.

Ms. Bledsoe commented she understands that today the committee is being asked to approve the adoption of the report and asked if the TPO could take it a step further and require any future project applicants to read the report; it should not just sit on the library shelf.

Ms. Gillespie agreed and she would definitely like to see it on the TIP Subcommittee project list.

Mr. Harris replied the TPO has started the conversations regarding the last call for projects and the improvements it would like to see in the next call for projects. This item could be a part of that.

Ms. Gillespie stated the cities try to work around what they are given as guidelines.

Mr. Harris replied it must be a collaborative effort.

Ms. Gillespie commented she has never heard of an “acceptable” flooding level.

Mr. Harris replied ideally no level is acceptable but there must be something realistic to work with.

Mr. Peterson commented that in his opinion, SR A1A from Ormond-by-the-Sea all the way to the Barrier Islands in Flagler County is gone; sea level rise is inevitable. It will eventually wipe out SR A1A. The U.S. Army Corps of Engineers has worked on the loss of the value of the properties, which might work in Daytona Beach where there are a lot of high rise hotels and the cost benefit analysis does not work. When looking at long range planning and the transportation aspect of it something needs to be factored in on how the people along that 25 mile stretch will be able to evacuate. He sees no hope for SR A1A; it affects the north tip of Volusia County and it clearly affects Flagler County. With Hurricane Irma, Flagler County only lost two homes to the storm but 400-500 due to flooding. Doing something to SR A1A is not going to help much.

Mr. Blais commented that in 1951 FDOT created a flood area at 6th Street and Ridgewood Avenue that cannot be resolved even today. He does not know what happens to these studies and why they are not followed up on.

MOTION: *A motion was made by Mr. Blais to recommend of approval of Resolution 2017-## adopting the Resilient Volusia County Report. The motion was seconded by Ms. Jamison and carried unanimously.*

D. Review and Recommend Approval of Resolution 2017-## Adopting the R2CTPO 2017 Crash Analysis Report

Chairperson Deyette stated TPO staff presented the findings of the Crash Analysis Report at the last meeting. A link to the crash report was made available on the TPO’s website.

Ms. Nicoulin stated last month a presentation of the draft Crash Analysis Report was given to all the committees and the TPO Board and at that time, input was solicited. Some of the tables were revised with updated information. The meat of the report remains the same as do the recommendations. The TPO will

look at partnering with FDOT in certain areas that have been identified such as intersections of two state roads that may have issues with crashes to see if there are any engineering designs that could help resolve some of those issues. The TPO will also be looking at some of the behavioral instances particularly with distracted driving and possibly partnering with the CFMPOA and FDOT on a broad campaign that covers not just this particular area but the entire region.

Ms. Gillespie asked if the TPO has considered providing this information to the 55 Alive driving training for senior citizens.

Ms. Nicoulin replied it was not one of the recommendations but it could be considered. There are many different avenues to go to get the information out there once the report is adopted.

Ms. Gillespie commented that is a group that needs to be targeted with this information.

MOTION: A motion was made by Mr. Storke to recommend approval of Resolution 2017-## adopting the R2CTPO 2017 Crash Analysis Report. The motion was seconded by Mr. Blais and carried unanimously.

- E. Appointment of a TCC Member to Serve on the Consultant Selection Committee for Traffic Operations and Safety Feasibility Studies (TCC ONLY)**
- F. Review and Recommend Approval of a Request from Orange City to Increase Funding for the Design Phase of the West French Avenue Shared Use Path**

Chairperson Deyette stated Orange City is requesting \$110,141 in additional SU funds for the design phase of the project. The additional fund request represents a project cost overrun. The TPO's policy is that cost overruns are to be covered by the project sponsor unless authorized by the TPO Board.

Mr. Harris stated in 2011, Orange City submitted an application for the design phase of the West French Avenue Shared Use Path from the Spring to Spring Trail east to Valentine Park. The TPO conducted a feasibility study in 2013 and the city submitted an application for funding and design was programmed based on that application. Design is almost complete but during the design there was an alternative suggested to the trail on the north side of French Avenue; to move it to the south side of French Avenue with the same limits. This supplemental funding that Orange City is asking for is to complete the design work for the trail on the south side of French Avenue. He reviewed the concept plan and explained how it would tie in to the Spring to Spring Trail and the entrance to Blue Springs State Park. The amount of supplemental funding to complete the design work in the agenda is \$110,141 but the TPO now has updated cost information. Orange City is providing additional local matching funds and the money they need has been reduced to \$76,985.

Ms. Bledsoe asked what the purpose of the alternative is.

Mr. Harris replied there are several benefits to moving it to the south side of French Avenue; there is less right-of-way that will be required. Also, there are fewer conflicts with utility lines. The terrain on the north side of the road is such that there is a steep drop off on the shoulders that the feasibility study showed a boardwalk would be needed that will not be required on the south side of the road. One drawback is an additional crosswalk will be required but should not be a problem with appropriate signage and markings.

Chairperson Deyette asked if Ms. Becky Mendez, Development Services Director, Orange City, would like to add any information.

Ms. Mendez stated there are two projects that have been funded. A sidewalk project from Valentine Park east to connect to US 17/92 that is funded for construction called "Little French" and the shared use path project called "Big French" because it includes a very expensive pedestrian bridge over the railroad tracks,

and goes from Valentine Park into Blue Springs State Park. Because Valentine Park is on the north side of French Avenue it made sense to have the trail there so that there would not have to be a mid-block crossing. There is less right-of-way acquisition on the south side of French Avenue and because this is a federally funded project, the right-of-way acquisition process can significantly delay a project. The pedestrian connection to Blue Springs State Park is nonexistent; tying into the Spring to Spring Trail eliminates people crossing the road to enter the park; a mid-block crossing would be safer. Transmission lines on the north side of French Avenue are problematic; the hope is to temporarily relocate them or build around them but the south side is a much better location. The preliminary engineering work showed that going to the south side made a lot of sense. The original feasibility study only planned for a 10-foot wide shared use path but as they have gone through the TPO process and in building a pedestrian bridge, a path must be 12-feet wide to be considered a trail. Going from 10 feet wide to 12-feet wide will not have much impact on design cost but will increase the construction cost. They are saving money in right-of-way acquisition and time by moving the path to the south side of French Avenue. The request for \$76,985 in a cost overrun is mostly from the structural engineering cost. The city did not have a consultant when they initially requested design funding and the cost estimates are now much more detailed.

Mr. Blais asked if the city had any Community Redevelopment Agency (CRA) funds.

Ms. Mendez replied they do but not in this area. There is only a small portion of the Little French project in the city limits. The city is the project sponsor but the county has the right-of-way. The project is not in the city limits but the city council recognized that this was a huge safety issue and the ecotourism that could come by connecting the Spring to Spring Trail to Blue Springs State Park and connecting into US 17/92 for the region was a benefit. The city is taking on the project and paying a 10% match.

Mr. Peterson commented this is the third time this year a project has come before the committee that supercedes the policy of the TPO that any cost increase must be borne by the city or county involved. He is sympathetic when a project is delayed or sits on a list for a long time and costs do increase but this project was approved only 12-18 months ago. This is an entirely new project; it has changed from one side of the road to the other and increased the path width from 10 feet to 12 feet. He thinks the project should go back on the list with priority but he does not see why the TPO should allocate additional resources to a project that is essentially different than what was approved. He has no problem with Orange City paying the whole cost but to materially change the project and expect the TPO to fund it, is a violation of the policy of this organization.

MOTION: *A motion was made by Mr. Peterson to deny the request from Orange City to increase funding for the design phase of the West French Avenue Shared Use Path and be put back on the priority list for the next year's funding allocation. The motion was seconded by Ms. Lipovsky for the sake of discussion.*

Ms. Bollenback stated the TPO appreciates the input provided and had a lengthy discussion with FDOT staff, TPO staff, Orange City and Volusia County regarding this. Once FDOT has issued LAP agreement it cannot change it; the determination was made that this does not change the scope of the project. The intent to connect Valentine Park with a pedestrian bridge over the railroad tracks and to Blue Springs State Park is the same. When the feasibility study was done, both the north and south sides of the road were explored and at the time they opted to go with the north side. The city has since revisited this and the idea is the overall project cost would be reduced because of the right-of-way savings and a lack of project delay. This has been discussed at length; if the project is put back on the priority list, it does not change the project but just delays it. There is money available to make this adjustment in cost. She wanted to make sure the committee understood these discussions did occur and this does not change the project scope.

A vote was taken on the motion to deny the request from Orange City. The motion failed with twelve votes against and one vote in support.

MOTION: *A motion was made by Mr. Storke to recommend approval of the request from Orange City to increase funding for the design phase of the West French Avenue Shared Use Path. The motion was seconded by Mr. Blais and carried unanimously.*

V. Presentation Items

A. Presentation and Discussion of the Annual Call for Projects and Project Priority Ranking Process of the River to Sea TPO

Chairperson Deyette stated each year after completing the project prioritization process, the TPO staff asks the committees to discuss and evaluate the process. The TIP Subcommittee will meet next month to make recommendations for the next cycle.

Ms. Bollenback stated there was a broad presentation last month on the process and this month the three guiding resolutions that outline the process are provided in the agenda. Resolution 2016-01 outlines the local match requirements; some years back it was a 50/50 requirement for federal funds that the TPO sets aside. It was reduced to be responsive to budget constraints for local governments and it is now 10%. The question now is should that local match be increased. There are some benefits to that; project sponsors become more serious when they have more money invested and it leverages the money and helps it go farther so the TPO can fund more projects. The TPO is not asking for a vote but is looking for input or consensus that increasing the local match should be explored.

Ms. Gillespie replied definitely.

Mr. Storke commented he is speaking for a smaller city and when the match was 50% they could not get projects done. Even at 15% match they still could not get the funding. The larger cities and the county were getting all the funds and the projects. It is not feasible to raise the local match for the smaller cities.

Ms. Bollenback replied that in order to utilize those funds the requirement is that the cities be Local Agency Program (LAP) certified through FDOT and typically the smaller cities cannot get that done and may not be able to access the funds anyway. The TPO has explored ways to get around that and has not been successful. One of the challenges of having the local match at 10% is from an economic standpoint every project is a good project and the possibility of getting good projects is not that great. One possibility is to create some sort of exception for smaller local governments.

Ms. Gillespie stated maybe there could be a population exception for the rotating cities. That would give four of the sixteen smaller cities an opportunity.

Ms. Bollenback replied that could be an option. She stated some of the projects on the priority list for set asides are state road projects that no one pays a local match on. A question to consider is should the state put up state funds against the federal funds that are equal to the same local match applied to the local agencies. The challenge is the state has not budgeted for that and may not be receptive. Federal funds are the only funds available to use off-system. If that is on top of the state road funded projects, that is less money to be used to help build projects on local road networks for qualifying projects.

Ms. Gillespie asked for an explanation of "in kind services"; the local match is not always cash.

Ms. Bollenback replied if a city designs a project using its own staff or engineers it can offset the local match.

Ms. Gillespie commented that is not seen often and we should see more of it.

Ms. Bollenback replied that a lot of project sponsors do provide in kind services in design or construction oversight. It is not always worked out here but as part of the LAP agreement. This is really a

reimbursement program so the city or county outlays the money and then gets reimbursed by FDOT but they have to show they provided those in kind services that equal the match set by the policy.

Mr. Peterson asked if the projects the smaller cities have are relatively small in dollar amounts.

Ms. Bollenback replied project location does not influence the size of a project. Eventually, the big French Avenue project is going to be very expensive with a pedestrian bridge over a railroad. The nature of the project dictates the cost not where it is.

Mr. Peterson asked once a project is approved, how much faster would it be accomplished if the 10% local match is changed to something higher; would it change the time delay in any way?

Ms. Bollenback replied it would allow the TPO to move more projects quickly. Once the pipeline is filled it is subject to the annual allocation of funding just like we have now. What tends to help projects move forward faster is when a local government handles the design in advance and there is no right-of-way requirement. Right-of-way acquisition or utility conflicts can impact the project schedule but ultimately, if a local sponsor does the design work up front and all they need is construction money, once that money comes available, they can move forward.

Discussion continued regarding the progression of advancing projects, and the local match requirements.

Mr. Ferguson stated that nationwide the rule has been 80/20 for federal funds and the state has picked up the 20% since he has been a resident of Florida using "toll credits". The state makes everything whole for everyone and Florida is the only state that does not make local governments responsible for the 20%.

Ms. Jamison commented she did not have a problem with the increase and that she understands the struggles the small cities have. She asked if this particular increase needed to be done now because so many of the small cities are strapped because of Hurricane Matthew where FEMA has not yet replaced their funding, and now we have just had Hurricane Irma. Budgets are frozen across the board in multiple municipalities. She is questioning the timing of the cost increase and commented the timing is self-defeating due to the lack of FEMA reimbursement at this time.

Ms. Bollenback replied that is good input and she would provide that information along in the discussion as the TPO moves forward.

Ms. Biro asked what percentage of a project cost it is when a city does an "in-kind" service such as engineering, etc.; if it would be 15% or more than 20% of the project cost.

Ms. Bollenback replied it can vary depending on how much work they do themselves. It can exceed 10% but generally the local governments try to use it as their 10% local match. It could also be a combination; a partially in-kind match in addition to a hard cost if the in-kind service does not meet the 10%.

Ms. Bollenback stated project cost overruns are in the same resolution and state that it is the responsibility of the local project sponsor. The TPO has had a number of requests to fund cost increases for a variety of reasons. She is authorized to approve up to 10% when necessary but that does not take the place of the responsibility of the local project sponsor; they still have to make a case that the increase is justified and due to increases beyond their control. The idea is to come up with a responsible estimate initially because once a project is in the Work Program and the TIP, it impacts the program. The TPO has been fortunate that it has had additional funding to cover these cost overruns. The discussions here and at the TPO Board have been that this is not a well that we can continue to draw water from. Not all the requests for additional funding are because of increases in inflation; some are items that were not included in the base project or items identified as needed later.

Ms. Bollenback stated the second resolution in the agenda packet establishes project categories and the ranking process. It is important to be aware of the cycle as the TPO prepares for the next call for projects.

She explained the difference between projects that are planning studies and feasibility studies. The feasibility study list is beginning to look more like a planning studies list; this will eat up the budget very quickly.

Ms. Bollenback stated the other issue on that particular resolution has to do with supporting documentation. The TIP Subcommittee could not rank some applications received the last time because there was not enough back up data. The TPO is looking for support to encourage the subcommittee to screen the applications more closely and require that they have clear cost estimates. That is impacting some of the requests the TPO is seeing; having no background up front, getting the project programmed and then finding cost estimate issues. The last resolution refers to set aside funding and there are no changes or issues to discuss. She stated everyone is welcome to attend the TIP Subcommittee meetings.

Ms. Gillespie stated she is on the TIP Subcommittee and is very ardent about having complete applications; if not, she votes immediately to send it back to the city.

Ms. Bollenback replied that the TIP Subcommittee tries very hard to move projects along; the challenge is it creates problems down the road.

B. Presentation and Discussion of the Draft Flagler County Transit Operations Plan

Chairperson Deyette stated the TPO's Long Range Transportation Plan (LRTP) and the Flagler County's Transit Development Plan have both identified the need for a fixed route bus service in Flagler County. The change in Flagler County's eligibility status for federal funding has added potential future revenue streams. The combination of these activities presents opportunities to finance and operate fixed route bus service in Flagler County.

Mr. Wang introduced Mr. Justin Willits, Tindale-Oliver, to give the presentation.

Mr. Willits gave a PowerPoint presentation on the draft Flagler County Transit Operations Plan and he showed the progression of the Flagler County Transit Development Plan that laid out the groundwork for a fixed route system operational plan. The Transit Operation Plan (TOP) includes recommended service including routing, transfer locations, route characteristics, ridership projections and recommendations of a fare policy. He showed the route map and stated there are three routes; the Belle Terre Connector, the Beach Connector and the Parkway Connector. He reviewed each of the three proposed routes and explained the connections. He reviewed the proposed transfer locations, route characteristics and a range of annual ridership projections. He reviewed the proposed fare policy and stated it is set up to provide reduced fares for seniors and Medicare recipients. They have recommended daily and thirty-day bus passes and base fare for ADA paratransit riders. The three base fare structures proposed are from \$1.00 to \$1.50. He reviewed other TOP guidance considerations that include schedules, bus stop placement and maintenance, staffing, vehicle maintenance, bus stop design and infrastructure and sidewalk gaps. The next steps are to finalize the financial plan and present to the stakeholders on September 22, 2017; the TPO Board on September 27, 2017; and the Flagler County Board of County Commissioners on October 16, 2017. He is asking for input from the CAC.

Ms. Foltz commented that her experience with beach connectors is that the people that use it the most are hotels. There are two hotels at I-95 that would love to have the beach connector come there.

Mr. Peterson commented that no one lives on the three proposed routes and asked how it was proposed to get the people from the neighborhoods onto these routes that are all main connectors

Mr. Willits replied that the original data set that was used on the Transit Development Plan was based on the origins and destinations from the Dial-a-Ride service currently used; 60-70% of the biggest point-to-point locations they are already serving are within an eighth to a quarter mile of this service. They are basing this off the existing service the county is providing. This is a way to reduce the cost of that service by switching people to this service. Deciding where to go into the residential areas based on the land use

and style of those developments make it very problematic for a fixed route hourly service to serve these areas. Some of the people currently using Dial-a-Ride may live too far to utilize this service but based on the trips already being taken, many will have the opportunity to use it.

Mr. Peterson commented he seriously questions that; maybe this was not the scope of what was asked to be done. People are not going to walk a quarter-mile or more to get to the supermarket or elsewhere. This has not addressed the issue of getting people from their homes to the bus stops.

Mr. Ferguson asked Mr. Willits if he has worked with Mr. Carlos Colon in FDOT's Orlando office or anyone at FDOT on this.

Mr. Wang replied that the stakeholder meeting list did include Mr. Colon, but he was unable to attend. However, he is in the loop.

C. Presentation and Discussion of the Draft R2CTPO 2017 Congestion Management Process (CMP) and Performance Measures Report

Ms. Bollenback showed the report from the TPO's website and stated this is a report the TPO has to produce each year. Last year, before the TPO developed the report it met with a working group and worked through a lot of the measures, how they would be developed and calculated. This year the TPO will add a new year of data and eliminate the old year of data because the report covers a five-year period of data. The report is presented here with strikethrough and additions. There have not been a lot of changes this time but once the performance measures are released and guidance has been given, there will be a lot of changes to the report. She referred to page 6 and commented that congestion is increasing, and vehicle miles travelled have gone up. It takes a long time to add miles to the roadway system so the supply is not going up at the same pace as the demand. Generally speaking, there are fairly reasonable driving conditions in this area although there are spot areas when it comes to delays and congestion. She reviewed the draft report and asked the committee for input. This item will be back next month for a recommendation of approval.

D. FDOT Report

Mr. Ferguson stated his report is the agenda.

Ms. Bledsoe asked if there were any significant impacts to work in progress from Hurricane Irma.

Mr. Ferguson replied not yet; FDOT got most of the work shut down prior to the hurricane since there was plenty of notice and that preserved much of the work sites. They still need to dry out so there is a degree of delay but it is minimal.

E. Volusia and Flagler County Construction Reports

Ms. Winsett stated the Volusia County Construction Report is in the agenda on page 100.

There was no Flagler County Construction Report.

VI. Staff Comments

→ **Update on SunRail**

Ms. Nicoulin stated the Commuter Rail Commission met on August 30, 2017 to discuss service statistics, the construction of Phase 2 South, funding of Phase 2 North and changes to the interlocal agreements as proposed by Volusia County; no actions were taken. Since that meeting, an announcement was made regarding another round of TIGER grant funding. Funding for Phase 2 North was previously submitted and it is not clear yet if another application will be submitted this time.

→ **Update on FY 2017/18 SU Funding**

Ms. Nicoulin stated the TPO currently has approximately \$1.8 million to program in the current year. There are eight projects that appear to be ready to be advanced and the TPO is working with FDOT on those. Regarding funding for subsequent years, the Bicycle/Pedestrian box has money but Traffic Operations does not; most of their funds are generally obligated. The Executive Committee discussed using some bicycle/pedestrian set-aside funds for high ranked traffic operations projects in the next year. The rationale for this is that many bicycle/pedestrian projects were funded using the SUN Trail funding and also transportation alternatives funding. There are some traffic operations projects high on the list that are ready to be funded so the TPO is looking for consideration on programming the US 1 traffic signals in Holly Hill, the Tivoli Boulevard intersection improvements, relocation of the traffic management center, Providence Boulevard Shared Use Path as well as an update to the Long Range Transportation Plan (LRTP).

→ **Update on Roundtable of Volusia County Elected Officials – Transportation Committee Activity**

Ms. Nicoulin stated the Roundtable of Volusia County Elected Officials meeting was cancelled due to Hurricane Irma.

→ **Update on the SR 44/Mission Rd/Wallace Rd/Canal St Alternative Intersection Design Study**

Ms. Nicoulin announced a SR 44/Mission Rd/Wallace Rd/Canals St Alternative Intersection Design Study public workshop meeting on October 3, 2017 at 5:00 pm in the New Smyrna Beach City Chambers.

VII. CAC Member Comments

There were no member comments.

VIII. Information Items

- CAC & TCC Attendance Records
- August 23, 2017 River to Sea TPO Board Meeting Summary
- August TPO Outreach and Events

IX. Adjournment

There being no further business, the CAC meeting adjourned at 3:04 p.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

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

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of the minutes of the September 19, 2017 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 17th day of October 2017.

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

Technical Coordinating Committee (TCC)

Meeting Minutes

September 19, 2017

TCC Members Present:

Fred Ferrell
Laura Dodd
Auba Joseph
Ron Paradise
Darren Lear
Tom Harowski
Jason Yarborough
Steve Bapp
Becky Mendez
Ric Goss, Chairperson
Aref Joulani
Patty Rippey
Jon Cheney
Edie Biro
Gene Ferguson (non-voting advisor)

TCC Members Absent:

Fred Griffith
Arlene Smith
Stewart Cruz
Larry Newsom
Faith Alkhatib
Jose Papa, Vice Chairperson (excused)
Mark Karet
Tim Burman (excused)
Larry LaHue (excused)
Eric Kozielski (excused)

Others Present:

Debbie Stewart, Recording Secretary
Lois Bollenback
Pam Blankenship
Colleen Nicoulin
Stephan Harris
Aarti Sharma
Vince Wang
Elizabeth Lendian
Mark Manwell
Richard Coffman
Lane Hill
Roger C. Schmitt
Gabriel Mrewiendrez
Jake Baker
Justin Willits
Melissa Winsett

Representing:

Daytona Beach
DeBary
DeLand
Deltona
Edgewater
Holly Hill
Lake Helen
New Smyrna Beach
Orange City
Ormond Beach
Ponce Inlet
South Daytona
V.C. Traffic Engineering
Votran
FDOT District 5

Representing:

Bunnell
Daytona Beach Int'l Airport
Daytona Beach Shores
Flagler Beach
F.C. Traffic Engineering
Palm Coast
Pierson
Port Orange
V.C. Emergency Management
Volusia County School District

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
CAC
ET&M
ET&M
ET&M
FC&PA
Ormond Beach
Ponce Inlet
Tindale-Oliver
V.C. Traffic Engineering

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

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

II. Press/Citizen Comments

There were no press/citizen comments.

III. Consent Agenda

A. Review and Approval of August 15, 2017 TCC Meeting Minutes

Mr. Cheney stated his name needed to be changed to Ms. Melissa Winsett on page 14 of the agenda packet and page 1 of the August 15, 2017 TCC meeting minutes.

MOTION: A motion was made by Mr. Cheney to approve the August 15, 2017 TCC meeting minutes as amended. The motion was seconded by Mr. Lear and carried unanimously.

IV. Action Items

A. Review and Recommend Approval of Resolution 2017-## Amending the FY 2017/18 – 2021/22 Transportation Improvement Program

Ms. Nicoulin stated this amendment includes the FDOT roll forward projects which are projects not authorized by FDOT prior to June 30, 2017. They automatically roll forward into the Work Program but the TPO needs to amend its Transportation Improvement Program (TIP) to include them in its new TIP. Year one of the TPO's TIP and the FDOT Work Program need to match. Those projects are listed in the agenda on the printout received by FDOT. There are 12 projects on the roll over list that are not in the TIP. Nine of those projects deal with emergency operations, two are rail safety projects and one is a resurfacing project. There are four other projects being included as part of this TIP amendment. Two are changes; one changes the project limits on a US 17/92 project and the other change adds funding in design for a bridge replacement on Barracuda Boulevard. The two new projects adds funding for the design for intersection improvements at SR 15A and US 17/92 and the other adds construction funding for ramp improvements at the I-4 interchange at Saxon Boulevard.

MOTION: A motion was made by Mr. Cheney to recommend approval of Resolution 2017-## amending the FY 2017/18 – 2021/22 Transportation Improvement Program (TIP). The motion was seconded by Mr. Lear and carried unanimously.

Mr. Cheney asked if FDOT was getting funding from the federal government for Hurricane Matthew.

Mr. Ferguson asked if Mr. Cheney was referring to the roll forward report.

Mr. Cheney replied yes.

Mr. Ferguson replied that is from last year and it is rolling into the current year.

Mr. Cheney commented that all the local agencies are still waiting on funding from Hurricane Matthew.

B. Review and Recommend Support for the 2017 Regional List of Priority Projects for the Central Florida MPO Alliance (CFMPOA)

Ms. Nicoulin stated this was presented last month as a draft and there are a couple of changes. The TPO is looking for support of this list pending the changes. She reviewed what the corrections are; Project 5

should be a widening to four-lanes not two-lanes on US 17. This project is funded for construction and is fully funded in the amount of \$50,186,043. On page 5 of the list, the SUN Trail Tier 2 list, the first four projects and the sixth project are all funded for construction and fully funded. The TPO is requesting a recommendation of support pending correction of the errors.

MOTION: *A motion was made by Mr. Cheney to recommend support for the 2017 Regional List of Priority Projects for the Central Florida MPO Alliance (CFMPOA) pending changes. The motion was seconded by Mr. Joulani and carried unanimously.*

C. Review and Recommend Approval of Resolution 2017-23 Adopting the Resilient Volusia County Report

Mr. Cheney commented that this has been presented on numerous occasions and this is just the final report.

Chairperson Goss if there were any changes from the last presentation.

Mr. Harris replied this is a different presentation but the basically the same material.

MOTION: *A motion was made by Mr. Cheney to recommend approval of Resolution 2017-23 adopting the Resilient Volusia County Report. The motion was seconded by Mr. Lear and carried unanimously.*

D. Review and Recommend Approval of Resolution 2017-## Adopting the R2CTPO 2017 Crash Analysis Report

Ms. Nicoulin stated this is the same Crash Analysis Report that was presented last month. It was presented to all the advisory committees and the TPO Board. The TPO did receive a few comments back and those were incorporated into this updated Crash Analysis Report.

MOTION: *A motion was made by Mr. Cheney to recommend approval of Resolution 2017-## adopting the R2CTPO 2017 Crash Analysis Report. The motion was seconded by Mr. Lear and carried unanimously.*

E. Appointment of a TCC Member to Serve on the Consultant Selection Committee for Traffic Operations and Safety Feasibility Studies (TCC Only)

Ms. Nicoulin stated next month the TPO intends to issue a Request for Proposal (RFP) for the Traffic Operations and Safety Feasibility Studies Continuing Services Contract. The Selection Committee shall include a member of the TCC who is not a consultant. She asked for volunteers.

Mr. Cheney recommended Mr. Jose Papa; the Selection Committee should have someone from Flagler County.

MOTION: *A motion was made by Mr. Cheney to appoint Mr. Jose Papa to serve on the Consultant Selection Committee for Traffic Operations and Safety Feasibility Studies. The motion was seconded by Mr. Lear and carried unanimously.*

F. Review and Recommend Approval of a Request from Orange City to Increase Funding for the Design Phase of the West French Avenue Shared Use Path

Mr. Harris stated in 2011, Orange City submitted an application for the design phase of the West French Avenue Shared Use Path from the Spring to Spring Trail east to Valentine Park. The TPO conducted a feasibility study in 2013 and the city submitted another application for funding and design was programmed based on that application. Design is almost complete; however, during the design there was an alternative suggested to the trail on the north side of French Avenue; to move it to the south side of French Avenue with the same limits. This supplemental funding that Orange City is asking for is to

complete the design work for the trail on the south side of French Avenue. He reviewed the concept plan and explained how it would tie in to the Spring to Spring Trail and the entrance to Blue Springs State Park. The amount of supplemental funding to complete the design work in the agenda is \$110,141 but the TPO now has updated cost information. Orange City is providing additional local matching funds and the money they need has been reduced to \$76,985.

Ms. Mendez stated \$76,985 is the difference between what was originally programmed about 18 months ago for design. She explained the reason for the cost increase. The request for \$76,985 in a cost overrun is mostly from the structural engineering cost. The city did not have a consultant when they initially requested design funding and the cost estimates are now much more detailed.

Mr. Cheney commented that by moving the project to the south side, Volusia County concurs it is saving money. He prefers to get it done now versus later. The county is also partly responsible to recommending moving the project to the south and identifying right-of-way issues and the grading on the north side. The county thinks this is a better design and will result in a cost savings for the overall project.

Chairperson Goss asked if the feasibility study looked at only the north side.

Ms. Mendez replied it had originally been the request of the city to remain on the north side regardless of what came out. Because of Valentine Park, the city did not want to do a mid-block crossing. Since then, the Spring to Spring Trail with the culvert under French Avenue has been constructed so they are now tying into the Spring to Spring Trail without pedestrians having to cross the road at a very congested state park entrance. There is a mid-block crossing but it is farther down the road and sight visibility is much better and easier to control. The feasibility study was only on the north side at the city's request.

MOTION: *A motion was made by Mr. Cheney to recommend approval of the request from Orange City to increase funding for the design phase of the West French Avenue Shared Use Path. The motion was seconded by Mr. Paradise and carried unanimously.*

V. Presentation Items

A. Presentation and Discussion of the Annual Call for Projects and Project Priority Ranking Process of the River to Sea TPO

Ms. Bollenback stated last month she gave a presentation on the overall Call for Projects process; this month she has included in the agenda the three guiding resolutions for that process. The first, Resolution 2016-01, outlines the local match requirements. That has been part of the discussion at the TPO Board with a board member specifically encouraging the TPO to revisit the 10% local match. She asked if the TCC members had any thoughts that should be carried to the TIP Subcommittee on if increasing the local match is a good idea. There are concerns about small local governments being able to provide a larger local match; generally, the small local governments cannot get LAP certified so they have trouble moving forward with projects anyway.

Mr. Cheney commented he thought this had been addressed; if a city wants to provide a larger local contribution they would get more points. He would like that to be the focus because a lot of local governments are still hurting after two major storms in two years. Perhaps extra points should be awarded to those who contribute a local match of 15% to 20%. Volusia County does not typically provide an additional local match. He added he does not mind rewarding those who want to contribute more.

Chairperson Goss asked if the TPO knew how many applicants have used this provision.

Ms. Bollenback replied there have been a number of projects that have but she does not have a tally.

Ms. Mendez stated this is one of Orange City's first LAP projects and the big French Avenue project will probably be a \$5 million construction project with a 10% local match of \$500,000, which is a lot for a small city. It is an important project. With the county's road program, the city relies on the county

thoroughfares quite a bit but the county is not going to be the project sponsor for every roadway project the city wants. While there is a monetary 10% match, it takes an extraordinary amount of staff time to get LAP certified and the city does not get credit for any of that. Once the city is successful with these LAP projects they will probably partner with the county on potentially being the project sponsor on county thoroughfares. The county will not have to put up the 10% match and the city would still be coordinating the projects. She votes to keep the 10% local match as is.

Mr. Paradise stated that Deltona has been an advocate of a larger local match; however, he appreciates that the smaller cities struggle with being able to provide larger local matches.

Ms. Bollenback replied one of the arguments has been when a local government is only paying one-tenth of the project cost, even if that project cost increases because it is federalized, *all* projects look like good projects. The TPO ranking process is where it needs to be sorted through to ensure the more important projects go to the top.

Ms. Dodd stated she agrees with Ms. Mendez about the burden that this would place on the cities; it negates the LAP certification process, which is clearly a struggle for some communities. She does not see the advantage of increasing the local match.

Mr. Lear and Mr. Joulani both agreed with Ms. Dodd and Ms. Mendez that it is too hard on the smaller cities.

Ms. Bollenback replied the TPO Board asked to revisit this issue and she commented it is important for their board representatives to understand their concerns. She stated the other item under the local match requirement is that some of the projects on the set-aside list are state road projects and the state does not pay a local match but can use toll revenue credits, however, it is something the local governments do have to pay. If the TPO funds state road projects and using the limited amount of federal funds available that are competing with the availability to use those off-system. She asked if it made sense to not have a local match requirement for the state road projects. The TPO used to not include state road projects but a few years ago it was decided a priority was a priority, no matter if it was a local, county or state road, as long as it was federally qualified and a high priority, we wanted to move those projects forward.

Mr. Cheney commented he thought the state had to contribute. When a project was on a state road, the local match was 25%; 75% federal and 25% state and sometimes the 25% was split to 12.5% and 12.5%. He asked if he was misconstruing something.

Mr. Ferguson replied the latest information he has is the match amount for federal funds is 80/20%.

Mr. Cheney commented the state is paying more than the 10% match; they pay 20%.

Mr. Ferguson replied that is correct; they use toll revenue credits.

Mr. Cheney replied that is still money.

Ms. Bollenback replied no, it is not; instead of a \$100,000 project it ends up being \$120,000 and that \$20,000 is a toll revenue credit match. It is still federal money paying the \$100,000, which is what is done in transit as well.

Ms. Mendez asked if the point would be the state would have to put up a match so which would leave more funds available for other projects.

Ms. Bollenback replied yes, and it would be holding all projects to the same requirements. If the local governments are paying a local match does it make sense for the state to do the same?

Ms. Mendez stated she thinks the state has a different level of hierarchy when it comes to federal funds; everyone benefits from state programs and improvements so she does not feel it is necessary to ask them for a local match.

Mr. Cheney stated if the state submitted their own projects it would be different but they do not; they rely on the TPO to make a determination if it is a worthy project to do on their behalf.

Mr. Ferrell commented that the state would not do these projects if the TPO did not take the lead on them. They would stay in the candidate file for traffic operations work program until the day there were funds to build them. In the meantime, the local agencies and region in Volusia and Flagler Counties would suffer because those projects would never get built.

Mr. Cheney replied the county only submits projects on the state's behalf that have a justified study stating there is a need; he agrees with Ms. Mendez that it is not necessary.

Ms. Bollenback stated cost overruns are covered under this same resolution; they are the responsibility of the local sponsor. However, the TPO has had a lot of requests come through for additional funding. She is authorized to approve up to a 10% cost increase as long as it is an unavoidable cost or would reach a threshold that would be otherwise approved. There has been concern expressed at TPO Board level that a lot of agencies are coming back and not being held to the TPO policy. It is much easier when there are funds available but the concern is agencies that have been approved in the past will not be again because of availability of funding. She asked for input regarding the cost overruns.

Mr. Paradise commented he has in the past sat on the TIP Subcommittee and anticipates he will again this year. He stated the subcommittee has struggled with this topic before in the context of a variance and a demonstrated need. He has not seen a lot of well-developed justification using those parameters. He is not sure if the changes to that resolution that address demonstrated need have been adhered to. It appears there has been a lot of acceptance of paying for these cost overruns. As a TIP Subcommittee member, he is going to bring up a discussion of alternative methods, including merit based, on simple parameters including health, safety and welfare.

Chairperson Goss stated his concern about cost overruns is when a city meets with FDOT and is informed the city can do certain things. The issue begins when the project gets into design, and FDOT then asks for something to be done that is unexpected. He gave an example of this occurring.

Ms. Bollenback explained some causes for cost overruns and stated if there is a cost estimate that under funds a project, and there is not money available, the TPO would have to look at deferring the project until funds can be acquired; that deferment would affect the TPO's obligating authority. There are problems when a project is in the current year of the Work Program; currently, the TPO has money available and that makes it easier for cities make a request. What the TPO wants is to have good project estimates up front and not have changes. When things are outside of a city's control, the TPO has not been limited or turned those projects down. It is when something that should have been seen or a change that should have been made earlier in the process that becomes the issue and it can impact other projects.

Discussion continued on cost overruns.

Ms. Bollenback referred to the next resolution, 2017-02 and reminded the committee there is a list for feasibility studies and a separate list for planning studies. She explained the difference between projects that are planning studies and feasibility studies. She stated it looks like the TPO is receiving some crossover applications; the feasibility study list is beginning to look more like a planning studies list; this will eat up the budget very quickly. She stated the other issue has to do with supporting documentation. The TIP Subcommittee could not rank some applications received the last time because there was not enough back up data. The TPO is looking for support to encourage the subcommittee to screen the applications more closely and require that they have clear cost estimates. That is impacting some of the requests the TPO is seeing; having no background up front, getting the project programmed and then

finding cost estimate issues. The last resolution refers to set aside funding and there are no changes or issues to discuss. She stated everyone is welcome to attend the TIP Subcommittee meetings.

Mr. Cheney referred to the additional funding for trails through the state; there is a lot more funding going to trails and asked if that should be re-evaluated.

Ms. Bollenback replied there was a conversation at the Executive Committee that as the TPO is trying to find projects to move forward into the current year and the Work Program, it has fallen very low on the Bicycle/Pedestrian list but are still fairly high on the Traffic Operations list. Not only does the Bicycle/Pedestrian list receive 30% of the set aside but it gets transportation alternative funding in the amount of approximately \$400,000. Due to the success of the St. Johns River to Sea Loop, it is getting \$8 million per year for trail projects. This pulled a lot of projects off the Bicycle/Pedestrian list. The Executive Committee agreed that the allocation for Bicycle/Pedestrian projects should be moved to the Traffic Operations list. There are also repurposed funds in fiscal year 2019/2020, just under \$800,750, that the TPO also suggests be used for Traffic Operations projects.

Mr. Cheney asked how much the transportation alternative fund amount was.

Ms. Bollenback replied just under \$440,000 per year.

B. Presentation and Discussion of the Draft Flagler County Transit Operations Plan

Mr. Wang introduced Mr. Justin Willits, Tindale-Oliver, to give the presentation.

Mr. Willits gave a PowerPoint presentation on the draft Flagler County Transit Operations Plan and he showed the progression of the Flagler County Transit Development Plan that laid the groundwork for a fixed route system operational plan. The Transit Operation Plan (TOP) includes recommended service including routing, transfer locations, route characteristics, ridership projections and recommendations of a fare policy. He showed the route map and stated there are three routes; the Belle Terre Connector, the Beach Connector and the Parkway Connector. He reviewed each of the three proposed routes and explained the connections. He reviewed the proposed transfer locations, route characteristics and a range of annual ridership projections. He reviewed the proposed fare policy and stated it is set up to provide reduced fares for seniors and Medicare recipients. They have recommended daily and thirty-day bus passes and base fare for ADA paratransit riders. The three base fare structures proposed are from \$1.00 to \$1.50.

Mr. Cheney asked how these fares compared to Votran's.

Ms. Biro replied Votran is \$1.75 per full fare. \$.85 for reduced fare and paratransit is \$3.00.

Mr. Harowski asked how the fares compare to the Dial-a-Ride fare.

Mr. Willits replied the Dial-a-Ride fare is \$2.00 per trip. The fare considerations will be a higher level policy discussion for appealing this should be for current riders on Dial-a-Ride.

Mr. Harowski commented a person could pay \$.50 or \$1.00 more and be picked up at their home versus walking to the bus stop.

Mr. Willits replied it is \$2.00 per one way trip.

Mr. Harowski stated if they wanted to move riders from Dial-a-Ride to the fixed route, there needs to be a bigger gap; he suggested maybe increasing the Dial-a-Ride service.

Ms. Biro commented it depends on if they change the Dial-a-Ride to ADA service; if they run a fixed route, they are required to run ADA service within three-quarters of a mile of the fixed route. If those people do not qualify for ADA door to door, they would have to ride the fixed route.

Mr. Willits replied they would need to consider the cost of the Dial-a-Ride service if they implement this fixed route service because they are related.

Mr. Cheney asked if this would be presented to the Flagler County Board of County Commissioners and if they would make the fare policy decision.

Mr. Willits replied yes.

Mr. Cheney suggested he might want to include some local other bus service information as a comparison.

Mr. Willits replied the tech report includes other bus service information. He reviewed other TOP guidance considerations that include schedules, bus stop placement and maintenance, staffing, vehicle maintenance, bus stop design and infrastructure and sidewalk gaps. The next steps are to finalize the financial plan and present to the stakeholders on September 22, 2017; the TPO Board on September 27, 2017; and the Flagler County Board of County Commissioners on October 16, 2017. He is asking for input from the TCC.

Ms. Biro asked if they had met with any of the property owners of where the public transfer location points will be.

Mr. Willits replied no.

Ms. Biro suggested he do so; this is where Votran has run into problems and has had to move out of shopping centers several times.

C. Presentation and Discussion of the Draft R2CTPO 2017 Congestion Management Process (CMP) and Performance Measures Report

Ms. Bollenback showed the report from the TPO's website and stated this is a report the TPO has to produce each year. Last year, before the TPO developed the report it met with the working group and worked through a lot of the measures; how they would be developed and calculated. This year the TPO will add a new year of data and eliminate the old year because the report covers a five-year period. The report is presented here with strikethrough and additions. There have not been a lot of changes this time but once the performance measures are released and guidance has been given, there will be a lot of changes to the report.

Mr. Harowski referred to the scorecard page and commented he observed that just because a number is higher or lower one year does not mean it is statistically significant in terms of the change and he does not think that comes through in this analysis. He suggested it might be worth looking at applying some basic statistics to this data and see if we can get a measure of significance of what these changes are and if they mean anything.

Ms. Bollenback replied yes, he was correct. When the TPO goes to the performance measures, it is a five-year rolling average. There will be anomalies if a year has a spike or a dip that is not a result of any intentional changes that have been made.

Mr. Harowski commented a five-year rolling average might be an interesting data point but cautioned about what the dispersion would be.

Ms. Bollenback stated the other aspect of this report is congestion. She commented that congestion is increasing, and vehicle miles travelled have gone up. It takes a long time to add miles to the roadway system so the supply is not going up at the same pace as the demand. Generally speaking, there are fairly reasonable driving conditions in this area although there are spot areas when it comes to delays and congestion. She stated the TPO is adding and updating data in the report so the changes have been identified by strikethrough or color; she reviewed the draft report and asked the committee for input. The final report will be back next month for a recommendation of approval.

D. FDOT Report

Mr. Ferguson stated his report is the agenda with most of the major projects with estimated completion dates.

E. Volusia and Flagler County Construction Reports

Mr. Cheney stated the Volusia County report is in the agenda; the only thing that has changed is on Projects Recently Completed list; the Doyle Road paved shoulders project from Providence to Saxon Boulevard. Both the Howland Boulevard and Orange Camp Road projects are under design and the county has selected consultants to do the design work. They are in the negotiating process with the design firms before taking to Volusia County Council for approval. Related to Hurricane Irma, all traffic signals that the county maintains have power; however, there are still a couple running with generators due to power service issues and about 20 signals need equipment repairs to the overhead. In addition, all power was returned to school reduced speed zones by Sunday; one in DeLand was repaired yesterday.

There was no Flagler County Construction Report.

VI. Staff Comments

→ **Update on SunRail**

Ms. Nicoulin stated the Commuter Rail Commission met on August 30, 2017 to discuss service statistics, the construction of Phase 2 South, funding of Phase 2 North and changes to the interlocal agreements as proposed by Volusia County; no actions were taken. Since that meeting, an announcement was made regarding another round of TIGER grant funding. Funding for Phase 2 North was previously submitted and it is not clear yet if another application will be submitted this time.

→ **Update on FY 2017/18 SU Funding**

Ms. Nicoulin stated the TPO currently has approximately \$1.8 million to program in the current year. There are eight projects that appear to be ready to be advanced and the TPO is working with FDOT on those. Regarding funding for subsequent years, the Bicycle/Pedestrian box has money but Traffic Operations does not; most of their funds are generally obligated. The Executive Committee discussed using some bicycle/pedestrian set-aside funds for high ranked traffic operations projects in the next year. The rationale for this is that many bicycle/pedestrian projects were funded using the SUN Trail funding and also transportation alternatives funding. There are some traffic operations projects high on the list that are ready to be funded so the TPO is looking for consideration on programming the US 1 traffic signals in Holly Hill, the Tivoli Boulevard intersection improvements, relocation of the traffic management center, Providence Boulevard Shared Use Path as well as an update to the Long Range Transportation Plan (LRTP). The TPO is looking at shifting some funds in future years to cover some of the Traffic Operations projects; this will produce a more balanced list. The goal is to take care of the top eight protected projects on each list and the TPO believes shifting the funds will enable us to do that.

Mr. Paradise stated he has learned through grant administration that two things are important; to spend the money appropriately and to spend the money. If the money is not spent chances are good the allocation will not be as generous. The concept of shifting the money as stated by Ms. Nicoulin is an appropriate vehicle to facilitate the TPO being a proven performer with regard to the appropriate expenditure of money.

Mr. Harowski commented he liked the idea of moving a certain number of projects forward by shifting funds from the Bicycle/Pedestrian box in the short term; in the long term, he thinks the TPO should keep the percentage of money allocated to Bicycle/Pedestrian projects because you get more bang for the buck out of Bicycle/Pedestrian projects than safety projects.

Ms. Nicoulin replied the TPO does not intend to shift the percentage allocated to different funding over the long term; that will remain constant. This particular year and in subsequent years there is an imbalance.

Mr. Cheney commented he is okay with opening up the transportation alternative funding to anything that qualifies for that bracket; not just earmarking it for pedestrian projects and trails. There are other worthy projects such roundabouts, traffic signals and other transportation alternatives.

Mr. Ferguson replied there are only parts of roundabouts that can use TA funds but Mr. Cheney is correct, it is a much more limited fund source.

→ **Update on Roundtable of Volusia County Elected Officials – Transportation Committee Activity**

Ms. Nicoulin stated the Roundtable of Volusia County Elected Officials meeting was cancelled due to Hurricane Irma.

→ **Update on the SR 44/Mission Rd/Wallace Rd/Canal St Alternative Intersection Design Study**

Ms. Nicoulin stated there was a business owner's workshop on August 31, 2017 that was very well attended and she announced a SR 44/Mission Rd/Wallace Rd/Canals St Alternative Intersection Design Study public workshop meeting on October 3, 2017 at 5:00 pm in the New Smyrna Beach City Commission Chambers.

VII. TCC Member Comments

Mr. Harowski announced this is his last meeting representing the city of Holly Hill at the TCC. The city has hired full time staff and Mr. Brian Walker will be joining Holly Hill and will represent them on the TCC. He has enjoyed working with everyone the last seven years.

Chairperson Goss reminded the committee to look at the information items in the agenda including the attendance records, TPO Board summary and TPO Outreach and Events.

VIII. Information Items

- CAC & TCC Attendance Records
- August 23, 2017 River to Sea TPO Board Meeting Summary
- August TPO Outreach and Events

IX. Adjournment

There being no further business, the TCCC meeting adjourned at 4:30 p.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

**MR. RIC GOSS, CHAIRPERSON
TECHNICAL COORDINATING COMMITTEE (TCC)**

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of the minutes of the September 19, 2017 regular meeting of the Technical Coordinating Committee (TCC), approved and duly signed this 17th day of October 2017.

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

**MEETING SUMMARY
CAC & TCC
OCTOBER 17, 2017**

IV. ACTION ITEMS

A. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2017-## AMENDING THE FY 2017/18 TO 2021/22 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Background Information:

The proposed TIP Amendment adds the following five (5) new projects to the FY 2017/2018 to 2021/2022 TIP:

- Adds funding for the Design (PE) and Construction (CST/CEI) for the Tivoli Drive Intersection Improvements at Providence Boulevard and Saxon Drive (FM # 440920-1)
- Adds funding for the Design (PE) and Construction (CST/CEI) for the SR 15/US 17/92 at Fort Florida Road Traffic Signal (FM # 442467-1)
- Adds funding for the Design (PE) and Construction (CST/CEI) for the SR 44 from Airport Road to East 3rd Avenue Adaptive Signal Control Project (FM# 442499-1)
- Adds funding for the Design (PE) and Construction (CST/CEI) for the SR 421 from Summer Trees Road to SR 5/A1A Adaptive Signal Control Project (FM# 442522-1)
- Adds funding for the Project Development & Environmental Study (PD&E) for the I-95/Pioneer Trail Interchange (FM # 4362921)

The proposed amendment is more fully described in the enclosed Resolution 2017-## and Attachment "A".

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2017-## AMENDING THE FY 2017/18 TO 2021/22 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2017-##

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
AMENDING THE FY 2017/18 TO FY 2021/22
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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

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

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

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

WHEREAS, the Florida Department of Transportation has provided additional information to the River to Sea TPO regarding the FDOT adopted Five-Year Work Program.

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

1. River to Sea TPO's FY 2017/18 to FY 2021/22 TIP is hereby amended as shown in Attachment "A" attached hereto and made a part of this resolution; and the
2. Chairperson of the River to Sea TPO (or his/her designee) is hereby authorized and directed to submit the FY 2017/18 to FY 2021/22 TIP as amended to the:
 - a. Florida Department of Transportation;
 - b. Federal Transit Administration (FTA);
 - c. Federal Highway Administration (FHWA); and the
 - d. Department of Economic Opportunity.

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 25th day of October 2017.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

**VOLUSIA COUNTY COUNCIL VICE CHAIR DEB DENYS
CHAIRPERSON, RIVER TO SEA TPO**

CERTIFICATE:

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

ATTEST:

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

4409201

Tivoli Dr at Providence & at Saxon Blvd Intersection Improvements Non-SIS



Work Summary: INTERSECTION IMPROVEMENT

From: at Providence Blvd

To: at Saxon Blvd

Lead Agency: City of Deltona

Length: 0.859 mile

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
PE	SU	5,000	0	0	0	0	5,000
CST	SU	1,125,315	0	0	0	0	1,125,315
PE	LF	158,700	0	0	0	0	158,700
CEI	LF	0	198,375	0	0	0	198,375
CST	LF	0	197,185	0	0	0	197,185
CEI	SU	0	5,000	0	0	0	5,000
Total		1,289,015	400,560	0	0	0	1,689,575

Prior Cost < 2017/18: 0

Future Cost > 2021/22: 0

Total Project Cost: 1,689,575

Project Description: Add turn lanes. (The TPO's support for traffic operations, intelligent transportation systems (ITS), and safety projects is expressed on page 63 and in table 31 on page 72 of the 2040 Long Range Transportation Plan.)

4424671

SR 15/US 17-92 at Fort Florida Road Traffic Signal

Non-SIS



Work Summary: TRAFFIC SIGNALS

From:

To: SR 15/US 17-92 at Fort Florida Road

Lead Agency: Florida Department of Transportation

Length: 0.002 mile

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
PE	SU	295,000	0	0	0	0	295,000
CST	LF	0	0	20,000	0	0	20,000
CEI	DIH	0	0	30,000	0	0	30,000
CEI	DDR	0	0	120,000	0	0	120,000
CST	DDR	0	0	500,000	0	0	500,000
Total		295,000	0	670,000	0	0	965,000

Prior Cost < 2017/18: 0

Future Cost > 2021/22: 0

Total Project Cost: 965,000

Project Description: Installation of a mast arm traffic signal on SR 15/US 17-92 at Fort Florida Road. The TPO's support for traffic operations, intelligent transportation systems (ITS), and safety projects is expressed on page 63 and in table 31 on page 72 of the 2040 Long Range Transportation Plan.

4424991

State Road 44 from Airport Road to East 3rd Avenue

Non-SIS



Work Summary: TRAFFIC CONTROL DEVICES/SYSTEM

From: Airport Road

To: East 3rd Avenue

Lead Agency: Florida Department of Transportation

Length: 8.043 miles

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
PE	SU	225,000	0	0	0	0	225,000
CST	DS	0	0	752,159	0	0	752,159
CEI	SU	0	0	135,000	0	0	135,000
CST	SU	0	0	56,462	0	0	56,462
Total		225,000	0	943,621	0	0	1,168,621

Prior Cost < 2017/18: 0

Future Cost > 2021/22: 0

Total Project Cost: 1,168,621

Project Description: Installation of an adaptive traffic signal system from Airport Road to East 3rd Avenue. The TPO's support for traffic operations, intelligent transportation systems (ITS), and safety projects is expressed on page 63 and in table 31 on page 72 of the 2040 Long Range Transportation Plan.

4425221

State Road 421 from Summer Trees Road to SR 5/A1A

Non-SIS



Work Summary: TRAFFIC CONTROL DEVICES/SYSTEM

From: Summer Trees Road

To: SR 5/A1A

Lead Agency: Volusia County

Length: 4.217 miles

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
PE	SU	255,000	0	0	0	0	255,000
CEI	SU	0	0	120,000	0	0	120,000
CST	SU	0	0	900,000	0	0	900,000
Total		255,000	0	1,020,000	0	0	1,275,000

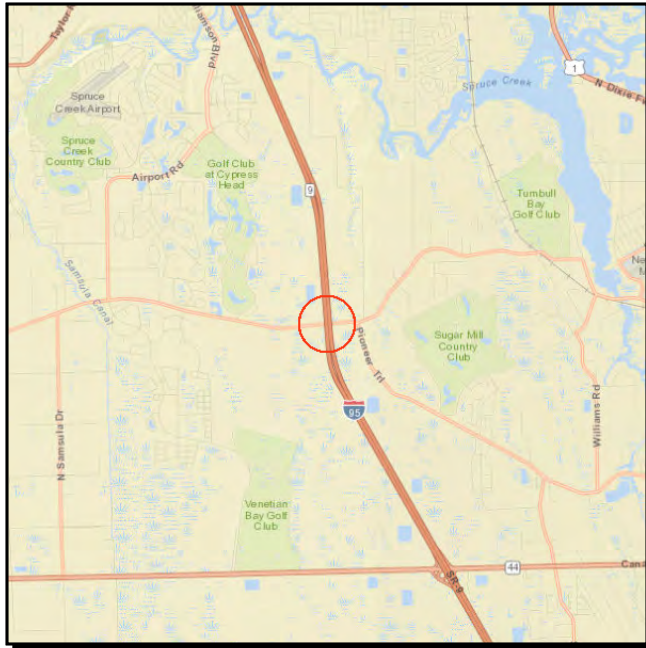
Prior Cost < 2017/18: 0

Future Cost > 2021/22: 0

Total Project Cost: 1,275,000

Project Description: Installation of an adaptive traffic signal system from Summer Trees Road to SR 5/A1A. The TPO's support for traffic operations, intelligent transportation systems (ITS), and safety projects is expressed on page 63 and in table 31 on page 72 of the 2040 Long Range Transportation Plan.

4362921

I-95 Interchange at Pioneer Trail**SIS****Work Summary:** PD&E/EMO STUDY **From:** at Pioneer Trail**To:****Lead Agency:** Managed by FDOT **Length:** 2.000 miles

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
PD&E	DS	1,500,000	0	0	0	0	1,500,000
PD&E	DIH	19,605	0	0	0	0	19,605
Total		1,519,605	0	0	0	0	1,519,605

Prior Cost < 2017/18: 395**Future Cost > 2021/22:** 0**Total Project Cost:** 1,520,000

Project Description: This project involves a new interchange along Interstate 95 (I-95) at Pioneer Trail (County Road 4118) at Milepost (MP) 19.032 in Volusia County, FL. The proposed interchange would be located between two existing interchanges on I-95: State Road 421 / Dunlawton Avenue at MP 23.300, approximately 4.25 miles to the north, and at State Road 44/Lytle Avenue at MP 16.287, approximately 2.75 miles to the south. There will be a design option on this project. (Reference 2040 Long Range Transportation Plan, Table 30 – Local (Volusia County) Projects, pg. 70 and Table 32 – SIS Needs Projects, pg. 74.)

MEETING SUMMARY

CAC & TCC

OCTOBER 17, 2017

IV. ACTION ITEMS

B. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2017-## ADOPTING THE R2CTPO 2017 CONGESTION MANAGEMENT PROCESS (CMP) AND PERFORMANCE MEASURES REPORT

Background Information:

The River to Sea TPO is required to monitor and evaluate transportation efficiency and reliability through a Congestion Management Process (CMP). In addition to identifying traffic congestion, requirements are being developed for the monitoring and reporting of other transportation system performance indicators including safety, reliability, physical condition, and environmental sustainability. Generally, these reports include a five-year review of transportation system data.

An annual update of the Congestion Management and Performance Measures Report was presented to the River to Sea TPO advisory committees and board in September. The report has been updated based on comments provided to TPO staff.

The revised report will be made available for review and download from the TPO's website at:

<https://www.r2ctpo.org/wp-content/uploads/CMP-Performance-Measures-Report-Updated.docx-10-10-17pdf-1.pdf>

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2017-## ADOPTING THE R2CTPO 2017 CONGESTION MANAGEMENT PROCESS (CMP) AND PERFORMANCE MEASURES REPORT

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2017-##

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE CONGESTION MANAGEMENT PROCESS (CMP) AND PERFORMANCE MEASURES REPORT

WHEREAS, the River to Sea TPO is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

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

WHEREAS, the River to Sea Transportation Planning Organization has developed a Congestion Management Process and Performance Measures Report that has been provided for review by the general public, the River to Sea TPO's Advisory Committees and the River to Sea TPO Board.

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

1. River to Sea TPO Board and advisory committees have reviewed and endorsed the Congestion Management Process and Performance Measures Report;
2. River to Sea Transportation Planning Organization's Congestion Management Process and Performance Measures Report is hereby endorsed and adopted; and the
3. Chairperson of the River to Sea TPO (or his/her designee) is hereby authorized and directed to submit the Congestion Management Process and Performance Measures Report to the:
 - a. Florida Department of Transportation; and
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the **25th** day of **October 2017**.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL VICE CHAIR DEB DENYS
CHAIRPERSON, RIVER TO SEA TPO

CERTIFICATE:

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

ATTEST:

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

MEETING SUMMARY

CAC & TCC

OCTOBER 17, 2017

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 5 WORK PROGRAM PUBLIC HEARING

Background Information:

Each year, FDOT develops the Five Year Work Program in accordance with Section 339.135, Florida Statutes. The Five Year Work Program is an ongoing process that is used to forecast the funds available and allocate those to transportation system improvements over a five year period.

The development of this Work Program involves coordination with local governments, including Metropolitan Planning Organizations and other city and county officials. In urbanized areas, Metropolitan Planning Organizations (MPOs) have the responsibility to develop transportation plans and prioritize transportation needs. In non-metropolitan areas, county commissions establish priorities. FDOT implements the transportation improvements identified by the TPOs and local governments.

During the process, new projects are added and existing projects may be advanced or deferred based on the updated financial forecast. As a new fifth year is added to the cycle, the current year drops out of the plan and a new Five Year Work Program is introduced.

Public hearings are held in each of the seven transportation districts, including a week-long online public hearing, and a statewide public hearing is held by the Florida Transportation Commission. The Florida Transportation Commission then performs an in-depth review of the Work Program and presents the results to the Executive Office of the Governor.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

**MEETING SUMMARY
CAC & TCC
OCTOBER 17, 2017**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

B. PRESENTATION AND DISCUSSION OF THE DRAFT TRANSPORTATION PERFORMANCE MANAGEMENT SAFETY TARGETS FOR THE R2CTPO

Background Information:

The Federal Highway Administration (FHWA) issued final rules on the transportation performance measures required for the State Departments of Transportation (DOTs) and Metropolitan/Transportation Planning Organizations (M/TPOs). The final rule requires targets to be set for Safety Measures as follows:

Florida DOT -- by August 31, 2017
River to Sea TPO -- by February 27, 2018

Guidance for setting targets and for incorporating performance measures into the planning process is intended to be provided by FHWA. This guidance includes the prioritization and programming of transportation improvements in the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP).

TPO staff will review the ongoing activities and guidance provided regarding the establishment of transportation performance measures and targets and the incorporation of these measures into the planning process.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

**MEETING SUMMARY
CAC & TCC
OCTOBER 17, 2017**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

C. PRESENTATION AND DISCUSSION OF THE RESOLUTIONS AND FUNDING APPLICATIONS FOR THE ANNUAL CALL FOR PROJECTS AND PROJECT PRIORITY RANKING PROCESS OF THE RIVER TO SEA TPO

Background Information:

Each year, after completion of the project prioritization process, the TPO staff asks the committees to evaluate the process and recommend improvements for the next cycle. The aim is to achieve the best possible outcomes in terms of identifying and promoting transportation-related priorities consistent with the community's goals and objectives as prescribed in the adopted long-range transportation plan. The TIP Subcommittee met on October 2, 2017 and recommended improvements to the Priority Project Ranking Process and project applications. A marked-up version of the recommended changes are included in this agenda. No changes were recommended to the resolutions by the subcommittees.

The project review subcommittees each recommended adding an annual deadline of April 30th for submitting updated cost estimates for projects already included on the priority project lists. The TPO staff recommends accomplishing this by amending Resolution 2017-02 to add the following language:

"The project sponsors shall annually submit a letter to the TPO affirming their desire to retain each project on the priority list and provide updated cost estimates."

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

20178 Application for Project Prioritization

Transportation Planning Studies

January 20178

General Instructions:

The R2CTPO coordinates transportation planning activities with FDOT staff to establish needs throughout the R2CTPO's Metropolitan Planning Area (MPA) and to determine the most effective agency and approach for completing the work. Studies are funded in part by the TPO using federal planning funds allocated to MPOs. In addition, studies are pursued throughout FDOT District V using planning funds available to the department. SU funds are also available to be used for planning activities when the cost of the planning studies exceeds the PL funding available.

Recognizing that the R2CTPO member local governments are well positioned to identify transportation issues as they arise, the R2CTPO wants to encourage their participation in the development of a list of priority planning studies to address these issues. The R2CTPO will annually, as part of the Call for Projects, reach out to member local governments to identify and define transportation planning studies for inclusion on a prioritized list, and to assist in identifying the agency that should take the lead in funding and managing the study. In some cases, the result may be a funding partnership between organizations. Support may also be identified through other fund sources as (safety, operations, grants etc.).

Planning studies ranked in the top five for funding by FDOT will require an FDOT 4P project application to be completed.

Projects requiring a full PD&E should be included in the TPO's Long-Range Transportation Plan (LRTP) and should be listed on other project priority lists established by the TPO.

Process:

1. The annual "Call for Projects" will include an invitation to submit requests for planning studies.
2. To be considered for prioritization, planning study requests will include the following:
 - a. Project Title and Description (including area or termini)
 - b. Cost Estimate
 - c. Purpose & Need (including data & other facts)
 - d. Previous/related Studies
 - e. A page may be added to include a map, picture or other graphical illustration of the project.
3. No local match will be required.
4. The TIP Subcommittee will rank the requested planning studies in order of priority with consideration of applicable ranking criteria. The TIP Subcommittee's recommended ranking will then be presented to the CAC, TCC, and BPAC for review and comment before being presented the TPO Board for approval.

Ranking Criteria:

Federal Planning Factors –

1. Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase accessibility and mobility of people and freight;

4. 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;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

Other Criteria –

1. The study is necessary to identify a solution (the solution is not evident without a study);
2. The study would be best undertaken now (should not be delayed); and
3. The study will provide needed guidance for decision-makers regarding future projects.

Representative Types of Studies:

- | | |
|--|--|
| 1. Corridor Management Plans; | 5. Alternative Route Studies; |
| 2. Corridor Improvement Studies; | 6. Major Investment Studies; |
| 3. Route Development Plans; | 7. Spot or Location Studies; |
| 4. Environmental Assessments and Impact Studies; | 8. Bicycle/Pedestrian Safety Action Plans; and |
| | 9. Multi-Modal Connectivity Plan |

Electronic and “Hard Copy” Submittal Requirement:

1. Applications and supporting documentation shall be submitted as digital media in Portable Document Format (PDF), compatible with MS Windows and Adobe Acrobat Version 9.5 or earlier.
2. Electronic documents may be submitted through our FTP site, as an attachment to email, on a CD, DVD or USB flash drive.
3. The application and all supporting documentation shall be included in one electronic PDF file.
4. All document pages shall be oriented so that the top of the page is always at the top of the computer monitor.
5. Page size shall be either 8-1/2” by 11” (letter) or 11” by 17” (tabloid).
6. PDF documents produced by scanning paper documents are inherently inferior to those produced directly from an electronic source. Documents which are only available in paper format should be scanned at a resolution which ensures the pages are legible on both a computer screen and a printed page. We recommend scanning at 300 dpi to balance legibility and file size.
7. If you are unable to produce an electronic document as prescribed here, please call us to discuss other options.
8. In addition to the digital submittal, we require one (1) complete paper copy of the application and all supporting documents. This must be identical to the digital submittal.

R2CTPO staff will provide assistance in completing an application to any member local government that requests it.

Study Title: _____

Requesting Agency: _____ **Date:** _____

Contact Person: _____ **Job Title:** _____

Address: _____

Phone: _____ **FAX:** _____

E-mail: _____

Study Description: _____

Study Area (include study area length and termini, if appropriate, and attach location map): _____

Estimated Study Cost: _____

Purpose and Need for the Transportation Planning Study:

In the space provided below, describe the Purpose and Need for this proposed study and explain how the study is expected to address each ranking criterion that may apply. It is very important that your Purpose and Need statement is clear and complete. It will be the principal consideration in ranking your study proposal. It must convince the public and decision-makers that the expenditure of funds is necessary and worthwhile and that the priority the study is being given relative to other needed transportation planning studies is warranted. The Purpose and Need will also help to define the study scope, the consideration of alternatives (if appropriate), and ultimate study findings and recommendations.

Commentary: _____

Project Title: _____

Applying Agency (project sponsor): _____ **Date:** _____

Contact Person: _____ **Job Title:** _____

Address: _____

Phone: _____ **FAX:** _____

E-mail: _____

Does the Applying Agency expect to be certified by FDOT to perform the work under the Local Agency Program (LAP) process? ☐ Yes ☐ No

If not, what local government agency will perform the work on behalf of the Applying Agency? _____

[Attach a letter of intent from the agency that will perform the work.]

Governmental entity with maintenance responsibility for roadway facility on which proposed project is located: _____

[If not the same as Applying Agency, attach a letter of support for the proposed project from the responsible entity. This letter of support must include a statement describing the responsible entity's expectations for maintenance of the proposed improvements, i.e., what the Applying Agency's responsibility will be.]

Priority of this proposed project relative to other applications submitted by the Applying Agency: _____

Project Description: _____

Project Location (include project length and termini, if appropriate, and attach location map): _____

Project Eligibility for Federal Funds (check the appropriate box):

- ☐ the proposed improvement is located on the Federal-aid system. (Reference the Federal Aid Road Report at <http://www.fdot.gov/planning/statistics/fedaid/>);
- ☐ the proposed improvement is **not** located on the Federal-aid system, but qualifies as a type of improvement identified in 23 U.S.C. §133 that is not restricted to the Federal-aid system.

Project Purpose and Need Statement:

In the space provided below, describe the Purpose and Need for this proposed project. It is very important that your Purpose and Need statement is clear and complete. It will be the principal consideration in ranking your application for a Feasibility Study. It must convince the public and decision-makers that the expenditure of funds is necessary and worthwhile and that the priority the project is being given relative to other needed transportation projects is warranted. The project Purpose and Need will also help to define the scope for the Feasibility Study, the consideration of alternatives (if appropriate), and ultimate project design.

The Purpose is analogous to the problem. It should focus on particular issues regarding the transportation system (e.g., mobility and/or safety). Other important issues to be addressed by the project such as livability and the environment should be identified as ancillary benefits. The Purpose should be stated in one or two sentences as the positive outcome that is expected. For example, the purpose is to reduce intersection delays or to reduce rear end collisions. It should avoid stating a solution as a purpose such as: “the purpose of the project is to add an exclusive left turn lane”. It should be stated broadly enough so that no valid solutions will be dismissed prematurely.

The Need should establish the evidence that the problem exists, or will exist if anticipated conditions are realized. It should support the assertion made in the Purpose statement. For example, if the Purpose statement is based on safety improvements, the Need statement should support the assertion that there is or will be a safety problem to be corrected. When applying for a Feasibility Study, you should support your Need statement with the best available evidence. However, you will not be expected to undertake new studies.

Commentary: _____

Criteria #1 through #4, below, will be used to evaluate and rank each application for Feasibility Study. For Criteria #1, the Applying Agency must indicate the functional classification of the roadway on which the proposed improvement will be located. For Criteria # 2 through #4, the Applying Agency must provide commentary explaining how and to what degree the proposed improvement will address the criteria.

Criteria #1 - Location – Indicate the functional classification of the roadway on which the proposed improvement is located. (Reference the Federal Aid Road Report at <http://www.fdot.gov/planning/statistics/fedaid/>.)

Principal Arterial	Minor Arterial	Urban/Rural Major Collector	Urban Minor Collector	Rural Minor Collector or Local Road	Not Applicable
<input type="radio"/> 4	<input type="radio"/> 3	<input type="radio"/> 2	<input type="radio"/> 1	<input type="radio"/> 0	<input checked="" type="radio"/> 0

Criteria #2 - Mobility and Operational Benefits – The proposed project will significantly reduce traffic congestion and/or delays identified in the TPO’s Congestion Management Process/Performance Measures Report or otherwise identified and documented.

Commentary: _____

Criteria #3 - Safety Benefits – The project will significantly reduce the number and/or severity of crashes; it will significantly reduce the number of fatalities and/or serious injuries.

Commentary: _____

Criteria #4 - Support of Comprehensive Planning Goals and Economic Vitality – The proposed project will directly contribute to the achievement of one or more goals/objectives in the applying local agency’s adopted comprehensive plan; it directly supports economic vitality (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities).

Commentary: _____

Project Title: _____

Applying Agency (project sponsor): _____ Date: _____

Attach a copy of the completed Feasibility Study, or explain in the space provided below for commentary why a Feasibility Study is not necessary.

Commentary: _____

***** Attach a completed copy of FDOT's Project Information Application Form. *****

Criteria #1 – Location (5 points max.)

This criterion looks at the classification of the roads that will benefit from a proposed project. This criterion gives more points to projects that provide a benefit on roads that are classified at a higher level. If a project benefits more than one road, the road that has the highest classification will be used to allocate points.

R2CTPO staff will review the application to determine the classification of the roads benefitting from the proposed project.

Project located on a ...			Points
Non-Federal Functionally Classified Road	Select only one	<input type="checkbox"/>	0
Local Road (Federal Functional Classification)		<input type="checkbox"/>	0
Rural Minor Collector (Federal Functional Classification)		<input type="checkbox"/>	0
Urban Minor Collector Road (Federal Functional Classification)		<input type="checkbox"/>	2
Major Collector Road (Federal Functional Classification)		<input type="checkbox"/>	3
Minor Arterial Road (Federal Functional Classification)		<input type="checkbox"/>	4
Principal Arterial Road (Federal Functional Classification)		<input type="checkbox"/>	5
Subtotal			0 - 5

Commentary: _____

Criteria #2 – Project Readiness (15 points max.)

This criterion looks at the amount of work required to develop the project and get it ready for construction. The closer a project is to the construction phase, the more points it is eligible for.

Check the appropriate boxes to indicate which phases of work have already been completed or will not be required. For each phase that will not be required, explain why in the space provided for commentary. Include with this application a copy of any relevant studies, warrants, designs, and/or permits. If this is an application for Project Implementation, you must attach a copy of the project scope and cost estimate.

Phasing Already Completed or Not Required ¹		Completed	Not Re-quired	Required But Not Completed (no points)	Unknown or TBD (no points)	Points
Feasibility Study/Conceptual Design/Cost Estimate/SEMP ²	Check only one in each row	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
PE (Design)		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
Environmental		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
Right-of-Way Acquisition		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
Permitting		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
Subtotal						0 - 15

¹ When Federal funding will be used to fund a project, all activities or work, including that which is done in advance of applying for Federal funds, must comply with all applicable Federal statutes, rules and regulations.

² A Systems Engineering Management Plan (SEMP) is generally required for ITS projects.

Commentary: _____

Criteria #3 – Mobility and Operational Benefits (~~30~~25 points max.)

This criterion looks at the extent of traffic operational benefits that will be derived from a proposed project. The number of points allocated will reflect the degree of benefit that is expected.

In the space provided below for commentary, describe the operational benefits of the proposed project. When putting your application together please include a copy of any approved signal warrant or street lighting studies.

Mobility and Operational Benefits				Points
Existing volume to capacity ratio (i.e., existing congestion severity) [Must be documented.]	< 0.75	Select only one	<input type="checkbox"/>	0
	0.75 to 0.99		<input type="checkbox"/>	3
	1.00 to 1.25		<input type="checkbox"/>	4
	>1.25 and/or identified as congested in TPO's CMP/Performance Measures Report		<input type="checkbox"/>	5
Mobility Enhancements (i.e., level of increased mobility that a project will provide)	None	Select all that apply	<input type="checkbox"/>	0
	Bike, Pedestrian, ADA or Transit		<input type="checkbox"/>	0 - 5
	Access Management, ITS, Critical Bridge, Intersection Improvement, or Traffic Signal Retiming ³		<input type="checkbox"/>	0 - 10 5
Approved signal warrant (new signals only), left turn phase warrant, left turn lane warrant, street light warrant, widening justification ⁴ , an FDOT approved roundabout geometric and operational analysis ⁵ , or access management or ITS improvements ⁶	No	Select only one	<input type="checkbox"/>	0
	Yes		<input type="checkbox"/>	0 - 5
Hurricane evacuation route upgrade including, but not limited to, converting traffic signal to mast arm or other operational improvements. ⁷	No	Select only one	<input type="checkbox"/>	0
	Yes		<input type="checkbox"/>	0 - 5
Subtotal				0 - 3025

³ Attach Traffic Signal Timing Study.

⁴ Attach Warrant Study to application; otherwise R2CTPO staff will assume that a Warrant Study justifying the improvement has not been completed.

⁵ Attach FDOT Step 3 Roundabout Summary Report.

⁶ Access management and ITS improvements include, but are not limited to, addition of non-traversable median greater than 50% project length, addition of curb/gutter at intersection or greater than 50% project length, closure of minor intersections or crossovers, reduction of the number of access points (driveways or driveway widths), elimination of existing at-grade RR crossing, elimination of existing on-street parking, provision of traffic signal preemption for emergency vehicles, connection of three or more traffic signals, and new connection of traffic signal system to computerized signal control.

⁷ The term “other operational improvements” includes any improvement that will likely result in a significant: a) increase in evacuating traffic capacity or b) reduction in the probable occurrence or severity of evacuating traffic delay and/or disruption from signal failure, lane blockage, etc.

Commentary: _____

Criteria #4 – Safety Benefits (20 points max.)

This criterion looks at the degree of safety benefits that will be derived from a proposed project. The distinction between the categories of benefits will be coordinated with the Community Traffic Safety Teams (CTST). The number of points allocated will reflect the degree of benefit that is expected.

In the space provided below for commentary, describe the safety benefits expected from the proposed project, and explain how the proposed project will help to achieve those benefits. R2CTPO staff will work with the appropriate agencies to determine the intersection and corridor crash rates.

Safety Benefits ⁸			Points
The specific project location is on FDOT’s High Crash List or has otherwise been identified as having an overrepresentation of severe crashes? (Provide supporting documentation (e.g., intersection crashes per million entering vehicles ⁹ , corridor crashes per million vehicle miles ^{8,9} , Community Traffic Safety Team report, etc.)	Select all that apply	<input type="checkbox"/>	0 – 5
The “problem” described on page 1 of this application is a safety issue that falls within one or more of the eight Emphasis Areas identified in the 2012 Florida Strategic Highway Safety Plan (i.e., distracted driving, vulnerable road users, intersection crashes, lane departure crashes, aging road users and teen drivers, impaired driving, and traffic records) or does contribute to the ability of emergency response vehicles to effectively respond to an incident.		<input type="checkbox"/>	0 – 5
The proposed project represents a strategy that is professionally recognized as being effective in reducing the frequency and/or severity of traffic accidents.		<input type="checkbox"/>	0 – 10
Subtotal			0 – 20

⁸ If an application scores very high in this criterion, the R2CTPO may submit application to either the East or West Volusia Community Traffic Safety Team (CTST) for Safety Fund consideration.

⁹ Applying Agency must use the following crash rate calculation formulas: Corridor Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 days/year x Number Years x Segment Length); Intersection Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 x Number of Years).

Commentary: _____

Criteria #5 – Support of Comprehensive Planning Goals and Economic Vitality (10 points max.)

This criterion looks at the degree to which the proposed project will actually contribute to the achievement of one or more of the local government’s adopted comprehensive plan goals or objectives, and the degree to which it supports economic vitality. The Applying Agency must identify specific goals and/or objectives from the relevant comprehensive plan and provide a rational explanation of how the proposed project will advance those goals and or objectives. Points will not be awarded for being merely consistent with the comprehensive plan. Points should be awarded in proportion to how well the project will show direct, significant and continuing positive influence. Temporary effects related to project construction, such as the employment of construction workers, will not be considered.

Support of Comprehensive Planning Goals and Economic Vitality			Points
Directly contributes to the achievement of one or more goals/objectives in the adopted comprehensive plan	Select all that apply	<input type="checkbox"/>	0 - 5
Directly supports economic vitality (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities)		<input type="checkbox"/>	0 - 5
Subtotal			0 - 10

Commentary: _____

Criteria #6 – Infrastructure Impacts (20 points max.)

This criterion looks at impacts to adjoining public or private infrastructure, which may be in the way of the project. The less existing infrastructure is impacted the more points a project will score.

In the space provided below for commentary, describe the infrastructure impacts that will occur as a result of constructing the proposed project. When completing your application, please consider the drainage issues that may be involved (see notes below for a more detailed explanation).

Infrastructure Impacts			Points
Major Drainage Impact – relocating or installing new curb inlets or other extensive drainage work is required, or drainage impact has not yet been determined ⁹	Select only one	<input type="checkbox"/>	0
Minor Drainage Impact – extending pipes, reconfiguring swales or other minor work is required		<input type="checkbox"/>	0 - 2
No Drainage Impact – no drainage work required		<input type="checkbox"/>	0 - 4
Relocation of private gas utility or fiber optic communication cable is not required ¹⁰	Select all that apply	<input type="checkbox"/>	0 - 4
Relocation of public/private water or sewer utility is not required ¹⁰		<input type="checkbox"/>	0 - 4
Relocation of telephone, power, cable TV utilities is not required ¹¹		<input type="checkbox"/>	0 - 4
No specimen or historic trees ≥ 18” diameter will be removed or destroyed		<input type="checkbox"/>	0 - 4
Subtotal			0 - 20

⁹ ADA pedestrian crossings at intersections may impact drainage significantly. Attached Traffic Study should address drainage impacts.

¹⁰ Typically, these are underground utilities that can only be determined by a complete set of plans. Attach plans showing no impacts; otherwise, assumption is in urban area utilities will be affected.

¹¹ Typically, above ground utilities are not affected except for widening and turn lane projects.

Commentary: _____

Criterion #7 – Local Matching Funds > 10% of Total Project Cost (10 points max.)

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

Is the Applying Agency committing to a local match greater than 10% of the estimated total project cost?	Check One	Max. Points
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	10
12.5 11% ≤ Local Matching Funds < 15.0 20%	<input type="checkbox"/>	25
15.0 21% ≤ Local Matching Funds < 17.5 30%	<input type="checkbox"/>	310
17.5 31% ≤ Local Matching Funds < 20.0 40%	<input type="checkbox"/>	415
20.0 41% ≤ Local Matching Funds < 22.5 50%	<input type="checkbox"/>	520

22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10
Maximum Point Assessment		10 20

Commentary (if needed): _____



**THIS FORM SHALL BE SUBMITTED FOR ALL PROJECTS
NOT CURRENTLY IN THE FDOT WORK PROGRAM.
FDOT PROJECT INFORMATION APPLICATION FORM**

DATE:

1. Project Information:

Project ID (SR, CR, Etc...):

From/At (South or West Termini):

To (North or East Termini):

County: -

Project Length (Miles):

Project Type: Other If *other*, please specify: -

2. Title of Project Priority List and Project Ranking:

Central Florida MPO Alliance List and Project Ranking (if applicable):

3. Managing Agency Contact Information:

Applicant:

Contact Person:

Title:

Address:

Phone Number:

E-mail Address:

4. Phase(s) Being Requested (click to select all appropriate boxes):

- | | | |
|---------------------------------------|---------------------------------------|---------------------------------|
| <input type="checkbox"/> Study | <input type="checkbox"/> PD&E | <input type="checkbox"/> Design |
| <input type="checkbox"/> Right-of-way | <input type="checkbox"/> Construction | <input type="checkbox"/> Other: |

5. Project Description:

- a. Project Scope/Description (please be as detailed as possible):
- b. What fiscal year will this project be ready for production/construction:

Work Type	Requested Fiscal Year (July 1-June 30)
Planning Development (Corridor or Feasibility Study)	
Project Development and Environment Study (PD&E)	
Design	
Right-of-way Acquisition	
Construction/CEI	
Other	

c. Please state the purpose and need for this project.

d. What data from the statement above was obtained and/or used to support this analysis?

Note: If a study was done, then please provide a copy of the study. If no study was done, please provide documentation to support the need of the project and that the proposed improvements will address the issue.

e. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

f. Is this facility a designated SIS corridor, connector, or hub or adjacent to a SIS facility?

g. Is this project on a transit route? If yes, which one(s)?

h. Is this project within the Federal Aid system?

(If yes, FDOT staff needs to verify and check here ☐)

6. Consistency with Local and MPO Plans

a. Is this project consistent with the Local Government Comprehensive Plan?

If no, please state when an amendment will be processed to include the project in the Plan.

b. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)?

If yes, please attach a copy of the page in the LRTP.

If no, please state when an amendment will be done to include the project in the LRTP (if applicable). It is not necessary to specifically identify traffic planning studies in the LRTP.

7. Other Information:

- a. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process?
- b. What year was the agency last certified?

- 8.** If this is a non-state road project, to be located outside of State Right-of-Way, is there sufficient right-of-way for the project is currently owned by the local government entity?

If yes, please provide proof of right-of-way ownership (right-of-way certification, right-of-way maps or maintenance maps).

Work Type	Phase Complete? Yes/No/NA	Responsible Agency (Who performed or who will perform the work?)	Procurement Method? In- house/Advertise	Project Cost Estimate
Planning Development (Corridor or Feasibility Study)	-		-	\$0.00
Project Development and Environment Study (PD&E)	-		-	\$0.00
Design	-		-	\$0.00
Right-of-way Acquisition	-		-	\$0.00
Construction	-		-	\$0.00
CEI	-		-	\$0.00
Other:	-		-	\$0.00
Total Project Cost Estimate:	\$ 0.00			

- Include a map showing location of the area of interest. Label important features, roadways, or additional description to help FDOT identify the location and understand the nature of the project.
- When requesting the Construction phase please include the following documents, if available:
 - Signed and sealed plans
 - Engineer's estimate

- Bid Documents and Specifications Package
- Signed LAP Construction Checklist
- Right of Way Certification
- Environmental Certification
- All necessary permits

Proposed Funding Source (required by the R2CTPO)

Work Type	Federal/ State \$	Local \$	Project Cost Estimate \$ *
Planning Development (Corridor or Feasibility Study)	\$	\$	\$ 0.00
Project Development and Environment Study (PD&E)	\$	\$	\$ 0.00
Design	\$	\$	\$ 0.00
Right-of-way Acquisition	\$	\$	\$ 0.00
Construction	\$	\$	\$ 0.00
CEI	\$	\$	\$ 0.00
Other:	\$	\$	\$ 0.00
Total Project Cost Estimate:	\$ 0.00	\$ 0.00	\$ 0.00

*Project Cost Estimate for each Work Type must match the Project Cost Estimate provided in the preceding table.

EXHIBIT “A”

Preliminary Scope & Study Schedule - Phase 18 (Planning)

FPN (If Known): **FAN:**

Name of Project:

Local Agency Contact (Project Manager):

Phone: **Email Address:**

Project Scope/Description, Termini, Project Length:

Procurement Method:

☐ Advertisement

Fee Estimate: (include backup documentation)

Tentative Schedule (MMDDYY):

FDOT issues NTP for Study:

Advertise/Award/NTP for Study Services:

Begin Study:

Final Submittal:

Final Invoice:

Date Agreement needed:

Board Date:

EXHIBIT “A”

Preliminary Scope & Study Schedule - Phase 28 (PD&E)

FPN (If Known): **FAN:**

Name of Project:

Local Agency Contact (Project Manager):

Phone: **Email Address:**

Project Scope/Description, Termini, Project Length:

Procurement Method:

☐ Advertisement

Fee Estimate: (include backup documentation)

Tentative Schedule (MMDDYY):

FDOT issues NTP for Study:

Advertise/Award/NTP for Study Services:

Begin Study:

Final Submittal:

Final Invoice:

Date Agreement needed:

Board Date:

EXHIBIT “A”

Preliminary Scope & Study Schedule - Phase 38 (Design)

FPN (If Known): **FAN:**

Name of Project:

Local Agency Contact (Project Manager):

Phone: **Email Address:**

Project Scope/Description, Termini, Project Length:

Design Procurement Method:

☐ In-House

☐ Advertisement

Design Fee Estimate: (include backup documentation)

Tentative Design Schedule (MMDDYY):

FDOT issues NTP for Design:

Advertise/Award/NTP for Design Services:

Begin Design:

60% Plans Submittal (including Reviews):

90% Plans Submittal (including Reviews):

Final Plans Submittal:

Final Invoice:

Date Agreement needed:

Board Date:

Construction Funded: ☐ Yes ☐ No **Fiscal Year:**

EXHIBIT “A”

Preliminary Scope & Study Schedule - Phase 58 (Construction)

FPN (If Known):

FAN:

Name of Project:

Project Manager:

Phone:

Email Address:

Project Scope/Description, Termini, Project Length:

CEI Procurement Method:

- ☐ In-House
☐ Advertisement

CEI Estimate (LAP Projects Only)

\$0

(Attach supporting man-hours and rates)

Const Estimate (LAP Projects Only):

\$0

(Attach engineer's estimate)

Tentative Construction Schedule (MMDDYY):

Ad Date:

Bid Opening Date:

Award Date:

Executed Contract Date:

Pre Construction Date:

NTP to Contractor Date:

Construction Duration :

Completion Date:

Final Acceptance Date:

Date Agreement Needed:

Board Date:

**MEETING SUMMARY
CAC & TCC
OCTOBER 17, 2017**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

D. PRESENTATION AND DISCUSSION OF THE DRAFT BICYCLE AND PEDESTRIAN PLAN

Background Information:

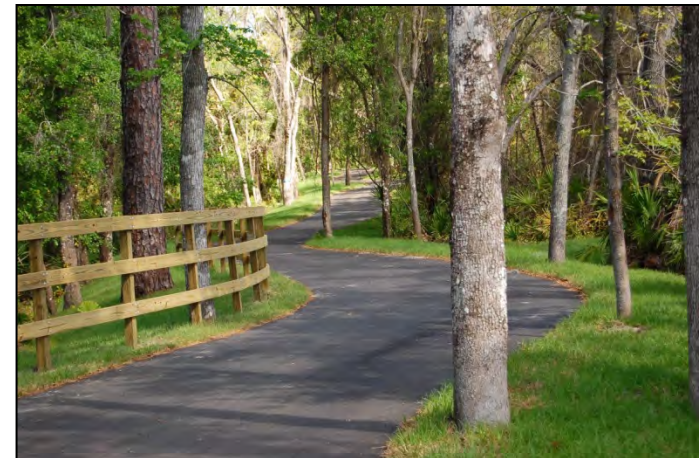
The Bicycle and Pedestrian Plan is intended to serve as a resource for non-motorized travel on multi-use trails, sidewalks, and bicycle lanes in Volusia and Flagler Counties. TPO staff will provide an update on the status of the draft plan.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

DRAFT Bicycle and Pedestrian Plan Status Update

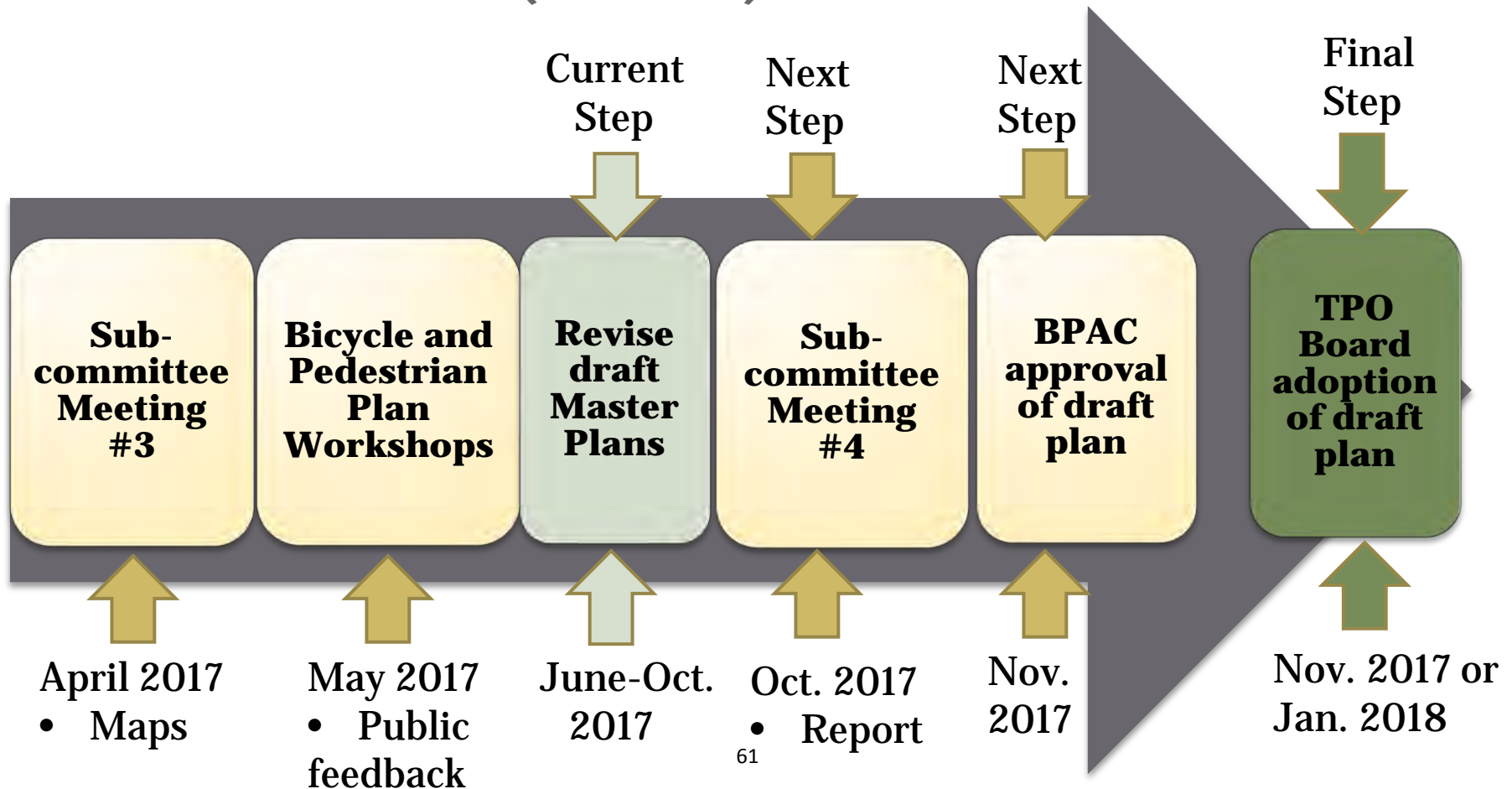
CAC and TCC Meetings
October 17, 2017



Overview of Bicycle and Pedestrian Plan Process (1 of 2)



Overview of Bicycle and Pedestrian Plan Process (2 of 2)



Next Steps

- **BPAC Subcommittee Meeting to review draft plan
(October 2016)**
- **BPAC review and recommendation of draft plan
(November 2016)**
- **TPO Board adoption of draft plan
(November 2016 or January 2017)**

**MEETING SUMMARY
CAC & TCC
OCTOBER 17, 2017**

VI. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

E. PRESENTATION AND DISCUSSION OF TRANSIT TECHNOLOGY

Background Information:

Votran keeps advancing its rider tools technology to enhance the rider's experience. In efforts of integrating technology in daily bus service, Votran has been offering real-time bus information for fixed route service and Interactive Voice Response (IVR) has also been implemented for paratransit service. On the improved Votran website, Votran offers a Route Tracker that helps riders take full advantage of information about planning trips and real-time bus information. Bus schedules have also been pushed to Google Transit. Votran's MyStop app allows riders to get real time information on their smart phones. In addition, Votran's Vo-to-Go program provides real-time bus tracking information through text messages for riders at the bus stops. Finally, the recently implemented Interactive Voice Response (IVR) system provides automatic call reminders for riders who have reserved paratransit trips. The IVR is expected to improve communication between Votran and riders, enhance paratransit operating efficiency and reduce passenger no-shows. This presentation will review these Votran Tech Tools.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

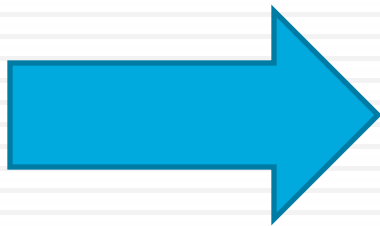
Votran Rider Tech Tools

***A presentation to River to Sea Transportation
Planning Organization
October, 2017***

Marketing challenge



- ❑ *Public transportation modes vary over a vast area of approx. 1,200 square miles*
 - ❑ *Fixed routes, SunRail routes, Flex routes and Paratransit Votran Gold*
- ❑ *Varying Hours/days of operation*
 - ❑ *Most service is available Monday - Saturday 6 a.m. – 7 p.m.*
 - ❑ *Night service operates from 7 p.m. - midnight and Sunday service from 6 a.m. - 7 p.m. on routes 1,3,4,10,15 and 17 (East Volusia only)*
- ❑ *Seasonal events and many community festivals on major corridors*
- ❑ *Congestion, detours and delays*



Help customers reduce wait time

Technology



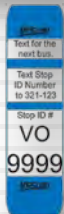
- Route Tracker – Votran.org



- Google transit



- MyStop Mobile App



- “Vo to Go” Texting

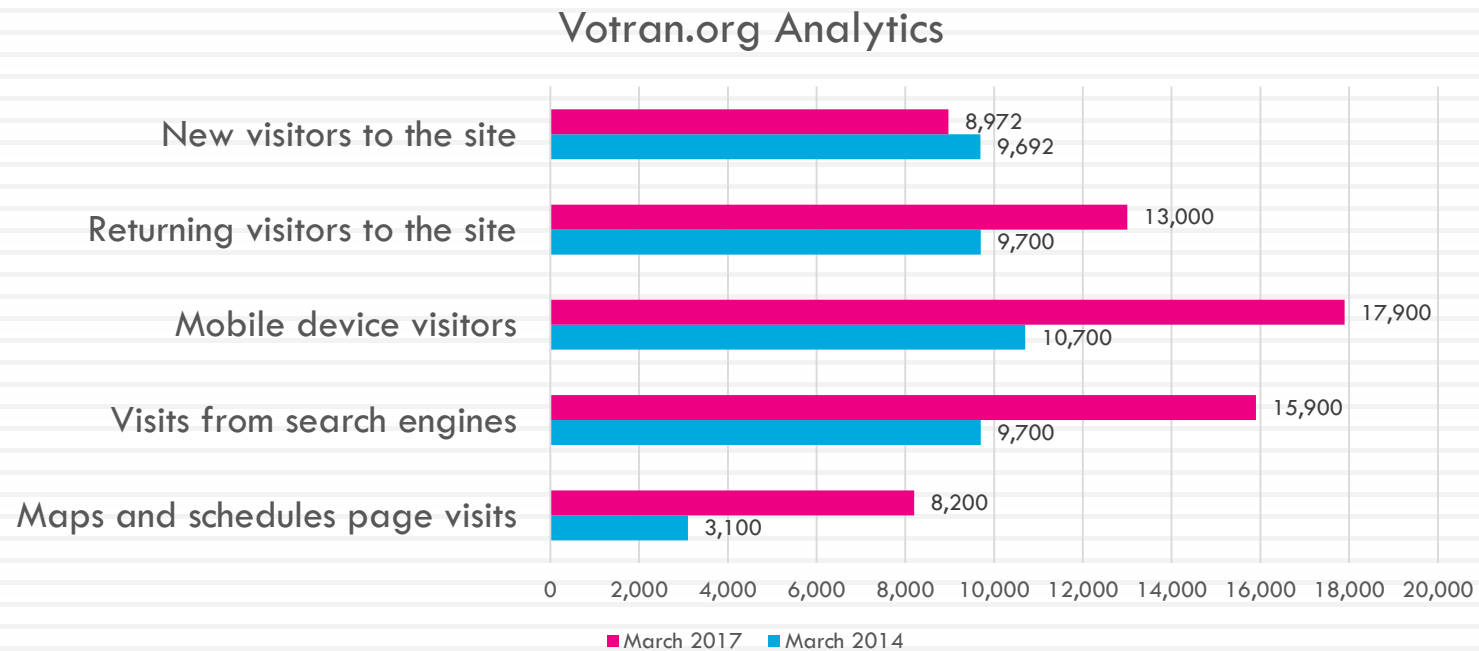


- Interactive Voice Response (IVR)

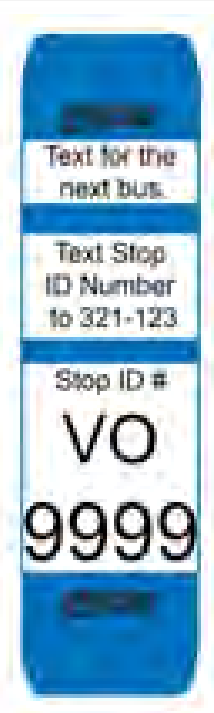
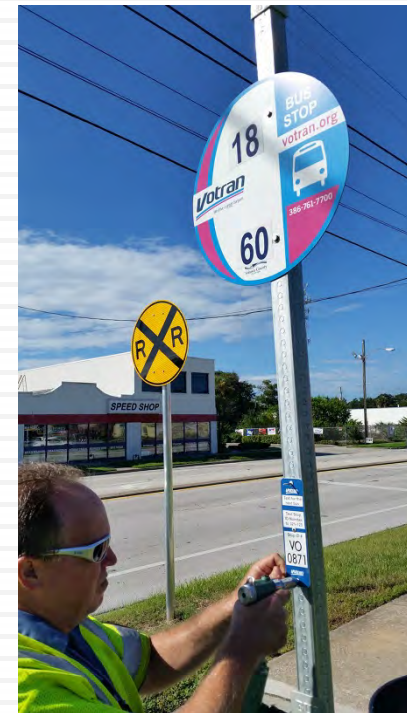
Votran.org features



- Website customer information and comment form
- Video tutorial prominently featured as a page banner link
- Real-time customer alerts as they are posted by dispatchers
- Option to order fare media online
- Instant live service alerts from the dispatchers
- [MyStop Real Time Bus Tracker](#) has interactive live bus schedule information with Google Transit trip planning



- Votran's mobile texting service for the time of the next bus arrival at a bus stop
- Tags were placed beginning in June 2015
- Messages has grown to approximately 430 per weekday in March 2017 sent by about 1,400 unique riders
- To date over 9,000 unique riders have used the Vo-to-Go rider text service.



- *“Ripple” software to automate customer reminder information for outbound and inbound calling. The functions that will be available for Votran Gold are:*
 - *“Imminent arrival reminder” is a feature that will alert customers that their pickup is within 15 minutes of their pickup location. The notification is based on the real position of the vehicle in transit to the customer pickup location.*
 - *“Next day trip reminder” is an outbound call feature for customers who reserved their trips on prior days. The system message will ask for customers to confirm or cancel during the call.*
 - *Customers can call into the automated system to get trip information about their previously-scheduled reservations.*
 - *Mass messages via outbound calling for emergency alerts.*
 - *Customers may choose to receive text message*

Marketing strategy



- Collateral materials for marketing and outreach efforts
- Media notices: *Reminder tag line on news release “Votran riders are encouraged to plan trips in advance. Riders may learn more by visiting votran.org. The website provides up-to-date alerts and real-time bus tracking. It also offers downloadable information for the myStop mobile app for real-time bus information anywhere.”*
- Electronic messages:
 - ▣ News releases and periodic service reminders are sent to email subscribers, with more than 565 active members.
 - ▣ The Greater Daytona Beach Chamber of Commerce and “One Voice Volusia”, a coalition of about 100 agencies connecting non-profit, governmental and community organizations along with local businesses to promote system and community improvements.
 - ▣ River to Sea TPO web site and mailing lists

Questions / Discussion

Votran's mission is to identify and safely meet the mobility needs of Volusia County. This mission will be accomplished through a courteous, dependable, cost effective and an environmentally-sound team commitment to quality service.

**MEETING SUMMARY
CAC & TCC
OCTOBER 17, 2017**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

F. FDOT REPORT

Background Information:

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

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

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

Volusia/Flagler County Project Status Update as of September 22, 2017

The following is a brief status update on major FDOT road construction projects in Volusia and Flagler counties as of the September cutoff. The next cutoff date is October 15, 2017. Information is also available on www.cflroads.com.

Interstate Projects

- **242715-2-52-01 -- I-95 Widening, I-4, U.S. 92 System to System Interchange**
 - Contract: E5W26
 - Work Began: November 2014
 - Estimated Completion: Summer 2018
 - The southern part of the project from south of I-4 to S.R. 44 is complete and all three lanes in each direction are open.
 - Increased activity continues at the I-4 and U.S. 92 interchanges, which will result in additional road closures and detours.

Other Current Projects:

- **430678-1-52-01 – Resurfacing U.S. 1 from South Street in Oak Hill to Magnolia Ave/Shangri-La Circle in Edgewater**
 - Contract: T5563
 - Work Began: August 2016
 - Estimated Completion: Early 2018
 - Contract Amount: \$10,074,300
 - Friction course paving is ongoing.
- **437447-1-52-01 – Bridge Deck Repairs, Berrys Canal and Conners Canal on the west end of the North Causeway, New Smyrna Beach**
 - Contract: E5Y56
 - Work to Begin: July 29, 2017
 - Estimated Completion: Spring 2018
 - Contract Amount: \$1,274,655.31
 - Contractor: M&J Construction Company of Pinellas County Inc.
 - Hydro-demolition of existing bridge deck over the Conners Canal is complete. Demolition beginning on bridge over Berrys Canal.

- Lane shifts in place on both bridges
- **436937-1-52-01 – S.R. 40 (Granada Boulevard) Bridge Pier Repair – Bridge No. 790132 over the Halifax River**
 - Contract: E5Y33
 - Work Began: March 27, 2017
 - Estimated Completion: Early 2018
 - Contract Amount: \$1,750,000
 - Contractor: CMA Corporation
 - Cofferdam construction is underway
 - Dewatering and repairs now scheduled to begin in October
- **432438-3-52-01 – Nova Road Resurfacing from S.R. 400 to U.S. 92**
 - Contract: E5Y92
 - Work to Begin: August 2, 2017
 - Estimated Completion: Early 2018
 - Contract Amount: \$2,098,740.00
 - Contractor: P&S Paving
 - Paving underway

New Projects

- **436325-1-52-1 – Event Management System Installation**
 - Contract: E5Y95
 - Work to Begin: September 5, 2017
 - Estimated Completion: October 2018
 - Contract Amount: \$2,610,610.00
 - Contractor: Traffic Control Devices, Inc.
 - Project involves installation of five new arterial dynamic message signs, 54 blank out signs and 21 Bluetooth devices along S.R. 400, U.S. 92, LPGA Boulevard, S.R. 40 and U.S. 1 in Volusia County.



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 Sept. 22, 2017

Volusia County

I-95, I-4, US 92 SYSTEM TO SYSTEM INTERCHANGE

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:	1,331	\$205,177,244.99
FED. AID #:	0954-140-1	TIME BEGAN:	11/25/2014	ELAPSED:	1,026	\$151,841,287.12
FUND TYPE	Federal	WORK BEGAN:	11/25/2014	% ORIGINAL:	93.27%	74.08%
DBE Achieved	4.51%	EST. COMPLETION:	Summer 2018	% TO DATE:	77.08%	74.00%
Current CPPR:	100			LIQ. DAMAGES:	0	

CONTACT		PHONE	EMAIL
CEI SENIOR PROJECT ADMINISTRATOR	Robert Parker	C: 904.449.0923 O: 386.333.9537	robert.parker@jacobs.com
CEI PROJECT ADMINISTRATOR	David Bowden	C: 407.873.1905 O: 386.333.9538	dbowden@go-iei.com
CONTRACT SUPPORT SPECIALIST (CSS)	Yleana Baez	C: 813.293.6252 O: 386.333.9537	yleana.baez@jacobs.com
CONTRACTOR'S PROJECT MANAGER:	Jeff Hutchinson, P.E.	C: 904.669.8931 O: 386.333.9575	jhutchinson@walshgroup.com
CONTRACTOR'S ASST PROJECT MANAGER	Jaime Venegas	C: 817.721.5071 O: 386.333.9576	jvenegas@walshgroup.com
CONTRACTOR'S ASST PROJECT MANAGER	Ryan Gwaltney	C: 863.245.1814 O: 386.333.9577	rgwaltney@walshgroup.com
FDOT PROJECT MANAGER:	Dwight Grube	C: 386.846.4587 O: 386.740.3482	dwight.grube@dot.state.fl.us
FDOT PROJECT MANAGER:	Steve Wigle	C: 407.509.8541 O: 386.333.9537	steve.wigle@wsp.com
SENIOR PROJECT ENGINEER:	Cyril Fernandez	C: 813.245.0463 O: 386.333.9537	cyril.fernandez@jacobs.com
SENIOR INSPECTOR:	Mike Meadows	C: 352.547.7145 O: 386.333.9537	mike.meadows@jacobs.com
SENIOR INSPECTOR:	Jose Medina	C: 386.804.2403 O: 386.333.9537	jose.medina@jacobs.com
MAINTENANCE CONTACT:	Jim Read	C: 386.801.5584 O: 386.740.3406	jim.read@dot.state.fl.us
24 HR CONTRACTOR EMERGENCY CONTACT:	Jeff Hutchinson, P.E.	C: 904.669.8931 O: 386.333.9575	jhutchinson@walshgroup.com
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:	Jason Roberts	C: 386.916.4439 O: 386.333.9575	jroberts@walshgroup.com

MEETING SCHEDULE: Tuesday 9:30 a.m., Field Office, 735 Fentress Blvd.

Flagler, Brevard, Seminole Counties

Truck Parking Availability System

FIN # 438096-1-52-01

CONTRACT # E5Y77

PROJECT DESCRIPTION: Installation of a truck parking availability system at 7 locations in Brevard, Flagler and Seminole counties.

					TIME	COST
CONTRACTOR:	SICE, Inc.	LET DATE:	4/26/2017	ORIGINAL:	250	\$1,828,183.00
CCEI:	Mehta & Associates	NTP:	6/30/2017	CURRENT:	252	\$1,828,183.00
FED. AID #:	PARK001A	TIME BEGAN:	6/30/2017	ELAPSED:	80	\$397,575.11
FUND TYPE	CDB	WORK BEGAN:	6/30/2017	% ORIGINAL:	32.00%	21.75%
DBE Achieved	0.00%	EST. COMPLETION:	Spring 2018	% TO DATE:	31.75%	21.75%
Current CPPR	100			LIQ. DAMAGES:		

Construction expected to start in October

CONTACT		PHONE	EMAIL
CEI SENIOR PROJECT ADMINISTRATOR	Kerry Worrell, P.E.	O: 407.657.6662 C: 321.239.7308	kworrell@mehtaeng.com
CONTRACT SUPPORT SPECIALIST (CSS)	Chris Kochis	O: 407.754.6425 C: 386.690.9690	ckochis@mehtaeng.com
CONTRACTOR'S PROJECT MANAGER:	Pablo Lorient de Elio	C: 305.772.8082	plorient@sice.com
CONTRACTOR'S SUPERINTENDENT:	TBD		
FDOT PROJECT MANAGER:	Glenn Raney	C: 386.846.4862 O: 386.740.3524	michael.raney@dot.state.fl.us
SENIOR PROJECT ENGINEER:	Anu Shah, P.E.	O: 407.657.8662 C: 850.341.6114	ashah@mehtaeng.com
SENIOR INSPECTOR:	Bakir Ebrahim	C: 407.274.5208	Bebrahim@mehtaeng.com
MAINTENANCE CONTACT:	Jim Read	C: 386.801.5584 O: 386.740.3406	jim.read@dot.state.fl.us
24 HR CONTRACTOR EMERGENCY CONTACT:	Pablo Lorient de Elio	C: 305.772.8082	plorient@sice.com
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:	Superintendent TBD		

MEETING SCHEDULE: Biweekly on Wednesdays at Mehta's office, One Purlieu Place, Winter Park

Project Status Report as of Sept. 22, 2017

Volusia County						
Event Management System						
FIN #	436325-1-52-01					
CONTRACT #	E5Y95					
PROJECT DESCRIPTION: Installation of five new arterial dynamic message signs, 54 blank-out signs and 21 Bluetooth devices along SR 400, US 92, LPGA Boulevard, SR 40 and US 1						
					TIME	COST
CONTRACTOR:	Traffic Control Devices, Inc.	LET DATE:	6/06/2017	ORIGINAL:	380	\$2,610,610.00
CCEI:	Mehta & Associates	NTP:	8/3/2017	CURRENT:	395	\$2,610,610.00
FED. AID #:		TIME BEGAN:	9/2/2017	ELAPSED:	16	\$111,959.47
FUND TYPE		WORK BEGAN:	9/5/2017	% ORIGINAL:	4.21%	4.29%
DBE Achieved	0.00%	EST. COMPLETION:	Fall 2018	% TO DATE:	4.05%	4.29%
Current CPPR				LIQ. DAMAGES:		
CONTACT			PHONE		EMAIL	
CEI SENIOR PROJECT ADMINISTRATOR		Kerry Worrell, P.E.	O: 407.657.6662 C: 321.239.7308		kworrell@mehtaeng.com	
CONTRACT SUPPORT SPECIALIST (CSS)		Chris Kochis	O: 407.754.6425 C: 386.690.9690		ckochis@mehtaeng.com	
CONTRACTOR'S PROJECT MANAGER:		April Andrews	C: 386.804.3611		aprilandrews@tcd-usa.com	
CONTRACTOR'S SUPERINTENDENT:		April Andrews	C: 386.804.3611		aprilandrews@tcd-usa.com	
FDOT PROJECT MANAGER:		Glenn Raney	C:386.846.4862 O: 386.740.3524		michael.raney@dot.state.fl.us	
SENIOR PROJECT ENGINEER:		Anu Shah, P.E.	O: 407.657.8662 C: 850.341.6114		ashah@mehtaeng.com	
SENIOR INSPECTOR:		Vince Clenney	C: 850.339.9523		vclenney@mehtaeng.com	
MAINTENANCE CONTACT:		Jim Read	C: 386.801.5584 O: 386.740.3406		jim.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		April Andrews	C: 386.804.3611		aprilandrews@tcd-usa.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Eric Schultze	O: 407.869.5300		e.schultze@tcd-usa.com	
MEETING SCHEDULE: Wednesdays at Mehta's office, One Purlieu Place, Winter Park						

Bridge Security System St. Johns River Bridge						
FIN #	436323-1-52-01					
CONTRACT #	E5Y52					
PROJECT DESCRIPTION: Installation of ITS security surveillance system at the St. Johns River Bridge at US 17/92						
					TIME	COST
CONTRACTOR:	Traffic Control Devices, Inc.	LET DATE:	6/06/2017	ORIGINAL:	270	\$745,547.00
CCEI:	Mehta & Associates	NTP:	8/3/2017	CURRENT:	280	\$745,547.00
FED. AID #:		TIME BEGAN:	9/2/2017	ELAPSED:	16	\$18,500.00
FUND TYPE		WORK BEGAN:	9/5/2017	% ORIGINAL:	5.93%	2.48%
DBE Achieved	0.00%	EST. COMPLETION:	Early 2018	% TO DATE:	5.71%	2.48%
Current CPPR				LIQ. DAMAGES:		
CONTACT			PHONE		EMAIL	
CEI SENIOR PROJECT ADMINISTRATOR		Kerry Worrell, P.E.	O: 407.657.6662 C: 321.239.7308		kworrell@mehtaeng.com	
CONTRACT SUPPORT SPECIALIST (CSS)		Chris Kochis	O: 407.754.6425 C: 386.690.9690		ckochis@mehtaeng.com	
CONTRACTOR'S PROJECT MANAGER:		Eric Schultze	O: 407.869.5300		e.schultze@tcd-usa.com	
CONTRACTOR'S SUPERINTENDENT:		Mark Jimenez	C: 407-448-8768		m.a.jimenez@tcd-usa.com	
FDOT PROJECT MANAGER:		Glenn Raney	C:386.846.4862 O: 386.740.3524		michael.raney@dot.state.fl.us	
SENIOR PROJECT ENGINEER:		Anu Shah, P.E.	O: 407.657.8662 C: 850.341.6114		ashah@mehtaeng.com	
SENIOR INSPECTOR:		Howard Hernandez	C: 407.276.7114		hohernandez@hntb.com	
MAINTENANCE CONTACT:		Sandusky McCartney	O: 386.740.3455		sandusky.mccartney@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Mark Jimenez	C: 407-448-8768		m.a.jimenez@tcd-usa.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Eric Schultze	O: 407.869.5300		e.schultze@tcd-usa.com	
MEETING SCHEDULE: Wednesdays at Mehta's office, One Purlieu Place, Winter Park						



Outside Consultant

In-House Construction

Maintenance

Project Status Report as of Sept. 22, 2017

VOLUSIA						
SR 5/US 1 Resurfacing Oak Hill-Edgewater						
FIN #	430678-1-52-01					
CONTRACT #	T5563					
Construction Pay Item						
PROJECT DESCRIPTION: Resurfacing from South Street in Oak Hill to Magnolia Ave/Shangri-La Circle in Edgewater. Also includes new sidewalks, drainage and signal improvements.						
					TIME	COST
CONTRACTOR:	P&S Paving Inc.	LET DATE:	6/15/2016	ORIGINAL:	480	\$10,074,300.00
FED. AID #:	4857054P	NTP:	8/11/2016	CURRENT:	541	\$10,272,561.31
FUND TYPE		TIME BEGAN:	8/15/2016	ELAPSED:	399	\$8,089,079.56
DBE Achieved	2.89%	WORK BEGAN:	8/15/2016	% ORIGINAL:	83.13%	80.29%
Current CPPR:	100	EST. COMPLETION:	Early 2018	% TO DATE:	73.75%	78.74%
				LIQ. DAMAGES:		
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Barry Johnson	C: 407.947.7426		barry.johnson@wsp.com	
CONTRACT SUPPORT SPECIALIST (CSS)		Denise Druding	O: 386.740.3430		denise.druding@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		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR INSPECTOR:		Jessy Heflin	C: 407.973.6510		jheflin@go-iei.com	
ADD'L SENIOR INSPECTOR		Kamlesh Suthar	C: 863.399.0304		ksuthar@pics-llc.com	
MAINTENANCE CONTACT:		Jim Read	C: 386.801.5584 O: 386.740.3406		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	
MEETING SCHEDULE:						

VOLUSIA						
SR 40 (Granada Boulevard) Bridge Pier Repair over the Halifax River						
FIN #	436937-1-52-01					
CONTRACT #	E5Y33					
Construction Lump Sum						
PROJECT DESCRIPTION: Repairs to Pier 8 crash wall of bridge 790132 in Ormond Beach						
					TIME	COST
CONTRACTOR:	CMA Corporation	LET DATE:	9/07/2016	ORIGINAL:	250	\$1,750,000.00
FED. AID #:		NTP:	11/14/2016	CURRENT:	301	\$1,750,000.00
FUND TYPE		TIME BEGAN:	2/27/2017	ELAPSED:	203	\$734,400.00
DBE Achieved	10.88%	WORK BEGAN:	3/27/2017	% ORIGINAL:	81.20%	41.97%
Current CPPR:	98	EST. COMPLETION:	Jan. 2018	% TO DATE:	67.44%	41.97%
				LIQ. DAMAGES:		
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Rick Coe	C: 386.527.3831 O: 386.740.3490		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:		Armando Cardona Jr.	C: 786.586.0597		acardonajr@cmacorporation.net	
CONTRACTOR'S SUPERINTENDENT:		Robert Bell	C: 305.923.0508			
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR INSPECTOR:		Chuck Crossman	C: 407.907-4300		crossman@etmnc.com	
ADD'L SENIOR INSPECTOR						
MAINTENANCE CONTACT:		Sandusky McCartney	O: 386.740.3455		sandusky.mccartney@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Armando Cardona Jr.	C: 786.586.0597		acardonajr@cmacorporation.net	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Robert Bell	C: 305.923.0508			
MEETING SCHEDULE:						



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of Sept. 22, 2017

VOLUSIA						
Bridge Deck Repairs SR 44/North Causeway						
FIN #	437447-1-52-01					
CONTRACT #	E5Y56					
District Construction Contract						
PROJECT DESCRIPTION: Bridge deck repairs on bridges 790179 and 790150 at the western end of the North Causeway in New Smyrna Beach						
					TIME	COST
CONTRACTOR:	M&J Construction Company	LET DATE:	5/02/2017	ORIGINAL:	280	\$1,274,655.31
FED. AID #:		NTP:	6/29/2017	CURRENT:	280	\$1,274,655.31
FUND TYPE		TIME BEGAN:	7/29/2017	ELAPSED:	51	\$175,765.03
DBE Achieved	0.00%	WORK BEGAN:	7/29/2017	% ORIGINAL:	18.21%	13.79%
Current CPPR:	98	EST. COMPLETION:	Spring 2018	% TO DATE:	18.21%	13.79%
				LIQ. DAMAGES:		
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Glenn Raney	C:386.846.4862 O: 386.740.3524		michael.raney@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Denise Druding	O: 386.740.3430		denise.druding@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Mike Miller	C: 727.916.0830		mmiller@miconstruction.net	
CONTRACTOR'S SUPERINTENDENT:		Frank Buck	C: 386.972.0283		fbuck@miconstruction.net	
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR INSPECTOR:		John Vance	C: 407.202.4132		jvance@pageoneconsultants.com	
ADD'L SENIOR INSPECTOR						
STRUCTURES CONTACT:		Matthew Hodges	O: 386.740.3437		matthew.hodges@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Frank Buck	C: 386.972.0283		fbuck@miconstruction.net	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Mike Miller	C: 727.916.0830		mmiller@miconstruction.net	
MEETING SCHEDULE:						

VOLUSIA						
SR 5A (Nova Road) Resurfacing from SR 400 to US 92						
FIN #	432438-3-52-01					
CONTRACT #	E5Y92					
Construction Lump Sum						
PROJECT DESCRIPTION: Milling and resurfacing of SR 5A from Beville Road to International Speedway Boulevard						
					TIME	COST
CONTRACTOR:	P&S Paving Inc.	LET DATE:	5/02/2017	ORIGINAL:	150	\$2,098,740.00
FED. AID #:		NTP:	7/03/2017	CURRENT:	150	\$2,098,740.00
FUND TYPE		TIME BEGAN:	8/2/2017	ELAPSED:	47	\$106,534.48
DBE Achieved	0.00%	WORK BEGAN:	8/2/2017	% ORIGINAL:	31.33%	5.08%
Current CPPR:	98	EST. COMPLETION:	Early 2018	% TO DATE:	31.33%	5.08%
				LIQ. DAMAGES:		
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Barry Johnson	C: 407.947.7426		barry.johnson@wsp.com	
CONTRACT SUPPORT SPECIALIST (CSS)		Denise Druding	O: 386.740.3430		denise.druding@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		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR INSPECTOR:		Paul Stacks	C: 863-243-9440			
ADD'L SENIOR INSPECTOR						
MAINTENANCE CONTACT:		Jim Read	C: 386.801.5584 O: 386.740.3406		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	
MEETING SCHEDULE:						



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of Sept. 22, 2017

VOLUSIA						
SR 415 Bridge 79014 Over St. Johns River						
FIN #	437446-1-52-01					
CONTRACT #	E5Y58					
PROJECT DESCRIPTION: Apply an epoxy overlay to the bridge deck of bridge 79014 on northbound SR 415 over the St. Johns River.						
					TIME	COST
CONTRACTOR:	Bridge Masters LLC	LET DATE:	3/07/2017	ORIGINAL:	159	\$498,196.01
FED. AID #:	N/A	NTP:	5/11/2017	CURRENT:	159	\$498,196.01
FUND TYPE	Conventional	TIME BEGAN:	7/25/2017	ELAPSED:	55	\$0.00
DBE Achieved		WORK BEGAN:		% ORIGINAL:	34.59%	0.00%
Current CPPR:		EST. COMPLETION:	Late 2017	% TO DATE:	34.59%	0.00%
				LIQ. DAMAGES:		
					Construction to begin October 2017	
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Glenn Raney	C:386.846.4862 O: 386.740.3524		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:		Niki Vezyropoulos	O: 727.409.8416		Bridgemasters@gmail.com	
CONTRACTOR'S SUPERINTENDENT:		Niki Vezyropoulos	O: 727.409.8416		Bridgemasters@gmail.com	
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR INSPECTOR:		TBD				
MAINTENANCE CONTACT:		Sandusky McCartney	O: 386.740.3455		sandusky.mccartney@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Niki Vezyropoulos	O: 727.409.8416		Bridgemasters@gmail.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:						
MEETING SCHEDULE:						

VOLUSIA						
Inside Paved Shoulders - Various Locations Volusia County						
FIN #	434847-1-72-01					
CONTRACT #	E5T26					
District Maintenance Contract						
PROJECT DESCRIPTION: Construct 2-foot-wide inside paved shoulders on sections of SR 472, SR 15/US 17, SR 40, US 1, US 17/92						
					TIME	COST
CONTRACTOR:	Rogar Management & Consulting	LET DATE:	3/07/2017	ORIGINAL:	179	\$1,059,574.24
FED. AID #:		NTP:	5/10/2017	CURRENT:	196	\$1,059,574.24
FUND TYPE		TIME BEGAN:	5/24/2017	ELAPSED:	117	\$278,835.24
DBE Achieved	10.12%	WORK BEGAN:	5/30/2017	% ORIGINAL:	65.36%	26.32%
Current CFPR:	100	EST. COMPLETION:	Dec. 2017	% TO DATE:	59.69%	26.32%
				LIQ. DAMAGES:		
Maintenance Contract - Update as of August invoice						
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR		Glenn Raney	C:386.846.4862 O: 386.740.3524	michael.raney@dot.state.fl.us		
CONTRACT SUPPORT SPECIALIST (CSS)		Dobromir Benchev	O: 386.740.3564	dobromir.benchev@dot.state.fl.us		
CONTRACTOR'S PROJECT MANAGER:		Javier Rodriguez	C: 305.979.1991 O: 786.573.1872	rogarlic@gmail.com		
CONTRACTOR'S FIELD MANAGER:		Miguel Faraldo	O: 786-486-1821 C: 786-486-1821	rogarlic@gmail.com		
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594	paul.wabi@dot.state.fl.us		
SENIOR INSPECTOR:		Bryan Cundall	C: 407-608-0546	bcundall@corradino.com		
ADD'L SENIOR INSPECTOR						
MAINTENANCE CONTACT:		Jim Read	C: 386.801.5584 O: 386.740.3406	james.read@dot.state.fl.us		
24 HR CONTRACTOR EMERGENCY CONTACT:		Miguel Faraldo	O: 786-486-1821 C: 786-486-1821	rogarlic@gmail.com		
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Glenn Raney	C:386.846.4862 O: 386.740.3524	michael.raney@dot.state.fl.us		
MEETING SCHEDULE:						



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of Sept. 22, 2017

VOLUSIA						
Pipe Cleaning, Lining, Repair and Video Inspection - Various Roads, Volusia County						
FIN #	429179-1-72-04					
CONTRACT #	E5T90					
Maintenance Pay Item						
PROJECT DESCRIPTION: Storm drain desilting, video inspection, lining and replacement on SR 15A, SR 5A, SR 430 and SR 44						
					TIME	COST
CONTRACTOR:	Envirowaste Services Group, Inc.	LET DATE:	12/06/2016	ORIGINAL:	215	\$1,085,190.00
FED. AID #:	N/A	NTP:	2/12/2017	CURRENT:	238	\$1,183,427.00
FUND TYPE		TIME BEGAN:	2/26/2017	ELAPSED:	204	\$333,407.00
DBE Achieved	0%	WORK BEGAN:	2/27/2017	% ORIGINAL:	94.88%	30.72%
Current CPPR:	100	EST. COMPLETION:	10/18/2017	% TO DATE:	85.71%	28.17%
				LIQ. DAMAGES:		
Maintenance Project. Update as of August invoice						
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Rick Coe	C: 386.527.3831 O: 386.740.3490		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:		Cathy Oliphant	C: 407.276.0517		cathy.oliphantesg@gmail.com	
CONTRACTOR'S SUPERINTENDENT:		Cesar Maldonado	C: 813.270.0132		cesar.maldonado@envirowastesg.com	
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR INSPECTOR:		Tom Barry	C: 561.301.4509		tbarry@mehtaeng.com	
ADD'L SENIOR INSPECTOR		Kamlesh Suthar	C: 863.399.0304		ksuthar@pics-llc.com	
MAINTENANCE CONTACT:		Charles Woods	O: 386.740.3451 C: 386.847.3700		charles.woods@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Cesar Maldonado	C: 813.270.0132		cesar.maldonado@envirowastesg.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Cathy Oliphant	C: 407.276.0517		cathy.oliphantesg@gmail.com	
MEETING SCHEDULE:						

LANDSCAPE PROJECTS CURRENTLY IN ESTABLISHMENT PERIOD

VOLUSIA			
I-4 / Saxon Boulevard Interchange Landscaping			
FIN #	435469-2-52-01	Contract Days: 951	Days Elapsed: 330
CONTRACT #	E5Y26	Present Amount \$827,000	Paid to Date: \$669,940
VOLUSIA			
I-4 / SR 44 Interchange Landscaping			
FIN #	435469-3-52-01	Contract Days: 907	Days Elapsed: 367
CONTRACT #	E5Y19	Present Amount \$798,477.26	Paid to Date: \$660,308.34
VOLUSIA			
I-95/US 1 Interchange Landscaping			
FIN #	435469-1-52-01	Contract Days: 876	Days Elapsed: 693
CONTRACT #	E5W92	Present Amount \$907,950.50	Paid to Date: \$852,919.18



Outside Consultant
In-House Construction
Maintenance

**MEETING SUMMARY
CAC & TCC
OCTOBER 17, 2017**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

G. VOLUSIA COUNTY AND FLAGLER COUNTY CONSTRUCTION REPORTS

Background Information:

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

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

Volusia County Construction Report – September 2017*

Recently Completed within the last 6 months:

- 1) Spring to Spring Trail (Blue Springs Park to Detroit Terrace)
- 2) Pioneer Trail Curve Realignment at Turnbull Bay Rd.
- 3) Beville Road/Airport Business Park (Pelican Bay) Signal (includes fire preemption)
- 4) Howland Blvd. 4-lane widening (Courtland Bl. to SR 415)
- 5) S. Williamson Blvd. Ext. 4-lane widening (Pioneer Tr. to Airport Rd.)
- 6) Plymouth Ave. Sidewalk (from E. of Hazen Rd. to W. of SR 15A)
- 7) Atlantic Ave. Sidewalk (Major Ave. to Marcelle Ave.)
- 8) Doyle Road paved shoulders (Providence Blvd to Saxon Blvd)

Under Construction or Advertised for Construction:

- 1) Veterans Memorial Bridge (Orange Ave.) – Under construction
- 2) LPGA Blvd 4-lane widening (Jimmy Ann Dr. to Derbyshire) – Under construction
- 3) Turnbull Bay Bridge – Under Construction
- 4) Spring to Spring Trail - Grand Ave. (Lemon St. to King St.) – Under Construction
- 5) ECRRT Segment 5 (Brevard County Line to Cow Creek Rd.) – Design/Build – Under Construction
- 6) ECRRT – Segment 4B (Gobblers Lodge to Maytown Spur) – Design/Build – Under Construction

Near Construction Projects:

Design Projects:

- 1) Tenth St 4-lane widening (Myrtle to US 1) – Waiting for Railroad and interlocal agreements.
- 2) ECRRT – Segment 4A (Guise Rd. to Gobblers Lodge) - ROW LAP funded 2013/14, Const. 2017/18
- 3) Spring to Spring Trail Segment 3A (Detroit Terrace to Rob Sullivan Park) – Design funded 2016/17, Construction FY 2017/18
- 4) Spring to Spring Trail- Segment 3B (Rob Sullivan Park to Dirksen Dr) – Design funded 2016/17, Construction FY 2018/19
- 5) Orange Camp Rd. 4-lane widening (MLK Blvd. to I-4) – Design 2016/17. Construction funded in FY 2018/2019
- 6) Old New York paved shoulders (from Shell Rd. to SR 44) – Construction funded FY 20/21
- 7) Beresford Ave 2-lane Extension (Blue Lake to MLK)
- 8) W. Park Avenue 3-lane widening (Dale Street to Old Mission Rd) – Design underway
- 9) Howland Blvd 4-lane widening (Providence Blvd to Elkcam Blvd) – Design Funded FY 2016/17
- 10) Spring to Spring (DeLeon Springs gap) – Design Funded FY 2016/17
- 11) Spring to Spring (Lake Beresford to Grand Avenue) – PD&E study – Funded FY 2016/17
- 12) Doyle Road paved shoulders (Twisted Oak to Courtland Blvd) – Design Funded FY 2016/17, Construction unfunded
- 13) Turnbull Bay Road paved shoulders – Construction funded FY 2018/19
- 14) Doyle Road paved shoulders (Lush Lane to Courtland Blvd) – Design Underway
- 15) Coast to Coast Trail Wayfinding Signage, Mile Markers, and Emergency Location Markers – Design/Build likely to be funded in FY 2017/2018

***Changes/Updates since last report are underlined.**

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

FLAGLER COUNTY CONSRUCTION REPORT
AS OF October 2017

Completed

Matanzas Woods Parkway Interchange at Interstate 95
Old Kings Road Extension Forest Grove Drive to Matanzas Parkway
Flagler County Jail Improvements
Flagler County Sheriff's Operation Center
Varn Park Improvements
Replacement of Three Box Culverts along County Road 305
Roberts Road Bike/ Pedestrian Path
County Road 305 Bridge Replacement # 734086
Bunnell Elementary Trails
John Anderson Widening and Resurfacing
Palm Coast Parkway 6 Laning (Boulder Rock Drive to Florida Park Drive)
County Road 302 Resurfacing from County Road 305 to SR 100
Florida Agricultural Museum Improvements
SR A1A Landscaping
County Road 2009 Design & Construction Resurfacing from County Road 305 to Lake Disston
Old Kings Road South Widening and Resurfacing from SR 100 to Volusia County Line

Construction and Near Construction Phase

County Road 13 - Widening and Resurfacing from County Road 205 to US 1
County Road 205 Design for Widening and Resurfacing from SR 100 to County Road 13 - Design Completed
County Road 305 Widening and Resurfacing from bridge # 734006 to SR 100
County Road 305 Widening and Resurfacing from bridge # 734086 to 734084
North Mala Compra Drainage Basin Improvements (Not FDOT)
Island House Bridge Replacement

Design Phase

Briarwood Drive
Colbert Lane
County Road 2006 Resurfacing
County Road 304 Resurfacing from County Road 305 to SR5 (US1) - Design
CR 304 Replacement of 4 Bridges - Design
Mahogany Blvd. Resurfacing - Design
Old Dixie Highway Widening and Resurfacing
Marineland Acres Road Improvement - Design
Durrance Lane from Shedd lane to Flagler County line
Old Haw Creek from County Road 304 to SR 11
Old Kings Road Box Culverts
Water Oak Road from County Road 2006 to Mahogany Blvd.
Bay Drive (not FDOT)

Work Plan

Graham Swamp Multi-Use Trail & Pedestrian Bridge from Lehigh Trail to SR 100
Hargrove CR 1421 from Otis Stone Hunter CR 1422 to US 1
Lehigh Trailhead
Otis Stone from County Road 13 to US 1

**MEETING SUMMARY
CAC & TCC
OCTOBER 17, 2017**

VI. STAFF COMMENTS

- Update on FY 2017/18 SU Funding
- Update on Regional Truck Stop Study
- Update on Roundtable of Volusia County Elected Officials – Transportation Committee Activity
- Update on Regional Transit Study
- Update on SUN Trail Funding Announcement and Schedule

VII. CAC/TCC MEMBER COMMENTS

VIII. INFORMATION ITEMS

- CAC & TCC Attendance Records
- River to Sea TPO Board Meeting Summary for September 27, 2017
- September TPO Outreach and Events
- St. Johns River to Sea Loop Summit

IX. ADJOURNMENT

*****The next meetings of the CAC & TCC will be on November 21, 2017*****

<i>Name</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>July</i>	<i>Aug</i>	<i>Sept</i>	<i>Oct</i>	<i>Nov</i>	<i>Notes</i>
Fred Griffith		abs	abs	x	abs	x		x	a b s			Bunnell (appt 2/17)
Fred Ferrell/C. Walsh/R. Walton	x	x	x	x	x	x		x	x			Daytona Beach (appt. 11/08)
Arlene Smith	x	abs	abs	abs	x	abs		abs	abs			Daytona Beach Airport (appt. 03/16)
Stewart Cruz	abs	abs	abs	abs	abs	abs		abs	abs			Daytona Beach Shores (appt. 10/04)
Mike Holmes/Joseph Auba	x	x	x	x	x	x		x	x			DeLand (appt. 09/98)
Ron Paradise	x	x	x	x	x	x		x	x			Deltona (appt. 11/09)
Matt Boerger/Laura Dodd	x	x	x	abs	x	x		x	x			DeBary (appt. 01/15)(alt. appt. 02/16)
Darren Lear	x	x	x	x	x	x		x	x			Edgewater (appt. 10/99)
Larry Newsom	x	abs	abs	x	abs	abs		abs	abs			Flagler Beach (Appt. 02/16)
Faith Alkhatib/Adam Mengel	abs	abs	x	abs	abs	abs		abs	abs			Flagler County Traffic Engineering (appt 9/14)
Brian Walker												Holly Hill (appt 10/17)
Amye King/Kyle Fegley	abs	x	x	exc	x	abs		x	x			New Smyrna Beach (appt. 10/16)
Jason Yarborough	x	abs	abs	abs	x	abs		x	abs			Lake Helen (appt. 12/15)
Ric Goss (17/18 Chairman)	abs	x	x	x	x	abs		x	x			Ormond Beach (appt. 11/07)
Becky Mendez	x	x	x	x	x	x		x	x			Orange City (appt. 08/15)
Jose Papa (17/18 Vice Chairman)/Sear	x	x	x	x	x	x		x	exc			Palm Coast (appt 7/14)
Mark Karet	x	x	x	x	x	abs		x	abs			Pierson (appt. 09/16)
Aref Joulani/Jake Baker	x	x	abs	x	abs	abs		x	x			Ponce Inlet (appt. 09/16) (alt. appt. 09/16)
Tim Burman (16/17 Chairman)	x	x	x	x	x	x		x	exc			Port Orange (appt. 10/13)
John Dillard/Patty Rippey	x	x	x	x	x	x		x	x			South Daytona (appt. 12/03)
Jon Cheney/Melissa Winsett	x	x	x	x	x	x		x	x			V.C. Traffic Engineering (appt. 04/99)
Eric Kozielski	exc	x	abs	x	x	exc		x	exc			Volusia County Schools(appt. 1/15)
Heather Blanck (alt. Edie Biro)	x	x	x	x	x	x		x	x			Votran (appt. 01/07) (alt. appt. 02/16)
Larry LaHue/Pat White	x	abs	abs	abs	x	abs		x	exc			V.C. Emergency Management (appt. 01/04)
Gene Ferguson (non-voting)	x	x	x	x	x	x		x	x			FDOT (appt. 03/13)
Lois Bollenback (non-voting)	x	x	x	x	x	x		x	x			River to Sea TPO
QUORUM	Y	Y	Y	Y	Y	Y		Y	Y			

Vacancies

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

<i>Name</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>April</i>	<i>May</i>	<i>June</i>	<i>July</i>	<i>August</i>	<i>September</i>	<i>October</i>	<i>November</i>	<i>Notes</i>
Donald Smart	x	x	x	x	exc	abs		exc	exc			Daytona Beach (appt. 1/06)
Janet Deyette (17/18 Chairperson)	x	x	x	exc	x	x		x	x			Deltona (appt. 11/10)
Ralph Bove	x	x	exc	x	exc	exc		x	exc			DeBary (appt. 11/16)
Bliss Jamison	exc	x	x	x	abs	exc		x	x			Edgewater (appt. 1/11)
Greg Feldman (16/17 Vice Chairman)	x	x	exc	x	x	x		x	x			Flagler County (appt. 05/15)
Heidi Petito/Bob Owens	abs	abs	x	exc	abs	abs		x	abs			Flagler County Transit (appt 9/14)
Faith Alkhatib (non-voting)	abs	abs	abs	abs	abs	abs		abs	abs			Flagler County Traffic Engineering (appt 9/14)
Gilles Blais (17/18 Vice Chairman)	x	x	x	x	x	x		x	x			Holly Hill (appt. 11/07) (Reap. 02/13)
Nora Jane Gillespie	x	x	x	x	x	exc		x	x			New Smyrna Beach (appt 12/14)
Bob Storke	x	x	x	x	x	x		x	x			Orange City (appt. 1/08)
Alan Peterson	x	x	x	x	x	x		x	x			Palm Coast (appt. 03/15)
Susan Elliott	x	x	x	exc	exc	x		x	x			Pierson (appt. 3/06)
Joe Villanella	x	exc	x	exc	x	exc		x	exc			Ponce Inlet (appt. 10/15)
Jack Delaney	abs	x	x	abs	x	abs		abs	x			South Daytona (appt. 04/16)
Bobby Ball	exc	x	exc	x	exc	x		x	exc			Port Orange (appt. 12/02)
Elizabeth Alicia Lendian	x	exc	x	x	x	x		x	x			Volusia County At-Large (appt. 05/13) (Cusack)
Judy Craig (16/17 Chairperson)	abs	x	x	x	x	x		x	abs			Volusia County D-1 (reappt. 2/13) (Patterson)
Patricia Lipovsky				x	x	x		x	x			Volusia County D-2 (appt 4/17)
Terry Bledsoe	x	x	exc	x	exc	x		x	x			Volusia County D-3 (appt. 10/15)
Edie Biro/John Cotton	x	x	x	x	x	x		x	x			Votran (appt. 02/16) (alt. appt. 07/13)
Gene Ferguson (non-voting)	x	x	x	x	x	x		x	x			FDOT (appt. 3/13)
Melissa Winsett/J.Cheney (non-voting)	x	x	x	x	x	x		x	x			V.C. Traffic Eng. (appt 10/11)
Lois Bollenback (non-voting)	x	x	x	x	x	x		x	x			River to Sea TPO
QUORUM	Y	Y	Y	Y	Y	Y		Y	Y			

Vacancies
Bunnell
Beverly Beach
Daytona Beach Shores
Deland
Flagler Beach
Lake Helen
Oak Hill
Ormond Beach
Volusia County School Board
Volusia County D-2



**River to Sea TPO Board
Meeting Summary
September 27, 2017**

- Approved the consent agenda including approval of the August 23, 2017 TPO Board meeting minutes and approval of Selection Committee's recommendation of consultants for Bicycle/Pedestrian Feasibility Studies
- Approved Resolution 2017-25 amending the FY 2017/18 to 2021/22 Transportation Improvement Program (TIP)
- Approved support for the 2017 Regional List of Priority Projects for the Central Florida MPO Alliance (CFMPOA)
- Received TPO staff PowerPoint presentation on the Resilient Volusia County Report and approved Resolution 2017-23 adopting the Resilient Volusia County Report
- Approved Resolution 2017-26 adopting the R2CTPO 2017 Crash Analysis Report
- Approved the request from Orange City to increase funding for the design phase of the West French Avenue Shared Use Path
- Received TPO staff presentation on the annual Call for Projects and Project Priority Ranking Process of the River to Sea TPO and discussed the local fund match and project cost overruns
- Received a PowerPoint presentation on the draft Flagler County Transit Operations Plan
- Received TPO staff PowerPoint presentation on the draft R2CTPO 2017 Congestion Management Process (CMP) and Performance Measures Report
- Received the FDOT report
- Received the Executive Director's report including announcement of the FDOT incentive to complete the US 17 Trail before the new school in Pierson opens; updates on SunRail, FY 2017/18 SU funding; Roundtable of Volusia County Elected Officials; and announced the R2CTPO received the CTD Planning Agency of the Year Award

- Announced a public workshop meeting on SR 44/Mission Rd/Wallace Rd/Canal St Alternative Intersection Design Study on October 3, 2017 at 5:00 pm in the New Smyrna Beach City Commission Chambers
- Received a presentation on SU funding
- Announced Vice Mayor Leigh Matusick as Chairperson of the East Central Florida Regional Planning Council (ECFRPC) and requested to submit a report on ECFRPC activities to be included in TPO agendas every other month

Items Requiring Follow Up:

- TPO staff to provide follow up information on the SR 15 and US 17/92 turn lane improvement project

The next River to Sea TPO Board meeting will be on Wednesday, October 25, 2017

TPO Outreach & Activities completed in September 2017

1 I-95 to SR 417 Connector Environmental Study Stakeholders Meeting

Date: Thursday, September 21, 2017

Location: River to Sea TPO

Description: The TPO in coordination with attended the SR 417 Extension Stakeholders meeting

2 Volusia County Association for Responsible Development (VCARD) Icebreaker

Date: Thursday, September 28, 2017

Location: LPGA Clubhouse, Daytona Beach

Description: The TPO staff provided a display booth at the annual VCARD Icebreaker

3 Port Orange Family Days Helmet Fitting

Date: Saturday, September 30, 2017

Location: Port Orange City Center

Description: The TPO staff set up a display booth and gave away promotional items as well as fit and donated 196 bicycle helmets



Port Orange Family Days



VCARD Icebreaker

October Events:

October 3: Mayor Bloomberg's Challenge Workshop, Palm Coast City Hall

October 3: SR 44 Alternative Intersection Design Study Public Workshop/Open House, New Smyrna Beach City Commission Chambers

October 4: International Walk to School Day, Elementary Schools in Volusia and Flagler Counties

October 9: Roundtable of Volusia County Elected Officials Meeting, Daytona Beach International Airport

October 9-13: FDOT Work Program Online Public Hearing, www.D5WPPH.com

October 13: Central Florida MPO Alliance Meeting (CFMPOA), MetroPlan Orlando

October 16: Loads of Smiles Pediatric Care Center Helmet Fitting & Safety Presentation, South Daytona

October 26: White Cane Awareness and Pedestrian Safety Day, Intersection of Nova Road and Beville Road, Daytona Beach

October 26-28: St. Johns River to Sea Loop Trail Summit and Celebration and TPO Helmet Fitting, DeLand

October 28-Nov. 3: Central Florida Mobility Week, DeLand

Other Upcoming Events:

November 7: MPO Advisory Council (MPOAC) Meeting, Panama City

Ongoing Projects & Studies:

- Update of the TPO's Citizens Guide to the R2CTPO
- Bicycle and Pedestrian Master Plan
- Votran Bus Stop Improvement Plan
- Flagler County Fixed Route Transit Operations Plan
- I-95 to SR 417 Connector Environmental Study
- Pedestrian Crash Locations Report
- 2017 Congestion Management Process (CMP) & Performance Measures Report
- SR 44 @ Mission Rd/Wallace Rd/Canal St Alternative Intersection Design Study
- Annual FY 2016/17 TPO Audit
- Update to the Volusia County Bicycle Map for the Experienced Cyclist
- TSM&O (ITS) Masterplan Phase II
- Review of Priority Project Process
- Turnbull Bay Road Trail Feasibility Study
- Flomich Street Sidewalk Phase 2 Feasibility Study



532 W. Florence Avenue
DeLand, Florida 32720

St. Johns River-to-Sea Loop Summit and Trail Celebration

October 26 - 28, 2017
DeLand, Florida

Announcing the St. Johns River-to-Sea Loop Summit (SJR2C) and Trail Celebration to be held in DeLand on October 26 - 28, 2017. The Summit is sponsored by the St Johns River-to-Sea Loop Alliance in cooperation with FDOT Mobility Week and Greenways and Trails Month. The Summit will be a major milestone in the evolution of the St Johns River-to-Sea Loop and is presented by the nonprofit 501(c)3 St Johns River-to-Sea Loop Alliance in cooperation with the Office of Greenways and Trails, the East Central Florida Regional Planning Council, the Florida Department of Transportation, the River to Sea TPO, the Space Coast TPO, and others. The theme is synergy among trails, active mobility, safety, community spirit, multi-modal connections, bike-tourism, economic development, and health and fitness.

The purpose of the Summit is to raise awareness of and support for the Loop and the Alliance and to celebrate trails. Presentations will focus on the evolution and status as well as the safety and health benefits of the SJR2C Loop, the potential economic impact of the Loop exemplified by the economic turn-around of cities such as Winter Garden, and the importance of municipalities, counties, destination marketing organizations, nonprofits and other interests working together to support and promote trails.

The Summit will include three days of events, each with a different focus and purpose:

- **Thursday, October 26** Stakeholder Meeting and evening reception/Happy Hour
- **Friday, October 27** Community outreach program celebrating the Loop and trails
- **Saturday, October 28** Fun events including a Halloween-themed kids bike ride and safety check

Get Involved

Our goal is to engage all counties and communities, to advance the Loop and increase awareness and advocacy. If you want to be involved in the Summit, this is the right place to be and the right time to get involved. The SJR2C Loop Alliance is seeking partners, volunteers, program ideas and sponsors. For information please register on the [SJR 2C.org](http://SJR2C.org) website or contact Info@sjr2c.org. If you are interested in participating in the Summit as a partner, volunteer, sponsor, speaker or attendee please see our website, call us at 321-795-3179 or email info@SJR2C.org. We look forward to working with you.