OCTOBER 23, 2019 MEETING MINUTES
OF THE
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) BOARD

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

TPO Board Members Present:
Commissioner Jeffrey Schuitena*
Commissioner Robert Gilliland, Chairperson
Mayor Nancy Miller**
Mayor Karen Chafee
Commissioner Chris Cloudman
Commissioner Chris Nabicht
Councilwoman Christine Power
Commissioner Marshall Shupe*
Flagler County Chair Donald O'Brien
Vice Mayor Vernon Burton*
Commissioner Penny Currie
Commissioner Jason McGuirk, 1st Vice Chairperson
Commissioner Bill Lindau*
Council Member Jeff Allembe
Commissioner Dwight Selby
Council Chair Samuel Bennett
Council Member Joe Perrone*
Council Member Scott Stilts
Councilman Ralph Schoenherr
Volusia County Council Chair Ed Kelley
Council Member Barbara Girtman
Council Member Billie Wheeler, 2nd Vice Chairperson
Council Member Deb Denys
Andy Dance (non-voting)
Vickie Wyche (non-voting advisor)
Paul Elk (non-voting)

TPO Board Members Absent:
Vice Mayor John Rogers*
Nora Jane Gillespie (non-voting) (excused)
Council Member Bob Cuff
Jose Papa (non-voting) (excused)
Carl Persis (non-voting)

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

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

Representing:
Bunnell
CAC Vice Chairperson
Palm Coast
TCC Chairperson
Volusia County School Board

Others Present:
Debbie Stewart, Recording Secretary
Lois Bollenbach
Pam Blankenship
Colleen Nicoulin
Stephan Harris
Crystal Mercedes
Julie Adamson

Representing:
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Others Present:
Sarah Allen
Alicia Duke
Bill Duke
Susan Scofield
Scott McGrath
Anna Taylor
Ron Meade
Judy Pizzo
Loreen Bobo
Erika Thompson
William Roll
Ann Harrell
Greg Kern
Big John
Ezzy Castro, Channel 6
Channel 9 News
Courtney Reynolds
Jim Whittig
Jon Cheney
Tadd Kasbeer
John Cotton
Laura Minns

Representing:
Citizen
Citizen
Citizen
Deltona
FDOT
FDOT
FDOT
FDOT
Kimley-Horn
League of Women Voters
Michael Baker International
Press
Press
Press
VHB, Inc.
Volusia County Sheriff’s Office
Volusia County Traffic Engineering
Volusia County Engineering & Construction
Votran
WSP, Inc.

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

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

Ms. Stewart announced that Mayor Miller, Daytona Beach Shores, would be the voting member for the Small City Alliance.

II. Pledge of Allegiance

III. Public Comment/Participation

Chairperson Gilliland announced there are members of the public to speak regarding the Tomoka Farms Road and Pioneer Trail intersection improvements. The TPO is a planning organization and this intersection is under the jurisdiction of Volusia County. This intersection was discussed at the last TPO Board meeting and the Executive Committee meeting; the county is formulating a plan, has installed rumble strips and is looking at possible appropriations. At this point, the TPO does not have a project request from Volusia County but does anticipate receiving a request for a resolution of letter of support. As we move forward with this important safety project he wants everyone to understand it is not in the TPO’s jurisdiction to do anything directly about it but the board members do want something done.

Ms. Alicia Duke, citizen, thanked members for the changes that have already occurred at this dangerous intersection at Tomoka Farms Road and Pioneer Trail. The improvements have been noticed by the community. One life has been lost here recently and her son was seriously injured after being hit at 50 miles per hour on his motorcycle by an uninsured, reckless driver. His helmet and motorcycle were completely destroyed; Deputy Scofield’s memorial was just a few feet away. His brother witnessed the accident and recorded it on a dash camera. She is here to ask for swift and decisive action for ideas to find funding to fix this deadly intersection. We need to work collaboratively with elected officials, law enforcement, volunteers and the families of those lost. One death is one too many and two traumatic brain injuries by uninsured reckless drivers is disgusting. The victims had to pay their own medical bills and their lives and the lives of their families are forever changed. We need to exhaust
all means available for funding to make these improvements at this intersection. Her online petition has garnered 27,000 signatures in two weeks of citizens who agree; let us take swift action and work together as a team.

Chairperson Gilliland stated Ms. Scofield and her family are in the members’ prayers.

Ms. Susan Scofield, Deputy Scofield’s widow and Port Orange resident, stated as the wife of a law enforcement officer she spent many nights and holidays alone praying her husband would return from work safely; she never thought she would have to worry about him coming home safely from a bike ride. On Sunday, June 2, 2019, Deputy Scofield was on a bike ride with a friend training for an upcoming charity event to raise support and money for families of law enforcement killed in the line of duty when he was struck and killed by a motorist that ran the stop sign at a high rate of speed at the Tomoka Farms Road and Pioneer Trail intersection. Within two weeks of her husband’s death, two more serious accidents occurred at this intersection resulting in near fatal injuries. As this portion of the county is growing it is clear this intersection has outlived its current design and as more growth is expected in this area and more use of these roadways it is time to redesign it with maximum safety for pedestrians, bicyclists, and motorists in mind. She thanked Volusia County for making the recent temporary changes to the intersection; the changes made will heighten awareness of the intersection in the short term but it needs a permanent solution. She asked for the work to continue to redesign the intersection as soon as possible. She asked TPO Board members to keep this intersection project on their radar and to support Volusia County on this project swiftly and decisively. Many TPO Board members have relationships with state elected officials that can aid in securing the funds and agreements this project will need to get completed; she asked members to use those relationships effectively for this project.

Chairperson Gilliland stated Ms. Scofield and her family are in the members’ prayers.

Officer Jim Whittig, Volusia County Sheriff’s Office, stated he appreciates what Volusia County has done so far at this intersection; it is helping. Unfortunately, it is not enough and there are flaws; several of the new stop signs have been taken out by semi-trucks turning the corners. He has lived and worked in the area for 36 years and travelled this intersection thousands of times; the sun is an issue in the mornings and evenings but nothing can be done about that. His suggestion is to add more rumble strips in the eastbound and westbound lanes to give drivers time to react to the rumble strips that are now in place. If a driver is going the speed limit and hits the first set of rumble strips, by the time they react it is too late even if they are paying attention. There is more to be done at this intersection and he does not want anyone else to suffer like Ms. Duke and Ms. Scofield.

Mr. Big John, press, stated this group has power to do something; this project is badly needed. He applauded the citizens that spoke and commented there is rarely public participation other than himself; however, before they spoke they had an admonition that speaking is limited to two and a half minutes. There are five Volusia County Council members here as well as a representative from the city of Port Orange but this is everyone’s problem. He stated that when the public comes to speak they should not be limited to two or three minutes as there is rarely public participation.

Council Member Denys stated she hopes the citizens will stay for the Tomoka Farms Road and Pioneer Trail intersection evaluation presentation; she will share an update directly from Tallahassee and other initiatives regarding this project.

IV. Consent Agenda

A. September 25, 2019 River to Sea TPO Board Meeting Minutes
B. Treasurer’s Report
C. Executive Committee Report
D. Bicycle and Pedestrian Advisory Committee (BPAC) Report
E. 2045 LRTP Subcommittee Report
F. Citizens Advisory Committee (CAC) Report
G. Technical Coordinating Committee (TCC) Report
H. River to Sea TPO Board (R2CTPO) Summary Report
I. Central Florida MPO Alliance (CFMPOA) Report

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J. Review and Approval of Timekeeping and Travel Reimbursement Policy

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

V. Action Items

A. Review and Approval of Resolution 2019-18 Amending the 2040 Long Range Transportation Plan (LRTP)

Ms. Bollenback stated this amendment to the 2040 Long Range Transportation Plan (LRTP) affects three projects on the Strategic Intermodal System (SIS); one is the US 1 and I-95 interchange. The TPO has promoted advancement of this project and FDOT has been able to do so; it is being moved from the unfunded needs list to the funded needs list. There are also two segments of SR 40 west of I-95; from Cone Road to SR 11 and from SR 11 to US 17. The study and design work have been completed and FDOT is advancing funding to acquire right-of-way for the widening to four lanes. The Cost Feasible Plan has been updated to reflect this. Also being incorporated are performance measures for bridge conditions, pavement conditions and travel time reliability. The amendment has been out for a public comment period and no comments were received. FDOT and the Federal Highway Administration have also reviewed it and had no comments or recommendations. The advisory committees have all recommended approval.

*MOTION:* A motion was made by Commissioner Selby to approve Resolution 2019-18 amending the 2040 Long Range Transportation Plan (LRTP). The motion was seconded by Councilwoman Power and carried unanimously.

B. Review and Approval of Resolution 2019-19 Adopting the Walkability Action Plan and Complete Streets Policy Template

Ms. Bollenback stated the draft Complete Streets Policy template was presented last month; Mr. Harris will discuss updates that have occurred.

Mr. Harris stated complete streets are designed and operated to enable safe access for all users which includes pedestrians, bicyclists, motorists and transit riders of all ages and abilities. The draft policy provided in the agenda directs transportation planners and engineers to integrate a complete streets approach into their practices and decision-making processes to improve the entire street network. This policy was presented to the advisory committees; feedback was received and incorporated into the final draft.

*MOTION:* A motion was made by Council Member Wheeler to approve Resolution 2019-19 adopting the Walkability Action Plan and Complete Streets Policy Template. The motion was seconded by Council Member Stiltner and carried unanimously.

C. Review and Approval of the R2CTPO 2020 Legislative Positions

Ms. Bollenback stated the Legislative Issues Subcommittee met prior to the TPO Board meeting last month. The draft positions from last year were updated and are provided in the agenda. There are three areas of priority and they are consistent year-over-year. The first priority is funding which includes indexing local option fuel taxes; stabilizing funding levels for the Transportation Regional Incentive Program (TRIP) to create predictability; allow SIS dollars to be used on local road improvements that support a SIS facility; and SUN Trail. The next priority item is safety which has been a standard priority for years; pedestrian safety has been a part of this priority and this year bicycle safety is being added. Prohibiting the use of handheld devices is also in this priority not just texting while driving. The final priority is utilizing technology; the TPO supports funding and advancement of technology and also looks for safety regulations against anyone that who tampers with that technology.

Council Member Perrone referred to the TRIP funding priority and stated $157 million was received at the end of the recession in 2014 but as the economy has increased only $11 million was received. There are billions of...
dollars in deed transfers each week and the state is making a fortune on documentary stamp proceeds; he
does not understand why there is not a better allocation.

Ms. Bollenback replied that is the point of this position; the revenue available at the end of the formula varies
dramatically and there is no stability which makes it hard to plan for. It is a good program that advances
projects important to local governments. It is the position of this TPO and TPOs statewide to create stability.

Council Member Perrone commented the formula should be based on collections.

Chairperson Gilliland replied there is a formula but transportation comes in at the end of that formula so we
only get what is left over; sometimes it is a lot and sometimes it is a little. The formula is flawed and
inconsistent and it is hard to plan for a 50% match; it is difficult for all jurisdictions.

Ms. Bollenback stated FDOT has started to program these funds routinely but it is difficult when that money
is available because it is not an effective way to program projects. The TPO is looking for stability in the TRIP
program.

Mayor Chazez commented she likes the polish on safety and the emphasis on bicycle and pedestrian safety.
Yesterday, the National Highway Safety Administration released the national statistics for bicycle/pedestrian
fatalities for 2018 and car fatalities. While car fatalities have declined, possibly due to new safety technology
in cars, bicycle and pedestrian fatalities have risen so this is a good focus for the TPO.

Council Member Stiltner referred to the position regarding SIS facilities and stated that the state worked with
each jurisdiction in East Volusia County to lay out primary detour routes a few years ago because of the
frequency of crashes on I-95. There is a plan in place which takes the traffic off the interstate and puts them
onto these roadways; Tomoka Farms Road gets very congested when this happens. He asked if this would be
a qualifying factor for these roadways that are designated detour routes.

Ms. Bollenback replied there are great opportunities for parallel facilities in Volusia and Flagler Counties. It is
also the interest of FDOT to keep local trips off the interstate and use the local network but most drivers do
not because the interstate is quicker. There are opportunities to keep local traffic away from freight and
interstate traffic but we need help. In the St. John’s area there is not a parallel facility to I-95 so if there is an
incident it affects interstate commerce as well as being an inconvenience.

Chairperson Gilliland stated Council Member Stiltner had a good point; that these roads are already there and
available and that recognition gives credibility to the request.

Vice Mayor Burton asked how much emphasis was put on automated vehicles and how they will affect the
roadway.

Ms. Bollenback replied Florida already has enabling legislation for autonomous vehicles; technology exists but
our ability to accept that technology is slower. The TPO Board had a presentation a couple of months ago
from Voyage on their pilot program in The Villages; these items are being deployed and there are interim steps
that are helpful such as truck platooning and information exchanges.

Vice Mayor Burton asked if there was a long term plan for progression.

Ms. Bollenback replied that is a great segue to the presentation on the 2045 Long Range Transportation Plan
later in the meeting. One of the alternative scenarios the TPO will explore is technology based.

Commissioner Selby commented as electric vehicles become more prevalent asked if there is any legislative
priority that addresses this as revenue from the gas tax will continue to decline; and if so, how that revenue
would be replaced.
Ms. Bollenback replied that has been a major source of discussion and is a challenge in the transportation industry; demand continues to increase but there are more electric and fuel efficient vehicles on the road so the revenue is not keeping pace. The cost of construction is increasing but the pennies per gallon have not changed so each year we lose purchasing power and that gap increases. There has been discussion about a vehicles mile travelled (VMT) tax but how to measure that is unknown; there are privacy concerns and a lot of questions. This would be a major change to how to collect revenue; when and how it will transition she does not know; however, under the Volkswagen settlement, funding was assigned to each state. Governor DeSantis has a plan for spending that money and a big portion of that will go to transitioning fleet vehicles such as school buses and transit vehicles to electric or other fuel sources and installing charging stations.

Commissioner Selby commented that it seems appropriate for the transportation organizations to be driving the discussion for an alternative revenue source. He encouraged the TPO to have a legislative priority that addresses this.

Chairperson Gilliland asked what his suggestion would be.

Commissioner Selby replied his suggestion would be that TPOs have a legislative priority that addresses this in a comprehensive way to develop a plan for the state of Florida to replace this funding. Currently, some people are paying and some are not to drive on our roads and that is not right. We should be the ones to advance that discussion.

Ms. Bollenback stated the MPO Advisory Council (MPOAC) completed a study on revenue; one of the recommendations was to pursue a pilot project or study in detail options such as a VMT tax to replace the existing fee structure.

Commissioner Nabicht commented that at a recent Central Florida MPO Alliance (CFMPOA) meeting, FDOT announced they are anticipating a $250 million decrease in the next cycle because of the gas tax revenue loss which continues to trend down and means less money for the TPOs while construction costs continue to rise. The formula is flawed. He does not hold out much hope that the legislature will address this issue anytime soon; they will just push it off onto the local jurisdictions.

Ms. Bollenback replied next month the TPO will be presenting on the development of its two-year work plan; the Unified Planning Work Program (UPWP). All of the TPOs activities are reflected in the UPWP. There has not been a firm position on where to head with this or what change we would like to see. She can research and put together background information on options that are being explored; then bring it back as part of the UPWP and by the time the legislative positions are done next year there will be a firm policy position.

Commissioner Nabicht asked if locally, through the county, it would be allowed to implement a tax on electric vehicles; if it is in the legal purview to collect a tax on electric consumption.

Ms. Bollenback replied she is not aware if that is reflected in any existing local taxes allowed for transportation but that it could be explored.

Mayor Chazez followed up on the comments regarding parallel routes and stated I-4 is an issue for West Volusia; Dirksen Road and Saxon Boulevard are parallel routes used consistently and she supports this position. She referred to allowable taxes on electric vehicles and commented that the difficulty will be that gas is not a utility but electric is. There are state sanctions on who can weigh in on how to tax a utility.

Council Member Perrone asked if the state could propose a tax on the fuel used by the utilities to generate electric vehicles in order to offset the revenue received from the gas tax.

Discussion continued on various methods to increase funding.

Ms. Bollenback replied there are several different paths the TPO could go down; staff can research the prevailing proposals and bring back the pros and cons of those and if we want to take a position at the federal
and state level then we can. She reminded members it has been 25 years since the federal fuel tax was adjusted; costs are increasing and the demand for driving on existing facilities is increasing.

Chairperson Gilliland commented he has served on the TPO Board since 2008 and this is the same conversation that occurred 11 years ago; it continues to be a problem. He agreed with Commissioner Selby that we need to push harder for the state to take action. One part of new formulas that did not get discussed is many of them get shot down because they disproportionately affect the poor; it has been contentious in the states that have tried to do something.

Vice Mayor Burton stated in 2018 there were 21 states that enacted legislation requiring special registration fees for hybrid vehicles; Oklahoma was struck down by the state Supreme Court so currently only 20 states have hybrid fee taxes on electric vehicles. It has not moved to the federal level yet because the state courts are ruling on it.

**MOTION:** A motion was made by Commissioner Cloudman to approve the R2CTPO 2020 Legislative Positions. The motion was seconded by Council Member Allebach and carried unanimously.

D. **Review and Approval of East Central Florida Regional Resilience Collaborative Memorandum of Understanding**

Ms. Bollenback stated this Memorandum of Understanding (MOU) builds on previous actions by this board and other partners around the region to address efforts to support development of a transportation system that is resilient to disruptions.

Mr. Harris stated the Regional Resilient Collaborative consists of eight counties, 78 cities, governmental agencies like the TPO and nine governmental organizations. The initiative started with a focus on two counties within the East Central Florida Regional Planning Council (ECFRPC), Volusia and Brevard. It has expanded to include all eight counties within the planning council; Seminole, Sumter, Orange, Lake, Marion, Osceola in addition to Volusia and Brevard. The eight counties comprise what is now called the “Collaborative”; the MOU is the document that establishes the Collaborative and lays out what is expected of them. There are four sections: regional cooperation, the RRAP itself, legislative strategy, and community involvement. An annual summit will also be held. The TPO has been working with the other partners and agencies and fully supports the efforts in this initiative. He announced a signing ceremony of the partners in the collaborative will be held later today.

Chairperson Gilliland stated he is unable to attend the signing ceremony but Council Member Wheeler will attend on behalf of the TPO.

**MOTION:** A motion was made by Council Member Wheeler to approve the East Central Florida Regional Resilience Collaborative Memorandum of Understanding. The motion was seconded by Council Member Girtman and carried unanimously.

VI. **Presentations and Discussion Items**

A. **Presentation and Discussion of Draft R2CTPO FY 2018/19 Public Involvement Activities Summary**

Ms. Bollenback stated the TPO is proud of its record when it comes to community engagement; it is a core part of the TPO. Each year, the TPO reviews its activities to see if it has been effective geographically, demographically, and substantially.

Ms. Blankenship gave a PowerPoint presentation of the draft R2CTPO FY 2018/19 Public Involvement Activities Summary. At the end of each fiscal year the TPO reviews the public outreach and develops a summary and public outreach matrix. She reviewed the social media outreach, explained the public involvement contact logs kept by each TPO staff member, and the public meetings held including the Federal Certification Review which occurs every four years. She gave an overview of the community and business presentations given and the
safety and informational materials distributed. The TPO participated in 42 community events and fit and donated 855 bicycle helmets. She announced the TPO would be participating in White Cane Awareness Day on October 29, 2019 at the intersection of Wilder Boulevard and Ridgewood Avenue from 10:00 am to 12:00 pm. A big part of public outreach this year will have to do with the 2045 Long Range Transportation Plan (LRTP).

B. Presentation and Discussion of the Draft Community Safety Action Plan (CSAP)

Ms. Bollenback stated the TPO has completed a variety of studies in recent years to improve transportation safety and address unsafe conditions. The TPO has prioritized projects for construction, completed corridor studies, and as Ms. Blankenship just presented, attended promotional and safety events. There are other organizations that do similar activities; FDOT has focused their efforts on safety as well. With the development of the Community Safety Action Plan (CSAP) the TPO is looking at what other areas it can make a difference in; staff reviewed what other organizations are doing, data and statistics, and received a lot of feedback. Human behavior is the cause of many accidents and the hope is to change the way people think.

Ms. Blankenship reviewed the implementation plan and stated it was drafted from the input received. The details and specifics of the items on the implementation plan will be fleshed out in more detail later; the point is to get the plans included in the Unified Planning Work Program (UPWP) and incorporate them into the budget for the next two years. The implementation plan includes developing an education and awareness campaign for speeding and distracted driving, creating a targeted print and social media campaign, developing a speaker’s group and continuing the existing programs and activities; she reviewed the educational campaign.

Councilwoman Power referred to funding for driver’s education and suggested it start in kindergarten and not just for high school students learning to drive. She suggested distributing hands-free promotional items for cell phones.

Mayor Chazez stated the national statistics just released show more than 70% of pedestrian deaths happen in the dark and away from intersections. She suggested that those could be two things that could be part of the education component beginning in kindergarten; to always cross at intersections and instructions for walking in the dark. This could be an opportunity to achieve a high result in changed behavior.

Ms. Bollenback replied that was looked at locally as pedestrian injuries and fatalities are particularly high in Volusia County. There have been a number of projects programmed to increase lighting in certain areas to raise visibility. One of the things the TPO is trying to do is not duplicate an activity; if FDOT is doing something and has a program, the TPO will go in another direction.

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

Ms. Bollenback introduced Mr. William Roll, Kimley-Horn and Associates, to give an update on the development of the 2045 Long Range Transportation Plan (LRTP).

Mr. Roll gave a PowerPoint presentation update of the development of the 2045 Long Range Transportation Plan (LRTP) and announced the “Connect 2045” logo will be the brand throughout the process. They are currently working on the data summary which is a critical component; they pulled together studies and plans as a baseline. They are local, regional and state studies. The website will be launched within the next 24 hours; it will include information to help visitors understand what the LRTP is and provide a platform to solicit comments as well as events the public can attend. Another dimension of public involvement will be the focus groups and the LRTP Survey which will be available on the website and on paper. There are three scenarios they will focus on: technology, resiliency and choices for priorities and funding. The goals and objectives are being developed and will include the new requirements for the performance-based planning process. The goals and objectives will be presented for a recommendation for approval next month. He gave an overview of the schedule and stated they are preparing for the needs assessment which will prioritize and select projects for the LRTP.
Council Member Allebach asked if there is anything in the scope to go back and review the 1995 plan to see if this does any good.

Mr. Roll replied he used to be on the TPO staff and the first LRTP was the Volusia County MPO 2020 LRTP; the reality is major transportation projects tend to take approximately ten to fourteen years to be completed from being prioritized through to construction. There is a federal requirement for the TPO to prioritize how federal transportation funds are going to be spent and this planning process supports that flow of funding. There is a September 2020 deadline for completing this plan; if the plan is not adopted, projects will stop because the flow of federal funding will stop.

Council Member Allebach stated he knows the rules require we have this plan; his question is if we go back to 1995 and reviewed the plan created then, was it accurate and how much was changed five years later because of political connections or accidents.

Ms. Bollenback replied it is not a part of this scope but the question has come up before. The TPO is dealing with safety and project priorities and has not had time to go back and review; however, she would like to have the opportunity to do so.

Council Member Allebach commented there are projects in the LRTP that get dropped.

Ms. Bollenback replied often the major construction projects do not change but, for example, FDOT wanted to take all of the high-speed two lane roads and make them four lane divided roads; when there was more money that was a good idea and an opportunity to prevent head-on collisions. But as money becomes tighter and development continues, priorities shift and change; the money is not available for big, high dollar projects so we are shifting to smaller, more impactful projects. Conditions change and developments occur where we did not expect them which puts pressure on interchanges like LPGA Boulevard. It would be worthwhile to go back and see how close we were in the financial projections and cost estimates.

Council Member Denys commented one thing she heard here is that the revenue is lower.

Mr. Roll replied in the short term the revenue is lower so that is an immediate impact.

Council Member Denys stated the TPO has seen the five-year forecast from FDOT and it projects 20% less; revenues are down and costs are going up. She is glad that citizens are in the audience today to hear this; that we have to prioritize and agree on projects so if a project is added the question is which project will go down. There is no new money coming in as well as less revenue; costs are going up so every time a new project is added the board has to agree who will go down. There is also a required match; Volusia County has had to let grants go because it did not have the match dollars to qualify.

Ms. Bollenback replied this will be a challenging LRTP to develop because of the limits in funding, the uncertainty of what technology will bring forward, and the issues with resiliency the state is going to have to pay attention to.

Council Member Denys commented that in 1994, we did not have to consider funding intelligent transportation systems (ITS) and smart intersections; we can do better with technology rather than installing another lane if we signalize more accurately.

D. Presentation and Discussion of the Guiding Resolutions and Project Applications for the Annual Call for Projects

Ms. Bollenback stated the TPO has a structured process that has been in place for decades and each year makes minor tweaks to ensure it is still reflective of our priorities and to show any changes in funding. The process starts with three policy resolutions that are used to direct the TPO’s activities. One resolution establishes the categories for funding, another defines the local match, cost increases and overruns and the last deals with the set aside SU dollars the TPO receives for bicycle/pedestrian projects and traffic operations/safety projects.
the first resolution a section was added regarding TRIP; that the list of projects that may be in play and have local matches are updated annually so when FDOT has funding they know where to put it. The change now requires a letter of support and commitment from the local government. The change to the second resolution is clarification that the local match is intended to be a minimum of 10%; local matches can exceed 10% and local governments will get extra credit for additional matches. Not included in the agenda is the change to the bicycle/pedestrian application; it adds the Complete Streets Policy approved earlier today into an existing criterion in the application. It does not change the weight but gives the local government extra credit points if they are implementing a complete streets project. These are here for review this month and will be back next month for approval.

Volusia County Council Chair Kelley commented the only way to maximize available funds is to increase the local match; we are all going to have to find an additional amount to make it work.

Commissioner Nabicht stated he would support increasing the local match to 15% or higher. He asked where the cost overrun language is.

Ms. Bollenback replied it is in the second resolution.

Commissioner Nabicht stated the TPO has been constantly hit with the issue of cost overruns and it continues to be problematic. We have tried to address it over the last few years but he feels it needs to be revisited to maximize the available funding. Everyone has to have skin in the game, not just the TPO.

Ms. Bollenback stated cost overruns are addressed on page 95 of the agenda; FDOT has stated they may have a recommendation for a change in this section but she does not have the details yet. When a bid comes in high, typically, they have 30 to 90 days so there is time for it to go before the TPO Board but FDOT is concerned that we are not reacting quickly enough. As long as she has been doing this no project has been impacted due to the TPO’s inability to react. She needs to better understand FDOT’s reasoning before she brings a recommendation forward.

Council Member Wheeler reminded members that a few months ago FDOT came before the board and asked for a huge amount and only gave one week for the board to decide; it was either give them the money or the project was off the list.

Ms. Bollenback stated she has been contacted a number of times about something that is urgent but when reviewed there actually was more than enough time. There are procedures the TPO Board follows if something needs to be done quickly but in the 20 years she has been here it has only happened once; that was during the stimulus. This is a long range planning organization and there are not long range emergencies; however, funding is an issue and we do not want to miss an opportunity.

E. Presentation and Discussion of Tomoka Farms Road (CR 415) and Pioneer Trail (CR 4118) Intersection Evaluation

Mr. Jon Cheney, Volusia County Traffic Engineering Director, introduced Mr. Tadd Kasbeer, Volusia County Engineering and Construction Director and stated his duties with this study will eventually transition to Mr. Kasbeer’s department for implementation of the project. He gave a PowerPoint presentation of the Tomoka Farms Road (CR 415) and Pioneer Trail (CR 4118) intersection evaluation; he explained the location of the intersection and gave an overview of existing conditions. He noted both of these roads are high-speed roads; Pioneer Trail at 45 miles per hour (mph) and Tomoka Farms Road at 50 mph. He reviewed the crash summary from 2014 through August 2019; crashes and fatalities have both increased. The left-turn and angle crashes have increased substantially as have crashes caused from running the stop sign. The intersection meets the warrants for a traffic signal but due to the lack of left-turn lanes, one left turn would back up the intersection which would create a bigger traffic congestion problem; also, the concern is if drivers are running the stop sign they will also run a signal. He gave a comparison between a traffic signal and a roundabout. The study recommended five short-term improvements, of which three have been completed; high-intensity LED lights have been ordered and will be installed when received. The county may also reclaim its right-of-way from the
Cabbage Patch Bar. The overhead flashing lights were too dim so those have been cleaned and the STOP bars and pavement markings have been refreshed. The East Volusia Community Traffic Safety Team (CTST) recommended installing rumble strips; those have also been installed. The long term recommendations include a traffic signal which would involve turn lanes at all four approaches; project cost would be $1.8 million. They would probably need to take the Cabbage Patch Bar right-of-way and another 8,000 square feet of right-of-way would be needed. They looked at installing a roundabout further to the south and west away from the Cabbage Patch; the cost would be $2.9 million and approximately one acre of right-of-way would be needed. They are looking for funding for a long term solution. He reviewed potential funding sources including FDOT safety funds and state Appropriations. A third funding source for the county to consider is submitting an application to the TPO during the annual Call for Projects. For any of the three funding sources the county pursues they will ask the TPO Board and the individual cities to pass a resolution or letter of support to submit with the applications.

Council Member Denys thanked Mr. Cheney and his staff for seeing this project through quickly. She had a meeting with Senator Tom Wright, Mr. Cheney and his staff, as well as the owner of the Cabbage Patch Bar regarding this project. The owner of the Cabbage Patch Bar is obviously concerned about his property; it is encroaching on the county’s right-of-way and has ingress and egress on two corners which both would be impacted with this project. A roundabout could be off-set and would be the practical approach as Pioneer Trail has deep ditches and no shoulder for turn lanes. These roads are connector roads and are parallel to both I-95 and I-4.

Mr. Cheney replied that is correct; Tomoka Farms Road parallels I-95 and Pioneer Trail parallels I-4.

Council Member Denys asked Ms. Blankenship to give the current 2040 Long Range Transportation Plan (LRTP) to the citizens in the audience so they can see the work that the TPO does regarding prioritizing projects. Mr. John Booker, Volusia County’s Government Relations, is in Tallahassee now meeting with the state representatives, senators and appropriations committees regarding this project. The question he is being asked is if funds will be taken from an existing project; which project will be delayed to fund this project. Conversations and meetings are being held in Tallahassee as this is a priority for the county and there is a commitment to see what options are available.

Commissioner Lindau referred to the roundabout at SR 44 in DeLand and asked if statistics were available for before and after it was installed.

Mr. Cheney replied the state was doing a before and after study but he does not know what those results are. He has heard there has been only one death since it was installed which may have been a medical incident.

Council Member Stiltner commented that FDOT has a video available on YouTube regarding roundabouts. He thanked the county elected officials for making this project a priority and for the improvements done. Pioneer Trail is the dividing line between Port Orange and New Smyrna Beach and is experiencing booming growth with more to come. It has a history as a rural intersection but it is not in the middle of nowhere anymore. There is a plan for an interchange at I-95 and Pioneer Trail which will add to the traffic in this area. There were similar issues at Pioneer Trail and Airport Road and the intersection was redesigned which has significantly improved it. He thanked the county for everything done to heighten awareness at this intersection.

Councilwoman Power stated the city of Edgewater would be happy to submit a resolution or letter of support and would like to have continuity of language for it.

Chairperson Gilliland asked if the county had a draft support letter; the TPO does not meet in December and so will need to do something in November.

Mr. Cheney replied the county staff would collaborate with TPO staff on it.

Commissioner Nabicht said he hopes the recommendation will be in support of a roundabout as it is the most logical long term solution. He asked if the $3 million cost was all inclusive and if it included stormwater and right-of-way acquisition or if it was just construction cost.
Mr. Cheney replied everything is accounted for; stormwater, right-of-way, construction, etc.

Commissioner Nabicht asked how to make this happen expeditiously. The city of Deltona is willing to have a discussion to push back their projects.

Ms. Bollenbach replied FDOT is presenting their tentative five-year Work Program which includes appropriations today. Typically, the TPO’s funding is already committed; when FDOT updates their cost estimates and revenue forecasts they rebalance the Work Program and often deal with appropriation requests. There generally is not “new” money; if funding for this project is advanced in the current year it will come from local money. When FDOT receives appropriations, they come out of the first year of the Work Program which has a ripple effect.

Commissioner Nabicht stated it would be preferable for the state to move this project forward. Some things are more important; this is not about jurisdiction but about doing the right thing. He hopes other cities will also have the willingness to push their projects back in order to help advance this project which has affected so many people; it is a high profile intersection that is getting a lot attention locally and around the world.

Ms. Bollenbach stated the TPO informs FDOT what its priorities are but ultimately, they are the banker and assign the funds. The only money the TPO has direct control over is the set aside it receives as an MPO; it can be used off-system but it has strings attached. The question in this case is what the options are and we need to investigate what those are.

Commissioner Nabicht requested Ms. Wyche communicate to the District 5 Secretary his cooperation and attention to this project is much needed and it is urgent that he coordinate with Mr. Cheney and his staff.

Commissioner McGuirk gave his condolences to the families impacted by this intersection. He will take this information to the New Smyrna Beach Commission and he is all for seeing what New Smyrna Beach can do to help contribute; he will seek the commission’s approval to contribute to this project. He vacations near Bluffton, South Carolina and there is an intersection similar to this one where they installed a roundabout that has worked fantastically. He wants to communicate his support for a roundabout and the way it has slowed traffic down in a rural area that is experiencing tremendous growth.

Councilman Schoenherr commented there does not seem to be an option other than a roundabout; there is no point in considering a traffic signal.

Ms. Bollenbach stated we know crashes and collisions occur in large part due to human behavior and asked if there was a law enforcement component or any exercises in this area.

Mr. Cheney replied he does not know but he will be attending the East Volusia Community Traffic Safety Team (CTST) meeting tomorrow and will ask that question.

Council Member Stillner stated the Volusia County Sheriff’s Office does enforcement there; they do traffic stops for stop sign and speed enforcement.

Commissioner Nabicht commented two motorcycle officers were there this morning.

Chairperson Gilliland stated TPO staff will develop a resolution of support for a roundabout for the November agenda and Volusia County will submit a request to add this to the priority list during the 2020 annual Call for Projects which ends March 31, 2019; the priority list will be adopted in June so it will be 2021 before there is the possibility of funds being diverted. The city of Daytona Beach has not yet voted on delaying projects; Deltona has. If there is a dangerous intersection in Daytona Beach it will be a hard sell to delay it for a year but we have a problem here that is in dire need of a solution. He would like to have the draft resolution ready by the November Executive Committee meeting.
Council Member Denys commented that she did not know the East and West CTSTs existed before this; she asked Mr. Cheney who is involved in it.

Mr. Cheney replied there is the East Volusia CTST, West Volusia CTST and a Flagler County CTST; each team is composed of first responders, educators, the school board transportation department, city staff, county staff, FDOT and other interested parties. In the past, Mothers Against Drunk Driving (MADD) have attended; right now there is a public advocacy group from Jacksonville that attends the East Volusia CTST. They meet and discuss problem intersections and from there investigate to come up with solutions.

F. Presentation and Discussion of FDOT's Tentative Five-Year Work Program for FY 2020/21 to 2024/25

Ms. Loreen Bobo, FDOT D-5 Director of Development, referred to the Tomoka Farms Road and Pioneer Trail intersection discussed earlier and stated it was nice to hear the support for a roundabout; roundabouts have proven to be a safe solution for intersections that have issues. They have a higher cost upfront but long term maintenance is lower. There are several possible opportunities for funding and FDOT will work with the TPO on it; hopefully, they can get this project completed sooner rather than later. She gave a PowerPoint presentation of FDOT’s tentative Five-Year Work Program for FY 2020/21 to 2024/25 and reviewed the type of projects included in the Work Program. She stated they are based on MPO priorities and SIS/FDOT priorities. After the Work Program has been out for public review, it is sent to the Florida Legislature and the Governor for review and signature. Once the Governor signs the Work Program it officially becomes part of the state budget. She reviewed the schedule and announced the online public hearing will be held October 21, 2019 to October 25, 2019; the website to participate is www.5ywp.com. There will be an open house at the FDOT D-5 office in DeLand on October 24, 2019 from 4:30 pm to 6:30 pm. Public comments are due by November 4, 2019. This year there were a couple of appropriations which affect the first year of the Work Program and may result in projects being deferred or moved out. She explained if an appropriation gets vetoed by the Governor, they are not allowed to work on that project for a year. There were three appropriations this year at $3.7 million; they were successful in moving projects around and did not have to defer anything too outrageous. She reviewed those projects and the projects added to the Work Program. Flagler County projects will be presented to the Flagler County Commission and they will share those projects through the TPO.

Council Member Perrone asked why there is less federal funding available when the economy is booming.

Ms. Bobo replied FDOT estimates how much they will receive in revenues when they develop the five-year Work Program and those estimates have come in less than they anticipated so they have had to make adjustments to the long term plan. The gas tax revenue received is less than expected.

Council Member Perrone stated he understands that more people are driving electric vehicles now but during the recession no one was driving; now everyone is driving and tourists are here renting cars.

Ms. Bobo replied the estimates were higher than what was actually received; the number of tourists has risen but they over estimated. FDOT has a lot of funding sources but they have restrictions; funding can only be used in certain places.

Ms. Bollenback referred to resurfacing projects and commented there was a time when FDOT would give a presentation on the Work Program and not mention resurfacing because it was system preservation and not considered new but now they have a different approach; they are adding lighting, closing sidewalk gaps, adding paved shoulders and other improvements on a corridor when resurfacing.

Chairperson Gilliland asked if these are all the changes to the Work Program or just the highlights.

Ms. Bobo replied it is the highlights of the changes; the website, www.5ywp.com, lists all the projects that are in the Work Program.

Chairperson Gilliland asked if the interchange projects at I-95 and US 1 in Ormond Beach and I-95 and Pioneer Trail are both being advanced by a year.
Ms. Bobo replied yes, the next phases; right-of-way at Pioneer Trail and the PD&E phase for US 1.

Chairperson Gilliland stated US 1 is in 2021 and Pioneer Trail is in 2022. He thinks with more traffic on Pioneer Trail there will be less accidents at that intersection; he sees this interchange as a safety improvement as well as the interchange at US 1 at Destination Daytona. He appreciates that these projects have been advanced a year but from a safety perspective he encourages FDOT to advance them even more in next year’s Work Program.

G. Presentation and Discussion of the 2045 Florida Transportation Plan

Ms. Judy Pizzo, FDOT, gave a PowerPoint presentation of the update to the Florida Transportation Plan (FTP). She explained the FTP is Florida’s long range transportation plan which provides policy guidance for all transportation partners and organizations involved in transportation planning. It establishes a policy framework for allocating state and federal transportation funds. The FTP not only sets the long range vision but guides transportation planning decision needs today. She reviewed the vision, policy and implementation elements of the plan. She explained the objectives and strategies of the FTP and the cross-cutting topics. There are two FTP subcommittees; one for automated, connected, electric and shared (ACES) vehicles and one for resilience. During the FTP update process, FDOT relies on public and partner outreach efforts and mobile processes to provide input on the issues. She reviewed the schedule; there will be a 30-day public review period in the fall of 2020. She gave the website, www.floridatransportationplan.com, which shows everything done to date and the progress of the plan.

Council Member Perrone asked if she was involved in recommending specific projects in this process.

Ms. Pizzo replied not with this; they are looking at specific campaigns and not projects.

Council Member Perrone commented he would like to see them look at building a bridge on Beville Road; the only route from beachside other than Dunlawton Avenue is International Speedway Boulevard. There is a long distance between those bridges and it can be an issue with evacuations and other events.

Ms. Bollenback referred to resiliency and technology that Ms. Pizzo mentioned in her presentation and stated that is also in the TPO’s LRTP which is required to be consistent with FDOT’s plan. Those are the biggest issues facing us; she did not mention funding because that is not part of the policy development.

H. FDOT Report

Ms. Wyche stated the report is provided in the agenda and there have been no changes.

VII. Executive Director’s Report

→ Update on SU Funding/Work Program

Ms. Bollenback stated there is approximately $1 million in current year funding available in the bicycle/pedestrian box; the Derbyshire Road sidewalk project is being advanced.

→ Update on FDOT D-5 Proposed Local Agency Program (LAP) Policy

Ms. Bollenback stated FDOT held a workshop recently that TPO staff attended; FDOT will be updating the policy based on the written comments and feedback received from the workshop.

VIII. River to Sea TPO Board Member Comments
Council Member Perrone asked if Volusia County is overlooking possible sources of revenue because the state began collecting sales tax on intimate purchases at the beginning of the year; he asked if there was a mechanism in place at the county level to ensure they are getting their fair share of that revenue.

Chairperson Gilliland suggested he contact his Volusia County Council representative.

IX. **River to Sea TPO Chairperson Comments**

There were no comments.

X. **Information Items**

- Citizens Advisory Committee Attendance Record – 2019
- Technical Coordinating Committee Attendance Report – 2019
- Bicycle/Pedestrian Advisory Committee Attendance Record – 2019
- September TPO Outreach and Activities
- Volusia and Flagler County Construction Reports
- TRIP Letters
- Acronyms
- 2020 R2CTPO Meeting Schedule

XI. **Adjournment**

There being no further business, the River to Sea TPO Board meeting adjourned at 11:29 a.m.

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CERTIFICATE:

The undersigned, duly qualified and acting Recording Secretary of the River to Sea TPO Board certifies that the foregoing is a true and correct copy of the minutes of the October 23, 2019 regular meeting of the River to Sea Transportation Planning Organization (TPO) Board, approved and duly signed this 27th day of November 2019.

**Debbie Stewart**
**DEBBIE STEWART, RECORDING SECRETARY**
**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**
Mobility Week Events

As part of Mobility Week, the River to Sea TPO will be participating in the following events:

Oct. 29: White Cane Awareness Day
Intersection of Ridgewood Ave and Wilder Blvd in Daytona Beach
10:00 a.m. – 12:00 noon
Sponsored by the National Federation of The Blind, Greater Daytona Beach Chapter, and the Division of Blind Services, Rehabilitation Center for the Blind and Visually Impaired

Oct. 31: Palm Coast Nature Walk & Helmet Fitting
Palm Coast Community Center
9:00 a.m. – 11:00 a.m.
For additional information, call 386-986-2323

Nov. 2: Halifax Art Festival Table & Helmet Fitting
Beach Street in Daytona Beach
9:00 a.m. – 12:30 p.m.
The River to Sea TPO is partnering with Votran to provide properly fitted helmets to adults and children

Additional information on these events is available by emailing PBBlankenship@r2ctpo.org or calling Pam at 386.226.0422 ext. 20416.

www.mobilityweekfl.com  www.r2ctpo.org
Tentative Five-Year Work Program
Fiscal Year 20/21 to Fiscal Year 24/25
About the FDOT Work Program

- The FDOT Work Program is a five-year plan that includes:
  - public transit, seaport, airport and rail projects
  - transportation planning, Transportation Systems Management & Operations, engineering and design, right of way acquisition and construction activities
- Includes FDOT projects and local projects with FDOT involvement
PROGRAM DEVELOPMENT

Based On:
- MPO Priorities
- SIS/FDOT Priorities

Type of Projects:
- Safety & Security
- System Preservation
- Pedestrian & Bicycle
- Multimodal Enhancements
- Operational Improvements
- Capacity Improvements
FDOT’s current adopted Work Program runs from FY 19/20 (which began on July 1, 2019) until FY 23/24 (which ends on June 30, 2024).
After the work program is updated by FDOT staff, incorporating changes in needs and costs, and considering changes in project prioritization, it is considered “Tentative” and a public hearing is held.

Then, the Tentative Work Program is submitted to the Florida Legislature for review and then to the Governor for review and signature.
After the Governor signs the Work Program, it is considered Adopted and the first year of projects is officially included in the State budget.
<table>
<thead>
<tr>
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<th>Event</th>
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<tr>
<td>1</td>
<td>October 21, 2019 to October 25, 2019: On-Line Public Hearing</td>
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<tr>
<td>2</td>
<td>October 24, 2019- 4:30 pm to 6:30 pm: Public Information Outreach</td>
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<tr>
<td>3</td>
<td>November 4, 2019-12:00 a.m.: Public Comments Due</td>
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<tr>
<td>4</td>
<td>November 18, 2019: Metropolitan Planning Organization Objections Due</td>
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<tr>
<td>5</td>
<td>December through March 2020: Review by Legislature</td>
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<tr>
<td>6</td>
<td>July 1, 2020: Adoption of Work Program</td>
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How To Participate
On-Line Public Hearing
www.d5wpph.com
Public Information Outreach Meeting - October 24, 2019
4:30 pm to 6:30 pm

Location:
FDOT District Five
719 S. Woodland Blvd.
Deland, FL 32720
Legislative Appropriations and Vetoes

Appropriations:
- Funding set aside for spending on a specific project.
- Impacts first year of the Tentative Work Program—May result in other projects being deferred or moved out.

Vetoes:
- Per F.S. 216.179, once a specific project is vetoed, FDOT cannot authorize expenditures or in any way implement the vetoed project for one year.
Legislative Appropriation Projects

River to Sea Planning Area Requested Appropriations-$3,722,500

- Deltona Crosswalk Lighting-$750,000-Approved
  - Project is referenced in the LRTP, but is not on the Priority List.
  - Project is not in the TIP or STIP
- Williamson Road Widening-$2,000,000-Approved
  - Project is referenced in the LRTP, but is not on the Priority List.
  - Funding may not be enough to complete construction.
- Ormond Beach Municipal Airport Access Roads-$472,500-Approved
  - Included in HB 5001 Budget
- Sports Aviation Village-$500,000-Vetoed
  - Not on the Priority List or in the LRTP.
Overview-Additions

- **FM#441396-1**: $2,148,059 for Construction added to FY 21
  - Paved Shoulder on Osteen-Maytown Rd. from east of Gobbler’s Lodge to I-95

- **FM#442874-1**: $3,990,717 for Construction added to FY 23
  - Resurfacing of S.R. A1A from north of SR 40 to north of Roberta Rd.

- **FM#442884-1**: $10,671,911 for Construction added to FY 23
  - Resurfacing of S.R. A1A from Broadway St. to the end of the Urban Section

- **FM#442907-1**: $7,720,665 for Construction added to FY 23
  - Resurfacing of S.R. 415 from east of Acorn Lake Road to S.R. 44
Overview-Additions

- **FM#443394-1**: $767,732 for Construction added to FY 24
  - Sidewalks at Campbell Middle School and Turie T. Small Elementary School

- **FM#445208-1**: $4,190,419 for Construction added to FY 23
  - Resurfacing of S.R. 600 from north of Educators Rd. to north of Tomoka Farms Rd.

- **FM#445300-1**: $4,922,536 for Construction added to FY 23
  - Resurfacing of S.R. 44 from N. Hill Ave. to I-4 EB Ramp/S.R. 44 Realignment
Overview-Additions

- **FM#445716-1:** $3,542,687 for Construction added to FY 24
  - U.S. 17 Safety/Access Management Improvements from Ponce DeLeon Blvd. to S.R. 15A

- **FM#446285-1:** $120,100 for Design added to FY 21
  - Willow Run Blvd. sidewalk from Harms Way to Clyde Morris Blvd.

- **FM#446826-1:** $2,550,000 for PD&E added to FY 21
  - I-95 Interchange at Maytown Rd.
Overview - Advanced, Deferred, Moved-In

**Advanced**

- **FM#445010-1**: $2,119,304 for Construction advanced from FY 23 to FY 21
  - Paved Shoulders on Elkcam Blvd. from Sylvia Dr. to Forth Smith Blvd.

- **FM#419772-2**: $2,050,000 for PD&E advanced to FY 21
  - I-95 Interchange at U.S. 1

- **FM#436292-1**: $3,730,000 for ROW advanced to FY 22
  - I-95 Interchange at Pioneer Trail
Overview-Deferred

- **FM#440906-1**: $250,570 for Construction deferred from FY 21 to FY 22
  - Navy Canal Trail from Museum Blvd. west to Clyde Morris Blvd.
Thank You

Loreen Bobo, Director of Development

Contact: Vickie Wyche, River to Sea TPO Liaison
Phone: 386-943-5185
Email: Vickie.Wyche@dot.state.fl.us
Request for Public Comment

Dear Citizen:

Public participation is encouraged at all TPO Board and advisory committee meetings. If you desire to be recognized by the Chairman, please fill out this form and give it to a TPO staff member (PRIOR to the start of the meeting).

Thank you for your cooperation.

Lois Bollenback, Executive Director
River to Sea TPO

Please indicate when you wish to address the committee/board:

☐ At the beginning of the meeting under Public Comment
☐ At the beginning of the following agenda item:

Intersection Tomoka Rd & pioneer Trail Accident

(Please indicate the specific agenda item)

Date 10/23/19

Name Alicia Duke

Address 1141 Eugenia Blvd New Smyrna Beach FL

Contact Information 386-690-3158

Comments: (please use back of page if needed)

I have my "less-than 3 minute speech on paper".

☐
Request for Public Comment

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Lois Bollenback, Executive Director
River to Sea TPO

Please indicate when you wish to address the committee/board:

☐ At the beginning of the meeting under Public Comment
☐ At the beginning of the following agenda item:

CR415/RIORER TML
(Please indicate the specific agenda item)

Date 10-23-19

Name Jim White

Address 100 M. 6118 CIR DB 32124

Contact Information 386-4151-3854

Comments: (please use back of page if needed)
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River to Sea TPO

Please indicate when you wish to address the committee/board:
☑ At the beginning of the meeting under Public Comment
☐ At the beginning of the following agenda item:

(Please indicate the specific agenda item)

Date 10-23-19

Name Susan Scofield
Address 3546 Irish Ln Port Orange FL 32129

Contact Information

Comments: (please use back of page if needed)
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River to Sea TPO

Please indicate when you wish to address the committee/board:

☐ At the beginning of the meeting under Public Comment
☐ At the beginning of the following agenda item:

(Please indicate the specific agenda item)

Date 10/23/19

Name BIG John

Address

Contact Information

Comments: (please use back of page if needed)

Public Comments