



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 21, 2014
TIME: 1:30 P.M. (CAC) & 3:00 P.M. (TCC)
PLACE: River to Sea TPO Conference Room
2570 W. International Speedway Blvd., Suite 100
Daytona Beach, Florida 32114

Mr. Gilles Blais, CAC Chairman

Ms. Heather Blanck, TCC Chairperson

AGENDA

- I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM**
- II. PUBLIC COMMENT/PARTICIPATION** *(Public comments may be limited to three (3) minutes at the discretion of the Chairperson)*
- III. CONSENT AGENDA**
 - A. APPROVAL OF SEPTEMBER 16, 2014 CAC AND TCC MEETING MINUTES** *(Contact: Debbie Stewart)*
(Enclosure, CAC pages 3-14; TCC pages 15-26)
- IV. ACTION ITEMS**
 - A. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2014-## AMENDING THE FY 2014/15 – 2018/19 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** *(Contact: Robert Keeth)* *(Enclosure, pages 27-32)*
 - B. REVIEW AND RECOMMEND APPROVAL OF PLANNING STUDIES REQUEST** *(Contact: Lois Bollenback)*
(Enclosure, page 33)
- V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS**
 - A. PRESENTATION ON THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)** *(Contact: Jean Parlow)*
(Enclosure, pages 34-45)

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

- B. PRESENTATION ON PRIORITY PROCESS PROGRAM CHANGES** (Contact: Robert Keeth) (Enclosure, pages 46-49)
- C. PRESENTATION AND DISCUSSION ON ROUNDABOUTS** (Contact: Lois Bollenback) (Enclosures, page 50)
- D. FDOT REPORT** (Contact: Claudia Calzaretta, FDOT District 5) (Enclosure, pages 51-58)
- E. VOLUSIA COUNTY CONSTRUCTION REPORT** (Contact: Volusia County Traffic Engineering) (Enclosure, pages 59-60)

VI. STAFF COMMENTS (Enclosure, pages 61-68)

- Discussion on Coast to Coast Summit
- Budget Impact of VCOG Closing
- Comments on Statewide and Metropolitan Transportation Planning
- SunRail

VII. CAC/TCC MEMBER COMMENTS (Enclosure, page 61)

VIII. INFORMATION ITEMS (Enclosure, pages 61, 69-106)

- Long Range Transportation Plan Workshop
- River to Sea TPO Board Meeting Summary
- Resolutions Regarding the Need for Widening West Park Avenue in Edgewater and Request for Funding

IX. ADJOURNMENT (Enclosure, page 61)

*****The next meetings of the CAC and TCC will be on Tuesday, November 18, 2014*****

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

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

NOTE: 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.rto.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 21, 2014**

III. CONSENT AGENDA

A. APPROVAL OF SEPTEMBER 16, 2014 CAC AND TCC MEETING MINUTES

Background Information:

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

ACTION REQUESTED:

MOTION TO APPROVE THE CONSENT AGENDA

**Citizens Advisory Committee (CAC)
Meeting Minutes
September 16, 2014**

CAC Members Present:

Charles Gardner
Donald Smart, Vice Chairman
Richard Gailey
Janet Deyette
Bliss Jamison
Richard Belhumeur
Gilles Blais, Chairman
Jake Sachs
Bob Storke
Bobby Ball
Judy Craig
Elizabeth Alicia Lendian
Dan D'Antonio
Claudia Calzaretta (non-voting advisor)
Faith Alkhatib (non-voting)
Melissa Winsett (non-voting)
Rickey Mack

CAC Members Absent:

Susan Elliott (excused)
Joy Krom

Others Present:

Debbie Stewart, Recording Secretary
Pam Blankenship
Carole Hinkley
Robert Keeth
Stephan Harris
Jean Parlow
Lois Bollenback
Ginger Hoke
Matt McIntosh
Bob Wallace

Representing:

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

Representing:

Pierson
South Daytona

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Hoke Design
TranSystems
Tindale Oliver

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

Chairman Gilles Blais called the meeting of the River to Sea Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) to order at 1:30 p.m. The roll was called and it was determined that a quorum was present.

II. Press/Citizen Comments

There were no press or citizen comments.

III. Consent Agenda

A. Approval of August 19, 2014 CAC Meeting Minutes

MOTION: *A motion was made by Mr. Smart to approve the August 19, 2014 CAC meeting minutes. The motion was seconded by Mr. Belhumeur and carried unanimously.*

IV. Action Items

A. Review and Recommend Approval of the Draft 2040 Long Range Transportation Plan Environmental Justice Analysis Report

Mr. Keeth stated this document was presented to the committee last month and will be included as an element of the Long Range Transportation Plan (LRTP) for final approval in September 2015. It is here now for the committee's approval. It was prepared by the LRTP subconsultant, TranSystems, and Mr. Matt McIntosh is here today to answer any questions.

MOTION: *A motion was made by Mr. Belhumeur to recommend approval of the draft 2040 Long Range Transportation Plan (LRTP) Environmental Justice Analysis Report. The motion was seconded by Mr. Storke and carried unanimously.*

B. Review and Recommend Approval of Resolution 2014-## Adopting the Tell the TPO Survey Report

Ms. Parlow stated last month there was a presentation on the survey. Per the TPO bylaws documents must be adopted by resolution. She passed around a copy of the summary version of the report for the committee to look at and have it available to the public.

MOTION: *A motion was made by Mr. Belhumeur to recommend approval of Resolution 2014-## adopting the Tell the TPO Survey Report. The motion was seconded by Mr. Smart and carried unanimously.*

C. Review and Recommend Approval of Resolution 2014-## Amending the FY 2013/14 - FY 2017/18 and FY 2014/15 – FY 2018/19 Transportation Improvement Programs (TIPs)

Mr. Keeth stated the Transportation Improvement Program (TIP) is the five-year program of transportation projects that are funded in one or more phases. The TPO adopts a new TIP each year, extending the five-year period. It is built from a Work Program data dump received from FDOT in March. Between March and when the TPO adopts the document in June, FDOT often makes adjustments to projects which requires the TPO to update the adopted TIP to be consistent with FDOT's Work Program. Also within that period of time between when the draft is developed and is actually adopted, certain projects are expected to be obligated and then would fall out of the TIP. However, some of those projects do not get obligated before the end of the year and in FDOT's Work Program they automatically roll forward but the TPO has to amend the TIP to advance those projects into the new year. Those account for two types of amendments that have to be addressed in the TIP at this time of the year. There are other amendments in this package relating to minor errors or omissions in the TIP as it was adopted in June. The package is generally referred to as the roll forward amendment but it is more than just the roll forward amendment. The TPO and FDOT are on a fiscal year that begins July 1 and ends June 30 but the federal government is on a fiscal year that begins October 1 and ends September 30. During that three month period, FDOT recognizes the newly adopted TIP but the federal government recognizes the prior TIP, which is why the TPO has to amend both TIPs to match the FDOT Work Program. There are approximately 90 projects affected by these amendments in each TIP; 28 of those are projects rolling forward that did not get obligated prior to July 1. The other amendments are generally resulting from the addition of funding; much of it is department in-house charges, relatively small amounts. The TPO is not required to include these in the TIP but do so that the public is aware of what monies are being spent on these projects. There are a few projects that have been corrected; adding phases that were inadvertently omitted or correcting amounts. There are four new projects in this TIP; three of those are landscape maintenance projects, one in

New Smyrna Beach, one in South Daytona and one in Ormond Beach. They are all joint participation agreements (JPA's) between local governments and FDOT, providing for local governments to maintain landscaping within state right-of-way. There are a couple of projects in Flagler County that did not get picked up in the new TIP, primarily because there was not any funding on those projects within the last year. Generally the new funding shown in this new amended TIP is the result of FDOT capturing some in-house charges. There are two exhibits, Exhibit A reflecting changes to the old TIP, and Exhibit B reflecting changes in the new FY 2014/15 – FY 2018/19 TIP. Each exhibit shows both the before and after conditions, the current adopted versus the proposed amended TIP and there is a comment on each project that explains what the nature of that change is.

Mr. Belhumeur asked why there are so many projects that show “project missing from TIP” on page 38.

Mr. Keeth replied that refers to the FDOT TIP amendment letter. “Projects missing” generally refers to roll forward projects that did not make it into the new TIP.

Ms. Calzaretta stated those projects are projects that were programmed in the three month window of time that were not captured.

Ms. Lendian asked about number 38 on page 38, SR 15 (US 17) from DeLeon Springs Blvd to SR 40; what “missing phases and funds” meant.

Mr. Keeth replied those were missing funds and phases in the current adopted TIP and were added since the data dump.

Ms. Calzaretta stated the data dump does not capture everything.

Ms. Lendian asked if it was still on the list.

Ms. Calzaretta replied yes.

MOTION: *A motion was made by Mr. Belhumeur to recommend approval of Resolution 2014-## amending the FY 2013/14 – FY 2017/18 and FY 2014/15 – FY 2018-19 Transportation Improvement Programs (TIP's). The motion was seconded by Ms. Lendian and carried unanimously.*

D. Review and Recommend Approval of Allocation of MPO Set-Aside (SU) Funding for the Corridor Improvement Program (CIP)

Ms. Bollenback stated several years ago there was a desire to manage some corridor studies and the cost of doing that exceeds the amount of planning funds that the TPO gets. The TPO does get \$4 to \$5 million each year in set-aside funds that are usually used to build projects. The TPO does set aside a small amount to do feasibility studies but it is primarily used to acquire right-of-way and constructing sidewalk projects, turn lane projects, different types of traffic operations and ITS projects, as well as transit. Back in 2011, the TPO set aside some money and did a series of corridor studies; US 1 Phase I, US 17/92, and currently are doing a regional trail assessment. Also, through board decision the TPO will be doing a Phase II for US 17/92. There is interest in doing other projects, and again that will exceed the amount of planning funds the TPO has. She has put together a proposal and if the TPO does get a recommendation, the TPO will have to do a formal resolution that amends the UPWP and directs FDOT to move the funds. The projects that have been discussed and would be included as part of this includes SR A1A with an emphasis on pedestrian mobility and safety that came from the TPO Board expressing concern with the lack of consistency in the road corridor, the distance between traffic signals and markings, the lack of median refuge, among other things. A good portion of pedestrian related injuries and fatalities occur along SR A1A. There have been a number of studies done, mostly in very small areas, so what the TPO would do is look at SR A1A in its entirety. There was a pedestrian study recently done in the New Smyrna Beach area so she would not recommend including that portion as part of this particular effort. Likewise, south of Dunlawton Avenue towards Ponce Inlet, which is a county road and has

much less activity. It would include all the way up through the Flagler Beach and Beverly Beach area to the north county line. There are some issues in those areas. The next study is Belle Terre Parkway, which was submitted during the last call for projects for a series of intersection evaluations, which is really more of a corridor study and the expense it would take to look at all the intersections is more than the TPO has funding available for and is more comprehensive than what the TPO typically does as part of a feasibility study. Finally, SR 100 which was discussed previously before the planning area expanded. That particular study would look at SR 100 in the same way US 1 and US 17/92 was looked at from US 1 all the way to SR A1A. Those are the three studies, and the total estimated cost is \$400,000. She recommends taking \$200,000 from the bicycle/pedestrian box and \$200,000 from the traffic operations box in the current; the money is available and is not currently allocated to any projects. There is an option to leave the Belle Terre Parkway project on the feasibility list and fund it with the feasibility study dollars that are allocated. Palm Coast believes that project will be under \$100,000 so the money is there. The advantage is to use money already set-aside for planning and leave the \$100,000 in the box for construction. The con would be that it would set a precedent on the feasibility study list by funding projects that that list was not intended to fund.

Mr. Belhumeur asked if the Belle Terre Parkway study would go from US 1 up to Palm Coast Parkway.

Mr. Keeth replied yes.

Mr. Belhumeur asked if it would go north of that.

Mr. Keeth replied no.

Mr. Storke asked if the New Smyrna Beach study recently done would be included with the other study.

Mr. Bollenback replied yes, the data from that study would be dropped in.

Mr. D'Antonio stated the direction from the County Council regarding beach driving could have a significant impact on the SR A1A pedestrian mobility study. He asked if the TPO was looking to do the SR A1A pedestrian mobility study in the near term, and understanding that the beach driving question may be settled in the next year or two and how that would affect the study.

Ms. Bollenback replied yes, that would have to be taken into account. There would be more activity along SR A1A; where people park is where the pedestrian activity would occur.

Mr. D'Antonio asked if there would be an opportunity to partner with the county since the county would have to look at potential parking locations.

Ms. Bollenback replied if the county is going to be looking at the impacts of that it would make sense. The discussion at the board level was there was enough development activity going on along SR A1A that the study needs to move forward in the very near future.

Ms. Craig stated having served on the Beach Advisory Board, they have been looking at off-beach parking and building smaller parks, and they have been looking at purchasing land across the street for off-beach parking so if it is going to be as intense as they think the study would certainly make sense. She asked regarding Belle Terre Parkway, if the TPO is getting additional funds now that the planning area has expanded to include that area in Flagler County.

Ms. Bollenback replied yes, she agrees with the first statement and stated as the TPO looks at SR A1A, any changes need to be taken into consideration and certainly the possibility of losing more beach driving and having to create parking areas, especially if they are looking at parking across SR A1A that encourages more pedestrian crossing. It makes this study more important and the TPO will coordinate more with the county. As to the second question, the answer is no, the TPO is not getting more funding. Funding for the TPO is based on the population within the planning area. There is a formula that distributes money to the state which is divided up among all the MPO's depending on the population served. This TPO does have more population which

increased the relative weight in the state. But, MAP-21, the transportation authorization, changed the formula on how those funds come into the state, and Florida took a 20% hit and the TPO lost 20% of its funding at the state level. Even though this TPO expanded its planning area by 17% by population and miles of roads, the TPO lost 5% of funding. So the TPO is doing more with less.

Mr. Belhumeur asked if Ms. Bollenback's preference was for it all to come from one fund.

Ms. Bollenback replied it would be cleaner, easier and the TPO can charge staff time against it. She is always reluctant to set a precedent by adding a corridor study to the feasibility list because how would the TPO tell the next applicant no for the same type of project.

MOTION: *A motion was made by Mr. Belhumeur to recommend approval of allocation of Bicycle/Pedestrian and Traffic Operations Set-Aside (SU) funds from the current year for the Corridor Improvement Program (CIP). The motion was seconded by Mr. Storke and carried unanimously.*

E. Review and Recommend Approval of Resolution 2014-## Adopting the Central Florida MPO Alliance (CFMPOA) Regional Priority Project Lists

Ms. Bollenback stated each year the TPO develops a priority list for this planning area and also participates as part of the Central Florida MPO Alliance which includes all the areas, Space Coast, MetroPlan, Lake Sumter, Polk and Ocala/Marion to develop a regional priority list that includes the strategic intermodal systems, the interstate system, the regional trails, trails that are part of the statewide trail system and regional transit, not just local bus service. Last year those regional lists were developed for the first time. This is a process that FDOT goes through when they build their Work Program. This is an opportunity for all the MPO's in the region to say how they feel as a region as to how funding should measure out in FDOT. What was really positive about this was on the regional trails list, FDOT used their 50% of transportation alternative funds to fund the projects on the regional trails list. Last year Volusia County had the East Central Florida Regional Rail Trail, two segments that totaled \$10 million was funded in total. The TPO is pleased and has brought the lists back again this year. The problem is the MPO Alliance does not have a mechanism for updating those lists. So the regional trail projects are down under an unranked listing. The existing list is very long with projects to be funded. In the spirit of regionalism everybody is being patient and waiting their turn and letting each of the areas benefit from this. She has made it clear to the MPO Alliance that she does not think it can make it next year without a mechanism for updating the lists. Because this TPO was the recipient of this program in a very generous way last year, the TPO wants to continue to support the effort but the TPO is going through the regional corridor assessment and will have projects on that list next year. As it stands this year, this is the list that is out to all the MPOs and she is looking for a recommendation for approval.

MOTION: *A motion was made by Ms. Craig to recommend approval of Resolution 2014-## adopting the Central Florida MPO Alliance (CFMPOA) Regional Priority Project Lists. The motion was seconded by Mr. Smart and carried unanimously.*

Mr. Ball asked if the motion included any type of direction from staff to create the mechanism for updating the lists.

Ms. Bollenback replied it does not have to be part of the motion but could be included and she will bring the recommendation to the TPO Board.

V. Presentations, Status Reports, and Discussion Items

A. Presentation on the Regional Trails Corridor Assessment (RTCA)

Ms. Parlow stated the TPO has kicked off the Regional Trails Corridor Assessment (RTCA) and she is the project manager and will be working with Mr. Stephan Harris, TPO's Bicycle Pedestrian Coordinator. She introduced Ms. Ginger Hoke, Hoke Design, who is working with RS&H as a subconsultant to give the presentation, an overview of the project and the activities to date.

Ms. Hoke gave a PowerPoint presentation and stated the project was just kicking off and gave an overview of the project, the efforts for stakeholder outreach, the deliverables and the schedule. They are looking at paved multiuse regional trails, existing and planned in Flagler and Volusia Counties within the TPO planning area. The goals are to complete the regional trails network for this area to advance the Florida Greenways and Trails System to be on the list for future funding. The first thing to do is to find existing trails and trail gaps and determine the feasibility of alignments. To complete the assessments they will come up with conceptual plans and working with the stakeholders to make sure the TPO can compete for funding regionally. The study does not include prioritization. She has been doing a lot of stakeholder outreach and has contacted about 55 people so far. There will be a stakeholder workshop on September 29, 2014 at Daytona State College, Building 110 from 5:00 to 7:00 pm. The next workshop will show further development after some of the small group meetings occur. In the end there will be a summary and a final report including an alignment implementation map that identifies regional trail facilities in the study area and will describe the condition of existing trails and the status of each segment. There will also be GIS shapefiles and KMZ files that will be uploadable to Google Earth. The next presentation will be in November.

B. Presentation on the River to Sea Transportation Impact Analysis (TIA) Guidelines Review and Analysis

Ms. Parlow stated the TPO has contracted with the general planning consultant, Tindale-Oliver, to do a review and survey of the Transportation Impact Analysis (TIA) guideline methodology that was implemented in 2009. She introduced Mr. Bob Wallace to give the presentation.

Mr. Wallace gave a PowerPoint presentation and gave the origin of the TIA guidelines and why they are being updated. The River to Sea TPO is responsible for the planning and programming of state transportation funds and that is tied to how funds are expended within the TPO boundaries. In 2009 the board adopted standardized TIA guidelines; these are the guidelines that the development community utilizes to do a traffic study that tells information about the multimodal impacts on the roadway and how those impacts would be mitigated. All the cities also adopted resolutions stating they would participate in the TPO's program at that time, that uniform methodology was very important to provide consistency and predictability in how traffic impact studies were done in Volusia County. Most importantly it was tied to the approval process of future projects. This was the ticket for local governments to participate in submitting projects for consideration by the TPO board. This is a fairly technical process; what is in place is a 30-page document that tells what has to be done to do a traffic impact study in Volusia County. There is also a checklist that states what things must be done that local governments require. The benefits relate to the consistent process, use and creation of standardized data and data information. It creates a value added benefit to both the local governments from the standardized process and predictability for the development community. It was designed to promote coordination between the TPO, the county and the cities and how they all review their traffic impact analysis studies. There have been some significant changes; first of all the TPO's boundaries have changed to include portions of Flagler County, Palm Coast and Bunnell. There have been changes in the law and legislation in how growth management is applied and how local governments do concurrency. There have been changes in the economy and now development activity is increasing. It is time to take a look at how to apply the process and procedures and what local governments think will help them. There is a two-phase scope; Phase I will be interviews with the local governments within the TPO boundary and VCARD and FCARD, presentations to the CAC, TCC and the TPO board. Phase II will be partnering with the county and cities to update the TIA and consider current, relevant legislation as the update progresses and that Flagler County is incorporated in the TPO's TIA seamlessly.

Mr. D'Antonio stated part of this is to bring in Flagler County, Palm Coast, and Bunnell and asked if the resolution in place allows for their projects to get funded.

Mr. Wallace replied no, that is the next part of the process.

Mr. D'Antonio asked if until the resolution is amended if their projects can be funded.

Ms. Parlow replied the way the resolution is worded there is a disclaimer for Flagler County, Palm Coast and Bunnell becoming part of the TPO but it needs to be revised.

Ms. Craig stated now that the Volusia County schools have been given the half-cent increase, and the probability of a new school will happen at US 17 where it is doubling, working in conjunction with the county and school board is a very important issue. Their planning will impact something it did not impact before.

Mr. Wallace replied the county and the school board have worked together on many of the new schools that have been developed in the past and she brought up another example of a perfect opportunity that will need to be addressed as part of the construction and off-site improvements needed to support a new school.

Chairman Blais asked if they had gone northwest Volusia County, near Pierson and Crescent City in Putnam County and asked what they were going to do.

Mr. Wallace replied if they are in Volusia County then they are part of the system.

Chairman Blais stated Crescent City is just on the other side of Volusia County in Putnam County and asked if they had communicated with them about what was going on on US 17.

Mr. Wallace replied they will have by nature of the current process language in the document requires intergovernmental coordination. Any time there is cross-jurisdictional impacts they are looked at and a procedure will be spelled out in the TIA guidelines how that coordination will occur.

Mr. Smart stated it was his understanding the TIA guidelines were strictly for Volusia County.

Mr. Wallace replied they were developed for Volusia County and embraced by the TPO in 2009. This work effort is a TPO project to address the issue of reapportionment and the expansion of the TPO boundaries into Flagler and ensuring a procedure is integrated that covers how Flagler does traffic studies and what is required to be submitted so they can participate.

Mr. Smart stated ultimately the TPO is concerned about money and asked what would happen if the state had the same guidelines; if the guidelines were the same all the way up to the federal level it would provide consistency.

Mr. Wallace replied that was a good question but in reality there are political subdivisions, state and the federal government. We want to control our own destiny at the local government level. There are state statutes that call for some consistency but this project seeks to expand the TIA for the urbanized boundary of the TPO. This TPO should be commended for the standardized process that includes two counties and twenty local governments.

C. FDOT Report

Ms. Calzaretta stated there were no new projects to report on.

Mr. Belhumeur stated there was a traffic calming project in Flagler Beach and there was talk about it becoming a FDOT push button project and asked Ms. Calzaretta if she knew anything about it.

Mr. Keeth replied he had been involved with that, and there was a possibility and he will follow up and find out.

D. Volusia County Construction Report

Ms. Winsett stated two projects have moved to under construction status or advertised for construction; Howland Boulevard and Dunn Avenue from Bill France Boulevard to Clyde Morris Boulevard.

Mr. Storke asked if they were under construction.

Ms. Winsett replied they have moved from near construction status to under construction/advertised for construction.

Ms. Jamison asked when the 10th Street project that is waiting for railroad approval would move forward.

Ms. Winsett replied there are a lot of projects and they have few staff; they are waiting on money and it is a difficult project. They are working on it but it is not finishing.

Ms. Jamison asked if they have no idea as to how near or how far it is from being completed until they get the money.

Ms. Winsett stated they are trying to juggle many things and working hard to move projects up especially when there is a big stumbling block. She will try to get more information and report on it next month.

Chairman Blais asked what happened to the LPGA road widening from Jimmy Ann Drive to Derbyshire Parkway.

Ms. Winsett replied it is getting closer. She is not involved in construction planning but will bring the information back and report on that next month also.

Mr. Keeth asked about #7 under construction, the East Coast Central Rail Trail Segment 6, if it included an intersection improvement at Park Avenue and Old Mission Road.

Ms. Winsett replied if it does not it is because the intersection improvement will be done under another project. She does know that it will be improved.

Mr. Storke stated that Saxon Boulevard looks great.

Ms. Deyette stated people are complaining that coming out of Perkin's or the Racetrack on Saxon Boulevard that you turn onto I-4 automatically; there is no stripe or arrow to warn you that you are getting onto I-4.

Ms. Winsett replied she will look into that; they are looking at getting some signage there.

VI. Staff Comments

➤ Cross County Connector Study

Mr. Keeth stated the Cross County Connector Study is a FDOT study to investigate the feasibility and desirability of extending public transit from SunRail on the west side of the county to the east side of the county. He stated Ms. Carole Hinkley attended the kick off meeting and will give the update.

Ms. Hinkley stated the project advisory committee had the first kickoff meeting for the Volusia Connector Study on Monday; basically was just introductions and included various government agencies and transit providers in that area, both Votran and Lynx. Ms. Bollenback is the primary representative for the TPO and she is the alternate, and for Votran Mr. Steve Sherrer is the primary and Ms. Heather Blanck is the alternate. The project study area was shown from SR 46 up to US 1 in Daytona Beach. Public meetings will start in December 2014. The meeting date was changed to the fourth Wednesday of the month in the afternoon. There will be more details as the project progresses.

Mr. Keeth gave the background for the LAP program; the federal government makes available to local governments transportation funding and it is passed through the state government who is responsible for ensuring the federal funds are spent responsibly and the projects are competently managed and the public good is being upheld. This responsibility is carried out by FDOT through a program termed the Local Agency Program (LAP). The LAP requires in order for a local government to participate with federal funding they need to be certified and meet certain minimum standards. There are two levels of certification; one is a general certification which allows a local

government to operate generally and carry out any number of projects with a single certification. A more specific certification is the project specific certification and is granted by FDOT on a project by project basis requiring the local government demonstrate their capabilities just for a particular project. The TPO has been hearing from the local government partners how difficult the LAP program can be to function under. The TPO has been trying to work through some of these difficulties but it is getting worse; not through FDOT's fault but the federal government has concluded that FDOT has been too easy on local governments and expects them to be more diligent in certifying local governments and managing their projects. Another related problem is the city of Palm Coast has been temporarily foiled in undertaking one of their projects by using in-house staff and resources as opposed to contracting the work through a bid process, which is called force account construction. The federal government says it is okay to use force account when it is cost effective to do so, but FDOT requires a local government must be general certified and not project specific certified. FDOT central office has put a moratorium on general certifications for an undetermined length of time. Palm Coast is unable to use what is a more efficient method of constructing a project because of this. The TPO hopes all these issues will be resolved at some point and these issues will be discussed at the next MPOAC meeting, the statewide organization of MPO's and they act in an advisory capacity and have a strong voice with FDOT.

Ms. Calzaretta reiterated that this is a federal policy and with regard to the Seminole Woods project in Palm Coast, the policy does state you must have general certification to use in-house resources to construct a project. There is communication going back and forth because Palm Coast has demonstrated they can build a project; but they do not have that particular certification. The dialog is open and FDOT is hoping to get this resolved.

Mr. Keeth stated that FDOT is in a difficult position; they are responsible to the federal government making sure projects are done responsibly and efficiently by the local governments and the federal government is telling FDOT they need to be harder on local governments and hold them to a higher standard. The TPO is hoping to get the federal government to recognize there are different kinds of projects ranging in degrees of complexity and that some projects can be done without holding the local government to such a high standard. The Seminole Woods project is one of those projects.

Mr. Keeth announced a Long Range Transportation Plan (LRTP) Workshop to immediately follow the TPO Board meeting next week, September 24, 2014. This is a workshop for the TPO board members and the TPO hopes to get some direction on key issues that will need to be addressed in the LRTP such as funding, emphasis on roadway improvements versus traffic operations versus transit, etc. The committee members are welcome to attend but it is for the board members and is not open to the public.

VII. CAC Member Comments

Mr. Smart stated he noticed the CAC was missing representatives from several jurisdictions; Ormond Beach, Ponce Inlet, Deland, and Daytona Beach Shores and asked if there was any effort to get more people on the committee.

Mr. Keeth replied it was an ongoing effort but he did not know of any specific actions.

Ms. Blankenship stated she has contacted the board members to let them know; the attendance records are in the board agendas each month so they can see if they have representatives and if those representatives are present. It is up to the board member to appoint someone. It is hard to get people here at this time of day.

Ms. Craig stated she was appointed by a county commissioner but she also represents the DeLand area and that Ms. Lendian also represents DeLeon Springs and they cover the west side of the county.

Mr. Sachs stated thanks to the TPO staff for enhancing public safety awareness via television media; it will go far in educating people not to text and walk, etc.

Ms. Deyette announced premier screening of "There's More to Florida" film sponsored by the River of Lakes Heritage Corridor Board on October 8, 2014 at the Athens Theater in DeLand at 6:00 pm. She stated people that have seen the film have been amazed at the resources this county has.

Chairman Blais announced that September 19, 2014 was National MIA/P.O.W. day.

VIII. Information Items

→ **Coast to Coast Connector News Release**

→ **Coast to Coast Connector Summit**

IX. Adjournment

There being no further business, the CAC meeting adjourned at 2:56 p.m.

DRAFT

GILLES BLAIS, CHAIRMAN
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 16, 2014 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 21st day of October 2014.

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

DRAFT

Technical Coordinating Committee (TCC)

Meeting Minutes

September 16, 2014

TCC Members Present:

Fernand Tiblier
Fred Ferrell
Pedro Leon
Rebecca Hammock
Ron Paradise
Mike Holmes
Faith Alkhatib
Tom Harowski
Alison Stettner
Jose Papa
Jim Smith
Clay Ervin
Tim Burman
John Dillard
Larry LaHue
Melissa Winsett
Heather Blanck (Chairperson)
Claudia Calzaretta (non-voting advisor)
Robert Keeth (non-voting)

TCC Members Absent

Stewart Cruz, Vice Chairman
Darren Lear (excused)
Kent (K.C.) Cichon (excused)
Gail Henrikson (excused)
Ric Goss
Marian Ridgeway

Others Present:

Debbie Stewart, Recording Secretary
Pam Blankenship
Lois Bollenback
Carole Hinkley
Jean Parlow
Stephan Harris
Elizabeth Lendian
Ginger Hoke
Bob Wallace

Representing:

Bunnell
Daytona Beach
Daytona Beach Int'l Airport
DeBary
Deltona
DeLand
Flagler County Traffic Engineering
Holly Hill
Orange City
Palm Coast
Pierson
Ponce Inlet
Port Orange
South Daytona
V.C. Emergency Management
V.C. Traffic Engineering
Votran
FDOT District 5
TPO Staff

Representing:

Daytona Beach Shores
Edgewater
Lake Helen
New Smyrna Beach
Ormond Beach
V.C. School District

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
CAC
Hoke Design
Tindale Oliver

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

Chairperson Heather Blanck called the meeting of the River to Sea Transportation Planning Organization (TPO) Technical Coordinating Committee (TCC) to order at 3:00 p.m. The roll was called and it was determined that a quorum was present.

II. Press/Citizen Comments

Ms. Elizabeth Lendian, DeLeon Springs, announced the premiere screening of the “There’s More to Florida” film sponsored by the River of Lakes Heritage Corridor Board at the Athens Theatre in DeLand on October 8, 2014 at 6:00 pm. If anyone would like to attend, they must RSVP.

III. Consent Agenda

A. Approval of August 19, 2014 TCC Meeting Minutes

MOTION: *A motion was made by Ms. Stettner to approve the August 19, 2014 TCC Meeting Minutes. The motion was seconded by Mr. Holmes and carried unanimously.*

IV. Action Items

A. Review and Recommend Approval of the Draft 2040 Long Range Transportation Plan Environmental Justice Analysis Report

Mr. Keeth stated this document was presented to the committee last month and there have been a few changes as a result from committee and the public comments. Those changes relate primarily to the data itself and not the conclusion or findings. In particular, relating to the population densities and some omissions on the schematic maps; those have been corrected. It was prepared by the LRTP subconsultant, TranSystems, and Mr. Matt McIntosh is here today to answer any questions.

MOTION: *A motion was made by Ms. Stettner to recommend approval of the Draft 2040 Long Range Transportation Plan (LRTP) Environmental Justice Analysis Report. The motion was seconded by Mr. Ervin and carried unanimously.*

B. Review and Recommend Approval of Resolution 2014-## Adopting the Tell the TPO Survey Report

Mr. Keeth stated this was presented last month and is back now for recommended approval.

MOTION: *A motion was made by Mr. Holmes to recommend approval of Resolution 2014-## adopting the Tell the TPO Survey Report. The motion was seconded by Ms. Stettner and carried unanimously.*

C. Review and Recommend Approval of Resolution 2014-## Amending the FY 2013/14 – FY 2017/18 and FY 2014/15 – FY 2018/19 Transportation Improvement Programs (TIPs)

Mr. Keeth stated this is a request to approve amendments to the FY 2013/14 – FY 2017/18 and FY 2014/15 – FY 2018-19 TIPs. The TPO builds the Transportation Improvement Program (TIP) from a data dump from FDOT’s tentative Work Program in March. A lot happens to the Work Program between March and June 30 when it is adopted; projects are adjusted, projects are added and projects which should have been obligated prior to June 30 but do not get obligated, get rolled forward into the new TIP. To address all these changes and ensure the new TIP is consistent with the FDOT Work Program, the TPO does a roll forward amendment at this time each year, but it does include other types of amendments than just the roll forward amendments. It includes minor corrections and the projects that FDOT have added in the period between March and June. The reason the TPO is amending both TIPs is because FDOT and the TPO are on a fiscal year that ends June 30 and the federal government is on a fiscal year that ends September 30. The federal government does not officially recognize the new TIP until October 1; instead they look to the old TIP which is why it is necessary to amend both of them to so they will be agree with FDOT’s Work Program. There are approximately 90 projects affected by these amendments in each TIP; 28 of those are projects rolling forward that did not get obligated prior to July 1. The other amendments are generally resulting from the addition of funding; much of it is department in-house charges, relatively small amounts. The TPO is not required to include these in the TIP but does so that the public is aware of what monies are being spent on these projects. There are a few projects that have been

corrected; adding phases that were inadvertently omitted or correcting amounts. There are four new projects in this TIP; three of those are landscape maintenance projects, one in New Smyrna Beach, one in South Daytona and one in Ormond Beach. They are all joint participation agreements (JPAs) between local governments and FDOT, providing for local governments to maintain landscaping within state right-of-way. There are a couple of projects in Flagler County that did not get picked up in the new TIP, primarily because there was not any funding on those projects within the last year. Generally the new funding shown in this new amended TIP is the result of FDOT capturing some in-house charges. There are two exhibits, Exhibit A reflecting changes to the old TIP, and Exhibit B reflecting changes in the new FY 2014/15 – FY 2018/19 TIP. Each exhibit shows both the before and after conditions, the current adopted versus the proposed amended TIP and there is a comment on each project that explains what the nature of that change is.

Mr. Paradise asked what the Volusia/New Smyrna Rehabilitate Aircraft project was on page 38 of the agenda.

Mr. Keeth replied those are Federal Aviation Administration (FAA) funded projects; the TPO's involvement is limited if at all. Oftentimes the TPO has difficulty in getting descriptions of projects.

Ms. Calzaretta stated that is the rehabilitation of an aircraft storage hanger.

Chairperson Blanck stated their involvement in the TIP is somewhat like Votran's involvement; to ensure public participation and the standard of transparency.

MOTION: *A motion was made by Mr. Ervin to recommend approval of Resolution 2014-## amending the FY 2013/14 – FY 2017/18 and FY 2014/15 – FY 2018/19 Transportation Improvement Programs (TIPs). The motion was seconded by Ms. Stettner and carried unanimously.*

D. Review and Recommend Approval of Allocation of MPO Set-Aside (SU) Funding for the Corridor Improvement Program (CIP)

Ms. Bollenback stated several years ago there was a desire to manage some corridor studies and the cost of doing that exceeds the amount of planning funds that the TPO receives. The TPO does get \$4 to \$5 million each year in set-aside funds that are usually used to build projects. The TPO sets aside a small amount to do feasibility studies but it is primarily used to acquire right-of-way and constructing sidewalk projects, turn lane projects, different types of traffic operations and ITS projects, as well as transit. Back in 2011, the TPO set aside some money and did a series of corridor studies; US 1 Phase I, US 17/92, and is currently doing a regional trail assessment. Also, through board decision the TPO will be doing Phase II for US 17/92. There is interest in doing other projects, and again that will exceed the amount of planning funds the TPO has. She has put together a proposal and if the TPO does get a recommendation, they will have to do a formal resolution that amends the UPWP and directs FDOT to move the funds. The projects that have been discussed and would be included as part of this includes SR A1A with an emphasis on pedestrian mobility and safety that came from the TPO Board expressing concern with the lack of consistency in the road corridor, the distance between traffic signals and markings, the lack of median refuge, among other things. A good portion of pedestrian related injuries and fatalities occur along SR A1A. There have been a number of studies done, mostly in very small areas, so what the TPO would do is look at SR A1A in its entirety. There was a pedestrian study recently done in the New Smyrna Beach area so she would not recommend including that portion as part of this particular effort. Likewise, south of Dunlawton Avenue towards Ponce Inlet, which is a county road and has much less activity. It would include all the way up through the Flagler Beach and Beverly Beach area to the north county line. There are some issues in those areas. The next study is Belle Terre Parkway, which was submitted during the last call for projects for a series of intersection evaluations, which is really more of a corridor study and the expense it would take to look at all the intersections is more than the TPO has funding available for. It is more comprehensive than what the TPO typically does as part of a feasibility study. Finally, SR 100 which was discussed previously before the planning area expanded. That particular study would look at SR 100 in the same way US 1 and US 17/92 were looked at from US 1 all the way to SR A1A. Those are the three studies, and the total estimated cost is \$400,000. She recommends taking \$200,000 from the bicycle/pedestrian box and \$200,000 from the traffic operations box; the money is available and is not currently allocated to any projects.

There is an option to leave the Belle Terre Parkway project on the feasibility list and fund it with the feasibility study dollars that are allocated. Palm Coast believes that project will be under \$100,000. The advantage is to use money already set-aside for planning and leave the \$100,000 in the box for construction. The negative would be that it would set a precedent on the feasibility study list by funding projects that that list was not intended to fund.

Ms. Stettner asked if there would actually be products at the end of the studies.

Mrs. Bollenback replied that for SR 100 it probably would be similar to being the first step in a more significant corridor study where it would be assessing existing conditions, pulling together previous studies and taking a look at what is going on in the area. Then there would be the determination of what to do after that based on what was uncovered in the first step.

Ms. Stettner stated that both phases would be needed; just documenting existing conditions was not enough and she would not want to move forward on any of these studies without a second phase that was not attached to it from the beginning or a more complete scope.

Ms. Bollenback replied the SR 100 scope would be similar and the cost would be similar to the studies that have already been done in Phase I. The SR A1A study is primarily a pedestrian safety study and would follow a different approach; that study would take a look at actual recommendations and taking a closer look at crash data and try to understand some of the improvements that would need to be made. Regarding the Belle Terre Parkway intersection analysis, the TPO will have to work closely with Palm Coast to develop the study scope. There is a lot of development in the area and they recognize there is a need to address problems that are going to occur at several major intersections. They are also looking at creating some sort of standardization along that corridor so that drivers have a higher level of predictability.

Ms. Stettner asked if that was intersection improvements and coordinated signals.

Mr. Papa stated at this time they are not looking at coordinated signals; but they do want to create predictability at intersections and try to standardize the geometry, the signage and how the intersections are designed, and identify ways to make those intersections work more efficiently. There are some access management adjustments that will be proposed.

Discussion continued.

Mr. Ferrell asked if this would affect Phase II of the US 17/92 study and Phase II of the US 1 study.

Ms. Bollenback replied no, those are done under a current LAP agreement and there is still funding available for Phase II of US 17/92. This would be in a separate direction to FDOT and development of a new LAP agreement.

Mr. Ferrell asked if there was a Phase II for US 1.

Ms. Bollenback replied it has already been done.

Mr. Ferrell asked what came out of it.

Chairperson Blanck replied there were some project recommendations that have been published.

Ms. Stettner stated it was broken into segments and there are recommendations for each segment. There are some areas that are identified for more study.

Discussion continued.

Mr. Keeth stated there was discussion earlier at the CAC meeting about the potential impacts of actions by the county council regarding beach driving and what may happen if the county council decides to take traffic off

the beach, or certain portions of it. That is certainly going to have an impact on pedestrian safety along SR A1A, especially if they provide parking across from SR A1A and that is not something being considered in Daytona Beach Shores. The new study would have to be a bit different.

Chairperson Blanck stated there seems to be a lot of questions and asked what action was needed today.

Ms. Bollenback stated the TPO is looking for a recommendation on funding and the projects. Talking about limits is important because the cost of a project and the budget that is set aside is very dependent on the limits and what is to be included in the project. What needs to be done from this point in order to implement this would be a resolution at the next meeting to amend the UPWP and direct FDOT to move those funds out of the box and into a program and they would initiate a LAP agreement with the TPO.

Mr. Ervin asked Ms. Bollenback to clarify on the Belle Terre Parkway project what the funding choices are.

Ms. Bollenback replied the TPO would be potentially setting a precedent by funding a corridor project using feasibility money because the TPO only receives \$100,000 a year in feasibility set-aside funds and that is intended to help develop projects; a corridor study is a lot more than a feasibility study.

Mr. Ervin asked if there was going to be a way when the TPO has someone come in with a project similar in scope and cost to prevent this and what is the rationalization to saying yes to this project.

Ms. Bollenback replied during the next call projects as the TPO is developing the policies a cap could be established.

Mr. Ferrell asked if it was current year money.

Ms. Bollenback replied yes.

Discussion continued.

Chairperson Blanck asked if the committee feels they are able to make a motion on this.

Ms. Stettner stated there was not enough information and she wants to make sure there is an end product that works.

Ms. Winsett stated she is unsure how she would vote or how her government would want her to vote on the subject because she does not have enough information. The county got involved in the US 1 and US 17/92 corridor studies because they are regional corridors in the area and impacted multiple jurisdictions. One jurisdiction did not feel they could make changes to a particular section without knowing what the other jurisdictions were going to do with their sections and that is why the TPO got involved. She understands that the cities are concerned about their corridors and that they are working with developers to take steps to figure out what to do with a particular part of the corridor in their city. With regards to Flagler County, their planning area is more limited so in scope it would have to be smaller. She does not know where to draw the line as to when the TPO should get involved to fund a study like this or when the jurisdiction should handle it.

Ms. Bollenback stated the decision has already been made to have the Belle Terre Parkway project on the feasibility list so it will get funded as has already been directed. This is a question of leaving it there and how to use those funds. If there is no motion here or no action taken by the board, then that is where it stays. The SR A1A pedestrian safety study came as direction from the TPO Board and it is clear that is a project they want to pursue. SR A1A is not following the approach of US 1 or US 17/92; it is specifically a pedestrian safety project. SR 100 goes through multiple jurisdictions and so that approach would be the same as the others with a Phase I approach before deciding what to do as a second step to see what is there.

Ms. Stettner stated without a Phase II or if Phase II does not get funded, she does not want to produce just a document without an end result.

Ms. Bollenback asked if her recommendation would be to set aside more funding to do a more comprehensive study.

Ms. Stettner replied she thinks a more comprehensive study is needed.

Mr. Papa stated he did not quite understand what the comparison was and asked if the Phase I was just a general inventory of the corridor.

Ms. Stettner replied yes, an inventory, it is a study of studies, and they document what you have.

Discussion continued.

Chairperson Blanck stated the committee has determined there is a motion, which is to include the SR A1A study and the Belle Terre Parkway study.

MOTION: *A motion was made by Mr. Ervin to recommend approval for allocating MPO set-aside funding for the SR A1A and Belle Terre Parkway Corridor Improvement studies. The motion was seconded by Mr. Papa and carried with a roll call vote of 9-8 in favor of the motion.*

AMENDED MOTION: *Mr. Ervin amended his motion to incorporate \$95,000 for Belle Terre Parkway and \$145,000 for SR A1A for a total of \$240,000. Mr. Papa seconded the amendment and it carried unanimously.*

Mr. Paradise asked how this would avoid the precedent that the TPO does not want and how does this motion address that.

Ms. Bollenback replied the Belle Terre Parkway would be funded under a different set-aside and will be pulled from the feasibility list.

Discussion continued.

Mr. Leon asked why the exclusion of SR 100.

Mr. Ervin replied because there is not enough money for a Phase II; he would rather omit it until it is certain it can go to Phase II and this will protect some of the funding available for construction.

Discussion continued.

E. Review and Recommend Approval of Resolution 2014-## Adopting the Central Florida MPO Alliance (CFMPOA) Regional Priority Project Lists

Ms. Bollenback stated each year the TPO develops a priority list for this planning area and also participates as part of the Central Florida MPO Alliance which includes all the areas, Space Coast, MetroPlan, Lake Sumter, Polk and Ocala/Marion to develop a regional priority list that includes the strategic intermodal systems, the interstate system, the regional trails, trails that are part of the statewide trail system and regional transit, not just local bus service. Last year those regional lists were developed for the first time. This is a process that FDOT goes through when they build their Work Program. This is an opportunity for all the MPO's in the region to say how they feel as a region as to how funding should measure out in FDOT. What was really positive about this was on the regional trails list, FDOT used their 50% of transportation alternative funds to fund the projects on the regional trails list. Last year Volusia County had the East Central Florida Regional Rail Trail, two segments that totaled \$10 million was funded in total. The TPO is pleased and has brought the lists back again this year. The problem is the MPO Alliance does not have a mechanism for updating those lists. So the regional trail projects are down under an unranked listing. The existing list is very long with projects to be funded. In the spirit of regionalism everybody is being patient and waiting their turn and letting each of the areas benefit

from this. She has made it clear to the MPO Alliance that she does not think it can make it next year without a mechanism for updating the lists. Because this TPO was the recipient of this program in a very generous way last year, the TPO wants to continue to support the effort but the TPO is going through the regional corridor assessment and will have projects on that list next year. As it stands this year, this is the list that is out to all the MPOs and she is looking for a recommendation for approval.

MOTION: *A motion was made by Mr. Ferrell to recommend approval of Resolution 2014-## adopting the Central Florida MPO Alliance (CFMPOA) Regional Priority Project Lists. The motion was seconded by Ms. Stettner and carried unanimously.*

Mr. Smith stated on page 47 is the Flagler Line project under projects currently being studied and asked if Ms. Bollenback was familiar with it.

Ms. Bollenback replied that it is a passenger rail service that was placed on the list by Brevard County, the Space Coast Area Transit. They are the agency that has taken the lead in this area in trying to stay abreast and she does not think there is any current activity in that case.

Mr. Smith asked if it was being studied.

Ms. Bollenback replied it was recognizing that there was \$1.8 million set aside a couple of years ago for station improvements. There was an Amtrak study performed and so there is still interest in reintroducing passenger rail on the FEC line from Jacksonville south. It is being kept on the list so no one forgets.

Mr. Smith asked who was sponsoring the All Aboard Florida project.

Ms. Bollenback replied Florida East Coast Railway.

V. Presentations, Status Reports, and Discussion Items

A. Presentation on the Regional Trails Corridor Assessment (RTCA)

Ms. Parlow stated the TPO has kicked off the Regional Trails Corridor Assessment (RTCA). She is the project manager and she will be working with Mr. Stephan Harris, TPO's Bicycle Pedestrian Coordinator. She introduced Ms. Ginger Hoke, Hoke Design, who is working with Reynolds, Smith & Hills (S&H) as a subconsultant to give the presentation, an overview of the project and the activities to date.

Ms. Hoke gave a PowerPoint presentation and stated the project was just kicking off and gave an overview of the project, the efforts for stakeholder outreach, the deliverables and the schedule. The study will look at paved multiuse regional trails, existing and planned throughout the TPO planning area. The goals are to complete the regional trails network for this area to advance the Florida Greenways and Trails System to be on the list for future funding. The first thing to do is to find existing trails and trail gaps and determine the feasibility of alignments. The final report will include conceptual plans and does not include prioritization. Ms. Hoke state she has been doing a lot of stakeholder outreach and has contacted about 55 people so far. There will be a stakeholder workshop on September 29, 2014 at Daytona State College, Building 110 from 5:00 to 7:00 pm. The next workshop will show further development after some of the small group meetings occur. In the end there will be a summary and a final report including an alignment implementation map that identifies regional trail facilities in the study area and will describe the condition of existing trails and the status of each segment. There will also be GIS shapefiles and KMZ files that will be uploadable to Google Earth. The next presentation will be in November.

Mr. Smith asked if all the MPOs in Florida were doing similar things.

Ms. Hoke replied yes, she has been a subconsultant to several projects; with Ocala/Marion MPO, the city of Orlando for example; it is a hot item right now and most of the MPOs are trying to catch up.

Mr. Leon asked what the level of detail was for the feasibility analysis and stated obviously they would be looking at gaps and figuring out alignments; he asked based on the amount of funding available how confident Ms. Hoke would be that there is enough to work with to recommend locations.

Ms. Hoke replied that RS&H would be doing most of the feasibility studies with cost estimates but it would probably be similar to the feasibility studies done for the bicycle/pedestrian studies.

Mr. Leon stated he believed that had been reasonably successful; he wants to understand given the amount of area for this project, how solid the alignment or complete assessment would be.

Ms. Hoke replied sometimes there would be an alternate alignment; in the areas where it is not passable, or there are environmental constraints, we will have to look for a Plan B. They will count on the agencies that have been working on these corridors for years to help.

B. Presentation on the River to Sea TPO Transportation Impact Analysis (TIA) Guidelines Review and Analysis

Ms. Parlow stated the TPO has contracted with the general planning consultant, Tindale-Oliver, to do a review and survey of the Transportation Impact Analysis (TIA) guideline methodology that was implemented in 2009. She introduced Mr. Bob Wallace, Tindale-Oliver, to give the presentation.

Mr. Wallace gave a PowerPoint presentation, noting the origin of the TIA guidelines and why they are being updated. The River to Sea TPO is responsible for the planning and programming of state transportation funds and that is tied to how funds are expended within the TPO boundaries. In 2009 the board adopted standardized TIA guidelines; these are the guidelines that the development community utilizes to do a traffic study that tells information about the multimodal impacts on the roadway and how those impacts would be mitigated. All the cities also adopted resolutions stating they would participate in the TPO's program at that time, that uniform methodology was very important to provide consistency and predictability in how traffic impact studies were done in Volusia County. Most importantly it was tied to the approval process of future projects. This was the ticket for local governments to participate in submitting projects for consideration by the TPO Board. This is a fairly technical process; what is in place is a 30-page document that tells what has to be done to do a traffic impact study in Volusia County. There is also a checklist that states what things must be done that local governments require. The benefits relate to the consistent process, use and creation of standardized data and data information. It creates a value added benefit to both the local governments from the standardized process and predictability for the development community. It was designed to promote coordination between the TPO, the county and the cities and how they all review their traffic impact analysis studies. There have been some significant changes; first of all the TPO's boundaries have changed to include portions of Flagler County, Palm Coast and Bunnell. There have been changes in the law and legislation in how growth management is applied and how local governments do concurrency. There have been changes in the economy and now development activity is increasing. It is time to take a look at how to apply the process and procedures and what local governments think will help them. There is a two-phase scope; Phase I will be interviews with the local governments within the TPO boundary and VCARD and FCARD, presentations to the CAC, TCC and the TPO Board. Phase II will be partnering with the county and cities to update the TIA and consider current, relevant legislation as the update progresses and that Flagler County is incorporated in the TPO's TIA seamlessly.

Mr. Leon stated in looking at the discussions about issues with being clear on the impacts of development and costs to developers, it sets up assumptions about the different facets of the analysis is developed, the thing he did not see was how those assumptions as they might appear in those communities that may have transportation or road impact fees play out or interconnect and asked if that came up as it either affects assumptions or cost to developers.

Mr. Wallace replied one of the comments made at the VCARD/FCARD workshop was the discussion about mobility fees or impact fees and pay and build. He stated developing the fee concept so that it covers the cost of infrastructure in such a manner that the local government can be comfortable; that they are collecting a

reasonable fee to build the infrastructure. The issue of where should the development occur, and how to incentivize that development by reducing fees is another topic that will be touched upon in the study but not in the impact study.

Mr. Ferrell asked when the schedule would be complete.

Mr. Wallace replied there will be a workshop in October, they will assemble the results and will present the results to the TPO in November or by the first of year. The Phase II scope of services will be developed from that direction in February.

Mr. Ferrell asked if Phase I was to do the workshops.

Mr. Wallace replied the framework for the scope of what needs to be done to change is in Phase I.

Mr. Ferrell asked if there would be new TIA guidelines then.

Mr. Wallace replied yes, and hopefully it would be building a consensus for Volusia and Flagler counties and the cities to embrace it and that it meets the needs of both.

Mr. Ferrell stated with the limited staff of the county asked if the TPO was going to define how much involvement the county should have in the review process and if so will it be presented to the board being that the majority of the board are the people who decide what staff the county has so appropriate staffing is available.

Ms. Stettner stated at the end of Phase II there needs to be training for local governments because with new guidelines training will be needed.

Mr. Ferrell stated with the recent economic downturn there was downsizing which has not rebounded at the local government level.

Mr. Wallace replied they will have to deal with the staffing issues and responsibilities and whether the TPO should provide some support services or whether it should rely on local governments or some type of agreement with the TPO and local governments to provide some of the review services. They will look at the fairness of workloads.

Chairperson Blanck stated perhaps this is a point in our historic evolution to take stock of how governments are set up to establish their rates for permitting, etc.

Mr. Wallace replied they would be surveying what others are doing in the state.

C. FDOT Report

Ms. Calzaretta stated there are no new projects to report on.

Mr. Papa stated since the expansion of the TPO boundaries now includes part of Flagler County he requested they be included in the monthly update.

Ms. Calzaretta replied they have always been included.

Chairperson Blanck stated in view of the expanded boundary, Flagler County should have a county report as Volusia County does.

D. Volusia County Construction Report

Ms. Winsett stated two projects have moved to under construction status or advertised for construction; Howland Boulevard and Dunn Avenue from Bill France Boulevard to Clyde Morris Boulevard.

VI. Staff Comments

→ Cross County Connector Study

Ms. Hinkley stated the project advisory committee had the first kickoff meeting for the Volusia Connector Study on Monday; basically it was just introductions and included various government agencies and transit providers in that area, both Votran and Lynx. Ms. Bollenback is the primary representative for the TPO and she is the alternate, and for Votran Mr. Steve Sherrer is the primary and Ms. Heather Blanck is the alternate. The project consultant is Parsons Brinkerhoff. The project study area was shown from SR 46 up to US 1 in Daytona Beach. Public meetings will start in December 2014. The meeting date was changed to the fourth Wednesday of the month in the afternoon. There will be more details as the project progresses.

Mr. Keeth gave the background for the LAP program; the federal government makes available to local governments transportation funding and it is passed through FDOT. FDOT is responsible for ensuring the federal funds are spent responsibly, projects are competently managed and the public good is being upheld. This responsibility is carried out by FDOT through a program termed the Local Agency Program (LAP). The LAP requires that in order for a local government to participate with federal funding they need to be certified and meet certain minimum standards. There are two levels of certification; one is a general certification which allows a local government to operate generally and carry out any number of projects with a single certification. A more specific certification is the project specific certification and is granted by FDOT on a project by project basis requiring the local government to demonstrate their capabilities for a particular project. The TPO has been hearing from the local government partners how difficult the LAP program can be to function under. The TPO has been trying to work through some of these difficulties but it is getting worse; not through FDOT's fault but the federal government has concluded that FDOT has been too easy on local governments and expects them to be more diligent in certifying local governments and managing their projects. Another related problem is the city of Palm Coast has been temporarily foiled in undertaking one of their projects by using in-house staff and resources as opposed to contracting the work through a bid process, which is called force account construction. The federal government says it is okay to use force account when it is cost effective to do so, but FDOT requires a local government must be general certified and not project specific certified. FDOT Central Office has put a moratorium on general certifications for an undetermined length of time. Palm Coast is unable to use what is a more efficient method of constructing a project because of this. The TPO hopes all these issues will be resolved at some point and these issues will be discussed at the next MPOAC meeting, the statewide organization of MPOs and they act in an advisory capacity and have a strong voice with FDOT.

Mr. Ervin stated if it is not resolved by February when the TPO has the call for projects it will have a dramatic impact on what is submitted if the jurisdictions need to be LAP certified and cannot become so.

Ms. Calzaretta stated it does not affect project specific certification, only general certification is on hold temporarily until it gets worked out.

Mr. Keeth asked if it was a little more difficult to get project specific certified now.

Ms. Calzaretta replied the audit that was conducted found that FDOT was handholding more than they should and the checklist will be adhered much more strictly than they have been and the requirements are not changing.

Mr. Ferrell stated he did not feel the FDOT should be chastised for handholding when all they are trying to do is come up with a successful project and help the local governments that deal with this once every five years.

Mr. Paradise stated the irony is palpable that the federal government's response to handholding is to make the process more onerous which is a self-fulfilling prophecy because it will probably result in more handholding.

Mr. Keeth announced a Long Range Transportation Plan (LRTP) Workshop to immediately follow the TPO Board meeting next week, on September 24, 2014. This is a workshop for the TPO Board members and the TPO hopes to get some direction on key issues that will need to be addressed in the LRTP such as funding, emphasis on roadway improvements versus traffic operations versus transit, etc.

VII. TCC Member Comments

There were no member comments.

VIII. Information Items

- **Coast to Coast Connector News Release**
- **Coast to Coast Connector Summit**

IX. Adjournment

There being no further business, the TCC meeting adjourned at 4:44 p.m.

HEATHER BLANCK, 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 16, 2014 regular meeting of the Technical Coordinating Committee (TCC), approved and duly signed this 21st day of October 2014.

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

DRAFT

**MEETING SUMMARY
CAC & TCC
OCTOBER 21, 2014**

IV. ACTION ITEMS

A. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2014-## AMENDING THE FY 2014/15 – 2018/19 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Background Information:

This amendment addresses two projects.

FM# 4355921 - Old Mission Road (CR 4137) at Park Avenue (CR 4136) is an intersection improvement project currently programmed for construction in FY 2015/16. FDOT has requested that we remove it from the TIP because the City of Edgewater and Volusia County are partnering to advance construction using local funds only.

FM# 4356451 – Calle Grande Railroad Crossing is a pedestrian rail crossing project on Calle Grande Street in Holly Hill. It will bridge a gap between sidewalk segments that are to be constructed by Volusia County. The project was originally included in our FY 2013/14 to FY 2017/18 Transportation Improvement Program (TIP) as Candidate 2014-4 with funding for construction by the FEC Railroad in FY 2013/14. However, FEC had not initiated the project before the end of that fiscal year; therefore, FDOT has rolled the funding forward in the Work Program to FY 2014/15. We must now add it to our FY 2014/15 to FY 2018/19 TIP in order to maintain consistency with the Work Program.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2014-## AMENDING THE FY 2014/15 – 2018/19 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2014-##

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FY 2014/15 TO FY 2018/19 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 designated urbanized area; and

WHEREAS, pursuant to 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR 450.310, and Florida Statutes 339.175, 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, 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 River to Sea TPO has determined that it is in the public's interest to amend the adopted TIP as described here below to maintain consistency with FDOT's Five-Year Work Program;

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

1. River to Sea TPO's FY 2014/15 - FY 2018/19 TIP is hereby amended to:
 - a. delete FM# 4355921, Old Mission Road (CR 4137) at Park Avenue (CR 4136); and
 - b. add FM# 4356451, Calle Grande Railroad Crossing.
2. The Chairperson of the River to Sea TPO (or her designee) is hereby authorized and directed to submit the FY 2014/15 to FY 2018/19 TIP as amended to the:
 - c. Florida Department of Transportation;
 - d. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
 - e. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

|

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the 22th day of October 2014.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL MEMBER PATRICIA NORTHEY
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 22, 2014.

ATTEST:

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

ATTACHMENT “A”
Resolution 2014-##
Amending the
FY 2014/15 to FY 2018/19
Transportation Improvement Program (TIP)

October 22, 2014



FM # 4355921 - Old Mission Road (CR 4137) at Park Avenue (CR 4136)

From: at Park Avenue

To:

Work Mix: INTERSECTION IMPROVEMENT

County: Volusia

----- Current Adopted FY 2014/15 to FY 2018/19 TIP -----

<u>Phase</u>	<u>Fund</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>Total</u>
PE (31)	XU (SU)	0	5,000	0	0	0	5,000
PE (38)	XU (SU)	0	69,280	0	0	0	69,280
PE (3NA)	LF	0	7,698	0	0	0	7,698
		<u>0</u>	<u>81,978</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>81,978</u>

----- Proposed Amended FY 2014/15 to FY 2018/19 TIP -----

<u>Phase</u>	<u>Fund</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>Total</u>
--------------	-------------	-------------------	-------------------	-------------------	-------------------	-------------------	--------------

Description: LAP agreement with the City of Edgewater for intersection improvements at Old Mission Road and Park Avenue. The VTPO's support for traffic operations, intelligent transportation systems (ITS), and safety projects is expressed on pgs 1, 44, 49, 92, and 96 of the 2035 Long Range Transportation Plan.

Comment: Delete project. City of Edgewater and Volusia County to undertake project using local funds only.

FM # 4356451 - Calle Grande Railroad Crossing

From: Calle Grande at FEC Railroad

To:

Work Mix: RAIL CROSSING IMPROVEMENTS

County: Volusia

----- Current Adopted FY 2014/15 to FY 2018/19 TIP -----

<u>Phase</u>	<u>Fund</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>Total</u>
--------------	-------------	-------------------	-------------------	-------------------	-------------------	-------------------	--------------

----- Proposed Amended FY 2014/15 to FY 2018/19 TIP -----

<u>Phase</u>	<u>Fund</u>	<u>FY 2014/15</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>Total</u>
CST (57)	LF	27,692	0	0	0	0	27,692
CST (57)	LF	27,692	0	0	0	0	27,692
CST (57)	XU (SU)	498,457	0	0	0	0	498,457
CEI (61)	XU (SU)	5,000	0	0	0	0	5,000
		<u>558,841</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>558,841</u>

Description: FEC will construct a railroad crossing along Calle Grande bridging a gap in a sidewalk that is to be constructed by Volusia County as a separate project. (Reference 2035 Long Range Transportation Plan, pgs 63-73.)

Comment: Add project

**MEETING SUMMARY
CAC & TCC
OCTOBER 21, 2014**

IV. ACTION ITEMS

B. REVIEW AND RECOMMEND APPROVAL OF PLANNING STUDIES REQUEST

Background Information:

At the September meetings of the TPO, staff requested a recommendation to use a portion of the Extra Urban (SU) funding allocated to the TPO to fund three (3) corridor studies including: a Pedestrian Safety and Mobility study on SR A1A, an intersection study on Belle Terre Parkway and a corridor improvement study on SR 100. Further discussion with FDOT has indicated that there are no state planning funds available to support a request; however, FDOT has identified budget authority of \$287,000 for planning.

TPO staff has refined the project scopes and developed cost estimates to proceed with two of the studies in the current fiscal year:

- Pedestrian Safety and Mobility Study on SR A1A - \$160,330
- Intersection Study on Belle Terre Parkway - \$75,031

Funding for these studies would require providing direction to FDOT to move \$160,330 from the Bicycle-Pedestrian set-aside reserve box and \$75,031 from the ITS/Traffic Ops/Safety set-aside reserve box to support the planning efforts.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF PLANNING STUDIES REQUEST

**MEETING SUMMARY
CAC & TCC
OCTOBER 21, 2014**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

A. PRESENTATION ON THE THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

Background Information:

As a component to the 2040 LRTP, the consultant team has been working to produce two documents that will guide the development of an Alternative Land Use Scenario socioeconomic data set. This data set will provide input to the transportation model and generate an outcome that varies from that currently projected by the historical trend scenario. The draft methodology for this effort is enclosed in the agenda.

Presented will be the draft Characterization Map and Density Examples. The Characterization Framework identifies areas that may be candidates for higher density “smart growth” development that facilitates walking, biking and transit usage. The Density Examples will inform the amount of population and employment that will be allocated to the areas identified on the characterization map subject to analysis of developable land, redevelopment potential and other factors as described in the Alternative Land Use Methodology.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE



2040 Long Range Transportation Plan

Alternative Land Use Forecast Methodology

VISION - PLAN - IMPLEMENT

Prepared by: Ghyabi & Associates, Inc.



September 2014



1.0 Introduction

1.1 Land Use Goals and Approach

The goal of the 2040 Alternative Land Use Forecast is to formulate a realistic land use projection that will demonstrate: lower Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT), reduced suburban sprawl, and use of investment in transit to the best advantage. To achieve these goals, the alternative land use will emphasize compact development along corridors, infill and redevelopment, mixing land uses, improved jobs to housing balance within compact urban travel sheds, and configurations that support multi-modal transportation.

The study emphasizes the use of transit and pedestrian-supportive intensities and a mix of uses in new medium or large projects and on key corridors as well as the inclusion of a jobs-to-housing balance. The study assumed the preservation of existing single family neighborhoods and did not attempt to make major changes to the pattern of industrial, light industrial and auto serviced existing land uses.

1.2 Notes on the LRTP process

The Long Range Transportation Plan is a federal requirement for Transportation Planning Organizations (TPO). The TPO uses expected population and employment growth to project what road and transit needs will be for a 25+ year planning horizon. This requires production of a Land Use dataset which describes the location of employees and residents in the target year. The usual method for forecasting these values is based on existing trends and local jurisdiction comprehensive plans; this is referred to as the Constrained Trend Scenario in this study. For the Alternative Land Use, Canin Associates is asked to envision a realistic future scenario where jobs and housing are located closer together to better utilize multimodal transportation options, including transit, walking and cycling, as well as any other land use techniques to improve efficient use of new and existing road networks. In short, the goal is to organize land uses to improve the efficiency of the transportation networks and mobility options for the public.

The level of analysis used by the Florida Standard Urban Transportation Model Structure (FSUTMS) is the Traffic Analysis Zone (TAZ). TAZs vary widely in size based on the intensity of the land use and transportation network. They can range from several acres to more than 10,000 acres. While some analyses may address smaller areas, the level of output for the dataset is the TAZ.

2.0 Characterization Framework

2.1 Purpose

The purpose of the Characterization Framework is two-fold. One purpose is to represent efforts to pursue a more sustainable land use by member jurisdictions in a common visual language. The other purpose is to aid in the development of the land use data forecast by serving as a tool to gather information from various member jurisdictions indicating where different land use approaches are appropriate. Areas are

noted that may be appropriate for a sustainable land use approach or that are already planned for sustainable land use by a local jurisdictions at a scale or in a location that is regionally significant.

Neither the Characterization Framework nor the Land Use Forecast have any regulatory authority. The Characterization Framework is used to communicate the methodology used in the production of the data as well as commonalities in approach across different jurisdictions. In order to be used for land use forecasting the Characterization must be overlaid on a developable land analysis identifying areas that are vacant or likely to redevelop. In general, existing residential neighborhoods are not forecast for growth or higher densities even where they are within a Sustainable Land Use characterization. Redevelopment is focused on low-density commercial properties.

2.2 Characterization Methodology

All land in the vacant and redevelopment land inventories is characterized based on key available data that influence appropriate and likely densities. Criteria include special generators, industrial future land use, rural service areas, distance from commuter rail or other proposed transit, acreage of contiguous vacant land, and other factors. The Land Use Characterization Map is developed in coordination with jurisdiction representatives on the Land Use Working Group.

2.2.1 Coordination with Land Use Working Group

Land Use Working Group Members are asked to assist in identifying, at a sketch level, areas where higher densities, walkable development, redevelopment, and transit oriented development may facilitate better modal split and shorter trips lengths. These areas may include existing downtowns, transit served corridors, aging commercial corridors, high demand areas, and areas with access to major employment centers.

Positive synergies of this coordination process include alerting jurisdiction staff as to where sustainable development corridors are discontinuous at jurisdictional borders. Jurisdictional staff may propose to extend corridors when such gaps were identified. Another synergy is to encourage internal coordination of jurisdictional land use and transportation consistent with the focus of the study on highlighting the important interplay between transportation and land use planning.

2.3 Approach

The Land Use Characterization Framework map illustrates the analysis of the study area guided by the Land Use Working Group to identify focal areas for sustainable development. Areas identified as sustainable development focus areas include mixed use development and redevelopment in corridors, planned mixed use areas, and transit-oriented nodes that are forecast for higher densities and horizontal or vertical mixed use development. In addition, areas where significant employment accessibility sheds overlap significant development parcels, mixed use developments are anticipated to serve employees of single-use employment areas. Sustainable Development corridors are corridors identified in conjunction with the Land Use Working Group as locations where higher density, mixed-use development is more

likely to occur, be beneficial to the region, and be serviceable by existing or future transit. These include redevelopment, infill and new development areas.

Characterization will be used as the basis for Capacity Assignment (Section 4.2.4). Land not otherwise characterized is identified as “trend” where conventional densities would be applied.

3.0 Density Overview

The Alternative Land Use Forecast includes examples of existing places in Florida that have characteristics consistent with compact, walkable communities. The densities of these places will be extrapolated to account for different parcel sizes and infrastructure needs.

While most jurisdictions across the nation use the seemingly simple measures of units per acre and Floor Area Ratio (FAR) to measure density and intensity, there are many factors affecting how those nominal densities are applied which can result in widely varying results in actual built product. These include how common open spaces and infrastructure are calculated in the density as well as wetlands and preserved areas. This is an especially current issue with the proliferation of mixed use zoning districts. Simple differences in how these densities are calculated can result in half or twice as much allowable density on a given site. As a result it is important for jurisdictions to consider achievability of nominal densities and the impact of mixing uses.

If net developable land is used to calculate allowable densities, then the more “net” the denominator is (i.e. the more types of acreage that are excluded from the net developable land) the lower the effective density will be given the same nominal density. The term “stacking allowed” refers to the practice of allowing the same acreage to be used to calculate residential density and commercial intensity; e.g. if 25 units per acre is permissible and 1.0 FAR is permissible then on 2 acres it would be possible to build 50 units and approximately 87,000 square feet. If stacking is not allowed then the yield on 2 acres would be 25 units and approximately 43,000 square feet (or some other combination that exchanges square feet for units).

Previous surveys of Florida jurisdictions have found a wide variation in achievable densities among the densities considered by different jurisdictions to be “sustainable” or “smart growth.” Many jurisdictions noted that the referenced mixed-use densities were for new land use categories that had not yet been applied to actual projects so in some cases staff has not yet determined in detail how the densities would be calculated.

4.0 Land Use Forecasting

4.1 Control Totals

The totals for employment categories and population totals are matched within an error range of approximately ten units to estimates approved by the appropriate subcommittee. The population Land Use

Forecast is governed by population projections produced by the University of Florida Bureau of Economic and Business Research (BEBR).

4.2 Forecast Methodology

This land use forecast is performed in four basic phases: land inventory analysis, characterization, capacity assignment, and scaling. The overall process is as follows. The amount of land available for development in each TAZ is identified in the vacant land inventory and this land is initially characterized as rural service area or urban service area. In addition, lands most likely to redevelop are identified within specific sustainable development corridors and commuter rail station areas. All developable lands are characterized using a set of sustainable land use criteria including access to transit, location near major employment centers, redevelopment and infill corridors and identified urban expansion areas which jurisdictions are targeting for implementation of smart growth techniques. Characterization is used to assign densities and build-out rates. Development densities in smart growth areas are determined by a combination of Design Case Studies and research on existing densities in regional compact urban areas. A capacity for existing land areas is calculated by combining the Characterization of developable lands and the preferred Development Densities. Finally, in order to match county control totals, scaling steps are necessary if capacity exceeds the need based on the control totals. Through a combination of adjusting target densities and assuming percentage build out rates, the TAZ totals are brought in line with the county-wide control totals by land use.

4.2.1 Identifying Developable Land

For the 2040 forecast, the developable land analysis from the 2035 forecast will be updated using the developed land analysis used to create the 2010-year data.

4.2.2 Forecasting to the Characterization Framework

In general, TAZs that are identified for sustainable development in the alternative forecast are forecasted to have a higher velocity and density of growth than the trend. Areas that are not targeted for sustainable development are assumed to maintain the same densities as the trend and capture a smaller share of the overall development. The development forecast is constrained by the control total for population and employment by county. This is a statistical exercise which is summarized to the level of TAZs for the final dataset. The intent is generally not to identify specific properties for development or redevelopment except in the case of large properties that comprise one or more TAZs. New growth is only allocated in areas that are either vacant developable land or that are identified as a redevelopment focus area which assumes the preservation of existing residential neighborhoods.

Layered onto the Characterization Framework is distance from a major road. This criterion is particular important in larger areas such as major employment sheds where there is a larger variety of parcel types. Land with access to a major road is more likely to be appropriate for intensive development and to have more convenient transportation access both by private vehicle and by transit. In large characterization areas not all vacant lands are considered eligible for sustainable land use. Classification is based on the

size of the property and proximity to a major road. Special Districts are tabulated separately and assigned development based on the Trend forecast. Table 1 below demonstrates a sample characterization classification and the corresponding density category assigned to each category. Table 2 illustrates an example of density and intensity assignments for each density category.

TABLE 1: EXAMPLE DENSITY ASSIGNMENTS

Characterization	Density Category
Planned development	Model
Corridors	MedBal
CRA	MedLoJobs
Downtowns	Downtown Balanced
Industrial	Industrial Trend
Primary TOD	HiBal
Rural Service Area	Rural Trend
Other Urban Service Area	USA Trend
Major Employer Shed Maj*	MedLoRes
Major Employer Shed Off*	50% MedLoRes, 50% Lo
Special District	Special Generator Trend
Secondary TOD Off ¹	MedLoRes

¹ Maj = On Major Road; Off = Not on Major Road

TABLE 2: EXAMPLE DENSITIES AND INTENSITIES

Category:	Units/ac.	Office emp./ac.	Retail emp/ac.	Ind emp/ac.
Regional CBD	114	92	22	
High balanced	91	69	22	
Medium balanced	45	29	22	
Medium residential-based	61	10	5	
Med low balanced	28	18	14	
Med low residential-based	35	6	3	
Low (Residential Only)	6	0	0	
<i>New Districts:</i>				
Model	17	16	5	
<i>Rural:</i>				
Rural	trend	trend	trend	trend
<i>Trend:</i>				
Special Generators Trend	-	trend	trend	trend
General Trend	trend	trend	trend	trend
Industrial Trend	-	-	-	12

4.2.3 Corridors and Redevelopment

The Corridors to be identified within the Characterization Framework will be a mix of new development areas and redevelopment and infill areas. Only areas within the Urban Service Area are considered part of the corridors.

Redevelopment potential is estimated by isolating developed commercial properties within redevelopment eligible Characterization areas. A Building to Land Value ratio is calculated for these properties. Break points are identified wherein more acreage with a low building to land value ratio are counted as potential redevelopment than lands with a high ratio. This is because a low ratio represents properties where the land is worth substantially more than the building indicating that a more expensive building could likely be justified by market demand. The purpose of the analysis is to provide a rough percentage of properties that may be redeveloped rather than to identify specific properties. This is the “Scaling” step for Redevelopment.

The analysis of redevelopment potential is statistical in nature and is not intended to identify specific sites. In most cases it is not necessary to identify whether specific properties should be redeveloped. The focus is an approximate rate at which properties may be likely to redevelop.

4.2.4 Capacity Assignment

Because the developable land data is based on parcels which are net of roads and unrelated uses, it is necessary to adjust for a net to gross ratio for larger parcels which would require internal roads and amenities. Densities will then be applied to the “net” acreage after the deduction. This deduction on very large parcels accounts for roads, surface stormwater facilities, parks and open space and uses other than commercial, service or residential such as reservations for government or civic uses. Reductions applied to vacant land aggregations are described in Table 3.

TABLE 3: GROSS TO NET ADJUSTMENTS BASED ON CONTIGUOUS ACREAGE

Gross Acreage	Net Acreage Adjustment
< 5 acres	100%
5 – 40 acres	80%
40 – 160 acres	70%
160 + acres	50%

In order to match the 2040 Control Totals for population and employment categories, it is necessary to scale back from the build-out estimates. This is achieved by applying a percentage reduction to the build-out capacity of raw land to be developed by sub-area. Scaling varied by sub-area in order to account for both the greater demand for land near the core business district and the sustainable approach of locating more development toward the central areas where jobs are located and where there is more opportunity for transit service.

5.0 Forecast Results

The primary data visualizations are created using a combined measure of “Units + Jobs” in order to represent mixed use density. Areas with the highest densities in the regional are also projected to be mixed use areas. The mixed use measure was determined to be the most useful method of representing the total built density and intensity of activity within a given TAZ for a previous alternative land use forecast project.

6.0 Land Use Working Group Preliminary Schedule

For the development of the Alternative Land Use, a Land-Use Working Group has been assembled, consisting of land-use planners and developers representing both the public and private sectors. The Land-Use Working Group will be involved in developing future year socio-economic data sets as well as growth and development alternatives.

7.0 Preliminary Schedule

September:

Week 2

- September 12, 2024 – Land Use Working Group Meeting: General overview of the process.

Week 3

- Transmit a proposed density matrix & land use framework to primary committee.

Week 4

- September 26, 2014 – Land Use Working Group Meeting: Present and receive comments on proposed density matrix & land use framework from primary committee.

October:

Week 2

- Deadline for Committee comments on density matrix and land use framework.

Week 4

- October 31, 2014 – Land Use Working Group Meeting: Present revised matrix and framework for committee approval.

November:

Week 1

- Distribute draft dataset.

Week 2

- November 14, 2014 – Land Use Working Group Meeting: Present draft dataset.

Week 3

- Deadline for committee comments on dataset.

Week 4

- Happy Thanksgiving!

December:

Week 2

- Provide revised dataset based on comments provided. Final data approval.



**2040 Long Range
Transportation Plan**
Alternative Land Use Forecast Methodology

Prepared by: Ghyabi & Associates, Inc.
September 2014



**MEETING SUMMARY
CAC & TCC
OCTOBER 21, 2014**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

B. PRESENTATION ON PRIORITY PROCESS PROGRAM CHANGES

Background Information:

Each year the TIP Subcommittee reviews the TPO's policies and practices relating to the development of our Priority Project Lists and, if appropriate, recommends changes to improve efficiency and effectiveness. This year, the subcommittee met for that purpose on August 25 and September 15. The enclosed report provides highlights of the subcommittee's discussions and recommendations.

Final recommendations will be presented to the CAC and TCC for review and approval in November.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

PROPOSED PRIORITY PROCESS PROGRAM CHANGES

Each year the TIP Subcommittee reviews the TPO's policies and practices relating to the development of our Priority Project Lists and, if appropriate, recommends changes to improve efficiency and effectiveness. This year, the subcommittee met for that purpose on August 25 and September 15.

1. The subcommittee's recommendations are as follows:

- a. Recommended continuing the annual submittal process and schedule generally "as is".

The subcommittee thought that the process and schedule were fundamentally OK.

- b. Recommended "uncoupling" the Traffic Operations/ITS/Safety Projects list from the SU funds, recognizing that projects on this list may be funded from other sources.

The TPO currently develops a list of traffic operations/ITS/safety projects to be funded with the SU set-aside (40% of the TPO's SU allocation). Most projects on this list are eligible for funds other than SU funds. By "uncoupling" the list from the SU funds the TPO signals to FDOT that these projects can and should be funded with whatever funds may be available. Then, the projects will likely be funded sooner than would have been possible with SU funds alone. The subcommittee supported this change for the greater flexibility that it provided.

- c. Recommended "uncoupling" the Bicycle and Pedestrian Projects from the SU funds, recognizing that projects on this list, too, may be funded from other sources.

The subcommittee supported this change, again, for the greater flexibility it provided.

- d. Recommended maintaining the current policy allocating 40% of SU funds to Traffic Operations/ITS/Safety Projects, 30% to Bicycle and Pedestrian Projects, and 30%.

The TPO receives about \$4.65 million annually of SU funds. By policy, we reserve \$200,000 for project feasibility studies (\$100,000 for traffic operations, ITS, and safety project studies and \$100,000 for bicycle and pedestrian project studies). The balance is allocated to traffic operations, ITS and safety projects (40%/\$1.78M), bicycle and pedestrian projects (30%/\$1.33M), and transit projects (30%/\$1.33M) for project implementation. This allocation ensures that a broad range of transportation needs will be addressed.

- e. Recommended that projects should lose their "protected" status if they cannot be programmed due to fault of the applicant.

TPO policy prescribes that projects ranked above a certain point on each list shall be deemed "protected", and shall retain their priority ranking or move up in priority until they are completed and drop out of the Work Program. There are cases involving projects that have held this protected status for years without advancing toward completion. This might happen because a project applicant fails to provide a required match, is unable to become LAP certified, or fails for some other reason to move a project forward. It might also happen, through no fault of the applicant, because funding has not been available.

The TIP Subcommittee recommended that if a project is not programmed 5 years after the project application was received, then the applicant should provide an updated TPO priority project application including a statement indicating why it has not advanced. If the project has not advanced due to the fault of the applicant, then it should be re-evaluated and re-prioritized accordingly. If the TPO does not receive an updated application, then the project should be removed from the Priority List.

- f. Recommended broadening the range of projects on the Regionally Significant, Non-SIS Projects list to include, in addition to capacity projects, any non-capacity project that exceeds a cost threshold of \$3,000,000 and is included in the TPO's cost-feasible long range transportation plan.

This priority project list has always included only roadway capacity projects that are required to be specifically identified in the long-range transportation plan. Non-capacity projects, which tend to be relatively low-cost, have generally been identified through our annual "call for projects" and prioritized on our Traffic Operations/ITS/Safety Projects List for funding with SU funds. With the latest "call for projects", the TPO received applications for 3 roundabout projects which are non-capacity projects and are not required to be specifically identified in the long-range transportation plan. However, these particular projects are so expensive that they will compete with capacity projects for funding. The TIP Subcommittee recommended that these costly (exceeding \$3M), non-capacity projects should be specifically identified on the cost-feasible project list in the TPO's long-range transportation plan, and should be prioritized on the Regionally Significant, Non-SIS Projects list.

- g. Recommended requiring annual confirmation of project cost estimates.

In order to program projects, reliable cost estimates by project phase are needed. Cost estimates provided with a project application have a short "shelf life" due to changing material and labor costs, design requirements, and other factors. For this reason, the subcommittee thinks it is important to require the project applicant to provide an annual confirmation/update of the project cost estimate. This requirement should be coordinated with the TPO's current requirement for annual confirmation of the applicant's project support and FDOT's request for annual updates of its project application information forms. Collectively, these update requirements would serve to reconfirm the applicant's support and would alert the TPO of any new circumstances that might affect project scope and/or feasibility.

- 2. The TIP Subcommittee considered the following additional issues, but did not reach any conclusions:

- a. Whether FDOT should be eligible to submit project applications for prioritization through the annual "call for projects".

From time to time, FDOT identifies projects which it believes are needed. Except for "push button" projects and other small projects, they must be recognized by the TPO as priorities in order to qualify for state and federal funding. Currently, the only formal means for FDOT to bring projects to the TPO for placement on the priority lists is

through the development or amendment of the long-range transportation plan, and these will generally be costly capacity projects. In the past, FDOT had resorted to partnering with local governments to include projects on the lists. This approach raises questions about who would be responsible for required matching funds and the accuracy of cost estimates. It also created confusion in obtaining clarification and updates regarding projects. By allowing FDOT to submit project applications through our annual "call for projects" we will provide that formal means to introduce traffic operations, safety and other types of non-capacity projects, and will ensure that all projects will be appropriately managed and prioritized.

- b. Whether projects on the state highway system should be exempted from local match requirements for SU and TALU funds.

The question of whether the local match requirement should be waived for projects on the state highway system relates back to the question of whether FDOT should be allowed to apply for projects. If FDOT is allowed to submit project applications, then under current policy, it would be responsible for the match when SU and/or TALU funds are used. If FDOT is not allowed to submit project applications, but instead partners with a local government to apply, then that local government would be responsible for the match. We might expect that a local government would decline to partner unless the match requirement would be waived.

This issue might be better addressed by adopting a policy allowing the use of SU and TALU funds for off-system projects only.

- c. Whether there is a need to provide a clear definition of "cost overrun" and guidelines regarding when a cost overrun should be covered by the project applicant.

Subcommittee members agreed that greater clarity is needed regarding what is a cost overrun and when is the applicant responsible for it. However, they did not provide a recommendation. The TPO staff defines a cost overrun as the difference between the amount that is programmed for a particular project phase and the bid cost or actual cost of that phase. With regard to responsibility, the adopted policy (Resolution 2013-09) provides that "...any cost overruns encountered on a project funded with SU funds or TALU funds will be the responsibility of the [applicant] with the following exception: if the project is on the state highway system and the State DOT is the project manager of record, then the state shall be responsible for any cost overruns utilizing state dollars". Further discussions regarding when some or all of a cost overrun may be covered with state and/or federal funds will be necessary.

- 3. TPO staff recommends an additional change which had not been discussed by the TIP Subcommittee. That is to develop a priority list of planning studies. This change is encouraged by FDOT to identify and prioritize planning studies that are to be funded with state and/or federal funds. To populate this list, the TPO would request applications for planning studies as part of the annual "call for projects". Each application would need to provide a statement of purpose and need for the study, an estimated study cost, and appropriate supporting documentation.

**MEETING SUMMARY
CAC & TCC
OCTOBER 21, 2014**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

C. PRESENTATION AND DISCUSSION ON ROUNDABOUTS

Background Information:

In May 2014, the Florida Department of Transportation (FDOT) issued a report titled “Roundabouts and Access Management.” A background was provided at the beginning of the report that stated:

“Over the last twenty years, engineers and planners have become increasingly interested in the use of roundabouts because they offer several advantages over other traffic controls; they may cost less to install, have greater safety potential by reducing the number of conflict points, can accommodate a series of U-turns and left-turn lanes and reduce delay in a corridor, and, may have lower operations and maintenance costs. Florida has recently begun to encourage the use of roundabouts on the state highway system and is systematically updating its guidance documents (e.g., Plans Preparation Manual, Intersection Design Manual, and Manual on Uniform Traffic Studies)...”

The report further recognized that:

“As Florida starts incorporating roundabouts into its practices, consistent guidance on the use of roundabouts that address the diverse situations under which roundabouts are implemented should be provided. Of the 283 roundabouts in Florida, only four are located on the state highway system; the rest are located in a variety of regional contexts – urban, suburban and rural – with diverse designs and access considerations, and at different distances from the nearest community centers, highways, interstates, and state highways. Essential to this guidance is consideration of the differences between roundabouts and other types of intersections, and to types of access management, such as driveways, and medians. It is essential to understand the effects of roundabouts on traffic conditions, safety and traffic network operations. The findings of both the safety and operational analysis reinforce the need to accommodate bicyclists and pedestrians around roundabouts. While this research did not identify significant problems with trucks and other large vehicles, the need to accommodate them is likely to become an issue as roundabouts are more widely used along state roadways and other high-capacity roadways where roundabout design needs to account for adequate lateral clearance and larger radius.”

It also suggested that “the state should consider the use of locally-developed parameters for various aspects of design and operational analysis of roundabouts.”

Given the growing interest in roundabouts, this presentation is intended to introduce TPO members to the advantages of roundabouts and to provide an overview of these transportation improvement features.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

**MEETING SUMMARY
CAC & TCC
OCTOBER 21, 2014**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

D. FDOT REPORT

Background Information:

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

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

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

PROJECT STATUS REPORT AS OF

October 2014

Volusia and Seminole Counties

SR 415 from Seminole Co. Line to Reed Ellis Road

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

Contract # T5415

CONVENTIONAL CONTRACT

Project Description:

Add lanes & reconstruct.

CONTRACTOR:	United Infrastructure Group, Inc.	LET DATE:	5/23/2012	ORIGINAL	1100	\$32,798,973.37
CCEI:	AECOM	NTP:	7/27/2012	CURRENT	1201	\$33,196,960.74
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	10/1/2012	ELAPSED	721	\$23,752,421.31
FED. AID #:	N/A	WORK BEGAN:	10/1/2012	% ORIGINAL	65.5%	72.4%
SECTION:	79120000	EST. COMPLETION:	1/16/2016	% TO DATE	60.0%	71.5%
FUND TYPE	STA	CURRENT CPPR:	96%	LIQ. DAMAGES		

		Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:	Steve Kullman	407-377-0550 O; 803-445-0245 C		Steve.Kullman@uiig.net	
CONTRACTOR'S SUPERINTENDENT:	Joe Walters	407-377-0550 O; 843-415-2171 C		Joe.Walters@uiig.net	
SENIOR PROJECT ENGINEER:	Harold Dubon, P.E.	407-302-6943 O; 407-729-7339 C		Harold.Dubon@aecom.com	
OFFICE SPECIALIST:	Seth Simpson	407-302-6943 Office AECOM		seth.simpson@aecom.com	
CEI SENIOR PROJECT ADMINISTRATOR:	Terry Simpson	407-302-6943 O; 407-622-9476 C		terry.simpson@aecom.com	
SENIOR INSPECTOR:	Frank Shaw	407-302-6943 O; 407-314-7417 C		Frank.Shaw2@aecom.com	
INSPECTOR:	Jim Cerar	407-302-6943 O; 407-314-8931 C		James.Cerar@aecom.com	
INSPECTOR:	Dominic Fiandra	407-301-6943 O; 407-340-1806 C		Dominic.Fiandra@aecom.com	
MAINTENANCE CONTACT:	Jim Read	386-740-3406 O; 386-801-5584 C		james.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:	Joe Walters	407-377-0550 O; 843-415-2171 C			
WEEKLY MEETING: Tuesday 10:00 at AECOM field Office.					

VOLUSIA COUNTY & FLAGLER

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

FIN # 407355-4-52-01

Contract # T-5417

CONVENTIONAL CONTRACT

Project Description:

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

					TIME	COST
CONTRACTOR:	P & S Paving, Inc.	LET DATE:	4/25/2012	ORIGINAL	870	\$18,388,844.65
CCEI:	In House	NTP:	6/28/2012	CURRENT	950	\$18,388,844.65
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	7/16/2012	ELAPSED	798	\$15,101,504.75
FED. AID #:	N/A	WORK BEGAN:	7/16/2012	% ORIGINAL	91.7%	82.1%
SECTION:	79120000	EST. COMPLETION:	2/20/2015	% TO DATE	84.0%	82.1%
FUND TYPE	STA	CURRENT CPPR:	100%	LIQ. DAMAGES		

		Phone:		Email:	
CONTRACTOR'S PROJECT MANAGER:	Brian Davidson	386-258-7911 O; 386-566-0551 C		bdavidson@pandspavinginc.com	
CONTRACTOR'S SUPERINTENDENT:	Mike Smith	386-402-5705 C			
CONSTRUCTION ENGINEER	Paul Wabi, P.E.	(386)740-3594 O; 407-625-3055 C		paul.wabi@dot.state.fl.us	
PROJECT ADMINISTRATOR:	Greg Shelton	407-285-7950 C		greg.shelton@dot.state.fl.us	
Consultant LEAD INSPECTOR:	Ray Budd (RS&H)	386-931-8354 C			
INSPECTOR:	Jeremy Ahmann	321-281-7739 C			
INSPECTOR:					
MAINTENANCE CONTACT:	Jim Read	386-740-3406 O; 386-801-5584		james.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:	Mike Smith	386-402-5705 C			

Bi Weekly Meeting: Wednesday 2:00 On Site

Barry Johnson Mike Atkins	PO/PA	PROJECT STATUS REPORT AS OF					
	CSS	2014					
	I-4 from SR 44 to E of I-95						
	FIN # 408464-1-52-01						
	Contract # E5R16						
	DESIGN BUILD CONTRACT						
	Project Description: The improvements under this contract consist of reconstruction and widening the interstate from four lanes to six lanes. Additional scope of work includes resurfacing SR 44 eastbound ramps onto SR 400 and replacement of existing US 92 ramps and ramp bridge over US 92.						
					TIME	COST	
	CONTRACTOR:	Condotte/de Moya Group	LET DATE:	2/3/2012	ORIGINAL	900	\$134,462,000.00
	CCEI:	Parsons Brinckerhoff, Inc.	NTP:	5/9/2012	CURRENT	1,212	\$137,707,766.12
CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	5/9/2012	ELAPSED	866	\$89,093,224.23	
FED. AID #:	422501	WORK BEGAN:	5/9/2012	% ORIGINAL	96.2%	66.3%	
SECTION:	79110000	EST. COMPLETION:	2/2/2016	% TO DATE	71.5%	64.7%	
FUND TYPE	FAO	CURRENT CPPR:	92%	LIQ. DAMAGES			
				Phone:	Email:		
CONTRACTOR'S PROJECT MANAGER:		Grant Cool	305-322-5597 C; 386-873-0770		grant.cool@demoya.com		
CONTRACTOR'S SUPERINTENDENT:		Grant Cool	305-322-5597 C; 386-873-0770				
SUPERVISOR:		Jorge Rodriguez	305-302-6277 C				
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	(386)740-3594 O; 407-625-3055 C		paul.wabi@dot.state.fl.us		
CONSTRUCTION PROJECT MANAGER:		Dwight Grube	386-740-3482 O;		dwight.grube@dot.state.fl.us		
CEI SENIOR PROJECT ADMINISTRATOR		Steve Wigle	407-509-8541 C		wigle@pbworld.com		
PROJECT ADMINISTRATOR:		Barry Johnson	407-947-7426 C; 386-873-0772 O		johnsonba@pbworld.com		
SENIOR INSPECTOR:		Jay Johnson	321-229-9821				
OFFICE SPECIALIST:		Mike Atkins	407-660-4720 O 407-406-1218 C		matkins@metriceng.com		
DOT PROJECT MANAGER:		Beata Stys-Palasz	386-943-5418 O				
MAINTENANCE CONTACT:		Jim Read	386-740-3406 O		james.read@dot.state.fl.us		
24 HR CONTRACTOR EMERGENCY CONTACT:		Grant Cool	305-322-5597 C				
Weekly Meeting: Tuesday, 1:30 at Kepler Complex.							
Glenn Raney Ernie Saltar	SR 40 Ormond Beach						
	FIN # 424904-1-52-01 , 424904-1-56-01 , 418019-1-52-01						
	Contract # T5467						
	LUMP SUM						
	Project Description: Roadway and Shoulder Wiedening, Milling and Resurfacing, Signalization, Manhole adjustments, SR 40 in Ormond Beach-Tymer Creek Road to Perrott Drive.						
					TIME	COST	
	CONTRACTOR:	Halifax Paving Inc.	LET DATE:	8/28/2013	ORIGINAL	265	\$4,258,392.00
	CCEI:	In House	NTP:	10/31/2013	CURRENT	288	\$4,298,036.18
	CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	2/28/2014	ELAPSED	206	\$3,500,953.41
	FED. AID #:	NA	WORK BEGAN:	3/1/2014	% ORIGINAL	77.7%	82.2%
SECTION:	79100	EST. COMPLETION:	12/12/2014	% TO DATE	71.5%	81.5%	
FUND TYPE	STA	CURRENT CPPR:	98%	LIQ. DAMAGES			
				Phone:	Email:		
CONTRACTOR'S PROJECT MANAGER:		Steve Blair	386-676-0200 O; 386-547-3422 C		hpi-steve@cfl.rr.com		
CONTRACTOR'S SUPERINTENDENT:		Joseph Durrance	386-676-0200 O; 386-547-4852 C		idauburn84@aol.com		
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	(386)740-3594 O; 407-625-3055 C		paul.wabi@dot.state.fl.us		
PROJECT ADMINISTRATOR:		Glenn Raney	386-846-4862 O; 386-846-4862 C		michael.raney@dot.state.fl.us		
LEAD INSPECTOR:		Micheal Sweinhagen	386-931-1091 C		michael.sweinhagen@rsandh.com		
MAINTENANCE CONTACT:		Jim Read	(386)740-3406 O; (386)801-5584		james.read@dot.state.fl.us		
24 HR CONTRACTOR EMERGENCY CONTACT:		Steve Blair	386-676-0200 O		hpi-steve@cfl.rr.com		
WEEKLY MEETING: Wed. on Job Site (AM)							

Tyler Malmborg	Ernie Sallar	PROJECT STATUS REPORT AS OF						
		014						
		17/92 Volusia County						
		Fin # 435404-1-52-01						
		Contract # E5W41						
		Project Description: Bluetooth travel time collection data device, video detection cameras, adaptive signal control equipment, and conduit, and fiber optic cable located at 5 intersections on 17/92 in Volusia County						
		PAY ITEM CONTRACT						
		TIME						
		COST						
		CONTRACTOR: The New FIE, Inc.						
CCEI: In House								
CONT. TYPE: Construction								
FED. AID #: NA								
SECTION: 79040000								
FUND TYPE STA								
LET DATE: 4/1/2014								
NTP: 6/3/2014								
TIME BEGAN: 9/15/2014								
WORK BEGAN: 9/15/2014								
EST. COMPLETION: 12/13/2014								
CURRENT CPPR: 98%								
ORIGINAL 90								
CURRENT 90								
ELAPSED 7								
% ORIGINAL 7.8%								
% TO DATE 7.8%								
LIQ. DAMAGES								
Estimated completion based on pending LD's								
Phone:								
Email:								
CONTRACTOR'S PROJECT MANAGER: James Carter 407-557-0341 C john.rosebush@fie-inc.com								
CONTRACTOR'S SUPERINTENDENT: JR Rosebush 407-948-3837 C								
CONSTRUCTION ENGINEER: Paul Wabi, P.E. (386)740-3594 O; 407-625-3055 C paul.wabi@dot.state.fl.us								
PROJECT ADMINISTRATOR: Tyler J. Malmborg, P.E. 386-740-3505 O; 386-846-4149 C Tyler.Malmborg@dot.state.fl.us								
LEAD INSPECTOR: Steve Chambers 407-466-1642 C steve@ibseng.com								
DESIGN PROJECT MANAGER:								
MAINTENANCE CONTACT: Jim Read 386-740-3406 O james.read@dot.state.fl.us								
24 HR CONTRACTOR EMERGENCY CONTACT: James Carter								
Bi Weekly Meeting: Wednesday Afternoons								
John Bailey	Ernie Sallar	US 1 SR5 Flagler County Installation of Scour Countermeasures						
		Fin # 433537-1-52-01						
		Contract # E5W20						
		STREAMLINE LUMP SUM CONTRACT						
		Project Description: Installation of scour countermeasures at US 1 (SR 5) over Hulett Branch Bridge Nos. 730007 and 730044						
		TIME						
		COST						
		CONTRACTOR: AMROAD, LLC						
		CCEI: In House						
		CONT. TYPE: CONSTRUCTION						
FED. AID #: NA								
SECTION: 73010000								
FUND TYPE EXO								
LET DATE: 2/14/2014								
NTP: 4/24/2014								
TIME BEGAN: 7/7/2014								
WORK BEGAN: 7/7/2014								
EST. COMPLETION: 9/16/2014								
CURRENT CPPR: 76%								
ORIGINAL 30								
CURRENT 45								
ELAPSED 72								
% ORIGINAL 240.0%								
% TO DATE 160.0%								
LIQ. DAMAGES \$23,868.00								
Phone:								
Email:								
CONTRACTOR'S PROJECT MANAGER: Alejandro Parod,P.E. 305-481-2085 C a.pardo@amroadfl.com								
CONTRACTOR'S SUPERINTENDENT: Marcelo Darosa 305-481-3710 C								
CONSTRUCTION ENGINEER: Paul Wabi, P.E. (386)740-3594 O; 407-625-3055 C paul.wabi@dot.state.fl.us								
PROJECT ADMINISTRATOR: John Bailey 407-466-4387 C john.bailey@kisingercampo.com								
LEAD INSPECTOR: Tom Grandizio 904-325-0033 C thomas.grandizio@rsaandh.com								
MAINTENANCE CONTACT: Jim Read 386-740-3406 O; 386-801-5584 C james.read@dot.state.fl.us								
24 HR CONTRACTOR EMERGENCY CONTACT: Marcelo Darosa 305-481-3710 C								
Bi Weekly Meeting:								

PROJECT STATUS REPORT AS OF

2014

PO/PA	CSS	PROJECT STATUS REPORT AS OF						
Terry Phillips Ernie Saltar		2014						
		US-1 / SR5 Flagler County Mill & Resurface w/ Reconstruction of the SB Lane						
		Fin # 427277-1-52-01 & 428603-1-52-01						
		Contract # T5457						
		LUMP SUM CONTRACT						
		Project Description: Minor widening, partial reconstruction, milling and resurfacing, minor drainage improvements, audible pavement markings						
						TIME	COST	
		CONTRACTOR:	P&S Paving	LET DATE:	4/24/2013	ORIGINAL	400	\$8,326,181.00
		CCEI:	In House	NTP:	5/30/2013	CURRENT	429	\$8,464,733.94
		CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	8/25/2013	ELAPSED	393	\$7,737,866.07
		FED. AID #:	4857052P	WORK BEGAN:	8/26/2013	% ORIGINAL	98.3%	92.9%
		SECTION:	73010000	EST. COMPLETION:	10/27/2014	% TO DATE	91.6%	91.4%
		FUND TYPE	STA	CURRENT CFPR:	100%	LIQ. DAMAGES		
						Phone:	Email:	
		CONTRACTOR'S PROJECT MANAGER:		Brian Davidson	386-258-7911 O	bdavidson@pandspavinginc.com		
CONTRACTOR'S SUPERINTENDENT:		John Dunlap	386-566-6267 C	jd@pandspavinginc.com				
CONSTRUCTION ENGINEER:		Paul Wabi, P.E.	(386)740-3594 O; 407-625-3055 C	paul.wabi@dot.state.fl.us				
PROJECT ADMINISTRATOR:		Terry Phillips	386-740-3564 O	terry.phillips@dot.state.fl.us				
INSPECTOR:		Sean Nazari	407-468-9763 C	sean.nazari@rsandh.com				
MAINTENANCE CONTACT:		Jim Read	(386)740-3406 O; (386)801-5584	james.read@dot.state.fl.us				
24 HR CONTRACTOR EMERGENCY CONTACT:		John Dunlap	386-566-6267 C	jd@pandspavinginc.com				
Bi Weekly Meeting:								
Terry Phillips Ernie Saltar		SR 100 from I-95 East to A1A						
		Fin # 427232-1-52-01 427232-4-52-01 431067-1-52-01						
		Contract # T5434						
		LUMP SUM CONTRACT						
		Project Description: Mill and Resurface from I-95 east to bridge repair and new signal installation						
						TIME	COST	
		CONTRACTOR:	Halifax Paving Inc.	LET DATE:	5/14/2013	ORIGINAL	290	\$3,828,322.50
		CCEI:	In House	NTP:	6/24/2013	CURRENT	325	\$3,828,322.50
		CONT. TYPE:	CONSTRUCTION	TIME BEGAN:	10/21/2013	ELAPSED	318	\$3,730,214.46
		FED. AID #:	3681015P	WORK BEGAN:	10/21/2013	% ORIGINAL	109.7%	97.4%
		SECTION:	73020000	EST. COMPLETION:	11/3/2014	% TO DATE	97.8%	97.4%
		FUND TYPE	EXO	CURRENT CPPR:	100%	LIQ. DAMAGES		
						Phone:	Email:	
		CONTRACTOR'S PROJECT MANAGER:		Steve Blair	386-676-0200 O	hpi-steve@cfl.rr.com		
		CONTRACTOR'S SUPERINTENDENT:						
CONSTRUCTION ENGINEER:		Paul Wabi, P.E.	(386)740-3594 O; 407-625-3055 C	paul.wabi@dot.state.fl.us				
PROJECT ADMINISTRATOR:		Terry Phillips	386-740-3564 O	terry.phillips@dot.state.fl.us				
LEAD INSPECTOR:		Michael Sweinhagen	386-931-1091 C	michael.sweinhagen@rsandh.com				
MAINTENANCE CONTACT:		Jim Read	(386)740-3406 O; (386)801-5584	james.read@dot.state.fl.us				
24 HR CONTRACTOR EMERGENCY CONTACT:								
Weekly Meeting:								

PO/PA	CSS	PROJECT STATUS REPORT AS OF						
		2014						
Rick Coe Jeffrey Hinkle	SR 421 95 to Nova Rd.							
	Fin #	427279-1-52-01						
	Contract #	T5483						
	LUMP SUM CONTRACT							
	Project Description: The improvements under this contract consists of milling and resurfacing SR 421 from West of I-95/SR 9 to East of SR 5A (Nova Road), base work, shoulder treatment, drainage improvements, curb & gutters, traffic signals, lighting, highway signing, guardrail and sidewalks in Volusia County.							
						TIME	COST	
	CONTRACTOR:	P&S Paving	LET DATE:	6/18/2014	ORIGINAL	200	\$2,864,000.00	
	CCEI:	In House	NTP:	8/14/2014	CURRENT	200	\$2,864,000.00	
	CONT. TYPE:	Lump Sum	TIME BEGAN:	9/13/2014	ELAPSED	9	\$37,232.00	
	FED. AID #:	8886538a	WORK BEGAN:	9/15/2014	% ORIGINAL	4.5%	1.3%	
	SECTION:	79230000	EST. COMPLETION:	3/31/2015	% TO DATE	4.5%	1.3%	
	FUND TYPE	EXO	CURRENT CPFR:	100%	LIQ. DAMAGES			
					Phone:	Email:		
	CONTRACTOR'S PROJECT MANAGER:		Brian Davidson	386-258-7911 O	bdavidson@pandspavinginc.com			
	CONTRACTOR'S SUPERINTENDENT:		John Dunlap	386-566-6267 C	jd@pandspavinginc.com			
	CONSTRUCTION ENGINEER		Paul Wabi, P.E.	(386)740-3594 O; 407-625-3055 C	paul.wabi@dot.state.fl.us			
	PROJECT ADMINISTRATOR:		Rick Coe	386-740-3490 O	frederick.coe@dot.state.fl.us			
	LEAD INSPECTOR:		Billy Worley	407-227-2971 C	bworley@rkk.com			
	MAINTENANCE CONTACT:		Jim Read	(386)740-3406 O; (386)801-5584 C	james.read@dot.state.fl.us			
	24 HR CONTRACTOR EMERGENCY CONTACT:		John Dunlap	386-566-6267 C				
	Weekly Meeting: Tuesdays @ 2:00pm Project site							
Chris Kochis Ernie Sallar	US-1 SR-44 & A1A							
	Fin #	429179-1-72-02						
	Contract #	E5Q53						
	STREAMLINE PLAN QUANTITY CONTRACT							
	Project Description: Desilting, Cleaning, Video inspection of Storm Drains							
						TIME	COST	
	CONTRACTOR:	ESTEP CONSTRUCTION, INC.	LET DATE:	12/4/2013	ORIGINAL	270	\$279,884.55	
	CCEI:	In House	NTP:	2/11/2013	CURRENT	302	\$282,759.55	
	CONT. TYPE:	MAINTENANCE	TIME BEGAN:	2/11/2013	ELAPSED	588	\$207,983.35	
	FED. AID #:	NA	WORK BEGAN:	2/11/2013	% ORIGINAL	217.8%	74.3%	
	SECTION:	Various Locations	EST. COMPLETION:	10/30/2014	% TO DATE	194.7%	73.6%	
	FUND TYPE	MC	CURRENT CFPR:	79.00%	LIQ. DAMAGES		(\$276,276.00)	
					286 LD Days			
					Phone:	Email:		
	CONTRACTOR'S PROJECT MANAGER:		Jeffrey Estep	(407)325-5998 C	jeff@estepconstruction.com			
	CONTRACTOR'S SUPERINTENDENT:		Bob Hersey	(407)810-4936 C				
	CONSTRUCTION ENGINEER		Paul Wabi, P.E.	(386)740-3594 O; 407-625-3055 C	paul.wabi@dot.state.fl.us			
	PROJECT ADMINISTRATOR:		Chris Kochis	386-740-3503 O; 386-846-3931 C	chris.kochis@dot.state.fl.us			
	LEAD INSPECTOR:		Jim Reininger	(386)527-3834 C				
	MAINTENANCE CONTACT:		Jim Read	(386)740-3406 O; (386)801-5584 C	james.read@dot.state.fl.us			
	24 HR CONTRACTOR EMERGENCY CONTACT:		Bob Hersey	(407)810-4936 C				
BI Weekly Meeting: Tuesday 9:00 am by Phone								

PO/PA	CSS	PROJECT STATUS REPORT AS OF					
Julian McKinley	Jeff Hinkle	2014					
		SR 472 and 17/92 Interchange					
		FIN # 434485-1-72-01					
		Contract # E5T08					
		STREAMLINE PLAN QUANTITY CONTRACT					
		Project Description: Landscaping Rehabilitation at SR 472 and 17/92 Interchange					
						TIME	COST
		CONTRACTOR:	Groundtek of Central FL, LLC	LET DATE:	1/7/2014	ORIGINAL	1159 \$ 223,352.10
		CCEI:	In House	NTP:	4/24/2014	CURRENT	1,169 \$ 223,352.10
		CONT. TYPE:	MAINTINANCE	TIME BEGAN:	4/28/2014	ELAPSED	147 \$ 169,738.97
Terry Phillips	Jeff Hinkle	FED. AID #:	N/A	WORK BEGAN:	4/28/2014	% ORIGINAL	12.7% 76.0%
		SECTION:	79/Volusia	EST. COMPLETION:	7/9/2017	% TO DATE	12.6% 76.0%
		FUND TYPE	MC	CURRENT CFPR:	93%	LIQ. DAMAGES	
						Phone:	Email:
		CONTRACTOR'S PROJECT MANAGER:	Gregory Bori	407-877-7473 O			gregory@groundtek.com
		CONTRACTOR'S SUPERINTENDENT:	Kevin Campbell	407-877-7473 O			kevin@groundtek.com
		CONSTRUCTION ENGINEER	Paul Wabi, P.E.	386-740-3594 O			paul.wabi@dot.state.fl.us
		PROJECT ADMINISTRATOR:	Julian McKinley	386-740-3422 O			julian.mckinley@dot.state.fl.us
		LEAD INSPECTOR:	Julian McKinley	386-740-3422 O			julian.mckinley@dot.state.fl.us
		MAINTENANCE CONTACT:	Jim Read	386-740-3406 O			james.read@dot.state.fl.us
Terry Phillips	Jeff Hinkle	Meeting:					
		SR 15/600 (US 17/92)					
		Fin # 42798617201					
		Contract # E5T04					
		STREAMLINE PLAN QUANTITY CONTRACT					
		Project Description: lining and cleaning storm drain pipes on SR 15/600 (US 17/92) from St. Johns River to Dirksen Dr.					
						TIME	COST
		CONTRACTOR:	Shenandoah General Con. Co.	LET DATE:	3/14/2014	ORIGINAL	180 \$1,542,225.80
		CCEI:	In House	NTP:	5/9/2014	CURRENT	186 \$1,542,225.80
		CONT. TYPE:	Maintenance	TIME BEGAN:	5/23/2014	ELAPSED	122 \$473,740.72
Terry Phillips	Jeff Hinkle	FED. AID #:	NA	WORK BEGAN:	6/9/2014	% ORIGINAL	67.8% 30.7%
		SECTION:	Various Locations	EST. COMPLETION:	11/23/2014	% TO DATE	65.6% 30.7%
		FUND TYPE	STA	CURRENT CFPR:	86.66%	LIQ. DAMAGES	
						Phone:	Email:
		CONTRACTOR'S PROJECT MANAGER:	Louis Woska	386-479-8318 O			lwoska@shenandoahconstruction.com
		CONTRACTOR'S SUPERINTENDENT:	Garrett Kulp				
		CONSTRUCTION ENGINEER	Paul Wabi, P.E.	(386)740-3594 O; 407-625-3055 C			paul.wabi@dot.state.fl.us
		PROJECT ADMINISTRATOR:	Terry Phillips	(386)943-5770 O; (386)846-4753 C			terry.phillips@dot.state.fl.us
		LEAD INSPECTOR:	Nelson Basco	407-271-5979 O			nbasco@elipsis.com
		MAINTENANCE CONTACT:	Jim Read	386-740-3406 O; 386-801-5584 C			james.read@dot.state.fl.us
Terry Phillips	Jeff Hinkle	24 HR CONTRACTOR EMERGENCY CONTACT:					

October 2014 Pushbutton Report

PUSHBUTTON STATUS

COUNTY	SECTION	MP	STATE RD	LIMITS	PROJECT DESCRIPTION	EOR	PROJECT PHASE	CONTRACT	WORK ORDER SENT	COMPLETE	CONTR.
Fingler	73010	5.880	US 1	Seminole Woods Blvd	Install Southbound Flashing Beacon	STROZ	Design Complete	-	-	-	-
Fingler	73020	4.669-4.754	100	at I-95	Add right turn lanes	HNTB	In Design	-	-	-	-
Volusia	79060	19.615	600 (US 92)	SR 5A (Nova Rd)	Curb Ramps	STROZ	Under Construction	5228(ESW14)	7/23/2014	10/25/14	TCD
Volusia	79070	25.170	44	I-95 Ramps	Signal, Advanced Loop and Cabinet Installation	PENTON	Under Construction	5226(ESW12)	4/18/2014	7/21/14	Transcore
Volusia	79070	25.155	44	I-95 SB Off-Ramp to EB SR 44	Adding Loop	PENTON	On Hold				
Volusia	79080	5.111	A1A	Andy Romano Beachfront Park	Mid-Block Pedestrian Crossing	ASPIREON	Design Complete			-	
Volusia	79100	29.652	40	West of Orchard St.	Left Turn Lane	PENTON	On Hold - Permit	-	-	-	-
Volusia	79230		421	Yorktowne Blvd	Left turn lane	TBD					
Volusia	79070-009	0.000	44	I-4 WB On-Ramp	Extend Left Turn Lane	STROZ	Design Complete	-	-	-	-

**MEETING SUMMARY
CAC & TCC
OCTOBER 21, 2014**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

E. VOLUSIA COUNTY CONSTRUCTION REPORT

Background Information:

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

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

Volusia County Construction Report – SEPTEMBER 2014

Recently Completed:

- 1) LPGA Blvd. (Old Kings Rd. to Nova Rd.)
- 2) E.C.F. Regional Rail Trail Section 1 & 2 - (Providence Blvd. to SR 415)
- 3) Garfield Ave. & New Hampshire Ave. Sidewalks (DeLand)
- 4) Spring to Spring Trail - Segment 2B: Dirksen Dr. (Mansion Dr. to Deltona Bl.)
- 5) North Boston Ave. and Lindley Blvd. Sidewalks
- 6) Tymber Creek Rd (from SR 40 to Peruvian Way)
- 7) Saxon Blvd. Medians/ six-laning (Enterprise Rd. to I-4)
- 8) Calle Grande Sidewalk (from Nova Rd./Golf Ave. to W. of US1)

Under Construction or Advertised for Construction:

- 1) Rail Trail Bridge over SR 415 – Construction underway
- 2) Rail Trail Bridge over SR 442 – Construction underway
- 3) ECRRT - Segment 3 (SR 415 to Guise Rd.) w/Trail Head at SR 415. – under construction
- 4) ECRRT - Segment 6 (Cow Creek to Dale St.) – under construction
- 5) S. Williamson Blvd. Ext. (Pioneer Tr. to Airport Rd.) – Construction Pending
- 6) Spring to Spring Trail (Blue Springs Park to Detroit Terrace) – Construction Underway
- 7) Howland Blvd. (Courtland Bl. to SR 415) – Pending Construction Award
- 8) Dunn Ave. (Bill France Bl. - Clyde Morris B.) Paved shoulders – Advertised for Construction

Near Construction Projects:

- 1) Tenth St. (Myrtle to US 1) – Waiting for Railroad approvals.
- 2) Pioneer Trail Curve Realignment at Turnbull Bay Rd. – Const. funds FY 2014/2015
- 3) Atlantic Ave. Sidewalk (Major Ave. to Marcelle Ave.) – Const. funds FY 2013/2014
- 4) Spring to Spring Trail - Grand Ave. (Lemon St. to King St.) – Const funds FY 2015/2016
- 5) LPGA Blvd. (Jimmy Ann Dr. to Derbyshire) – Const. funds FY 2014/2015

Design Projects:

- 1) Veterans Memorial Bridge (Orange Ave.) – Construction LAP funded in FY 2014/2015.
- 2) Turnbull Bay Bridge – The Construction LAP funded in FY 2014/2015. In ROW acquisition phase.
- 3) Beville Road/Airport Business Park (Pelican Bay) - Intersection improvement with Mast Arm signal.
- 4) ECRRT – Segment 4A (Guise Rd. to Gobblers Lodge) - ROW LAP funded 2013/14, Const. 2018/19
- 5) ECRRT – Segment 4B (Gobblers Lodge to Maytown Spur) – Const. funded 2014/15
- 6) Spring to Spring - Segment 3A (SunRail Station to Detroit Terrace) – In the Study phase.
- 7) Orange Camp Rd. (MLK Blvd. to I-4) – In design. Construction funded in FY 2014/2015
- 8) SR 44 & Kepler Road intersection improvements - In design. Const. funded in FY 2015/2016
- 9) Doyle Rd. (Courtland Bl. to SR 415) – Paved shoulders – In design. Const. funded FY 2014/15
- 10) ECRRT (Brevard County Line to Cow Creek Rd.) – Design FY 2014/2015. Const. FY 2014/2015
- 11) Plymouth Ave. Sidewalk (from E. of Hazen Rd. to W. of SR 15A) – needs ROW
- 12) Old New York Sidewalk (from Shell Rd. to SR 44) – needs ROW

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.

**MEETING SUMMARY
CAC & TCC
OCTOBER 21, 2014**

VI. STAFF COMMENTS

- Discussion on Coast to Coast Summit
- Budget Impact of VCOG Closing
- Comments on Statewide and Metropolitan Transportation Planning
- SunRail

VII. CAC/TCC MEMBER COMMENTS

VIII. INFORMATION ITEMS

- Long Range Transportation Plan (LRTP) Workshop
- River to Sea TPO Board Meeting Summary
- Resolutions Regarding the Need for Widening West Park Avenue in Edgewater and Request for Funding

IX. ADJOURNMENT

******The next meetings of the CAC & TCC will be on November 18, 2014******



LBL 2014-14

Dockets Management Facility
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Docket No. FHWA-2013-0037; FHWA RIN 2125-AF52; FTA RIN 2132-AB10
Notice of Proposed Rulemaking (NPRM); request for comments on the ***“Statewide and Nonmetropolitan Transportation Planning: Metropolitan Transportation Planning”*** as published in the Federal Register, Friday, June 2, 2014

Dear Docket Manager,

On behalf of the River to Sea Transportation Planning Organization (R2CTPO), I want to thank you for the opportunity to comment on the proposed “Statewide and Nonmetropolitan Transportation Planning: Metropolitan Transportation Planning” rule. The R2CTPO appreciates the efforts of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to reach out to interested parties through presentations and listening sessions in addition to the open comment period. Recognizing the expertise of transportation professionals around the nation and considering input regarding the practical application of these proposed rules will improve the direction provided and achieve the desired intentions set forth in these 23 CFR 450, 23 USC and 49 USC. Our comments are as follows:

Cost Burden and Benefits of the Proposed Rule

In the Executive Summary, Section C - Costs and Benefits and again under Part V - Regulatory Analyses and Notices, the Notice of Proposed Rulemaking (NPRM) states that FHWA and FTA have found that the economic impact of this rulemaking would be minimal.

Concern: While we recognize that estimating the cost burden of this proposed rule is complex (particularly given the fact that "no specific data was available for this analysis"), we do not agree that the economic impact of this rulemaking (approximately 2.6% higher than current costs) will be minimal for MPOs in Florida. Planning (PL) funds under MAP-21 were reduced in Florida by approximately \$2 million per year (an annual reduction of roughly 10%). MPO planning and programming requirements

were not reduced under MAP-21 and the introduction of performance-based planning and programming will significantly increase the work load for each MPO in Florida. More specifically, the River to Sea TPO Metropolitan Planning Area (MPA) expanded by roughly 17% while our annual planning budget decreased by 5%.

Recommendation: We respectfully request that you recognize the varied financial impact of the proposed rulemaking on different states and MPOs resulting from the combination of funding reductions under MAP-21 and the additional requirements for performance measurements. This funding constraint may also limit opportunities for fully implementing options such as scenario planning.

Target Setting

Section III.A. - Performance-Based Planning and Programming: FTA and FHWA have requested comments on a series of questions pertaining to target-setting. Overall, we believe that MPOs should be provided flexibility to develop and set targets that suit the unique needs of each specific metropolitan area and that strict rules should not be implemented without opportunities for exception. Additionally, coordination arrangements should consider and support existing successful efforts rather than specify arrangements that may not be well aligned with current strategies or that create unnecessary duplication or overlap. With respect to the specific questions:

- **What obstacles do the states, MPOs and transit providers foresee to the coordination among them that is necessary in order to establish targets?**

There is ample coordination and communication within the State of Florida to support the establishment of performance targets. We do not foresee any significant challenges provided there is flexibility to utilize existing organizations and arrangements. Areas of support may include training, information webinars and the development of best practices.

- **What mechanisms currently exist or could be created to facilitate coordination?**

In Florida, three coordination mechanisms exist to facilitate coordination on target setting:

- I. The MPO Advisory Council (MPOAC) is a forum specifically created to identify and resolve statewide transportation planning issues, to coordinate planning and policy activities and to communicate best practices. The MPOAC includes representation by FDOT, the state's 26 MPOs, the FHWA Florida Division Office and the FTA Region IV. Other stakeholders, such as the Florida Public Transit Association (FPTA) are engaged as needed.
- II. The River to Sea TPO also participates in the Central Florida MPO Alliance (CFMPOA), which provides a regional forum to address planning and policy issues. In addition to Central Florida MPOs, active participants also include representatives from FDOT District II and V, local area transit providers and the FHWA Florida Division Office.
- III. The Florida Department of Transportation (FDOT) has formed a Statewide Mobility Performance Measures Task Team including members from each FDOT District, from a

small and large MPO from each FDOT District, FDOT Central Office staff and staff from the FHWA Florida Division Office.

These three coordination mechanisms will be able to address target-setting coordination issues at the state and regional level and could serve as models for other states.

- **What role should FHWA and FTA play in assisting states, MPOs and transit providers in complying with these new target-setting requirements?**

FHWA and FTA can provide guidance and support through the development of best practices and the provision of training opportunities as well as offering technical support through field offices as needed. Additionally, FHWA and FTA should actively participate in ongoing processes established to set and implement performance targets in any given state.

Metropolitan Transportation Planning and Programming

Section III.C. - Additions to the Metropolitan Planning Process recognize that MAP-21 specifically identifies public transit providers on the list of officials that must be on the policy board. Also, in, Section IV, Subpart C – Metropolitan Transportation Planning and Programming, the NPRM states that Section 450.310(d)(1) would require that the structure of a MPO serving as a TMA consist of representation by providers of public transportation and that the requirement must be satisfied no later than October 1, 2014. It further states that these representatives have equal decision-making rights and authorities as other officials who are on the policy board of an MPO that serves a TMA.

Concern: The River to Sea TPO (R2CTPO) is in full support of the intention to have equal representation for public transit providers. However, the impact of current guidance is not practical for our organization and may not achieve the intended purpose. The R2CTPO currently serves a Metropolitan Planning Area (MPA) that includes two public transit organizations. Each is operated as a department of county government and the respective council/commission provides policy oversight for the transit services. In one case, the transit service is managed by government staff and the other transit service is operated under contract to a private sector transit management firm. Representation on the TPO Board is currently achieved through the elected officials representing each county. We also have SunRail commuter rail service which began operations in May 2014.

- Adding a board position that included the transit manager of the largest provider would mean placing a private sector, contracted employee on the board. It would create a board position that is actually a subordinate to other members of the board and would put a non-elected staff member into a policy setting position.
- Requiring transit agency staff to sit as a voting member on an MPO Board along with elected officials who are members of their own governing board would potentially create a conflict with Florida's Sunshine Law and make it difficult for staff to brief their policy board on transit matters.

- The R2CTPO utilizes a weighted voting system that assigns weight based on populations represented in addition to complying with Florida Statutes regarding board apportionment. Public transit representation on the TPO Board is currently achieved through the appointment of six elected officials representing the counties with a total weighted vote of 33%. Individual voting weights for board members range from 12% to 1.5%. It is not clear what weight would be provided to the transit provider.

Recommendation: We recommend that MPOs be given the flexibility to satisfy the political and regulatory conditions under which they operate, including the option to appoint providers of public transportation or to utilize existing board appointments when those officials also act as the policy making board for the transit provider (see also the response to the FHWA/FTA questions included on page 5 of this correspondence).

Concern: The R2CTPO must also consider representation for SunRail, a commuter rail service which began operations in May 2014 under management by the Florida Department of Transportation (FDOT). Florida statutes currently identify FDOT as a “non-voting advisor” on the board. The commuter rail service will be transferred to a board or authority at the end of a seven-year period, however, this entity has not yet been established.

Recommendation: We recommend that MPOs be given the flexibility to satisfy the political and regulatory conditions under which they operate. In this case, we would continue to utilize FDOT representation (as a non-voting advisor) for SunRail and make appropriate changes to the TPO Board as needed to respond to changes in management and operations of the commuter rail service.

Concern: FHWA and FTA propose MPOs serving as TMAs satisfy the structure requirements (transit representative) by October 1, 2014. This requirement does not provide sufficient time for these MPOs to effectuate a change in the structure requirements as comments to the NPRM are not due until October 2, 2014.

Recommendation: We recommend MPOs be provided up to 12 months following the release of the final metropolitan transportation planning rule to modify the existing MPO structure in order to meet the new requirement. This would allow MPOs to carefully consider options and provide ample public notice regarding the organizational change, if necessary.

In this section, FHWA and FTA also asked if any of five questions relating to the structure of an MPO serving a TMA should be addressed in the final rule and, if so, how. We believe an MPO should be provided the flexibility to develop an MPO structure that suits the unique needs of that specific metropolitan area and that strict rules should not be implemented. However, we believe it would be appropriate for FHWA and FTA to provide guidance as it relates to these questions:

- **Should the regulations clarify who appropriate "officials" may be?**

Florida Statute 339.175 currently states that, "...all voting members shall be elected officials of general-purpose local governments ..." and that "local elected officials" for the purpose of MPO membership includes only elected officials that represent general-purpose governments. Florida law also clarifies that representatives of the Florida Department of Transportation shall serve as non-voting advisers to the MPO governing board in order to avoid conflicts with Florida's strong Sunshine Laws. Therefore, we recommend that guidance be provided that recognizes and permits the use of established state laws on this subject.

- **Can staff members or other alternates be substituted for the officials identified in (d)(I)?**

The R2CTPO bylaws specify that alternates for board members "must be a locally elected official capable of representing the interests of the unit of government represented by the absent member of the TPO." We do not believe that staff level appointees are appropriate to serve on the policy making board and believe this would present concerns in Florida regarding public Sunshine Laws.

- **Can an official in paragraph (d)(I) serve in multiple capacities on the MPO Board, e.g. can a local elected official or state official also serve as a representative of a major mode of transportation?**

The R2CTPO supports existing Florida Statute 339.175(3)(b) which currently permits representation as follows: "In metropolitan areas in which authorities or other agencies have been or may be created by law to perform transportation functions and are or will be performing transportation functions that are not under the jurisdiction of a general-purpose local government represented on the MPO, such authorities or other agencies may be provided voting membership on the MPO. In all other MPOs in which transportation authorities or agencies are to be represented by elected officials from general-purpose local governments, the MPO shall establish a process by which the collective interests of such authorities or other agencies are expressed and conveyed."

- **Should the regulations provide more specificity on how each official identified in paragraph (d)(I) should be represented on the MPO?**

We believe MPOs should be provided the flexibility to develop a board structure that suits the unique needs of that specific metropolitan planning area and that strict rules should not be implemented. It is appropriate to establish required representation, yet provide flexibility in achieving that based on local circumstances. In addition, we would refer to Florida Statutes regarding representation and voting structure and would suggest minimizing conflicts with established state law.

Performance-Based Planning and Programming

A proposal was made to amend section 450.314 to require that MPOs include a description in their metropolitan planning agreements that identifies how the parties would cooperatively implement the performance-based planning provisions of MAP-21.

Concern: We believe that this proposal, which is not part of MAP-21, is unnecessarily prescriptive. Amending the metropolitan planning agreement can be a burdensome process and has the potential to expose the MPO to unintended or unexpected changes.

Recommendation: Instead, we recommend that the proposed rule be written in a manner that allows for increased flexibility by allowing the MPO and its partners to establish a cooperative implementation process that fits the local context, including entering into memorandums of understanding, joint resolutions and other similar legal mechanisms.

In Section IV - Section-by-Section Discussion, FHWA and FTA discussed a series of self-contained sections to enable review. The following comments pertain to issues included in Subpart C - Metropolitan Transportation Planning and Programming of the NPRM.

Section 450.306(a) – FHWA and FTA state that MPOs “shall develop long-range transportation plans and TIPs through a performance driven, outcome-based approach to planning ... ” We recognize that the integration of performance measures into planning and decision-making is one of the primary innovations of MAP-21 and the R2CTPO supports a reliable quantitative component in the decision making process.

Concern: We are concerned about the potential of a direct linkage between project funding and performance-based planning and programming. Specifically, we are concerned that states that have not traditionally performed well in certain areas may receive larger shares of discretionary funding to help them address those areas where they underperform, to the detriment of states and metropolitan areas that have traditionally performed well in those same areas through careful management and targeted funding. Likewise, if targets are not met, there may be the potential for additional funding to be allocated to help achieve these targets.

Recommendation: Limitations in formula driven funding as well as detailed performance plans that correct the underlying causes of lagging performance may minimize the potential negative impacts of a strict formula-based approach.

Concern: We are also concerned about limitations of strict performance-based planning and decision making in accounting for other factors that impact transportation decisions including factors such as economic development and redevelopment.

Recommendation: We believe flexibility in the decision making process should be preserved in addition to a strict performance measurement approach to ensure the ability to deal with potential limitations of the performance outcomes.

On behalf of the River to Sea Transportation Planning Organization (R2CTPO), I want to thank you again for the opportunity to comment on the proposed "Statewide and Nonmetropolitan Transportation Planning: Metropolitan Transportation Planning" rule. We look forward to further guidance regarding these changes and appreciate the efforts of all parties interested in improving our transportation systems.

Sincerely,



Lois Bollenback, Executive Director
River to Sea Transportation Planning Organization

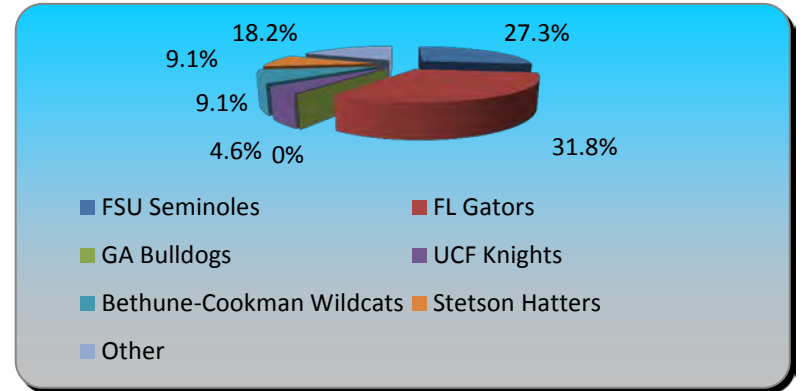
Turning Graphical Results by Question

Session Name: Current Session

Created: 9/24/2014 11:48 AM

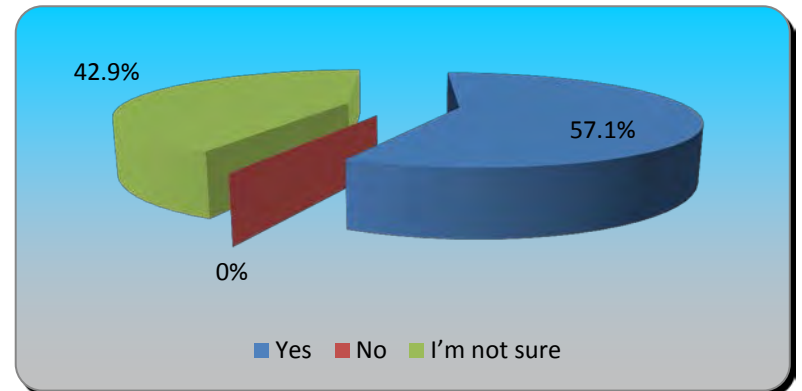
1.) 1. Which is your favorite college football team? (multiple choice)

	Responses	
FSU Seminoles	6	27.27%
FL Gators	7	31.82%
GA Bulldogs	0	0%
UCF Knights	1	4.55%
Bethune-Cookman Wildcats	2	9.09%
Stetson Hatters	2	9.09%
Other	4	18.18%
Totals	22	100%



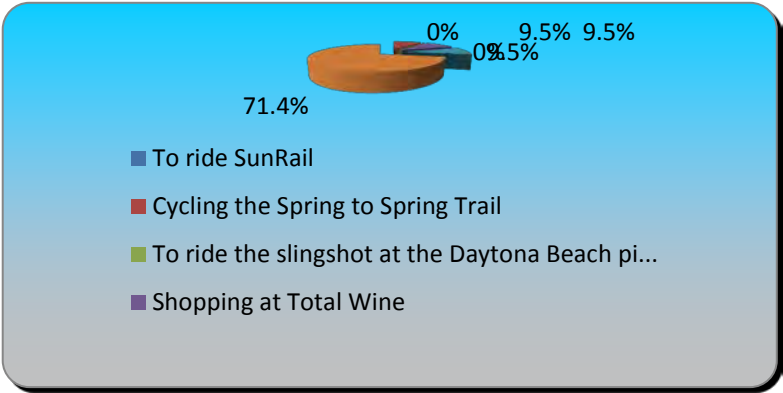
2.) 2. Should the Jacksonville Jaguars start Blake Bortles? (multiple choice)

	Responses	
Yes	12	57.14%
No	0	0%
I'm not sure	9	42.86%
Totals	21	100%



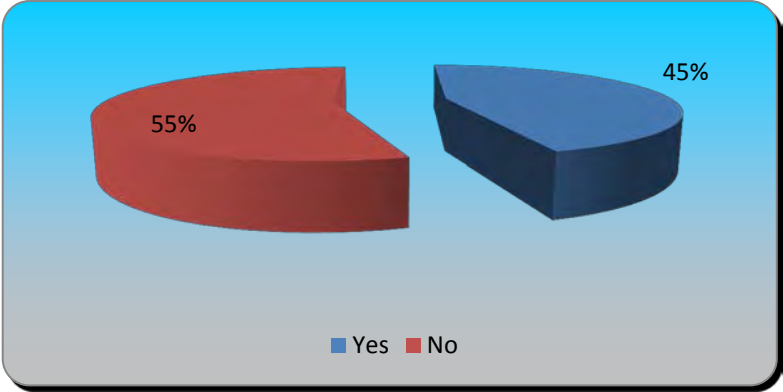
3.) 3. If you didn't have an important meeting to attend, where would you go after this workshop? (multiple choice)

	Responses	
To ride SunRail	0	0%
Cycling the Spring to Spring Trail	2	9.52%
To ride the slingshot at the Daytona Beach pi...	0	0%
Shopping at Total Wine	2	9.52%
Playing golf in Palm Coast	2	9.52%
For a quiet lunch at your favorite restaurant	15	71.43%
Totals	21	100%



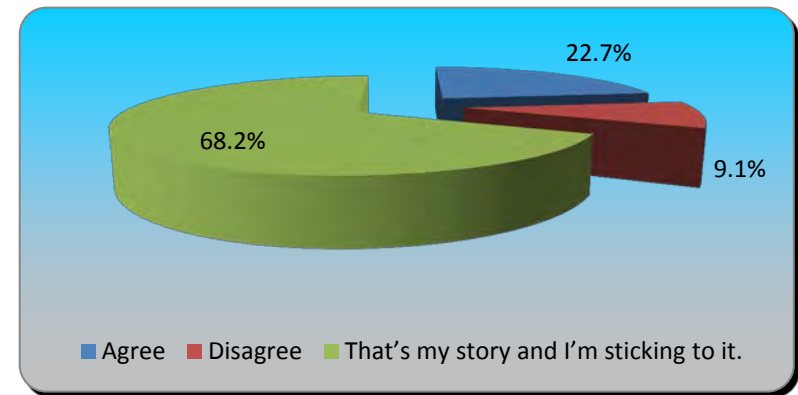
4.) 4. Can crop circles be square? (multiple choice)

	Responses	
Yes	9	45%
No	11	55%
Totals	20	100%



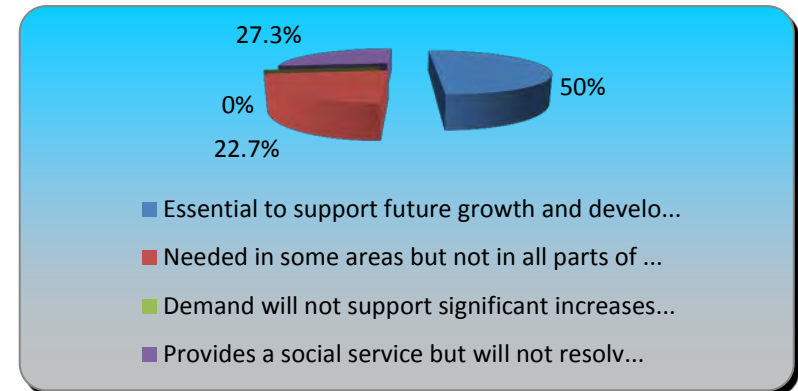
5.) 5. I exercise at least 30 minutes each day. (multiple choice)

	Responses	
Agree	5	22.73%
Disagree	2	9.09%
That's my story and I'm sticking to it.	15	68.18%
Totals	22	100%



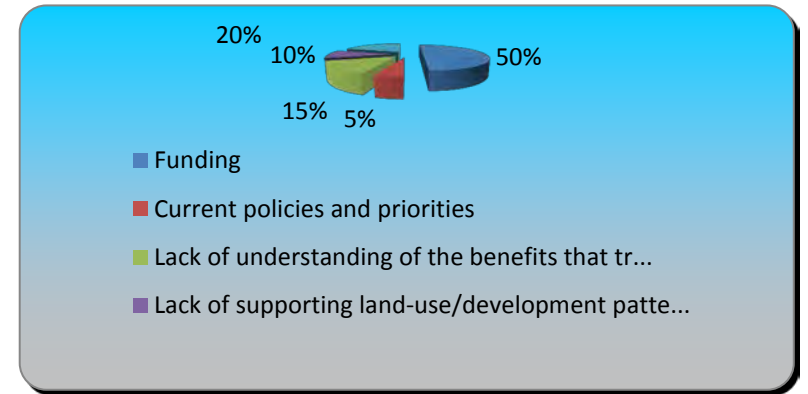
6.) 1. Which of the following statements best describes your thoughts on public transit between now and 2040? (multiple choice)

	Responses	
Essential to support future growth and develo...	11	50%
Needed in some areas but not in all parts of ...	5	22.73%
Demand will not support significant increases...	0	0%
Provides a social service but will not resolv...	6	27.27%
Totals	22	100%



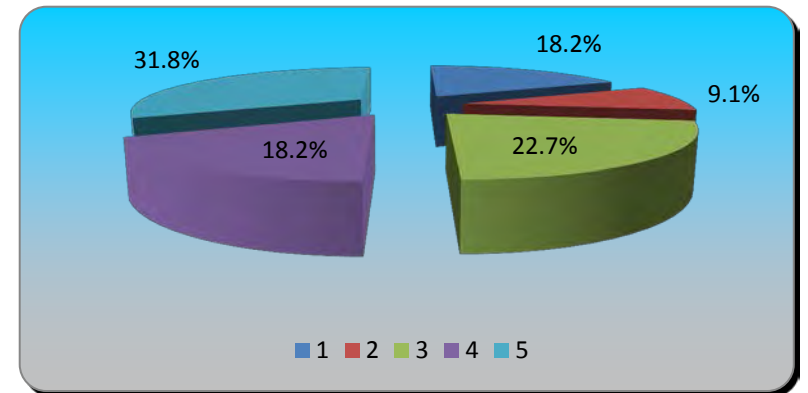
7.) 2. What is the biggest barrier to providing more transit options to citizens in our planning area? (multiple choice)

	Responses	
Funding	10	50%
Current policies and priorities	1	5%
Lack of understanding of the benefits that tr...	3	15%
Lack of supporting land-use/development patte...	2	10%
Lack of connectivity between modes of transpo...	4	20%
Totals	20	100%



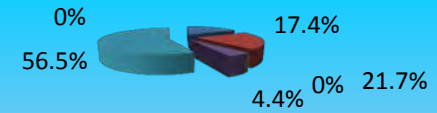
8.) 3. On a scale of 1-5 how important is public transit in the decision making process for the LRTP? (1-Least 5-Most) (multiple choice)

	Responses	
1	4	18.18%
2	2	9.09%
3	5	22.73%
4	4	18.18%
5	7	31.82%
Totals	22	100%



9.) 4. Which of the following is the type of transit service expansion needed most for Flagler County in the near term? (multiple choice)

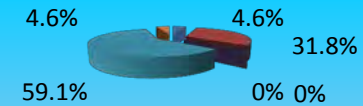
	Responses	
Additional demand response service	4	17.39%
Limited fixed route service	5	21.74%
Commuter services (carpool, vanpool)	0	0%
No expansion needed at this time	1	4.35%
Not familiar enough to know	13	56.52%
Other	0	0%
Totals	23	100%



- Additional demand response service
- Limited fixed route service
- Commuter services (carpool, vanpool)
- No expansion needed at this time

10.) 5. Which of the following is the type of transit service expansion needed most for Flagler County by 2040? (multiple choice)

	Responses	
Additional paratransit service	1	4.55%
Add fixed route service	7	31.82%
Commuter services (carpool, vanpool)	0	0%
No expansion is needed	0	0%
Not familiar enough to know	13	59.09%
Other	1	4.55%
Totals	22	100%

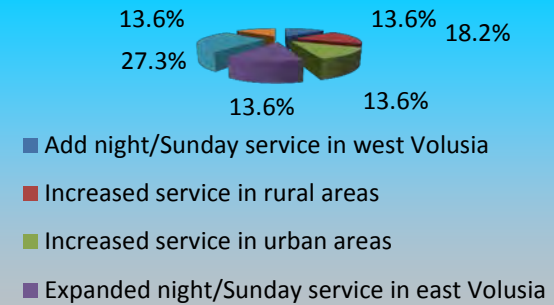


- Additional paratransit service
- Add fixed route service
- Commuter services (carpool, vanpool)
- No expansion is needed

11.) 6. Which of the following is the type of transit service expansion needed most for Votran in the near term?

(multiple choice)

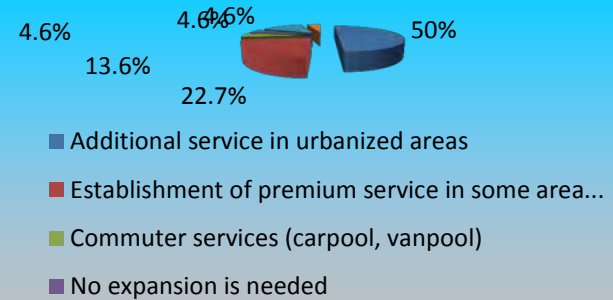
	Responses	
Add night/Sunday service in west Volusia	3	13.64%
Increased service in rural areas	4	18.18%
Increased service in urban areas	3	13.64%
Expanded night/Sunday service in east Volusia	3	13.64%
Not familiar enough to know	6	27.27%
Other	3	13.64%
Totals	22	100%



12.) 7. Which of the following is the type of transit service expansion needed most for Votran by 2040? (multiple choice)

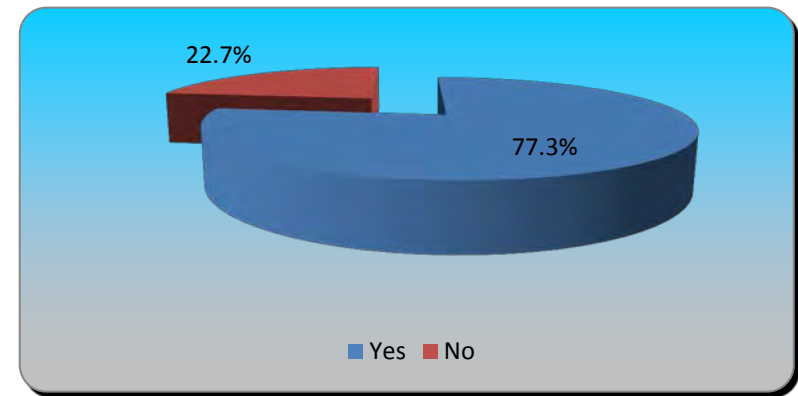
choice)

	Responses	
Additional service in urbanized areas	11	50%
Establishment of premium service in some area...	5	22.73%
Commuter services (carpool, vanpool)	1	4.55%
No expansion is needed	1	4.55%
Not familiar enough to know	3	13.64%
Other	1	4.55%
Totals	22	100%



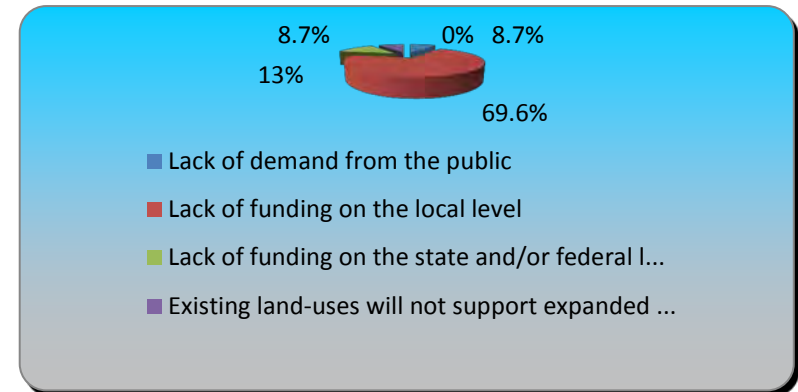
13.) 8. Do you expect the demand to exist for expanding SunRail within the planning area by 2040? (multiple choice)

	Responses	
Yes	17	77.27%
No	5	22.73%
Totals	22	100%



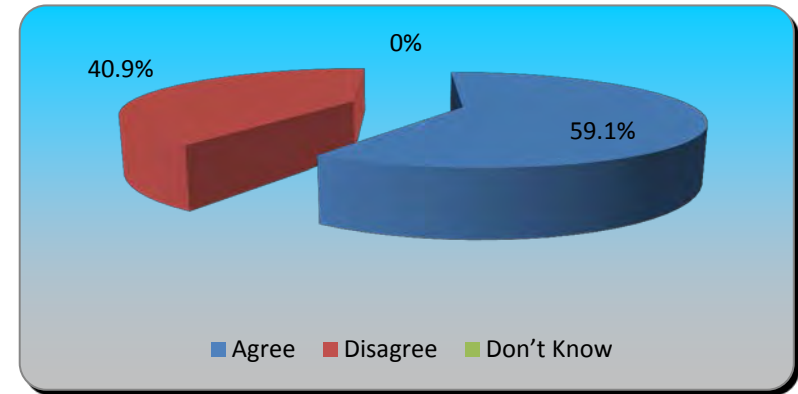
14.) 9. What do you think will be the biggest challenge to expanding passenger rail service within the planning area? (multiple choice)

	Responses	
Lack of demand from the public	2	8.70%
Lack of funding on the local level	16	69.57%
Lack of funding on the state and/or federal I...	3	13.04%
Existing land-uses will not support expanded ...	2	8.70%
Other	0	0%
Totals	23	100%



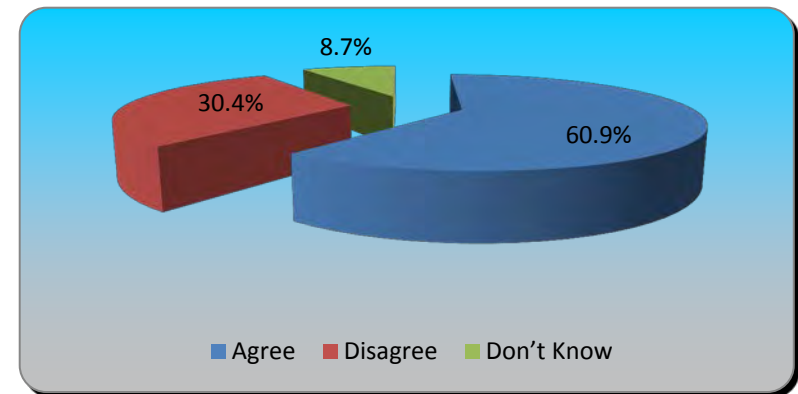
15.) 10. Indicate whether you agree with the following statement: In the future, municipalities will be more involved in public transit decisions (level of service, routes, types of buses, stop locations, etc.) (multiple choice)

	Responses	
Agree	13	59.09%
Disagree	9	40.91%
Don't Know	0	0%
Totals	22	100%



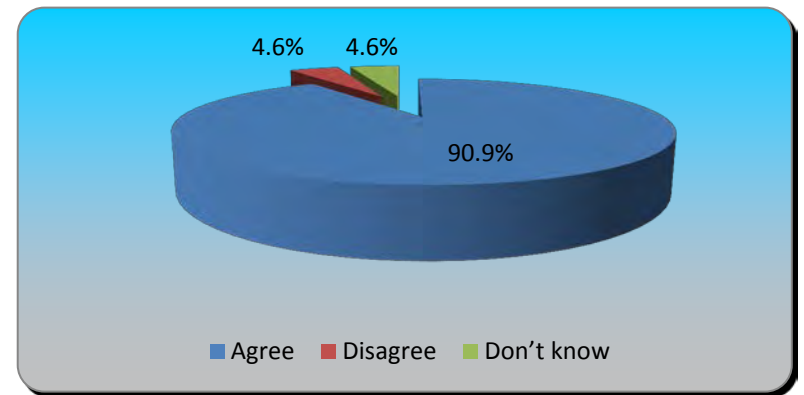
16.) 11. Indicate whether you agree with the following statement: Municipalities that want higher levels of transit service will participate in the funding of that service. (multiple choice)

	Responses	
Agree	14	60.87%
Disagree	7	30.43%
Don't Know	2	8.70%
Totals	23	100%



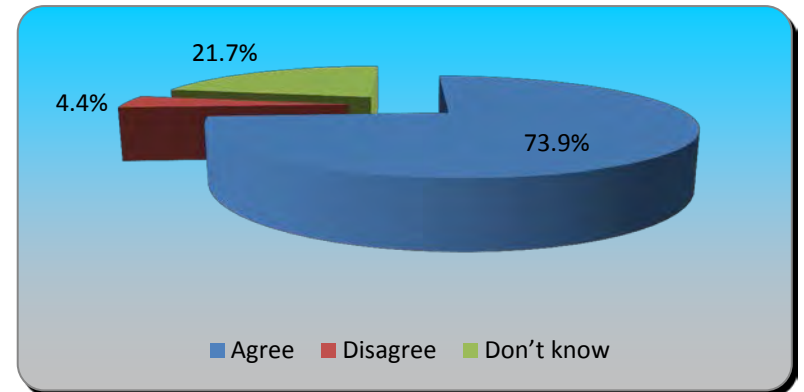
17.) 12. Indicate whether you agree with the following statement: Expansion of transit service in Volusia County will require a new source of funding. (multiple choice)

	Responses	
Agree	20	90.91%
Disagree	1	4.55%
Don't know	1	4.55%
Totals	22	100%



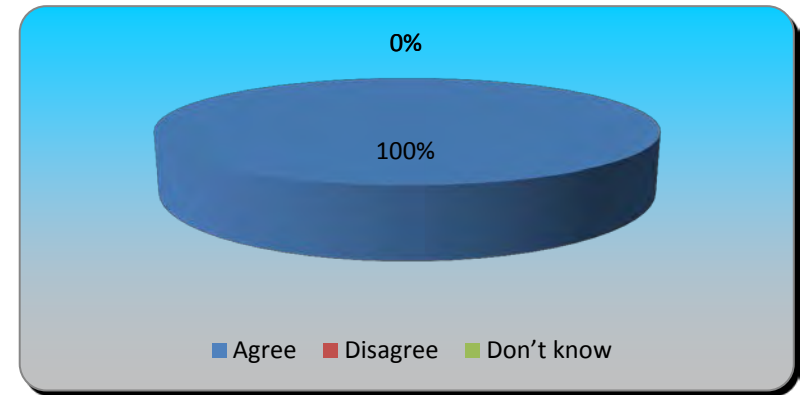
18.) 13. Indicate whether you agree with the following statement: Expansion of transit service in Flagler County will require a new source of funding. (multiple choice)

	Responses	
Agree	17	73.91%
Disagree	1	4.35%
Don't know	5	21.74%
Totals	23	100%



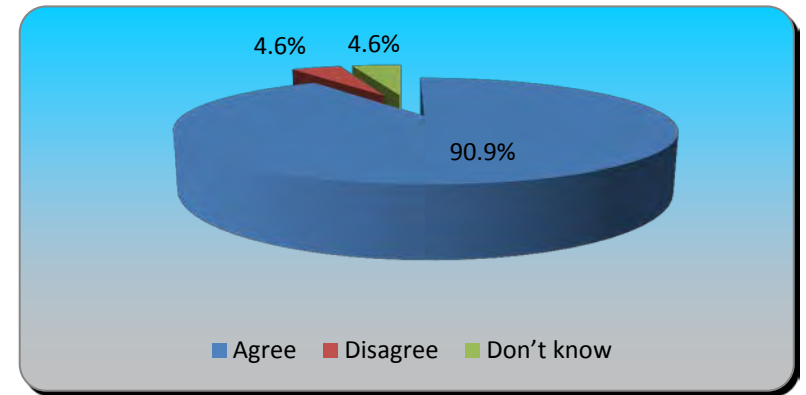
19.) 14. Indicate whether you agree with the following statement: Identifying transit corridors will help establish the appropriate areas to add service in the future. (multiple choice)

	Responses	
Agree	22	100%
Disagree	0	0%
Don't know	0	0%
Totals	22	100%



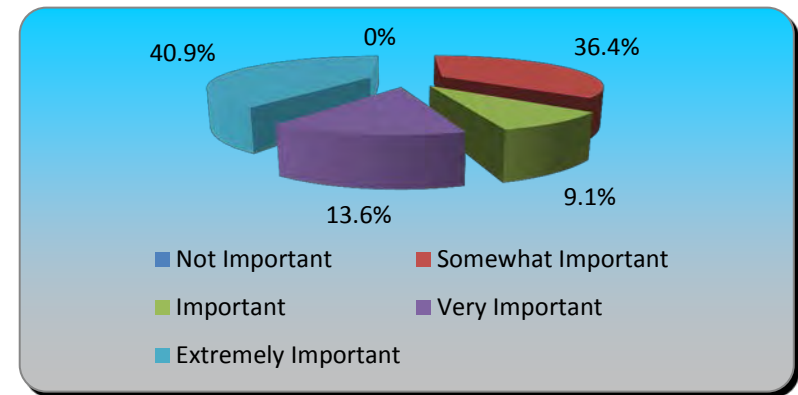
20.) 15. Indicate whether you agree with the following statement: A strong public transit system is an economic driver for a community. (multiple choice)

	Responses	
Agree	20	90.91%
Disagree	1	4.55%
Don't know	1	4.55%
Totals	22	100%



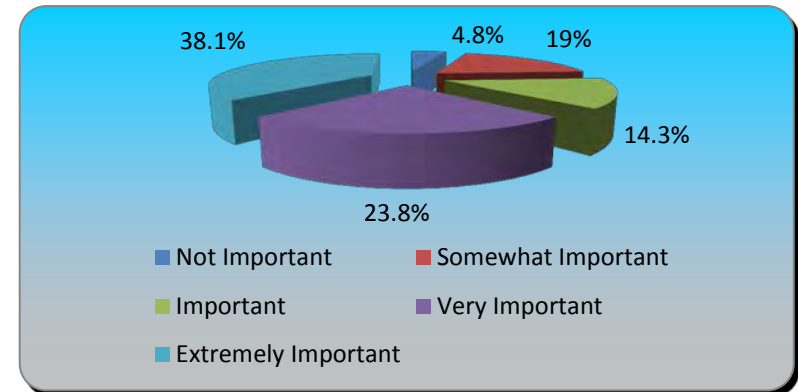
21.) 16. How important is it to have safe bicycling features as a part of every roadway? (multiple choice)

	Responses	
Not Important	0	0%
Somewhat Important	8	36.36%
Important	2	9.09%
Very Important	3	13.64%
Extremely Important	9	40.91%
Totals	22	100%



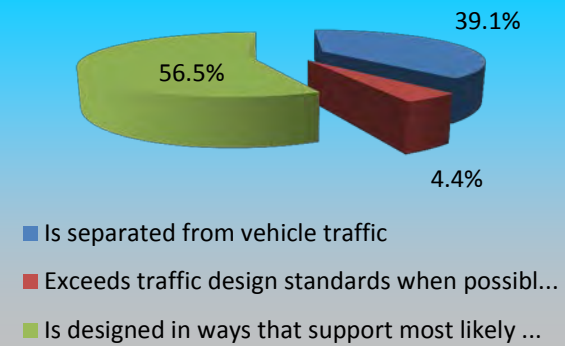
22.) 17. How important is it to have safe pedestrian features on every roadway? (multiple choice)

	Responses	
Not Important	1	4.76%
Somewhat Important	4	19.05%
Important	3	14.29%
Very Important	5	23.81%
Extremely Important	8	38.10%
Totals	21	100%



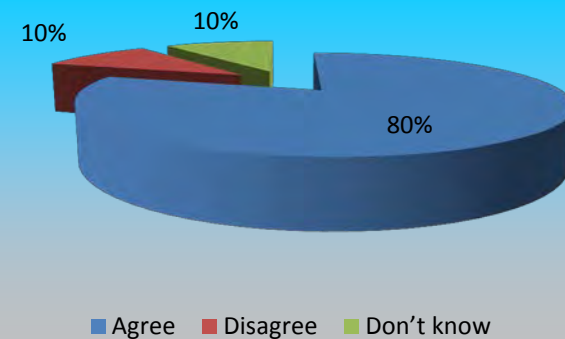
23.) 18. A safe bicycle path or sidewalk: (multiple choice)

	Responses	
Is separated from vehicle traffic	9	39.13%
Exceeds traffic design standards when possibl...	1	4.35%
Is designed in ways that support most likely ...	13	56.52%
Totals	23	100%



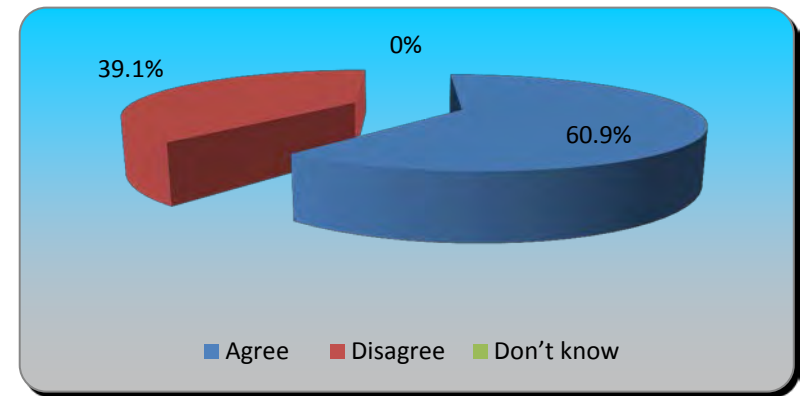
24.) 19. Indicate whether you agree or disagree with the following statements regarding multi-use trails: Multi-use trails are important for enhancing the quality of our communities. (multiple choice)

	Responses	
Agree	16	80%
Disagree	2	10%
Don't know	2	10%
Totals	20	100%



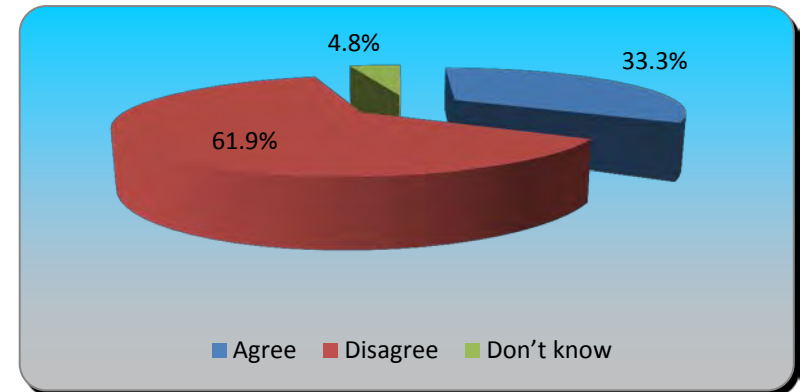
25.) 20. Indicate whether you agree or disagree with the following statements regarding multi-use trails: Multi-use trails are important for recreation, but they aren't a core part of transportation mobility and trip making. (multiple choice)

	Responses	
Agree	14	60.87%
Disagree	9	39.13%
Don't know	0	0%
Totals	23	100%



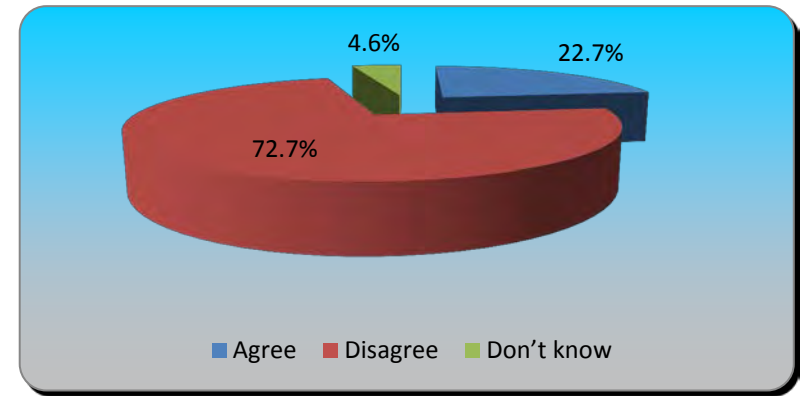
26.) 21. Indicate whether you agree or disagree with the following statements regarding multi-use trails: Adequate funding exists for the development of multi-use trails. (multiple choice)

	Responses	
Agree	7	33.33%
Disagree	13	61.90%
Don't know	1	4.76%
Totals	21	100%



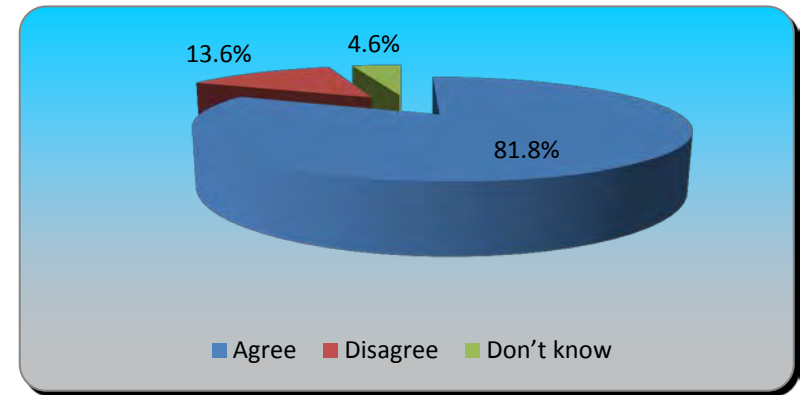
27.) 22. Indicate whether you agree or disagree with the following statements regarding multi-use trails: A greater portion of transportation funding should be reallocated to support the development of multi-use trails. (multiple choice)

	Responses	
Agree	5	22.73%
Disagree	16	72.73%
Don't know	1	4.55%
Totals	22	100%



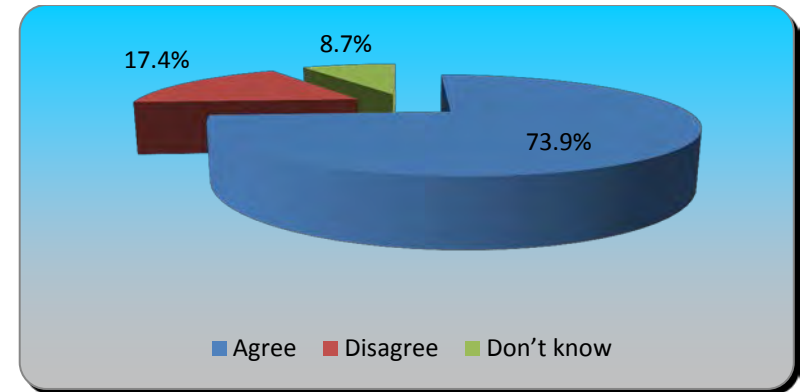
28.) 23. Indicate whether you agree or disagree with the following statements regarding multi-use trails: One of the greatest challenges to developing the trail system is long term maintenance costs. (multiple choice)

	Responses	
Agree	18	81.82%
Disagree	3	13.64%
Don't know	1	4.55%
Totals	22	100%



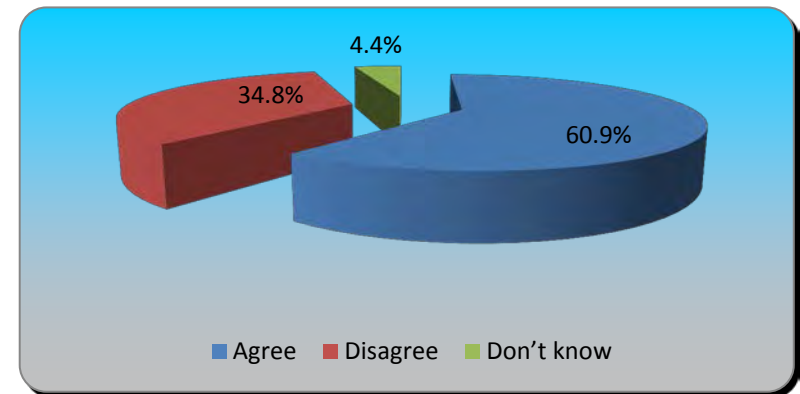
29.) 24. Indicate whether you agree or disagree with the following statements regarding multi-use trails: Funding for maintenance of the state-wide trail system is a responsibility of the state. (multiple choice)

	Responses	
Agree	17	73.91%
Disagree	4	17.39%
Don't know	2	8.70%
Totals	23	100%



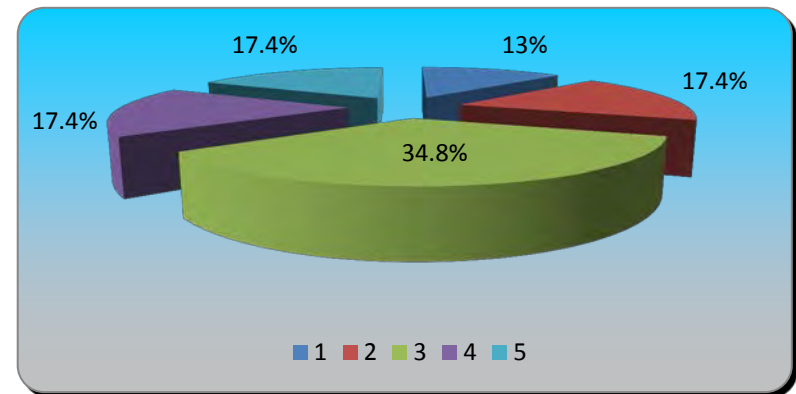
30.) 25. Indicate whether you agree or disagree with the following statements regarding multi-use trails: Multi-use trails are economic drivers for a community. (multiple choice)

	Responses	
Agree	14	60.87%
Disagree	8	34.78%
Don't know	1	4.35%
Totals	23	100%



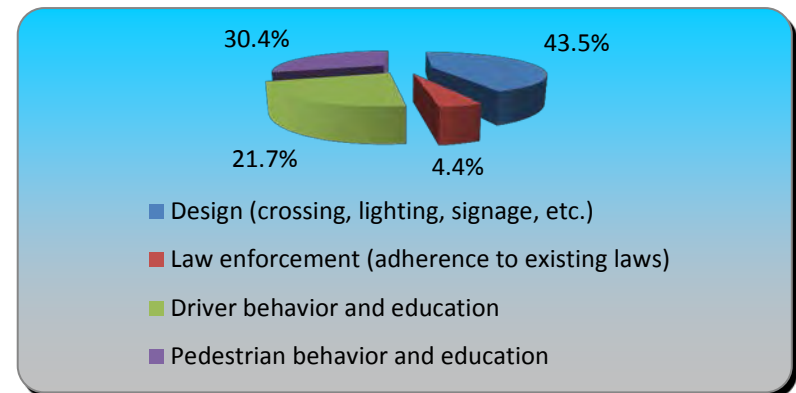
31.) 26. On a scale of 1 to 5, how important are multi-use trails in the decision making process for the LRTP? (multiple choice)

	Responses	
1	3	13.04%
2	4	17.39%
3	8	34.78%
4	4	17.39%
5	4	17.39%
Totals	23	100%



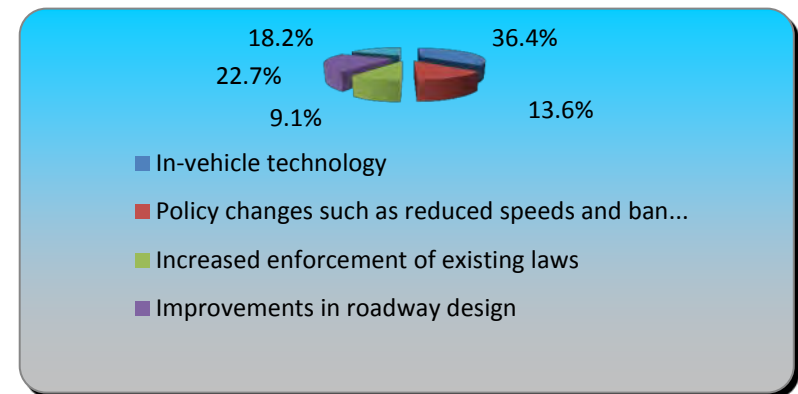
32.) 27. In your opinion, which of the following factors plays the biggest role in pedestrian safety: (multiple choice)

	Responses	
Design (crossing, lighting, signage, etc.)	10	43.48%
Law enforcement (adherence to existing laws)	1	4.35%
Driver behavior and education	5	21.74%
Pedestrian behavior and education	7	30.43%
Totals	23	100%



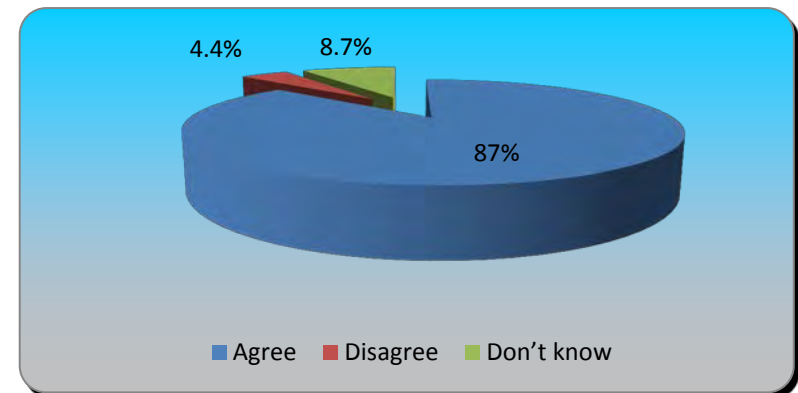
33.) 28. Which of the following improvements do you think will have the biggest impact toward reducing crash rates for vehicles? (multiple choice)

	Responses	
In-vehicle technology	8	36.36%
Policy changes such as reduced speeds and ban...	3	13.64%
Increased enforcement of existing laws	2	9.09%
Improvements in roadway design	5	22.73%
Driver education and awareness programs	4	18.18%
Totals	22	100%



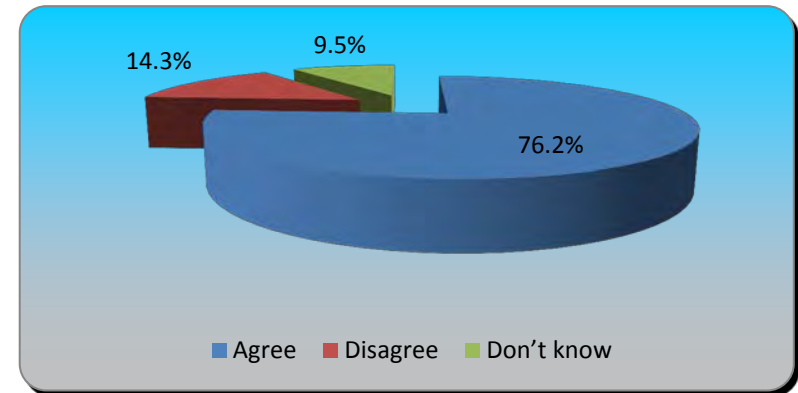
34.) 29. Indicate whether you agree or disagree with the following statements regarding transportation safety: The rate of bicycle and pedestrian injuries and fatalities in this area is unacceptable. (multiple choice)

	Responses	
Agree	20	86.96%
Disagree	1	4.35%
Don't know	2	8.70%
Totals	23	100%



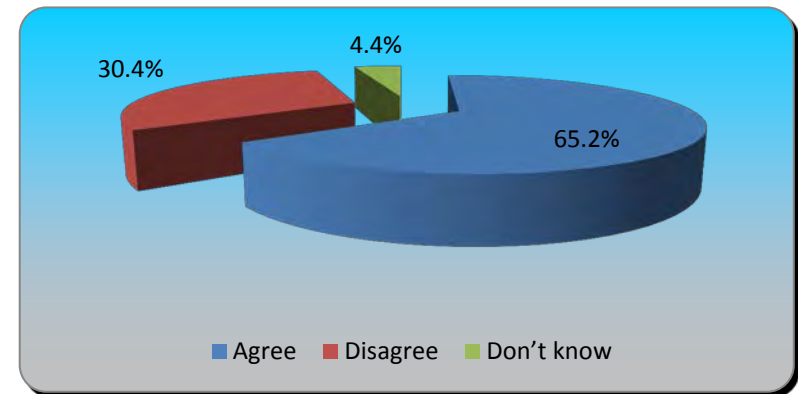
35.) 30. Indicate whether you agree or disagree with the following statements regarding transportation safety: The rate of vehicle injuries and fatalities is unacceptable.

(multiple choice)		Responses	
Agree	16	76.19%	
Disagree	3	14.29%	
Don't know	2	9.52%	
Totals	21	100%	



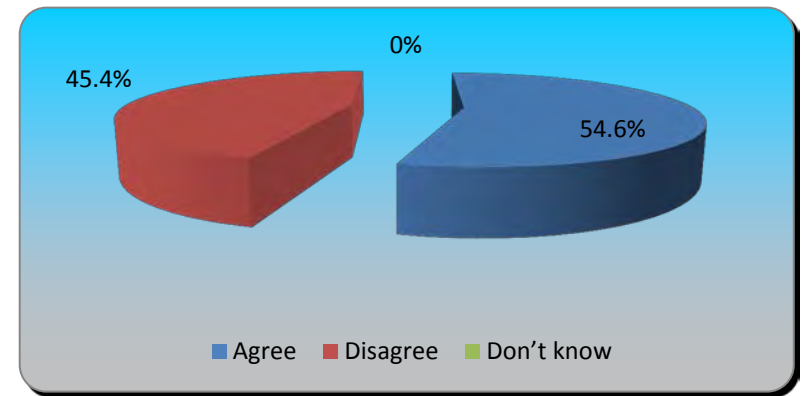
36.) 31. Indicate whether you agree or disagree with the following statements regarding transportation safety: Slower speeds and increased congestion in urban areas are acceptable if the result is decreased crash rates. (multiple choice)

(multiple choice)		Responses	
Agree	15	65.22%	
Disagree	7	30.43%	
Don't know	1	4.35%	
Totals	23	100%	



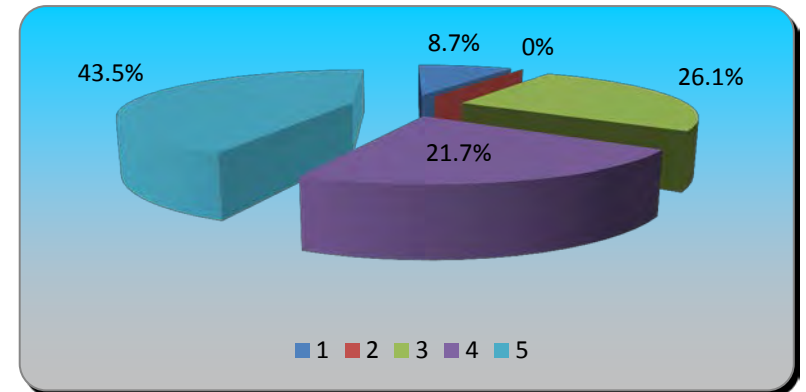
37.) 32. Indicate whether you agree or disagree with the following statements regarding transportation safety:
 Certain corridors should favor bicycles and pedestrians over vehicles. (multiple choice)

	Responses	
Agree	12	54.55%
Disagree	10	45.45%
Don't know	0	0%
Totals	22	100%



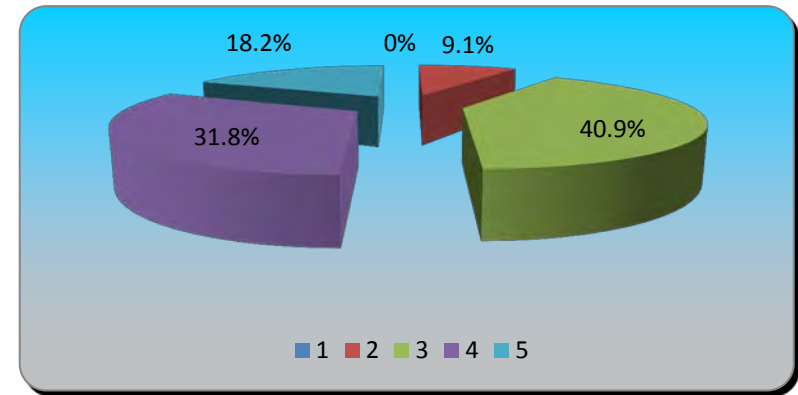
38.) 33. On a scale of 1 to 5, how important is the role of safety in the decision making process for the LRTP? (multiple choice)

	Responses	
1	2	8.70%
2	0	0%
3	6	26.09%
4	5	21.74%
5	10	43.48%
Totals	23	100%



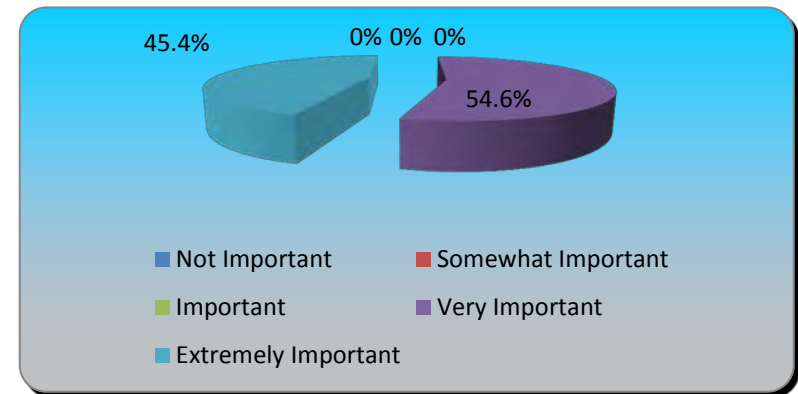
39.) 34. On a scale of 1 to 5, how important is the role of freight in the decision making process for the LRTP? (multiple choice)

	Responses	
1	0	0%
2	2	9.09%
3	9	40.91%
4	7	31.82%
5	4	18.18%
Totals	22	100%



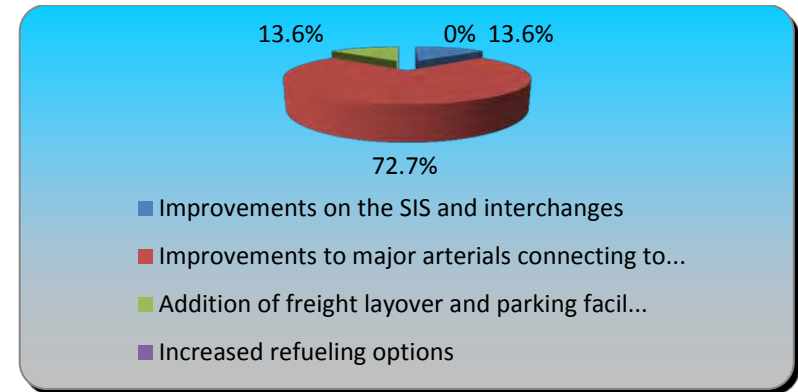
40.) 35. How important are efforts to improve the coordination and timing of signals? (multiple choice)

	Responses	
Not Important	0	0%
Somewhat Important	0	0%
Important	0	0%
Very Important	12	54.55%
Extremely Important	10	45.45%
Totals	22	100%



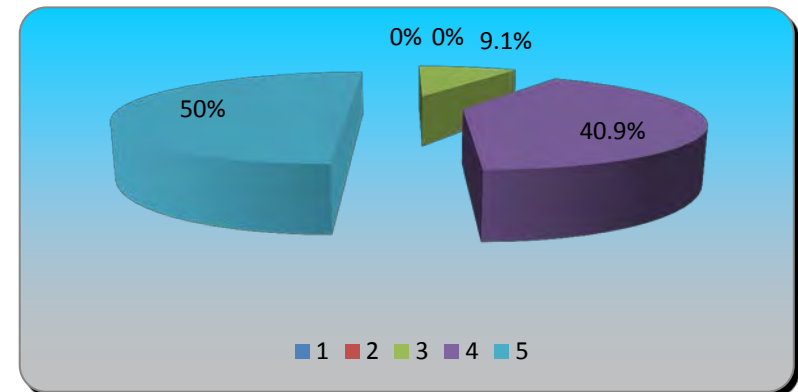
41.) 36. What types of improvements will most likely be needed to support expanded freight activity? (multiple choice)

	Responses	
Improvements on the SIS and interchanges	3	13.64%
Improvements to major arterials connecting to...	16	72.73%
Addition of freight layover and parking facil...	3	13.64%
Increased refueling options	0	0%
Totals	22	100%



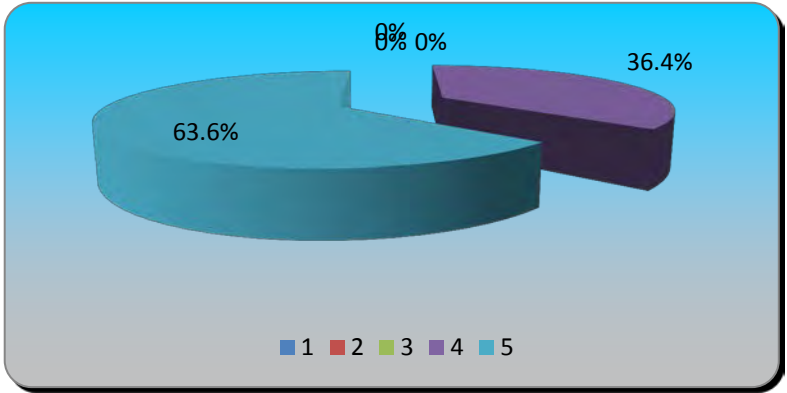
42.) 37. On a scale of 1 to 5, how important is freight activity to the economic vitality of the state? (multiple choice)

	Responses	
1	0	0%
2	0	0%
3	2	9.09%
4	9	40.91%
5	11	50%
Totals	22	100%



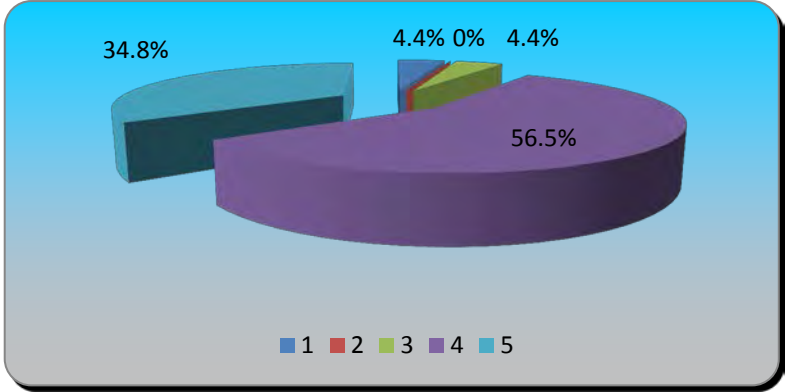
43.) 38. On a scale of 1 to 5, how important is freight activity to the economic vitality of Volusia County? (multiple choice)

	Responses	
1	0	0%
2	0	0%
3	0	0%
4	8	36.36%
5	14	63.64%
Totals	22	100%



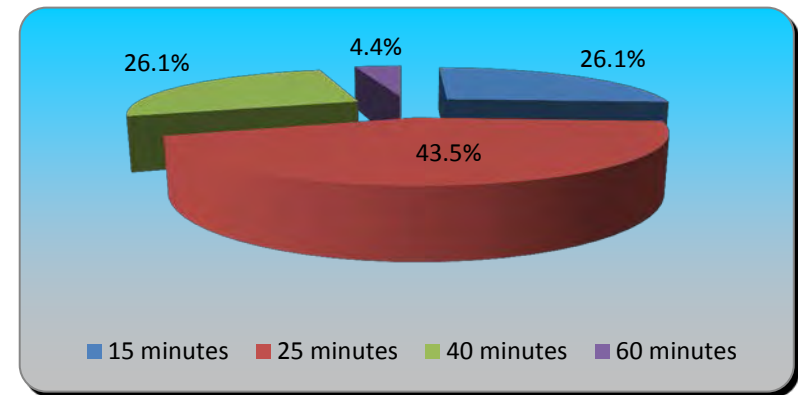
44.) 39. On a scale of 1 to 5, how important is freight activity to the economic vitality of Flagler County? (multiple choice)

	Responses	
1	1	4.35%
2	0	0%
3	1	4.35%
4	13	56.52%
5	8	34.78%
Totals	23	100%



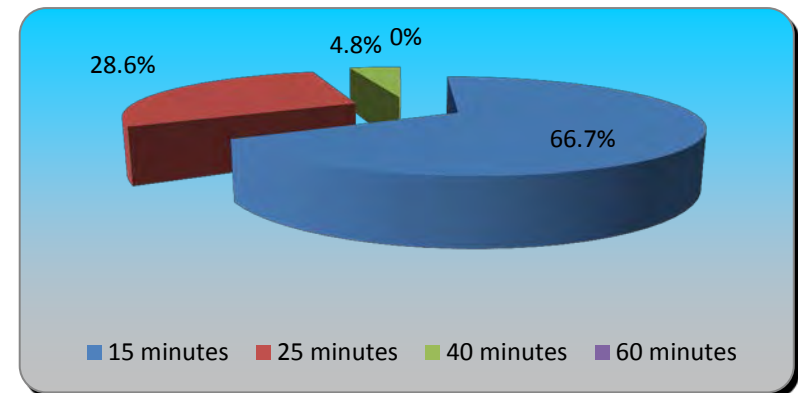
45.) 40. What's the longest time you are willing to commute between your home and workplace? (multiple choice)

	Responses	
15 minutes	6	26.09%
25 minutes	10	43.48%
40 minutes	6	26.09%
60 minutes	1	4.35%
Totals	23	100%



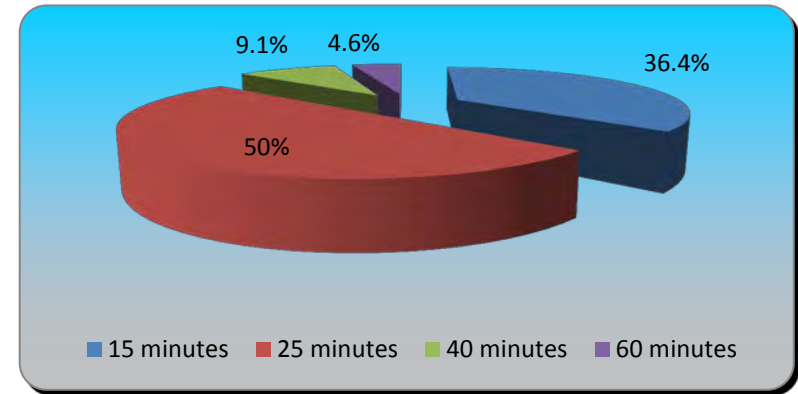
46.) 41. What's the longest time you are willing to drive routinely to shop? (i.e., groceries, clothing, etc.) (multiple choice)

	Responses	
15 minutes	14	66.67%
25 minutes	6	28.57%
40 minutes	1	4.76%
60 minutes	0	0%
Totals	21	100%



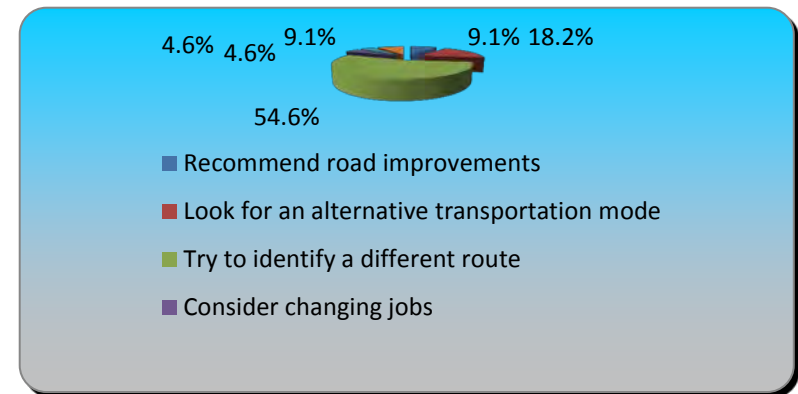
47.) 42. What's the longest time you are willing to drive routinely for recreation? (i.e., dog park, theater, restaurant, etc.) (multiple choice)

	Responses	
15 minutes	8	36.36%
25 minutes	11	50%
40 minutes	2	9.09%
60 minutes	1	4.55%
Totals	22	100%



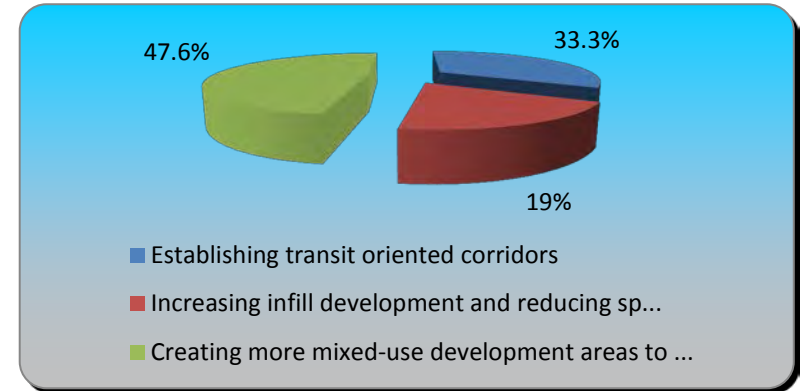
48.) 43. What action would you take if your route to work were extremely congested? (multiple choice)

	Responses	
Recommend road improvements	2	9.09%
Look for an alternative transportation mode	4	18.18%
Try to identify a different route	12	54.55%
Consider changing jobs	1	4.55%
Consider moving	1	4.55%
Adjust my departure time (earlier or later)	2	9.09%
Totals	22	100%



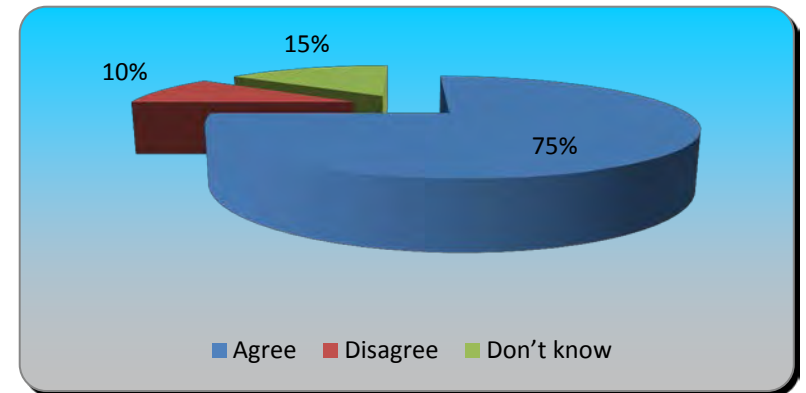
49.) 44. Of the following choices, which would have the greatest transportation benefit? (multiple choice)

	Responses	
Establishing transit oriented corridors	7	33.33%
Increasing infill development and reducing sp...	4	19.05%
Creating more mixed-use development areas to ...	10	47.62%
Totals	21	100%



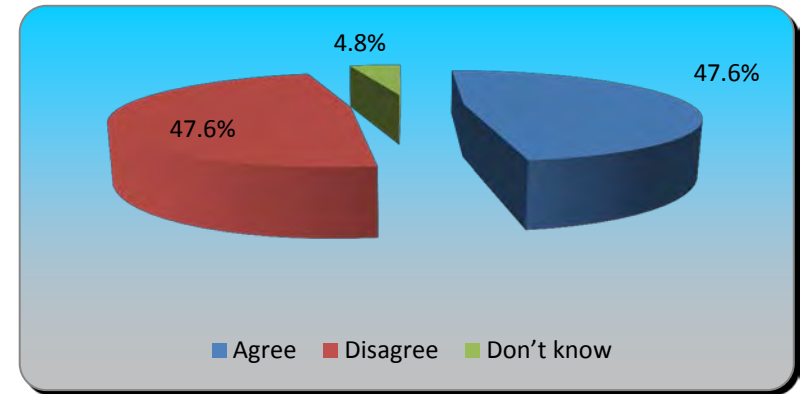
50.) 45. Indicate whether you agree or disagree with the following statements regarding land use and development:
The demand for trips and trip lengths can be reduced through changes in land development policy. (multiple choice)

	Responses	
Agree	15	75%
Disagree	2	10%
Don't know	3	15%
Totals	20	100%



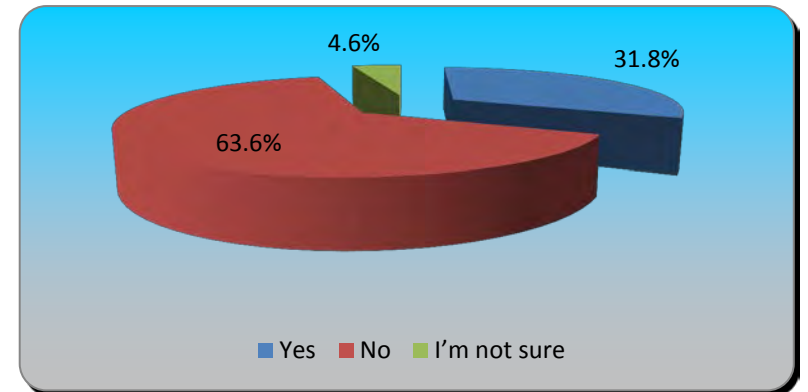
51.) 46. Indicate whether you agree or disagree with the following statements regarding land use and development: New single-family, residential-only developments increase the tax base more than the actual costs for the public infrastructure and services to support the development.

(multiple choice)		Responses	
Agree	10	47.62%	
Disagree	10	47.62%	
Don't know	1	4.76%	
Totals	21	100%	



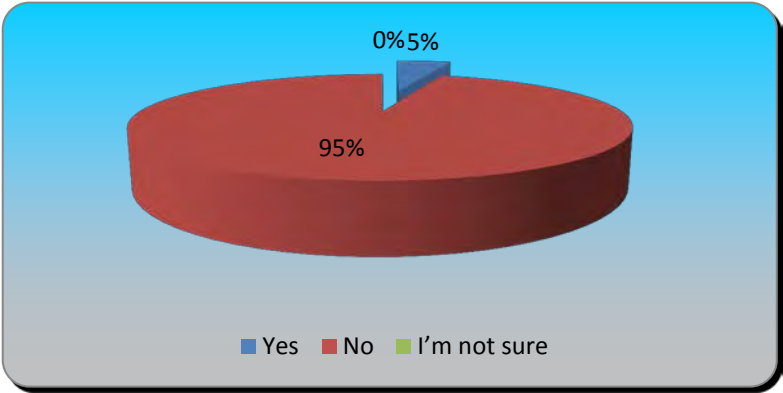
52.) 47. Is the current allocation of transportation dollars well balanced among roads, transit, bicycle and pedestrian facilities? (multiple choice)

(multiple choice)		Responses	
Yes	7	31.82%	
No	14	63.64%	
I'm not sure	1	4.55%	
Totals	22	100%	



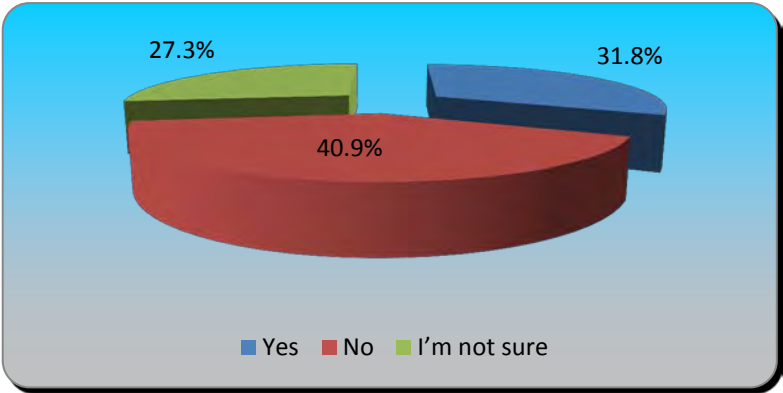
53.) 48. Are the existing funding programs adequate for funding our transportation needs between now and 2040?
(multiple choice)

	Responses	
Yes	1	5%
No	19	95%
I'm not sure	0	0%
Totals	20	100%



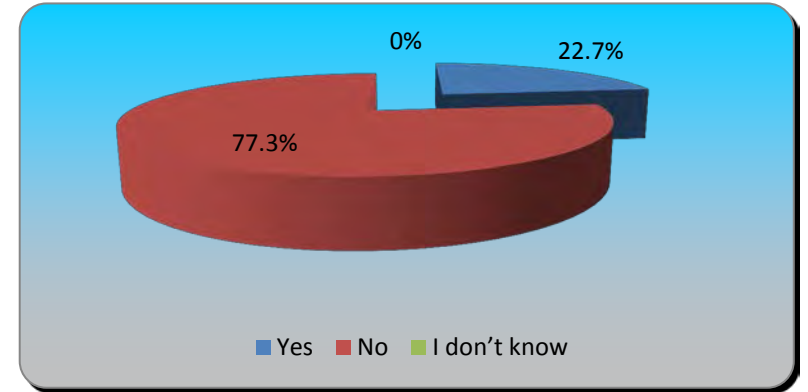
54.) 49. Do you believe funding at the national level may change to a vehicle-miles-travelled (VMT) tax within the 2040 planning horizon? (multiple choice)

	Responses	
Yes	7	31.82%
No	9	40.91%
I'm not sure	6	27.27%
Totals	22	100%



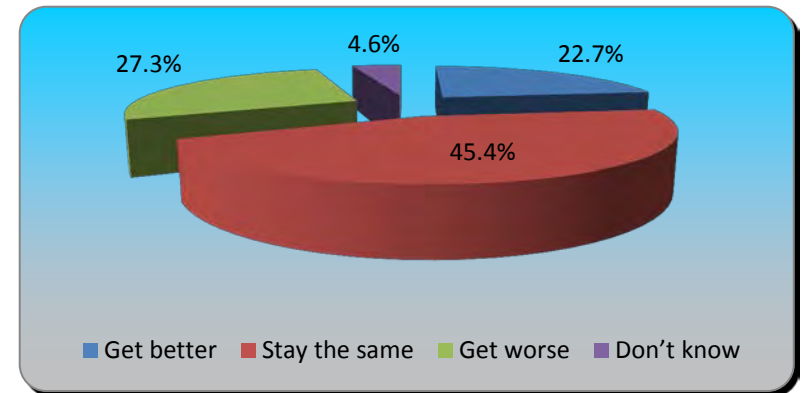
55.) 50. Is it acceptable to have an LRTP that does not include funding to expand public transit? (multiple choice)

	Responses	
Yes	5	22.73%
No	17	77.27%
I don't know	0	0%
Totals	22	100%



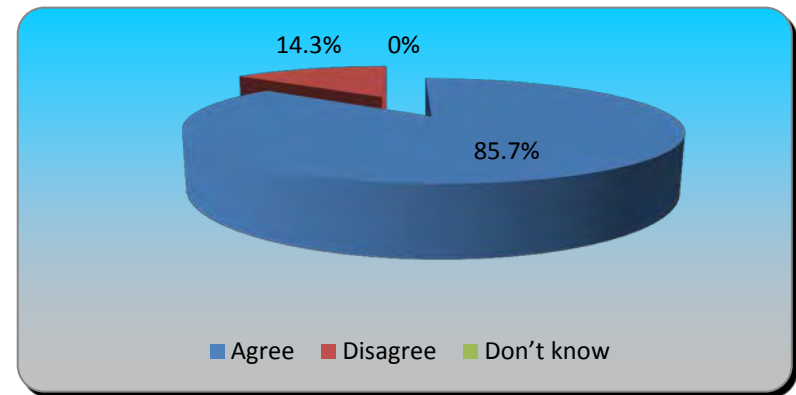
56.) 51. Do you believe that the air quality of the River to Sea TPO planning area between now and 2040 will: (multiple choice)

	Responses	
Get better	5	22.73%
Stay the same	10	45.45%
Get worse	6	27.27%
Don't know	1	4.55%
Totals	22	100%



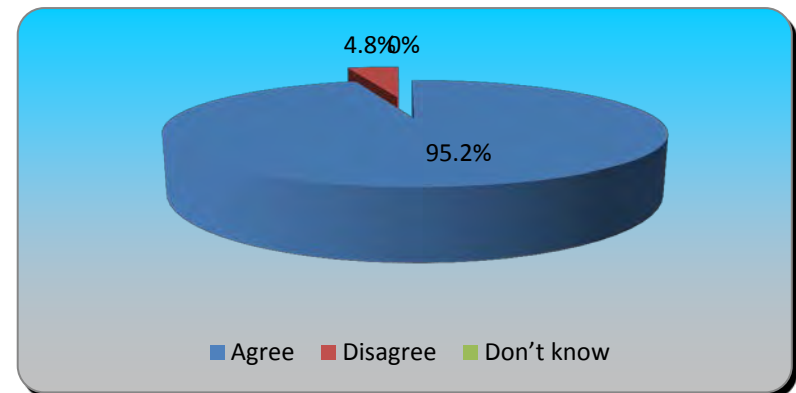
57.) 52. Indicate whether you agree or disagree with the following statements regarding transportation: We can do more through the LRTP to improve transportation safety.

(multiple choice)		Responses	
Agree	18	85.71%	
Disagree	3	14.29%	
Don't know	0	0%	
Totals	21	100%	



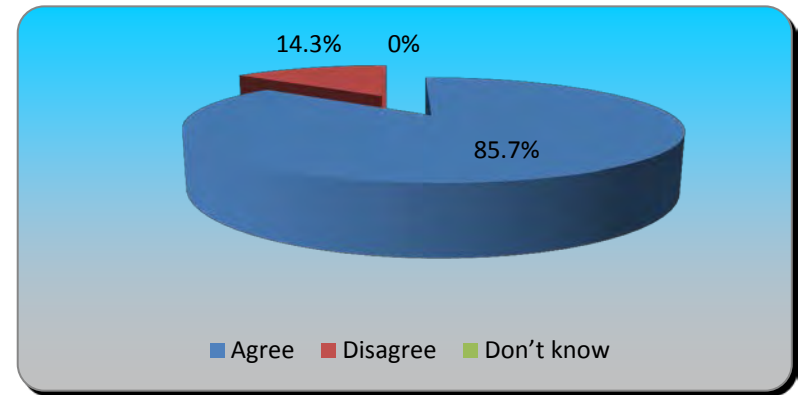
58.) 53. Indicate whether you agree or disagree with the following statements regarding transportation: Intelligent Transportation System (ITS) technology will be part of our LRTP for operational improvements. (such as incident management, electronic payment, traveler information, collision avoidance, etc.) (multiple choice)

(multiple choice)		Responses	
Agree	20	95.24%	
Disagree	1	4.76%	
Don't know	0	0%	
Totals	21	100%	



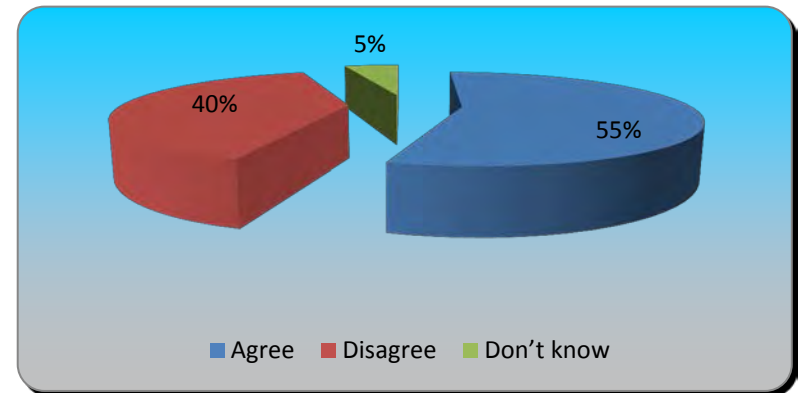
59.) 54. Indicate whether you agree or disagree with the following statements regarding transportation: Alternate fuel vehicles and associated infrastructure should be addressed as part of the LRTP. (multiple choice)

	Responses	
Agree	18	85.71%
Disagree	3	14.29%
Don't know	0	0%
Totals	21	100%



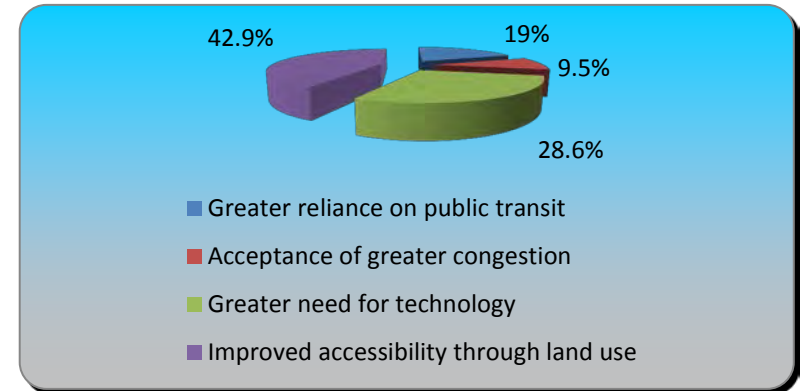
60.) 55. Indicate whether you agree or disagree with the following statements regarding transportation: The LRTP should consider alternative forms of travel including golf carts and small electric vehicles. (multiple choice)

	Responses	
Agree	11	55%
Disagree	8	40%
Don't know	1	5%
Totals	20	100%



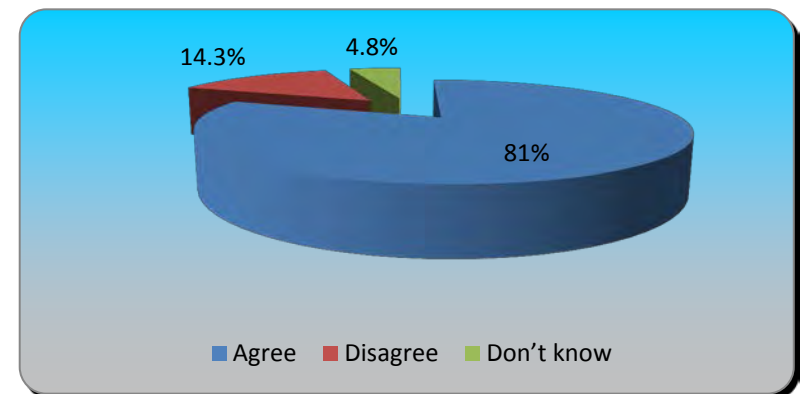
61.) 56. Increasing infrastructure costs and limited funding will most require which of the following by 2040. (multiple choice)

	Responses	
Greater reliance on public transit	4	19.05%
Acceptance of greater congestion	2	9.52%
Greater need for technology	6	28.57%
Improved accessibility through land use	9	42.86%
Totals	21	100%



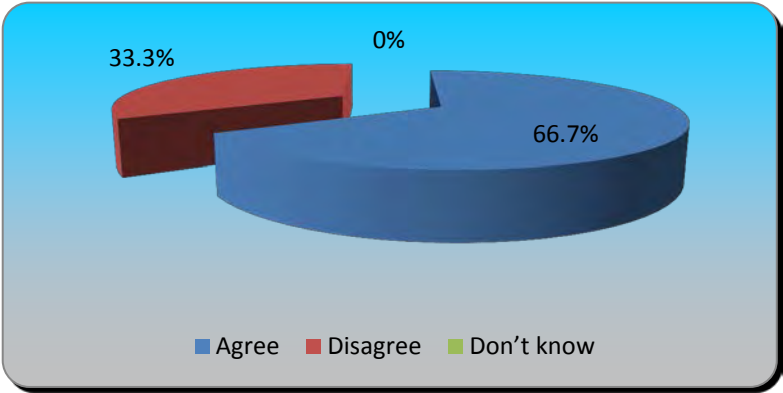
62.) 57. Indicate whether you agree or disagree with the following statements regarding transportation: An increasing elderly population will change the transportation needs in 2040. (multiple choice)

	Responses	
Agree	17	80.95%
Disagree	3	14.29%
Don't know	1	4.76%
Totals	21	100%



63.) 58. Indicate whether you agree or disagree with the following statements regarding transportation: Electronic communication (telecommuting, video-conferencing, etc.) and e-commerce will reduce travel demand in the future.

(multiple choice)		Responses	
Agree	14	66.67%	
Disagree	7	33.33%	
Don't know	0	0%	
Totals	21	100%	





**River to Sea TPO Board
September 24, 2014
Meeting Summary**

- Received public comment announcing the DeLeon Springs “Autumn in the Oaks” festival
- Approved the Consent Agenda including the August 27, 2014 TPO Board minutes, 2040 Long Range Transportation Plan Environmental Justice Report and Resolution 2014-32 adopting the Tell the TPO Survey Campaign Summary
- Approved Resolution 2014-33 amending the FY 2013/14 – 2017/18 and 2014/15 – 2018/19 Transportation Improvement Programs
- Postponed action to allocate MPO set-aside funding (SU) for the Corridor Improvement Program until October and requested FDOT provide a list of corridor studies that are being pursued in this fiscal year at the Executive Committee meeting
- Approved the Central Florida MPO Alliance Regional Priority Project Lists
- Received a presentation on the Cross County Connector Study and requested a roster of the Project Advisory Group from FDOT to be sent to Chairperson Northey
- Received status reports on the development of the River to Sea TPO 2015 Legislative Priorities, the Transportation Impact Analysis Guidelines review and analysis and the Regional Trails Corridor Assessment
- Received the FDOT report that there were no status updates to provide
- Received board member concerns that the third lane on Park Avenue in Edgewater is necessary and that it should not be removed by recommendation of a bike look PD&E
- Presented a trophy to the winner of the Tell the TPO survey campaign
- Received board member concerns regarding the I-4 managed use lanes project and possible lack of funding make improvements to local access roads
- Requested a presentation in November on the I-4 managed use lanes project

- Received request and resolution from Volusia County Council to include Atlantic Avenue in the SR A1A pedestrian safety corridor study

The next River to Sea TPO Board meeting will be on Wednesday, October 22, 2014

RESOLUTION 2014 - 137

A RESOLUTION OF THE COUNTY COUNCIL OF VOLUSIA COUNTY, IDENTIFYING THE NEED FOR WIDENING OF WEST PARK AVENUE AND REQUEST FUNDING FOR CONSTRUCTION; DIRECTING THE COUNTY CLERK TO TRANSMIT A COPY OF THIS RESOLUTION UPON APPROVAL TO THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION AND THE CITY OF EDGEWATER; ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the County of Volusia maintains West Park Avenue from the intersection of Old Mission Road easterly to the intersection at US 1, also known as South Ridgewood Avenue. West Park Avenue is a primary corridor into the City of Edgewater's industrial area and the Massey Ranch Airpark; and

WHEREAS, the county and the city enjoy the benefits of the industrial area as a major employment base as well as a contributing tax base to support the demand for services that the county and city must provide; and

WHEREAS, it has been determined there are additional growth opportunities with this industrial area that will allow for the expansion of manufacturing within the county along with the creation of additional employment opportunities; and

WHEREAS, it has been recognized that West Park Avenue is substandard in width and number of lanes and therefore has discouraged interest from businesses to locate within this industrial area due to the businesses having concerns with safety and the ability to transit freight associated with their operations; and

WHEREAS, the county and the city have jointly funded \$619,000 in intersection improvements at Old Mission Road to improve safety concerns as well as alleviate congestion and enhance mobility; and

WHEREAS, there is still a need to widen a section of West Park Avenue from east of Old Mission Road to Massey Ranch Road, a distance of one mile, in order to safely transport freight and commercial traffic within the industrial area; and

WHEREAS, an adjacent property owner has pledged property for the roadway expansion and any additional associated infrastructure needed to accommodate such expansion; and

WHEREAS, the adjacent property owner has voluntarily agreed to annex the property into the City of Edgewater in order to efficiently consolidate and lessen government service demands; and

WHEREAS, the county and the city do not have sufficient viable funding mechanisms to independently fund additional safety and capacity enhancements that this widening will accomplish; and

WHEREAS, the county and the city request that the cost associated with our previous enhancements be recognized as a match towards the West Park Avenue widening initiative.

NOW THEREFORE BE IT RESOLVED by the County Council of Volusia County, Florida, in open meeting duly assembled at the Thomas C. Kelly Administration Center, County Council Chambers in the City of DeLand, Florida, this 2nd day of October, A.D. 2014, as follows:

Section 1. The Volusia County Council has identified a need for the widening of West Park Avenue in order to provide for a safe means to transport freight and passenger vehicles within the industrial area.

Section 2. The Volusia County Council hereby requests the River to Sea Transportation Planning Organization to consider applying available State and Federal transportation funds towards the widening of West Park Avenue.

Section 3. The Volusia County Council hereby requests that the River to Sea Transportation Organization recognize the joint partnership funding of the previous enhancements to West Park Avenue along with the offer of property donation from a private citizen as a considerable match towards safety and capacity enhancements for this industrial corridor.

Section 4. The Volusia County Council directs the County Clerk to transmit a certified copy of this Resolution upon approval and adoption to the River to Sea Transportation Planning Organization and the City of Edgewater.

Section 5. This resolution shall take effect immediately upon its adoption.

DONE AND ORDERED IN OPEN MEETING.

County Council
Volusia County, Florida

By

JASON P. DAVIS, County Chair

ATTEST

JAMES T. DINNEEN, County Manager

RESOLUTION #2014-R-19

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EDGEWATER, FLORIDA, IDENTIFYING THE NEED FOR WIDENING OF WEST PARK AVENUE AND REQUEST FUNDING FOR CONSTRUCTION; DIRECTING THE CITY CLERK TO TRANSMIT A COPY OF THIS RESOLUTION UPON APPROVAL TO VOLUSIA COUNTY AND THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION; REPEALING RESOLUTIONS IN CONFLICT HERewith; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

RECEIVED
SEP 24 2014
RB

WHEREAS, the County of Volusia maintains West Park Avenue from the intersection of Old Mission Road easterly to the intersection of State Road 5, also known as South Ridgewood Avenue. West Park Avenue is a primary corridor into the City of Edgewater's industrial area and the Massey Ranch Airpark; and

WHEREAS, the county and the city enjoy the benefits of the industrial area as a major employment base as well as a contributing tax base to support the demand for services that the county and city must provide; and

WHEREAS, it has been determined there are additional growth opportunities with this industrial area that will allow for the expansion of manufacturing within the county along with the creation of additional employment opportunities; and

WHEREAS, it has been recognized that the current condition of West Park Avenue has degraded and therefore has discouraged interest from businesses to locate within this industrial area due to the businesses having concerns with the ability to transit freight associated with their operations; and

2014-R-19

Section 2. The City of Edgewater request the River to Sea Transportation Planning Organization to consider applying available State and Federal transportation funds towards the widening of West Park Avenue.

Section 3. The City of Edgewater request that the River to Sea Transportation Organization recognize the joint partnership funding of the previous enhancements to West Park Avenue along with the offer of property donation from a private citizen as a considerable match towards safety and use enhancements for this industrial corridor.

Section 4. The City Council directs the City Clerk to transmit a certified copy of this Resolution upon approval and adoption to Volusia County and the River to Sea Transportation Planning Organization.

Section 5. If any section, subsection, sentence, clause, phrase, or portion of this Resolution, or application hereof, is for any reason held invalid or unconstitutional by any Court, such portion or application shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions or applications hereof.

Section 6. All resolutions or parts of resolutions in conflict herewith be and the same are hereby repealed.

Section 7. This resolution shall take effect immediately upon its adoption.