



MEETING AGENDA

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

DATE: WEDNESDAY, NOVEMBER 23, 2016
TIME: 9:00 A.M.
PLACE: RIVER TO SEA TPO CONFERENCE ROOM
 2570 W. International Speedway Blvd., Suite 100
 Daytona Beach, FL 32114

Flagler Beach Commissioner Marshall Shupe, Chairman Presiding

- I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM
- II. PLEDGE OF ALLEGIANCE
- III. PUBLIC COMMENT/PARTICIPATION *(Public comments may be limited to three (3) minutes at the discretion of the Chairman)*
- IV. CONSENT AGENDA
 - A. OCTOBER 26, 2016 RIVER TO SEA TPO BOARD MEETING MINUTES *(Contact: Pamela Blankenship) (Enclosure, pages 4-14)*
 - B. TREASURER’S REPORT *(Contact: Herbert M. Seely) (Enclosure, pages 4, 15)*
 - C. EXECUTIVE COMMITTEE REPORT -- *Report by Commissioner Marshall Shupe, Executive Committee Chairman (Enclosure, pages 4, 16)*
 - D. TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD REPORT -- *Report by Council Member Joshua Wagner, TDLCB Chairman (Enclosure, pages 4, 17)*
 - E. TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD APPOINTMENT *(Contact: Vince Wang) (Enclosure, pages 4, 18)*
 - F. BICYCLE/PEDESTRIAN ADVISORY COMMITTEE REPORT -- *Report by Mr. Dustin Savage, BPAC Chairman (Enclosure, pages 4, 19)*
 - G. CITIZENS ADVISORY COMMITTEE REPORT -- *Report by Ms. Judy Craig, CAC Chairperson (Enclosure, pages 4, 20)*
 - H. TECHNICAL COORDINATING COMMITTEE REPORT -- *Report by Tim Burman, TCC Chairman (Enclosure, pages 4, 21)*
 - I. RIVER TO SEA TPO BOARD SUMMARY REPORT -- *Report by Commissioner Marshall Shupe, TPO Board Chairman (Enclosure, pages 4, 22-23)*

IV. CONSENT AGENDA *(Continued)*

- J. TRANSPORTATION IMPROVEMENT PROGRAM SUBCOMMITTEE REPORT** *(Contact: Robert Keeth)*
(Enclosure, pages 4, 24)
- K. ACCESSIBLE PEDESTRIAN SIGNAL (APS) ACTION PLAN WORKING GROUP REPORT** *(Contact: Vince Wang)*
(Enclosure, pages 4, 25)
- L. CANCELLATION OF DECEMBER EXECUTIVE COMMITTEE AND TPO BOARD MEETINGS** *(Contact: Pamela Blankenship)*
(Enclosure, page 4)
- M. REVIEW AND APPROVAL OF EXECUTIVE DIRECTOR'S OVERALL EVALUATION RESULT AND RECOMMENDATION FOR RETENTION** *(Contact: Herbert M. Seely)*
(Enclosure, page 4)
- N. REVIEW AND APPROVAL OF EXPENDITURES FOR FEASIBILITY STUDIES: US 92 AT WOODLAND BLVD (US 17) INTERSECTION IMPROVEMENT (\$13,976) AND US 92 AT GARFIELD AVENUE INTERSECTION IMPROVEMENT (\$16,387)** *(Contact: Robert Keeth)*
(Enclosure, page 4)

V. ACTION ITEMS

- A. REVIEW AND APPROVAL OF THE RIVER TO SEA TPO'S 2017 LEGISLATIVE POSITIONS** *(Contact: Lois Bollenback)*
(Enclosure, pages 26-30)
- B. REVIEW AND APPROVAL OF THE RIVER TO SEA TPO'S FISCAL YEAR 2015/2016 INDEPENDENT AUDIT REPORT** *(Contact: Herbert M. Seely)*
(Enclosure, page 31)
- C. REVIEW AND APPROVAL OF RESOLUTION 2016-32 AMENDING THE FY 2016/17 TO 2020/21 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** *(Contact: Robert Keeth)*
(Enclosure, pages 32-54)
- D. REVIEW AND APPROVAL OF RESOLUTION 2016-33 ADOPTING THE UPDATED RIVER TO SEA TPO PUBLIC PARTICIPATION PLAN (PPP)** *(Contact: Pamela Blankenship)*
(Enclosure, pages 55-57)

VI. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

- A. PRESENTATION AND DISCUSSION OF SR A1A STABILIZATION** *(Contact: Lois Bollenback)*
(Enclosure, page 58)
- B. PRESENTATION AND DISCUSSION OF THE ACCESSIBLE PEDESTRIAN SIGNAL (APS) ACTION PLAN** *(Contact: Vince Wang)*
(Enclosure, pages 59-64)
- C. PRESENTATION AND DISCUSSION OF THE DRAFT APPLICATION AND RANKING PROCESS FOR THE 2017 CALL FOR PROJECTS AND LIST OF PRIORITY PROJECTS** *(Contact: Robert Keeth/Stephan Harris)*
(Enclosure, pages 65-104)
- D. FDOT REPORT** *(Contact: Gene Ferguson, FDOT District 5)*
(Enclosure, pages 105-110)

VII. EXECUTIVE DIRECTOR'S REPORT *(Enclosure, page 111)*

- ® Update on I-4 Beyond the Ultimate
- ® Update on SunRail
- ® Florida Greenways and Trails Plan and Opportunity and Priority Maps

VIII. RIVER TO SEA TPO BOARD MEMBER COMMENTS *(Enclosure, page 111)*

IX. INFORMATION ITEMS (Enclosure, pages 111-116)

- ® Citizens Advisory Committee Attendance Record – 2016
- ® Technical Coordinating Committee Attendance Record– 2016
- ® Bicycle/Pedestrian Advisory Committee Attendance Record – 2016
- ® October TPO Outreach and Activities
- ® 2017 TPO Committee Meeting Calendar

X. ADJOURNMENT (Enclosure, page 111)

The next River to Sea TPO Board meeting will be January 25, 2017

January Meeting Dates:

Executive Committee, January 4, 2017 @ 8:30 a.m.

Transportation Disadvantaged Local Coordinating Board, January 11, 2017 @ 11:00 a.m. @ Votran

Bicycle/Pedestrian Advisory Committee, January 11, 2017 @ 3:00 p.m.

Citizens Advisory Committee, January 17, 2017 @ 1:30 p.m.

Technical Coordinating Committee, January 17, 2017 @ 3:00 p.m.

River to Sea TPO Board, January 25, 2017 @ 9:00 a.m.

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

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

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.r2ctpo.org or contact our Title VI/Nondiscrimination Coordinator, Pamela Blankenship, at 386-226-0422, extension 20416, or pblankenship@r2ctpo.org.

**MEETING SUMMARY
TPO BOARD
NOVEMBER 23, 2016**

IV. CONSENT AGENDA

A. OCTOBER 26, 2016 RIVER TO SEA TPO BOARD MEETING MINUTES

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

B. TREASURER'S REPORT

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

C. EXECUTIVE COMMITTEE REPORT

D. TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD REPORT

E. TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD APPOINTMENT

F. BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (BPAC) REPORT

G. CITIZENS ADVISORY COMMITTEE (CAC) REPORT

H. TECHNICAL COORDINATING COMMITTEE (TCC) REPORT

I. RIVER TO SEA TPO BOARD SUMMARY REPORT

J. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) SUBCOMMITTEE REPORT

K. ACCESSIBLE PEDESTRIAN SIGNAL (APS) ACTION PLAN WORKING GROUP REPORT

L. CANCELLATION OF DECEMBER EXECUTIVE COMMITTEE AND TPO BOARD MEETINGS

Traditionally, if there is no outstanding business that must be conducted prior to the end of the calendar year, all TPO committee meetings are cancelled for the month of December.

M. REVIEW AND APPROVAL OF EXECUTIVE DIRECTOR'S OVERALL EVALUATION RESULT AND RECOMMENDATION FOR RETENTION

In accordance with the Employment Agreement between the River to Sea TPO and the Executive Director, an annual performance evaluation must be completed by November 30th of each year and employment shall be continued by recommendation of the Executive Committee. The results of this years' evaluation are satisfactory and the Executive Committee recommends the retention of the current Executive Director.

N. REVIEW AND APPROVAL OF EXPENDITURES FOR FEASIBILITY STUDIES: US 92 AT WOODLAND BLVD (US 17) INTERSECTION IMPROVEMENT AND US 92 AT GARFIELD AV INTERSECTION IMPROVEMENT

The R2CTPO utilizes the continuing services of consultants to conduct feasibility studies for traffic operations and safety projects. In accordance with the R2CTPO Purchasing Manual, task orders greater than \$5,000, but less than or equal to \$25,000 are subject to approval by the Executive Committee; however, because the Executive Committee is not expected to meet again until January, TPO staff is requesting approval of the following two task orders:

- US 92 at Woodland Blvd (US 17) Intersection Improvement (DeLand) - Proposed Fee: \$16,387 submitted by Vanasse Hangen Brustlin, Inc. (VHB)
- US 92 at Garfield Av Intersection Improvement (DeLand) - Proposed Fee: \$13,976 submitted by Vanasse Hangen Brustlin, Inc. (VHB)

ACTION REQUESTED:

MOTION TO APPROVE THE CONSENT AGENDA

**OCTOBER 26, 2016 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:

Mayor Stephen Emmett*
Commissioner Robert Gilliland
Vice Mayor Lita Handy-Peters, 2nd Vice Chairperson
Commissioner Chris Cloudman
Vice Mayor Chris Nabicht
Councilwoman Christine Power
Commissioner Marshall Shupe, Chairman*
Commissioner Barbara Revels
Commissioner Arthur Byrnes
Vice Mayor Vernon Burton**
Commissioner Jason McQuirk
Mayor Doug Gibson*
Mayor Ed Kelley
Council Member Ron Saylor
Council Member Jason DeLorenzo
Council Member Joe Perrone*
Council Member Bob Ford
Councilman Ralph Schoenherr
Council Member Fred Lowry
Council Member Deb Denys, 1st Vice Chairperson
County Chair Jason Davis
Council Member Joshua Wagner
Gene Ferguson (non-voting advisor)

TPO Board Members Absent:

Vice Mayor John Rogers*
Council Member Billie Wheeler* (excused)
Mayor James Sowell*
Council Member Pat Patterson (excused)
Judy Craig (non-voting) (excused)
Linda Costello (non-voting)
Tim Burman (non-voting)
Dustin Savage (non-voting) (excused)

* Non-voting member in the Small City Alliance

** Voting member for the Small City Alliance

Others Present:

Pamela Blankenship, Recording Secretary
Lois Bollenback
Robert Keeth
Aarti Sharma
Vince Wang
Herbert Seely
Marie Duda
Stephan Harris
Ralph Bove

Representing:

Beverly Beach
Daytona Beach
DeBary
DeLand
Deltona
Edgewater
Flagler Beach
Flagler County
Holly Hill
Lake Helen
New Smyrna Beach
Oak Hill
Ormond Beach
Orange City
Palm Coast
Ponce Inlet
Port Orange
South Daytona
Volusia County
Volusia County
Volusia County
Volusia County
FDOT District 5

Representing:

Bunnell
Daytona Beach Shores
Pierson
Volusia County
CAC Chairperson
Volusia County School Board
TCC Chairman
BPAC Chairman

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
WSP/Parsons Brinkerhoff (FDOT)

Others Present:

Gail Weinstein
Pat Northey
Libertad Acosta-Anderson
Ron Meade
Rich Walton
Hugh Harling
April Bacchus
Lonnie Groot
Ron Paradise
Jane Shang
Big John

Representing:

TPO Intern
Ghyabi & Associates
FDOT
FDOT
Daytona Beach
ECFRPC
ETM, Inc.
TPO Attorney
Deltona
Deltona
Press

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 9:03 a.m. by Chairman Marshall Shupe. The roll was called and it was determined that a quorum was present.

II. Pledge of Allegiance

Ms. Blankenship announced that Mayor Gibson, Oak Hill, would be the voting member for the Small City Alliance in the absence of Lake Helen Vice Mayor Vernon Burton.

A moment of silence was observed in recognition of veterans, military and first responders.

III. Public Comment/Participation

Mr. Big John, press and citizen of Holly Hill, praised Commissioner Gilliland for his help in obtaining the permit to plant dune daisies on east International Speedway Boulevard. He added that last month he had asked the TPO Board if bus service could be added to the Halifax Humane Society at the same time that it is added to the Tanger Outlet Mall. Ms. Heather Blanck, Votran, responded to him with a letter that stated that Votran would not be serving the Tanger Outlet Mall, Trader Joe's or the Halifax Humane Society. Volusia County has a budget crisis and no new Votran services will be added. He asked the Volusia County Council members to speak to the County Manager about this. He also suggested that the TPO Board members consider a ½-cent or 1-cent local option sales tax to cover the funding issues with SunRail and Votran.

IV. Consent Agenda

- A. September 28, 2016 River to Sea TPO Board Meeting Minutes**
- B. Treasurer's Report**
- C. Executive Committee Report**
- D. Bicycle/Pedestrian Advisory Committee (BPAC) Report**
- E. Citizens Advisory Committee (CAC) Report**
- F. Technical Coordinating Committee (TCC) Report**
- G. River to Sea TPO Board (R2CTPO) Summary Report**
- H. Central Florida MPO Alliance (CFMPOA) Report**
- I. Legislative Issues Subcommittee Report**

MOTION: Commissioner Gilliland moved approval of the Consent Agenda. Commissioner Revels seconded the motion which carried unanimously.

V. **Action Items**

A. **Review and Approval of Resolution 2016-02 (as amended) amending the Policy for Establishing & Maintaining Transportation Priority Projects**

[Handout provided]

Commissioner Shupe explained that the Executive Committee had recently looked at this resolution and recommended changing the wording on item #8 to state that “The River to Sea TPO will only reprioritize or add projects when the TPO Board determines unusual circumstances support such action.” Unusual circumstances are briefly defined on page 31 and 32 of the agenda. They also referred the resolution to the Transportation Improvement Program (TIP) Subcommittee for further discussion; however, that subcommittee meeting did not have a quorum. The CAC and TCC both recommended approval of the amended resolution as presented.

Ms. Bollenback pointed out that there was a handout provided that included one additional suggestion made by the TPO's legal counsel. The suggestion was to tie the added language from #9 to #8 using consistent language to describe the unusual circumstance and hardship.

Vice Mayor Burton entered the meeting and the Small City Alliance vote was transferred to him.

Ms. Bollenback read item #9 of Resolution 2016-02 (as amended): “Requests to change the priority or to add a project must include a statement describing the unusual circumstance and hardship by the requestor along with supporting documentation that includes detailed justification of need and an assessment of the impacts to the programming of prioritized projects.”

MOTION: Commissioner Revels moved approval of Resolution 2016-02 (as amended) amending the policy for establishing and maintaining transportation priority projects as presented. Council Member Denys seconded the motion.

Vice Mayor Nabicht asked if the word “and” should be changed to “or” on item #9.

Ms. Bollenback clarified that the point is that a policy exists that addresses cost overruns which are the responsibility of the local project sponsor unless there are unusual circumstances and a hardship that prevents the sponsor from funding the overrun.

Vice Mayor Nabicht asked if both the hardship and unusual circumstances have to be proven.

Ms. Bollenback responded that that was correct. There has to be an unusual circumstance that arises and the local government must be unable to fund it.

The motion carried with Council Member DeLorenzo voting in opposition.

B. **Review and Approval of Resolution 2016-29 amending the FY 2016/17 to 2020/21 Transportation Improvement Program (TIP)**

Chairman Shupe explained that the TIP amendment added 14 SunTrail projects which had been announced recently by FDOT as well as funding for the Turnbull Bay Bridge replacement. The Turnbull Bay Bridge replacement amendment transfers \$800,000 from the Traffic Operations/Safety set-aside box and \$800,000 from the Bicycle/Pedestrian set-aside box for a total of \$1.6 million. It also deletes the SR 44 at Kepler Road Intersection Improvement project in order to free up additional funding for the bridge replacement. An additional \$300,000 will also be added from District Contingency funding. He added that this amendment also advances construction of the Spring-to-Spring Trail/US 17/92 bridge connecting Seminole County to Volusia County.

County Chair Davis pointed out that the SR 44/Kepler Road intersection was being deleted.

Ms. Bollenback noted that Volusia County had withdrawn local funding for the project. In order to fund the Turnbull Bay Bridge replacement, FDOT, in consultation with Volusia County staff, took the remaining FDOT funds away.

County Chair Davis asked for clarification regarding the source of funding that was being used for the Turnbull Bay Bridge project.

Ms. Bollenback explained that last month the TPO Board took action to direct \$1.6 million of SU funding from the set-aside reserve boxes. It was evenly split with \$800,000 coming from the Traffic Operations/Safety box and \$800,000 from the Bicycle/Pedestrian box. She added that the funds from the SR 44/Kepler Road project were District Dedicated Revenue (DDR) funds and could not be used off-system. FDOT found another project that the DDR funds went to which freed up SA funds that can be used anywhere.

Commissioner McGuirk thanked the board members for their support for the Turnbull Bay Bridge replacement. He noted that the project was a life and safety issue.

Commissioner Gilliland pointed out that the need to replace the Turnbull Bay Bridge was never in question; it was a matter of where the funds would come from. Even though there was debate about where the funds were going to come from, everyone recognized the project's importance. While the outcome was not what he wanted, he was proud that no one debated the fact that the bridge replacement was needed.

MOTION: *County Chair Davis moved to approve Resolution 2016-29 amending the FY 2016/17 to 2020/21 Transportation Improvement Program (TIP). Commissioner Gilliland seconded the motion.*

Council Member Wagner asked what would happen if the motion failed.

Ms. Bollenback stated that the Turnbull Bay Bridge replacement project would not be able to move forward with the current funding. It would need to come back before the board.

Council Member Wagner stated that only "no" votes could bring a motion back from the failing side.

County Chair Davis stated that Robert's Rules of Order state that only the prevailing side may bring an item back before the board.

Ms. Bollenback added that if the vote were to fail, options for moving forward would need to be determined and brought back before the board.

A roll call vote was taken and the motion carried unanimously.

C. Review and Approval of Resolution 2016-30 amending the FY 2016/17 and 2017/18 Unified Planning Work Program (UPWP)

Ms. Bollenback commented that the TPO staff was withdrawing the request to amend the Unified Planning Work Program (UPWP) at this time. As indicated by the letter included in the board agenda, FDOT has determined that there is insufficient budget authority in the current fiscal year to allocate funding for the ITS Master Plan. The TPO staff will come back with an amendment in the future to put the ITS Master Plan in FY 2018.

MOTION: *Council Member Denys moved to withdraw consideration of Resolution 2016-30 amending the FY 2016/17 and 2017/18 Unified Planning Work Program (UPWP). The motion was seconded by County Chair Davis and carried unanimously.*

D. Review and Approval of Resolution 2016-31 adopting the Congestion Management Process (CMP) and Performance Measures Report

Ms. Bollenback explained that the TPO is required to develop a Congestion Management Process and Performance Measures Report each year. The TPO will be looking at the transportation system as a whole for areas of congestion and will be expanding the report to include other performance measures. The TPO is required to measure the performance of the system in very specific ways as well as the changes that occur as projects are programmed. In the future, this will be closely tied into the Long Range Transportation Plan (LRTP) and the projects that move from the LRTP into the TIP. She encouraged the members to use the report as a resource because it will influence how projects are ranked and prioritized in the future. She pointed out that there was one minor change regarding a future road in Palm Coast that had been identified in the report but did not currently exist.

MOTION: Commissioner Gilliland moved to approve Resolution 2016-31 adopting the Congestion Management Process (CMP) and Performance Measures Report. Councilwoman Power seconded the motion which carried unanimously.

VI. Presentations and Discussion Items

A. Presentation and Discussion on the Volusia Transit Connector Study

Ms. Bollenback introduced FDOT Consultant, Mr. Ralph Bove from Parsons Brinkerhoff.

Mr. Ralph Bove introduced Ms. Libertad Acosta-Anderson, FDOT Transit Supervisor, and Ms. Patricia Northey, Ghyabi & Associates, the Public Involvement Liaison for the Volusia Transit Connector Study. Mr. Bove gave a PowerPoint presentation on the Volusia Transit Connector Study and reviewed the various alternatives that were considered. He further explained the relationship between transit and land use. None of the alternatives would achieve a high enough rating to be competitive for future federal funding. He detailed the next steps including the development of an implementation strategy that will link land use and transit planning to provide a road map that the region could use to get to a higher level of density. He concluded that the final summary report would be completed in December 2016.

Councilman Byrnes stated that the county needed to fix the regular transit service first. He added that over the last year, the timing of the traffic lights has changed. Instead of both left turn lanes being able to turn at the same time, on one side, the left turn goes first; the other side's left turn goes second. He has citizens complaining about this change and accidents are occurring. He has asked about the changes to the light timing but received no response. He asked who he should contact regarding this issue.

Mr. Ferguson asked who Councilman Byrnes had spoken with.

Councilman Byrnes stated that he had spoken with his city manager who sent his requests to the local FDOT office.

Mr. Ferguson asked him to send his request to him and he will have someone explain the light system to him.

Councilman Byrnes stated that he did not want it explained; he wanted it fixed.

Mr. Ferguson explained that the typical way this would be handled is that a city official or city engineer would contact Mr. Rick Morrow, FDOT District Office, and a traffic study would be undertaken at the location of concern to determine what can be done.

Councilman Byrnes clarified that the traffic signal timings have been changed statewide, not just in one location.

Ms. Bollenback stated that she would work with Councilman Byrnes and Mr. Joe Forte, South Daytona City Manager, to understand which signals and corridors are experiencing the issue, why the changes have occurred, and if there are unintended consequences.

Council Member Perrone stated that he did not see how anyone would approve funding for a cross county transit service. The whole point of the rail system is to get people off the road and providing rapid transit bus service from Daytona Beach to DeLand is counterintuitive. He stressed that the long-term objective should be to bring SunRail to Daytona Beach. Although the Volusia Transit Connector Study indicated that there was no justification to bring the rail to DeLand, if you build it, they will come. He does not think bus service would be feasible on International Speedway Boulevard.

Ms. Acosta-Anderson, FDOT, stated that the study did not indicate that it was not worth the investment; it indicated that the funds have to be competed for on a national level and at this time the project cannot compete. The study looked at what could be done in the interim.

Council Member Wagner added that this study can be used as a planning tool.

Ms. Bollenback thanked FDOT and noted that this conversation was similar to the ones that occurred during the development of the 2040 LRTP. The TPO explored the development trends and the smart growth path. If this is the direction that the area wants to head, then there are land uses that need to be put in place that are beyond the control of transportation agencies. It involves the local governments creating the densities and growing in a specific way which will be supportive of and allow transit projects to succeed. Transit systems encourage growth; however, the demand must be there. It is a two-pronged approach; the land use and the densities must be put in place and as that starts to build the additional transit elements that support the higher densities can be layered in.

Council Member Wagner thanked everyone for their work on the study. He also thanked Ms. Bollenback who worked hard to get this study funded and completed.

B. Presentation and Discussion on Votran's Trip Planner Tutorial

Ms. Bollenback stated that there was no representative from Votran present to give the presentation. The tutorial is a video that is available on Votran's website. She explained that over the last six to eight years, Votran has introduced a tremendous amount of technology into their system.

The Votran Trip Planner Tutorial video was presented to the TPO Board members. (<http://www.votran.org/riding-votran/technology.shtml>)

Ms. Bollenback explained that Votran's Trip Planner was similar to using Google. There are rider alerts that can be set up which are helpful for people who use public transit.

Council Member Wagner applauded Votran for their work in implementing technology. The Trip Planner gives people more control. Volusia County is a community where people ride the bus because they have to; however, it is moving more towards a choice ridership.

C. Presentation and Discussion on the River To Sea TPO's Draft 2017 Legislative Priorities

Commissioner Shupe noted that the Legislative Issues Subcommittee had met several times recently to develop the draft 2017 Legislative Priorities.

Ms. Bollenback pointed out that the TPO's draft 2017 Legislative Priorities were similar to the priorities from previous years. The language has been aligned with Volusia County's interest in flexibility of funding at the local level. An item was also added supporting funding for the operations, maintenance and preservation of trails. When miles of 12-foot wide trails are built, maintenance is a big expense. The draft priorities will be

back next month for TPO Board approval. She asked the members to let her know if they had any suggestions.

Council Member Denys stated that with the recent hurricane, there are trees down on the trail in New Smyrna Beach. There is no way to get the equipment in there to clean up without ruining the trail. Special equipment will have to be brought in and it will be a huge expense. She stressed the importance of funding for trail maintenance.

D. Presentation and Discussion on the Fixing America's Surface Transportation (FAST) Act

Ms. Bollenback gave a PowerPoint presentation on the Fixing America's Surface Transportation (FAST) Act. The FAST Act increases funding for both highways and transit; it also funds the National Highway Freight Program and increases the funding associated with transit and safety. She reviewed some of the other changes that the FAST Act brings. She discussed the changes that will affect MPOs including new planning activities for resiliency and tourism. There is a push to consolidate MPOs that will affect one-third of the MPOs around the nation; however, it will not affect the River to Sea TPO. Greyhound, inner city bus services and seaports will need to be incorporated into the next long range plan and MPOs will need to begin setting targets and performance measures. The LRTP, TIP and the ranking of project priorities will all link back to these performance measures. Once a project is constructed, the effects will need to be measured. As the FAST Act is implemented, the TPO will look at the performance measures and make sure it is clear how those measures affect the projects being developed.

Councilwoman Power asked about the \$95 million that is designated for gas tax alternatives research.

Ms. Bollenback responded that the amount was on a national level. She added that another noteworthy item to consider is the emphasis on autonomous vehicles and technology. The State of Florida would like to be to be a leader in the nation and advance projects faster than other states. This is a topic that will have to be addressed in the next LRTP.

Council Member Saylor asked if any input had been received on deep draft ports and the freight that will come out of there. He also asked if there had been any studies completed that looked at how much this would impact Volusia County.

Ms. Bollenback responded that there have been freight studies done at both the state and national level. Florida has been very proactive in developing a freight plan. A couple of months ago, the TPO Board looked at the urban and rural corridors that are being established. There has been an evaluation of the existing interstate system as well as the off-interstate roads that are becoming heavy freight corridors; none have been identified in the TPO planning area. The bigger issues in Volusia County are last mile issues. The key is how to get vehicles from the facilities to the interstate system.

Councilman Byrnes asked if anything was currently happening with passenger service on the Florida East Coast (FEC) rail track.

Ms. Bollenback noted that she would have to look into the current status of the All Aboard Florida (Bright Line) passenger service from Miami to Orlando. Her understanding is that it is still under construction and moving forward on target.

Councilman Byrnes stated there was talk about bringing back passenger service on the FEC rail line.

Ms. Bollenback added that the FEC railway has developed a subsidiary company, Bright Line, which is introducing passenger service on the FEC line from Miami up to Orlando.

Council Member Wagner stated that FEC indicated a number of years ago that their goal was to go to Orlando; once they are in Orlando, the next stop will be Jacksonville. The wording they used was that it was

unrealistic to think that they would not put a stop between Jacksonville and West Palm Beach. The numbers have to be there to make it happen and Volusia County has pushed for a stop.

Council Member Denys commented that it is not unrealistic to think that Volusia will have a stop. There will likely be one stop between SR 428 and Jacksonville.

E. FDOT Report

Mr. Ferguson gave the FDOT report. He provided updates on the following projects: the US 1 resurfacing began in August and will be completed in the spring of 2018; the resurfacing of SR 472 will be completed in the spring of 2018; the I-4 widening is expected to be open by the end of the month; the I-95 project is expected to be completed in the spring of 2018; and the I-4 resurfacing will be finished early next year.

VII. Executive Director's Report

→ **Update on the I-95 to SR 417 Connector Environmental Study**

Ms. Bollenback reported that the I-95 to SR 417 Connector Environmental Study was funded through an earmark and the Florida Turnpike Enterprise is conducting the study. She recently met with them to review the scope and make adjustments. The scope will be complete next month and then data collection will begin. The focus of this study is to look at environmental issues. There will be a stakeholder meeting held at the beginning of the year with a number of public meetings occurring in the summer of 2017. The study will wrap up at the end of 2017. She asked the members to let her know if they had any specific interests and she would make sure they received detailed information.

→ **Update on the I-4 Beyond the Ultimate**

Ms. Bollenback announced that there will be an I-4 Beyond the Ultimate public meeting on November 16, 2016 in Deltona to review the Preliminary Design and Environment (PD&E) study findings. There is also a Financing Task Force that will look at the innovative funding resources that are available to figure out how to advance some of the segments.

→ **Update on SunRail**

Ms. Bollenback announced that SunRail had recently made a decision to extend Saturday service through private sector funding on a week-by-week basis. She announced that Ms. Tawny Olore left her position as SunRail Project Manager and Chief Executive Officer and the Chief Financial Officer will be taking over until her position is filled.

→ **Update on the draft Public Participation Plan (PPP)**

Ms. Bollenback stated that additional comments had been received on the draft Public Participation Plan (PPP) and the TPO staff extended the public review period in order to allow additional public review. The document will be brought back next month for the TPO Board's approval.

[Handouts provided]

Ms. Bollenback stated that in reference to current year funding, the handouts provided show the reserve boxes for Traffic Operations/Safety and Bicycle/Pedestrian projects. The TPO started the year without any projects being programmed. The priority lists were submitted to FDOT but no projects were placed into the Work Program. The TPO staff is trying to advance projects in order to spend down the money; if the funding is not fully allocated, the amount will be reduced next year, therefore, it is important to over-program. FDOT has identified Advanced Construction (ACSU) funds which are similar to a line of credit; if there is \$1.5 million available, the TPO can program up to twice that amount. By doing this, if a project gets delayed or falls off the list, the TPO's funding is not jeopardized because there will be additional projects available that

can utilize the money. She reviewed the projects on the Traffic Operations/Safety set-aside project list and noted that there is just over \$1 million available to be programmed. FDOT has asked the TPO to spend \$2.5 million in ACSU funds. Daytona Beach is submitting a funding request for a project and FDOT has suggested the TPO consider advancing a couple of projects. The two projects that FDOT has suggested be included are the intersection improvements at US 1 and Reed Canal and US 1 and Big Tree Road. She explained the history of the two projects. These projects are currently programmed for construction in FY 2018 using state District Dedicated Revenue (DDR) funds. This would transfer the funding from a state source to a federal source. Funding is available in the current year and it would advance projects that are currently in the Work Program; it will not displace any other projects. The question is whether the board is supportive of changing the funding source. FDOT needs to know what the TPO would like to do by Friday.

Councilman Schoenherr commented that the intersection improvements were desperately needed and he would support their advancement.

Ms. Bollenback asked if there were any objections to advancing the two projects adding that this will create a safety net in terms of funding for the TPO. She added that she thought this was a good move strategically. A TIP amendment would be brought back at a later date.

Vice Mayor Nabicht stated that last month the board discussed protected projects, of which, two were in Deltona. The indication was that there was funding available; however, now, there does not appear to be funding available.

Ms. Bollenback responded that funding is available but FDOT staff does not believe the Catalina Boulevard/Howland Boulevard intersection improvement project will be able to advance. She added that if that is incorrect there will still be an opportunity to address it.

Vice Mayor Nabicht stated that he would speak with his city staff regarding the project.

Council Member Denys noted that changing the funding from a state source to a federal source would be a good move and act as an insulator for other projects.

Ms. Bollenback reviewed the projects on the Bicycle/Pedestrian set-aside list. The McDonald Road sidewalk project in Port Orange has been added. There were three projects that will be removed from the list which are all design phases. Those projects are the Deltona Lakes/Spirit Elementary School sidewalks, the Tomoka Elementary School sidewalk and the Williamson Boulevard/Hand Avenue pedestrian improvements. FDOT has informed the TPO that there is no budget authority for these projects. She explained the term "budget authority." She added that FDOT does not believe that the Lakeview Boulevard Trail in Palm Coast will be ready to advance. If this is incorrect, Palm Coast staff should contact FDOT. There is still \$132,000 available as well as ACSU funding that FDOT would like drawn down. The TPO staff will let the local governments know that money is still available. She asked the members to have their staff contact the TPO staff or Mr. Ferguson if they had any projects that can be advanced.

Councilwoman Power asked what would happen to the projects that are removed from the list.

Ms. Bollenback responded that they would most likely be programmed in FY 2018.

Councilman Byrnes asked where the budget authority came from and who could be contacted to ask for additional budgeting authority.

Mr. Ferguson explained where budgeting authority came from and noted that a certain percentage of funding is set aside each year for the different project phases. He added that additional budgeting authority can always be requested.

VIII. River to Sea TPO Board Member Comments

Council Member DeLorenzo stated that this would be his last meeting as the Palm Coast representative. He added that he appreciated working with the TPO Board members.

Council Member Wagner thanked Mr. Big John for attending and contributing to the TPO Board meetings.

Chairman Shupe reminded the members that the next meeting would be on November 23, 2016; the day before Thanksgiving. He asked that the members send their alternates if they were unable to attend.

IX. Information Items

- Bicycle/Pedestrian Advisory Committee Attendance Record – 2016
- Citizens Advisory Committee Attendance Record – 2016
- Technical Coordinating Committee Attendance Report – 2016
- September TPO Outreach and Activities
- SUN Trail Funding Notice

X. Adjournment

There being no further business, the River to Sea TPO Board meeting adjourned at 10:36 a.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

FLAGLER BEACH COMMISSIONER MARSHALL SHUPE
CHAIRMAN, RIVER TO SEA TPO

CERTIFICATE:

The undersigned, duly qualified and acting Recording Secretary of the River to Sea TPO Board certifies that the foregoing is a true and correct copy of the minutes of the October 26, 2016 regular meeting of the River to Sea Transportation Planning Organization (TPO) Board, approved and duly signed this 23rd day of November 2016.

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

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
MONTHLY TREASURER REPORT FY 16/17
PERIOD ENDING OCTOBER 31, 2016**

<u>DESCRIPTION</u>	<u>16/17 BUDGET</u>	<u>CURRENT MONTH</u>	<u>FYTD TOTAL</u>	<u>UNDER (OVER) BUDGET</u>	<u>FYTD % BUDGET</u>
<u>REVENUES</u>					
LOCAL FUNDS	\$119,941.00	\$6,353.51	\$53,277.54	\$66,663.46	44.42%
STATE FUNDS	70,280.00	7,942.32	7,942.32	62,337.68	11.30%
FEDERAL FUNDS	1,277,679.00	0.00	0.00	1,277,679.00	0.00%
<u>REVENUES</u>	\$1,467,900.00	\$14,295.83	\$61,219.86	\$1,406,680.14	4.17%
<u>EXPENSES</u>					
SALARIES	\$525,785.00	\$31,635.29	\$147,000.63	\$378,784.37	27.96%
FRINGE BENEFITS	183,767.00	12,112.06	53,750.61	130,016.39	29.25%
OFFICE SUPPLIES	10,000.00	267.93	601.32	9,398.68	6.01%
POSTAGE	5,000.00	87.64	2,081.57	2,918.43	41.63%
OFFICE RENT EXPENSE	144,510.00	2,941.40	58,266.27	86,243.73	40.32%
ADVERTISING	2,500.00	305.27	1,177.19	1,322.81	47.09%
PRINTING	6,550.00	0.00	170.13	6,379.87	2.60%
CONFERENCE, WORKSHOPS & SEMINAR FEES	6,300.00	450.00	1,410.00	4,890.00	22.38%
FEES	33,250.00	7,402.06	21,697.58	11,552.42	65.26%
DUES	3,317.00	0.00	315.00	3,002.00	9.50%
PUBLICATIONS	1,050.00	0.00	0.00	1,050.00	0.00%
COPY EXPENSE	21,000.00	1,392.75	5,982.75	15,017.25	28.49%
COPY MACHINE COSTS	21,000.00	1,379.56	5,855.79	15,144.21	27.88%
TRAVEL EXPENSE	18,800.00	657.77	4,027.13	14,772.87	21.42%
AWARDS PROGRAM/PROMO	10,500.00	0.00	2,107.44	8,392.56	20.07%
SPECIAL STUDIES	283,955.00	9,786.05	9,786.06	274,168.94	3.45%
PROFESSIONAL SERVICES	109,000.00	6,849.81	9,655.56	99,344.44	8.86%
MEETING EXPENSE	3,000.00	121.68	619.55	2,380.45	20.65%
LIABILITY INSURANCE	11,000.00	0.00	5,501.75	5,498.25	50.02%
REPAIRS	1,000.00	0.00	59.00	941.00	5.90%
NETWORK COSTS	32,540.00	2,360.92	17,353.77	15,186.23	53.33%
CAPITAL OUTLAY	5,000.00	0.00	0.00	5,000.00	0.00%
SOFTWARE	5,190.00	79.94	1,074.93	4,115.07	20.71%
TELEPHONE	3,600.00	198.00	942.00	2,658.00	26.17%
EDUCATION	1,000.00	0.00	0.00	1,000.00	0.00%
CONTINGENCY	19,287.00	0.00	0.00	19,287.00	0.00%
<u>EXPENSES</u>	\$1,467,900.00	\$78,028.13	\$349,436.03	\$1,118,464.97	23.81%
<u>BALANCE</u>	\$0.00	(\$63,732.30)	(\$288,216.17)	\$288,215.17	

33.33% OF YEAR COMPLETE



**EXECUTIVE COMMITTEE
MEETING SUMMARY
NOVEMBER 2, 2016**

- Received TPO staff update recognizing the retirement of Ms. Noranne Downs, FDOT District Secretary at the November TPO Board meeting
- Reviewed and recommended approval of the draft River to Sea TPO FY 2015/16 Independent Audit Report
- Approved a motion for the expenditure of \$21,895 for the Highbanks Road Sidewalk Feasibility Study
- Approved the draft November 23, 2016 River to Sea TPO Board agenda
- Reviewed the Executive Director’s evaluation; recommended retention of the Executive Director and discussed the re-negotiation and renewal of the employment contract
- Directed TPO staff to distribute the current Executive Director’s contract to the Executive Committee members
- Announced the FDOT Work Program Public Hearing on December 6, 2016 from 5:00 p.m. to 7:00 p.m. at the River to Sea TPO
- Received member comment regarding the resignation of SunRail Chief Executive Officer Tawny Olore

**THE NEXT EXECUTIVE COMMITTEE MEETING WILL BE ON
WEDNESDAY, JANUARY 4, 2017 @ 8:30 A.M.**



**Transportation Disadvantaged Local Coordinating Board (TDLCB)
Meeting Summary
November 9, 2016**

- Received public comment requesting Votran service to the Tanger Outlet Mall, Trader Joe’s and the Halifax Humane Society
- Approved the minutes of the September 14, 2016 TDLCB meeting
- Approved the monthly CTC Paratransit Reports for August and September
- Elected Ms. Mary Ellen Ottman as the TDLCB Vice Chairperson for 2017
- Approved Votran’s Designation as the Community Transportation Coordinator (CTC)
- Recommended approval of Resolution 2016-## adopting the River to Sea TPO Updated Public Participation Plan (PPP)
- Received a presentation on the Volusia County Transportation Disadvantaged Service Plan 2016 Major Update
- Received public comments regarding the lack of Votran service in new developments
- Received a PowerPoint presentation on the River to Sea TPO's Draft Accessible Pedestrian Signal (APS) Action Plan
- Received annual TDLCB member training and orientation
- Received a PowerPoint presentation on the Volusia Transit Connector Study
- Received staff update announcing that the 2017 Public Transportation and Transportation Disadvantaged Legislative Awareness Day is scheduled for Wednesday, March 15, 2017; Mr. Wang asked for volunteers to contact him
- Announced that this was TDLCB Chairman Joshua Wagner’s last meeting; a new Volusia County Council Member will be appointed as the chairperson in January

*****The next TDLCB meeting will be on Wednesday, January 11, 2016*****



CC: PAM

October 13, 2016

Mr. Vince Xiao Wang
Transportation Planner – Transit Program Manager
River to Sea Transportation Planning Organization
2570 W. International Speedway Boulevard, Suite 100
Daytona Beach, Florida 32114

RE: Appointment to the TDLCB

Mr. Wang,

On behalf of the Community Services Department, I would like to appoint Mr. Jeffrey Bumb, Veteran Services Division Director as the primary representative of the Veteran's Services Group on the Transportation Disadvantage Local Coordination Board (TDLCB). In addition Tim Algieri, Senior Veteran's Services Counselor will serve as an alternative representative.

Thank you for this opportunity to represent Veterans on the TDLCB. If you need any additional information please feel free to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Dona D. Butler".

Dona DeMarsh Butler
Director



**Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Summary
November 9, 2016**

- Introduced new BPAC member, Mr. Patrick McCallister, representing Volusia County District 1
- Approved the minutes of the October 12, 2016 BPAC meeting as amended
- Recommended approval of Resolution 2016-## adopting the updated River to Sea TPO Public Participation Plan (PPP)
- Recommended approval of Resolution 2016-## amending the FY 2016/17 – 2020/21 Transportation Improvement Program (TIP)
- Approved a motion appointing Mr. Aufdenberg, Mr. Wendler and Ms. Nicoulin to the Bicycle and Pedestrian Plan Subcommittee
- Cancelled the December 14, 2016 BPAC meeting
- Received a presentation of the Volusia Transit Connector Study
- Received a presentation of the Sea Level Rise/Storm Surge Vulnerability Assessment
- Received a presentation of the draft application and ranking process for the 2017 Call for Projects
- Rescheduled the TPO staff presentation of the Accessible Pedestrian Signal (APS) Action Plan to the January 11, 2017 BPAC meeting
- Received a TPO staff update on the SUN Trail Network

*****The next BPAC meeting will be on Wednesday, January 11, 2017*****



**Citizens Advisory Committee (CAC)
Meeting Summary
November 15, 2016**

- Approved the minutes of the October 18, 2016 CAC meeting
- Cancelled the December CAC meeting
- Recommended approval of Resolution 2016-## adopting the updated River to Sea TPO's Public Participation Plan (PPP)
- Recommended approval of Resolution 2016-## amending the FY 2016/17 To 2020/21 Transportation Improvement Program (TIP)
- Received a presentation on the stabilization of SR A1A
- Received a PowerPoint presentation on the Accessible Pedestrian Signal (APS) Action Plan
- Received a presentation on the draft application and ranking process for the 2017 call for projects and list of priority projects
- Received the FDOT report
- Received the Volusia County Construction Report; there was no Flagler County Construction Report
- Received TPO staff updates on the Florida Greenways and Trails Plan and Opportunity and Priority Maps and the Old Kings Road Widening PD&E

*****The next CAC meeting will be on Tuesday, January 15, 2017*****



Technical Coordinating Committee (TCC)

Meeting Summary

November 15, 2016

- Approved the minutes of the October 18, 2016 TCC meeting
- Cancelled the December TCC meeting
- Recommended approval of Resolution 2016-## adopting the updated River to Sea TPO's Public Participation Plan (PPP)
- Recommended approval of Resolution 2016-## amending the FY 2016/17 To 2020/21 Transportation Improvement Program (TIP)
- Received a presentation on the stabilization of SR A1A
- Received a PowerPoint presentation on the Accessible Pedestrian Signal (APS) Action Plan
- Received a presentation on the draft application and ranking process for the 2017 call for projects and list of priority projects
- Received the FDOT report
- Received the Volusia County Construction Report; there was no Flagler County Construction Report
- Received TPO staff updates on the Florida Greenways and Trails Plan and Opportunity and Priority Maps, the Old Kings Road Widening PD&E and the programming of the TPO's priority projects
- Received member comment noting that Daytona Beach will be asking that the following project be placed on the January TPO agenda requesting additional ACSU funding for the US 92 (West International Speedway Boulevard) Streetscape Phase II from Lincoln Avenue to Nova Road
- Received TPO staff update on the programming of ACSU funding

*****The next TCC meeting will be on Tuesday, January 15, 2017*****

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



**River to Sea TPO Board
Meeting Summary
October 26, 2016**

- Public comment received regarding the dune daisies on east International Speedway Boulevard and the lack of transit to the Halifax Humane Society on LPGA Boulevard
- Approved the consent agenda including the approval of the September 28, 2016 TPO Board meeting minutes
- Approved an amendment to Resolution 2016-02 outlining the policy for establishing & maintaining transportation priority projects
- Approved Resolution 2016-29 amending the FY 2016/17 to 2020/21 Transportation Improvement Program (TIP) via a roll call vote
- Approved a motion to withdraw consideration of Resolution 2016-30 amending the FY 2016/17 and 2017/18 Unified Planning Work Program (UPWP)
- Approved Resolution 2016-31 adopting the Congestion Management Process (CMP) and Performance Measures Report
- Received a PowerPoint presentation on the Volusia Transit Connector Study
- Received a video presentation on Votran’s Trip Planner tutorial
- Received a staff presentation on the River To Sea TPO’s Draft 2017 Legislative Priorities
- Received a PowerPoint presentation on the Fixing America’s Surface Transportation (FAST) Act
- Received the FDOT report
- Received the Executive Director’s report including an update on the I-95 to SR 417 Connector Environmental Study, the I-4 Beyond the Ultimate, SunRail and the draft Public Participation Plan (PPP)
- Directed the Executive Director to communicate to FDOT the projects to be programmed from the Bicycle/Pedestrian and Traffic Operations/Safety Candidate Projects for Programming/Advancement in FY 2016/17 handout

Items Requiring Follow Up:

- Follow up with Holly Hill Commissioner Arthur Byrnes and FDOT regarding the timing of the left turn lights on roadways in Volusia County (FDOT staff)

****The next River to Sea TPO Board meeting will be on Wednesday, November 23, 2016****



TIP Subcommittee Meeting Summary October 24, 2016

- Discussed how “secondary” bridge replacement projects are funded, and recommended that this issue be discussed during the next update of the long-range transportation plan
- Discussed operations & maintenance (O&M) requirements for intelligent transportation systems (ITS), whether O&M should be funded by the TPO and, if so, how requests should be evaluated and prioritized; agreed that the issue should be addressed in an ITS Master Plan
- Recommended that Criteria #3 in the project implementation application (Mobility and Operational Benefits) should include consideration of roundabouts
- Recommended that the instructions for the Priority Project Applications be revised to note the TPO is not obliged to consider information pertaining to a project request that is not included in the project application, but encouraging applicants to be present during evaluation to clarify information contained in the application, if needed
- Recommended that the Feasibility Study Application be revised to ask whether the applicant intends to use a LAP certified consultant to manage the project (if not self-certified or enlisting another certified agency for that purpose)
- Recommended that the TPO’s resolution reaffirming the policy for establishing and maintaining transportation priorities be revised to include 3 additional criteria for re-prioritizing or adding projects to the lists of priority projects:
 - not contrary to the public interest,
 - not of a recurring nature and
 - does not result from the actions of the applicant
- Recommended revising the resolution that provides for the annual allocation of SU and other federal or state funds to require that if any sign or marker is posted at the project site, or if any public pronouncements are made by or on behalf of the recipient regarding a project that was funded by the TPO, then such sign, marker, or public pronouncement shall acknowledge the support provided by the TPO



**Accessible Pedestrian Signal (APS) Action Plan Working Group
Meeting Summary
November 16, 2016**

- Reviewed the APS interactive map and agreed that day and night service routes should be shown on the map
- Directed TPO staff to send the Accessible Pedestrian Signal (APS) key locations list to the members via email
- Received member request to add the following intersections to the APS key locations list: US 17/92 and Fort Florida Road and US 17/92 and Highbanks Road in DeBary
- Discussed evaluation criteria and agreed that: 1. Density should be considered; 2. High crash locations make APS less appropriate
- Recommended including the constructability of APS as one of the criteria for identifying key locations
- Discussed including information regarding installation and maintenance responsibilities and costs
- Discussed the need for training on the proper installation of APS systems
- Recommend T-intersections be prioritized higher because of the difficulties crossing at these
- Recommended adding a section that deals with funding to the APS Action Plan
- Discussed policy options for promoting accessible pedestrian signals

MEETING SUMMARY
TPO BOARD
NOVEMBER 23, 2016

v. ACTION ITEMS

A. REVIEW AND APPROVAL OF THE RIVER TO SEA TPO'S 2017 LEGISLATIVE POSITIONS

Background Information:

Each year, the TPO develops a set of legislative positions to be used in informing legislators of issues important to the River to Sea TPO. The positions are initially drafted through a subcommittee of the TPO Board. A draft copy of the 2017 Legislative Positions was presented to the TPO Board in October and is now presented for your review and approval.

ACTION REQUESTED:

MOTION TO APPROVE THE RIVER TO SEA TPO'S 2017 LEGISLATIVE POSITIONS

2017 Legislative Positions

Adopted November 23, 2016



***River to Sea TPO Chairman:
Marshall Shupe, City of Flagler Beach***



Contact: Lois Bollenback, Executive Director

Telephone: (386) 226-0422

E-mail: LBollenback@r2ctpo.org

Website: www.r2ctpo.org

#1 -- Transportation Priority -- Funding

The River to Sea TPO supports legislation that preserves transportation funding and provides greater flexibility of funding to support the safety, efficiency and preservation of the transportation system.

Background

Transportation revenue is collected to support the preservation and development of a safe and efficient transportation system that supports economic development, freight mobility, tourism, bicycle and pedestrian safety, accessibility and public transit among others. Actions that protect these programs include:

- **Consider Funding Options that Stabilize Local and State Transportation Funding***

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) completed a Transportation Revenue Study in 2012. The study found that transportation revenues were not keeping pace with increased costs over time. Subsequent analysis of fuel taxes by the Florida Transportation Commission also found the current structure to be unsustainable. The River to Sea TPO supports efforts to index city/county fuel taxes and to further evaluate options that would provide a more sustainable revenue source for transportation.

- **Increasing and Stabilizing Funding Levels for the Transportation Regional Incentive Program (TRIP)***

TRIP funding promotes regional transportation planning and project development and has been used to fund important infrastructure improvements. The program is funded primarily through Documentary Stamp proceeds and the allocations have varied significantly in recent years from a low of \$17 million in 2011 to approximately \$157 million in 2014. The R2CTPO supports stable and consistent funding through TRIP.

- **Protecting the State Transportation Trust Fund and the Transportation Disadvantaged Trust Fund**

In prior years, revenues generated by transportation-related surcharges have been directed outside the Transportation Trust Fund for other purposes. Overall, such diversions degrade the state's infrastructure and impacts overall competitiveness for federal discretionary funding. Likewise, revenue impacts to the Transportation Disadvantaged Trust Fund diminish transportation services provided to the most vulnerable citizens. The R2CTPO supports the use of transportation funding for transportation purposes.

- **Identify Resources for the Maintenance and Preservation the States SUN Trail System**

During the 2015 legislative session, the Florida Shared-Use Non-motorized Trail (SUN Trail) network was established. The River to Sea TPO supports this program and is currently developing projects that will help to complete the Coast to Coast Trail as well as the St. Johns River to Sea Loop Trail. We recognize, however, that preservation of transportation infrastructure is a key requirement of program and the River to Sea TPO supports efforts to plan for and direct funding to ensure these statewide assets are maintained over time.

Benefit

Efficient transportation systems are necessary to support a strong economy. Inadequate funding to support capital projects as well as operations and maintenance will lead to increased congestion and degradation of vital infrastructure. Increased traffic congestion has negative economic and environmental impacts.

**These funding priorities are also identified as statewide priorities by the MPOAC*

#2 -- Transportation Priority -- Safety

The River to Sea TPO supports legislation that improves pedestrian safety.

Background

Florida consistently ranks at or near the top of the nation in pedestrian injuries and fatalities. Increasing safety and reducing these rates will require education, engineering and law enforcement efforts. The River to Sea TPO supports enhanced funding for educational programs that show positive results, strengthening of existing pedestrian safety laws and performance driven funding for projects that address unsafe conditions.

Pedestrian Safety Laws

Florida's Pedestrian & Bicycle initiative, "Alert Today, Alive Tomorrow – Safety Doesn't Happen by Accident", ranked Volusia County in the top 10 among Florida's Bicycle/Pedestrian High Crash Areas. Florida DOT is using this program along with changes in design standards to drive down pedestrian fatalities and injuries throughout the state. Though not in the top 10, Flagler County has also recorded bicycle and pedestrian crashes, which may be addressed through proactive efforts involving evaluation, education, engineering and enforcement.

The Florida Department of Highway Safety and Motor Vehicles reports that 48% of pedestrians were killed when crossing the road, but not at an intersection. Just over 13% of pedestrians were killed when crossing the road at an intersection. Currently, Florida Statute 316.130 (7) pertaining to pedestrians and traffic regulations states:

- (b) *The driver of a vehicle at any crosswalk where signage so indicates shall stop and remain stopped to allow a pedestrian to cross a roadway* when the pedestrian is in the crosswalk or steps into the crosswalk and is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.
- (c) *When traffic control signals are not in place or in operation and there is no signage indicating otherwise, the driver of a vehicle shall yield the right-of-way*, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

The River to Sea TPO supports strengthening Chapter 316.130 F.S. as follows:

- (b) The driver of a vehicle at any crosswalk where signage so indicates shall stop and remain stopped to allow a pedestrian to cross a roadway when the pedestrian is in the crosswalk or steps into the crosswalk and is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.
- (c) Omit entirely

Benefit

Pedestrian safety is critical for residents, for transit riders, for children and families that choose to walk to school and for the thousands of visitors who choose to vacation here. Investments in pedestrian safety improve quality of life and support economic development. Legislative actions that improve pedestrian safety support initiatives in the State of Florida as well as the national emphasis on safety improvements outlined in the Fixing America's Surface Transportation (FAST) Act.

Additional Positions

The River to Sea TPO also supports legislation that:

- Regulates the use of hand-held electronic devices while driving as a primary offense and increases fines for using hand-held electronic devices while driving within school zones.
- Offers incentives for employers that reduce peak-hour demand by allowing off-peak commuting and telecommuting options to employees.
- Increases MPO/TPO involvement in growth management, mobility planning and visioning activities to promote a stronger linkage between land-use, transportation and economic development.
- Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will relieve congestion on the SIS.
- Allows state funds to be used for improvements to county, or other local service, collector and distributor roads that provide alternative access to controlled access state facilities.
- Increases the percentage of the state transportation capacity program allocated to non-SIS highways and transit programs in order to improve mobility on regional and metropolitan area transportation facilities.
- Requires TPO concurrence for public-private partnership agreements related to the lease or sale of transportation facilities that are publicly owned and operated within metropolitan areas and any subsequent modifications to such agreements.
- Promotes interoperable and multi-modal smartcard technology that is compatible, universal and accessible for use by all other smartcard technology systems.
- Maintains gross vehicle weight limitation and restrictions by not raising the maximum weight limit above 80,000 pounds (exceptions should only be granted when authorized by state and local governments and adequate compensation is paid to mitigate the impact to state and local transportation facilities).
- Provides mandatory funding for driver education programs in high schools.
- Changes the Consultants' Competitive Negotiation Act (CCNA) to allow agencies to introduce a "best-value" option that considers cost as a factor when selecting a firm.

The River to Sea TPO will monitor legislation that:

- Authorizes counties to form a regional transportation finance authority for the purpose of financing, constructing, maintaining and operating transportation projects that are consistent with MPO plans.
- Proposes to establish Tax Increment Financing (TIF) districts associated with expressway or passenger rail corridors for the purposes of financing the debt issued to pay for the project.
- Promotes the continued development and expansion of bus and rail transit as well as efforts to accommodate the growing demand for alternative mobility vehicles (low-speed vehicles, electric vehicles and golf carts).
- Establishes reasonable limits on the amount of business damages awardable in an eminent domain action.
- Encourages continued intergovernmental coordination and support of shoreline stabilization efforts for SR A1A in Flagler County.
- Considers changes to the transportation analysis required for Developments of Regional Impacts (DRI).

MEETING SUMMARY
TPO BOARD
NOVEMBER 23, 2016

V. ACTION ITEMS

B. REVIEW AND APPROVAL OF THE RIVER TO SEA TPO'S FISCAL YEAR 2015/2016 INDEPENDENT AUDIT REPORT

Background Information:

Each year the River to Sea TPO undergoes a financial audit. Mr. Alex Kish from BMC, CPAs will be present to answer questions regarding the River to Sea TPO's independent audit for fiscal year ended June 30, 2016. The audit report is available for your review at:

<http://www.r2ctpo.org/agendasminutes/vtpo-board/agenda/>

A hard copy will be provided at the TPO Board meeting.

ACTION REQUESTED:

MOTION TO APPROVE THE RIVER TO SEA TPO'S FISCAL YEAR 2015/2016 INDEPENDENT AUDIT REPORT

**MEETING SUMMARY
TPO BOARD
NOVEMBER 23, 2016**

V. ACTION ITEMS

C. REVIEW AND APPROVAL OF RESOLUTION 2016-32 AMENDING THE FY 2016/17 TO 2020/21 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Background Information:

This proposed TIP amendment adds construction funding for the already programmed McDonald Road Sidewalk project (FM 4355001).

It also adds several new projects from the TPO's Priority Project Lists, including two sidewalk projects (Nova Road Trail and North Street), the Catalina Blvd/Howland Blvd Intersection Improvement project, and a railroad crossing improvement for the proposed Freemont Avenue Sidewalk project.

A number of new safety projects are added including six railroad crossing safety projects and five pedestrian lighting "bundles". These pedestrian lighting bundles are for lighting improvements at signalized intersections and major crosswalks along five state road corridors in Volusia County. The corridors were selected by FDOT on the basis of pedestrian nighttime crash frequency. The enclosed memorandum from Michael Shepard, FDOT State Roadway Design Engineer, provides details regarding these pedestrian lighting bundles.

The CAC and TCC recommended approval of the amendments to the FY 2016/17 to 2020/21 TIP.

The proposed TIP amendment is more fully described in the enclosed Resolution 2016-32 and Attachment "A".

ACTION REQUESTED:

MOTION TO APPROVE RESOLUTION 2016-32 AMENDING THE FY 2016/17 TO 2020/21 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2016-32

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
AMENDING THE FY 2016/17 TO FY 2020/21
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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

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

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

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

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

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

1. River to Sea TPO's FY 2016/17 to FY 2020/21 TIP is hereby amended as shown in Attachment "A" attached hereto and made a part of this resolution; and the
2. Chairperson of the River to Sea TPO (or her designee) is hereby authorized and directed to submit the FY 2016/17 to FY 2020/21 TIP as amended to the:
 - a. Florida Department of Transportation;
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation);
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation); and the
 - d. Federal Aviation Administration (FAA) (through the Orlando Airport District Office).

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 23th day of November 2016.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

FLAGLER BEACH COMMISSIONER MARSHALL SHUPE
CHAIRMAN, RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on November 23, 2016.

ATTEST:

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

Attachment "A"

Resolution 2016-32

Amending the

FY 2016/17 – FY 2020/21

Transportation Improvement Program (TIP)



November 23, 2016

4400921

Catalina Boulevard @ Howland Boulevard Intersection Improvement Non-SIS



Work Summary: INTERSECTION (MINOR) **From:** Catalina Blvd at Howland Blvd

To:

Lead Agency: City of Deltona

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CEI	LF	27,000	0	0	0	0	27,000
CEI	SU	3,000	0	0	0	0	3,000
CST	SU	214,827	0	0	0	0	214,827
Total		244,827	0	0	0	0	244,827

Prior Cost < 2016/17: 0

Future Cost > 2020/21: 0

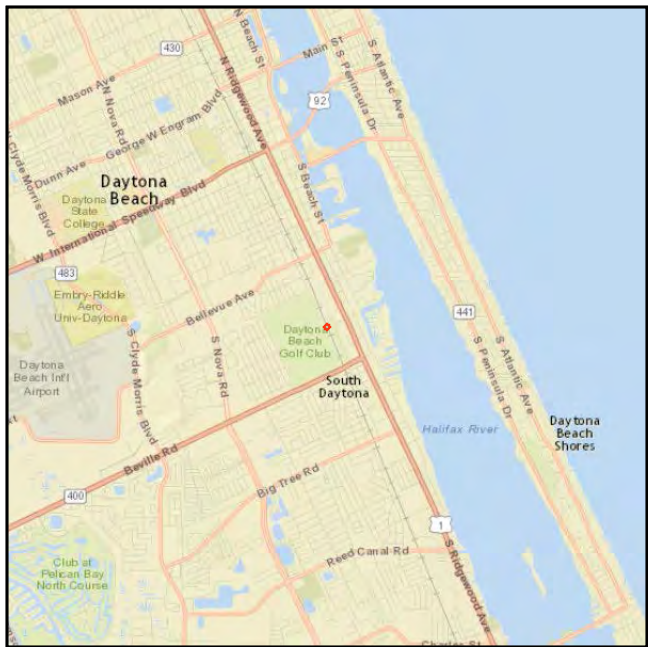
Total Project Cost: 244,827

Project Description: This project adds right turn lanes from Catalina Boulevard to Howland Boulevard on both the north and south sides of the intersection. (Reference on page 65 and reference table 31 on page 73 of the 2040 Long Range Transportation Plan.)

4405921

Wilder Blvd Rail Crossing 271946-B

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:** at FEC RR Xing # 271946-B

To:

Lead Agency: Florida Department of Transportation

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	RHP	369,116	0	0	0	0	369,116
Total		369,116	0	0	0	0	369,116

Prior Cost < 2016/17: 0

Future Cost > 2020/21: 0

Total Project Cost: 369,116

Project Description: Railroad crossing safety improvements at Wilder Boulevard and the FEC Railroad (crossing # 271946-B). The TPO's support for traffic operations, intelligent transportation systems (ITS), and safety projects is expressed on page 65, table 31 on page 73 of the 2040 Long Range Transportation Plan.

4405931

Live Oak Avenue Rail Crossing 271940-K

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:** at FEC RR Xing # 271940-K

To:

Lead Agency: Florida Department of Transportation

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	RHP	359,777	0	0	0	0	359,777
Total		359,777	0	0	0	0	359,777

Prior Cost < 2016/17: 0

Future Cost > 2020/21: 0

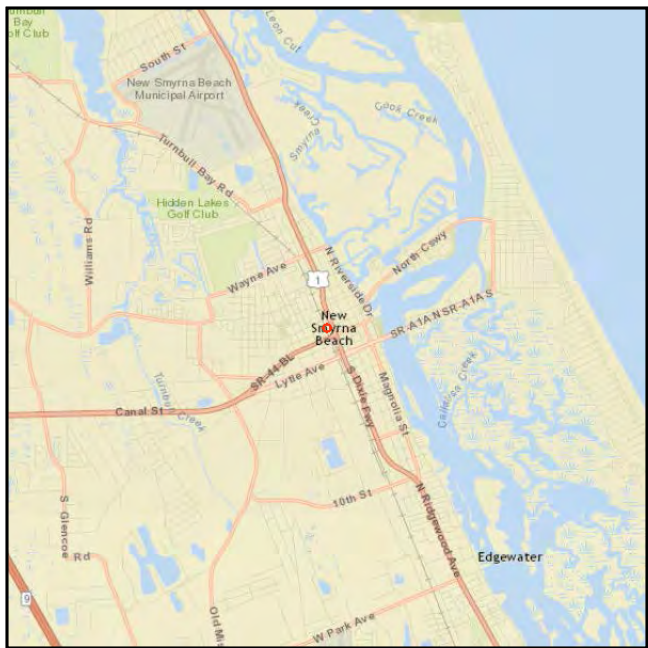
Total Project Cost: 359,777

Project Description: Railroad crossing safety improvements at Live Oak Avenue and the FEC Railroad (crossing # 271940-K). The TPO's support for traffic operations, intelligent transportation systems (ITS), and safety projects is expressed on page 65, table 31 on page 73 of the 2040 Long Range Transportation Plan.

4405961

Julia Street Rail Crossing 271971-J

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:** at FEC RR Xing # 271971-J

To:

Lead Agency: Florida Department of Transportation

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	RHP	427,530	0	0	0	0	427,530
Total		427,530	0	0	0	0	427,530

Prior Cost < 2016/17: 0

Future Cost > 2020/21: 0

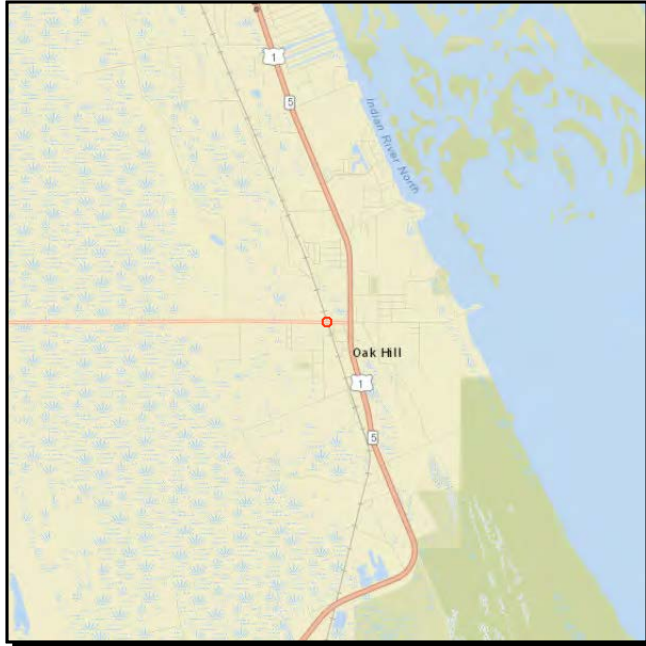
Total Project Cost: 427,530

Project Description: Railroad crossing safety improvements at Julia Street and the FEC Railroad (crossing # 271971-J). The TPO's support for traffic operations, intelligent transportation systems (ITS), and safety projects is expressed on page 65, table 31 on page 73 of the 2040 Long Range Transportation Plan.

4406011

CR 4164 (Halifax Ave) Rail Crossing 271986-Y

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:** at FEC RR Xing # 271986-Y

To:

Lead Agency: Florida Department of Transportation

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	RHP	357,533	0	0	0	0	357,533
Total		357,533	0	0	0	0	357,533

Prior Cost < 2016/17: 0

Future Cost > 2020/21: 0

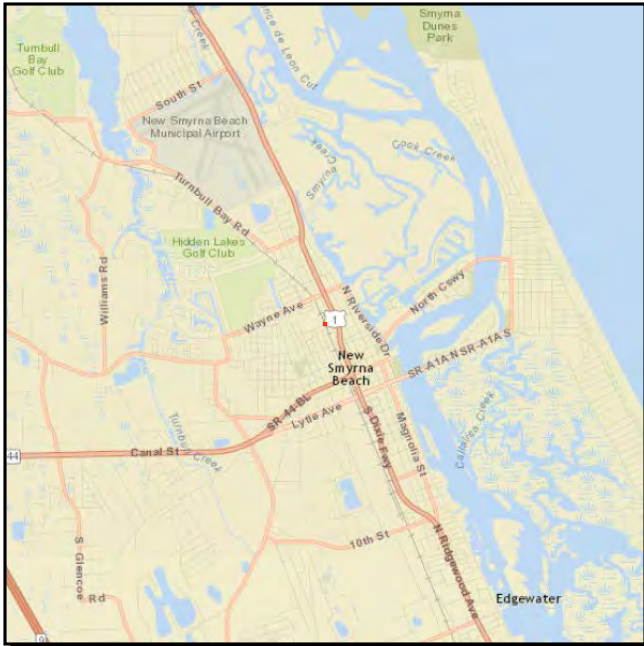
Total Project Cost: 357,533

Project Description: Railroad crossing safety improvements at CR 4164 (Halifax Ave) and the FEC Railroad (crossing # 271986-Y). The TPO's support for traffic operations, intelligent transportation systems (ITS), and safety projects is expressed on page 65, table 31 on page 73 of the 2040 Long Range Transportation Plan.

4406021

Ronnoc Lane Rail Crossing 271968-B

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:** at FEC RR Xing # 271968-B

To:

Lead Agency: Florida Department of Transportation

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	RHP	432,080	0	0	0	0	432,080
Total		432,080	0	0	0	0	432,080

Prior Cost < 2016/17: 0

Future Cost > 2020/21: 0

Total Project Cost: 432,080

Project Description: Railroad crossing safety improvements at Ronnoc Lane and the FEC Railroad (crossing # 271968-B). The TPO's support for traffic operations, intelligent transportation systems (ITS), and safety projects is expressed on page 65, table 31 on page 73 of the 2040 Long Range Transportation Plan.

4406051

CR 4018 (Flomich St) Rail Crossing 271925-H

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:** at FEC RR Xing # 271925-H

To:

Lead Agency: Florida Department of Transportation

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	RHP	318,131	0	0	0	0	318,131
Total		318,131	0	0	0	0	318,131

Prior Cost < 2016/17: 0

Future Cost > 2020/21: 0

Total Project Cost: 318,131

Project Description: Railroad crossing safety improvements at CR 4018 (Flomich St) and the FEC Railroad (crossing # 271925-H). The TPO's support for traffic operations, intelligent transportation systems (ITS), and safety projects is expressed on page 65, table 31 on page 73 of the 2040 Long Range Transportation Plan.

4355001

McDonald Road Sidewalk

Non-SIS



Work Summary: SIDEWALK
From: Sauls St
To: 6th St
Lead Agency: City of Port Orange
Length: 0.468 mile

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CEI	LF	45,000	0	0	0	0	45,000
PE	SU	2,289	0	0	0	0	2,289
CEI	ACSU	3,000	0	0	0	0	3,000
CST	ACSU	350,000	0	0	0	0	350,000
Total		400,289	0	0	0	0	400,289

Prior Cost < 2016/17: 0

Future Cost > 2020/21: 0

Total Project Cost: 400,289

Project Description: Construct a new sidewalk along McDonald Road from Sauls Street to 6th Street. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 85, table 31 on pg. 73.)

4390571

Nova Road Trail from Bellevue Avenue to South Street

Non-SIS



Work Summary: BIKE PATH/TRAIL **From:** Bellevue Av
To: South St

Lead Agency: Florida Department of Transportation

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CEI	LF	18,500	0	0	0	0	18,500
CST	LF	10,557	0	0	0	0	10,557
CST	ACTU	87,675	0	0	0	0	87,675
CST	TALU	159,127	0	0	0	0	159,127
CEI	TALU	3,000	0	0	0	0	3,000
Total		278,859	0	0	0	0	278,859

Prior Cost < 2016/17: 0

Future Cost > 2020/21: 0

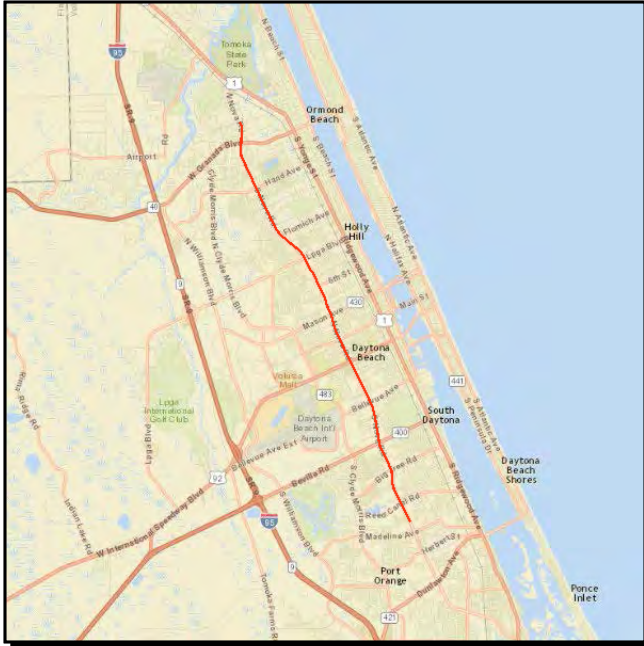
Total Project Cost: 278,859

Project Description: Construct a multi-use trail along SR 5A (Nova Rd) from Bellevue Avenue to South Street. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 85, table 31 on pg 73.)

4398811

Volusia County Pedestrian Lighting Bundle A

Non-SIS



Work Summary: PEDESTRIAN SAFETY IMPROVEMENT
From: Spruce Creek Rd
To: Main Trail
Lead Agency: Florida Department of Transportation
Length: 14 miles

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	HSP	385,000	0	0	0	0	385,000
CEI	HSP	0	0	146,256	0	0	146,256
CST	HSP	0	0	1,056,000	0	0	1,056,000
Total		385,000	0	1,202,256	0	0	1,587,256

Prior Cost < 2016/17: 0

Future Cost > 2020/21: 0

Total Project Cost: 1,587,256

Project Description: Pedestrian lighting for safety at 22 intersections along SR 5A (Nova Rd) from Spruce Creek Rd (Port Orange) to Main Trail (Ormond Beach). Project Length - 14 miles. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 85, table 31 on pg 73.)

4398812

Volusia County Pedestrian Lighting Bundle B

Non-SIS



Work Summary: PEDESTRIAN SAFETY IMPROVEMENT
From: Palmetto Av
To: S of Longwood Dr
Lead Agency: Florida Department of Transportation
Length: 9 miles

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	HSP	280,000	0	0	0	0	280,000
CEI	HSP	0	0	120,722	0	0	120,722
CST	HSP	0	0	760,320	0	0	760,320
Total		280,000	0	881,042	0	0	1,161,042

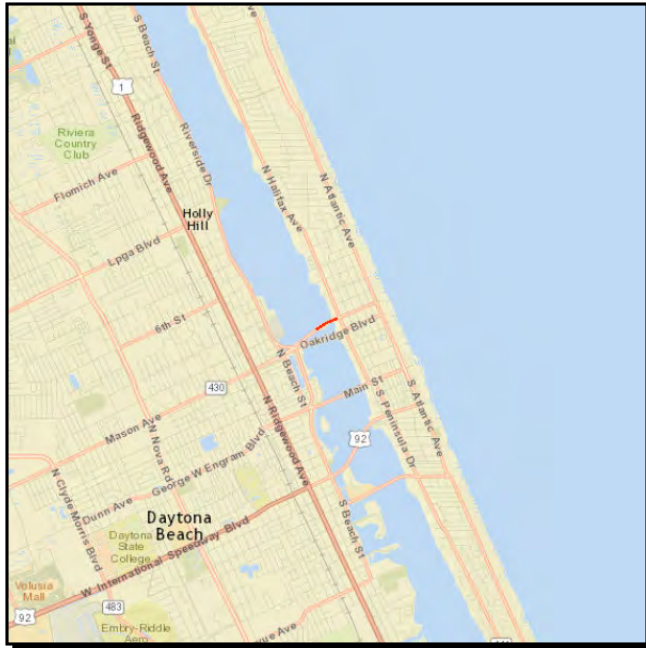
Prior Cost < 2016/17: 0
Future Cost > 2020/21: 0
Total Project Cost: 1,161,042

Project Description: Pedestrian lighting for safety at 18 intersections along US 92 (International Speedway Blvd) and SR A1A (N Atlantic Av) from Palmetto Av (Daytona Beach) to S of Longwood Dr (Ormond-by-the-Sea). Project Length - 9 miles. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 85, table 31 on pg 73.)

4398813

Volusia County Pedestrian Lighting Bundle C

Non-SIS



Work Summary: PEDESTRIAN SAFETY IMPROVEMENT
From: east end of ICWW bridge
To: Grandview Av
Lead Agency: Florida Department of Transportation
Length: 0.4 mile

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	HSP	110,000	0	0	0	0	110,000
CST	HSP	253,440	0	0	0	0	253,440
CEI	HSP	0	0	66,055	0	0	66,055
Total		363,440	0	66,055	0	0	429,495

Prior Cost < 2016/17: 0

Future Cost > 2020/21: 0

Total Project Cost: 429,495

Project Description: Pedestrian lighting for safety at 5 intersections along SR 430 (Seabreeze Blvd) from east end of ICWW bridge to Grandview Av. The project also includes one intersection on SR 442. Project Length - 0.4 mile. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 85, table 31 on pg 73.)

4398814

Volusia County Pedestrian Lighting Bundle D

Non-SIS



Work Summary: PEDESTRIAN SAFETY IMPROVEMENT
From: Bay St
To: I-95
Lead Agency: Florida Department of Transportation
Length: 11 miles

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	HSP	340,000	0	0	0	0	340,000
CEI	HSP	0	0	142,856	0	0	142,856
CST	HSP	0	0	929,280	0	0	929,280
Total		340,000	0	1,072,136	0	0	1,412,136

Prior Cost < 2016/17: 0

Future Cost > 2020/21: 0

Total Project Cost: 1,412,136

Project Description: Pedestrian lighting for safety at 22 intersections along SR 5 (US 1) from Bay St (Daytona Beach) to I-95. Project length 11 miles. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 85, table 31 on pg 73.)

4398815

Volusia County Pedestrian Lighting Bundle E

SIS



Work Summary: PEDESTRIAN SAFETY IMPROVEMENT
From: Enterprise Rd
To: Minnesota Av
Lead Agency: Florida Department of Transportation
Length: 9 miles

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	HSP	265,000	0	0	0	0	265,000
CEI	HSP	0	0	115,188	0	0	115,188
CST	HSP	0	0	718,080	0	0	718,080
Total		265,000	0	833,268	0	0	1,098,268

Prior Cost < 2016/17: 0
Future Cost > 2020/21: 0
Total Project Cost: 1,098,268

Project Description: Pedestrian lighting for safety at 18 intersections along US 17 (Volusia Av) from Enterprise Rd to SR 600 (US 92). Project Length - 9 miles. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 85, table 31 on pg 73.)

4399711

Freemont Avenue Sidewalk

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:** Nilas Street
To: Ridgewood Avenue (US 1)
Lead Agency: City of Daytona Beach

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	ACSU	350,000	0	0	0	0	350,000
Total		350,000	0	0	0	0	350,000

Prior Cost < 2016/17: 0

Future Cost > 2020/21: 0

Total Project Cost: 350,000

Project Description: Rail crossing improvements relating to the proposed sidewalk along Freemont Avenue from Nilas Street to Ridgewood Avenue (US 1). (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 85, table 31 on pg. 73.)

4399721

North Street Sidewalk

Non-SIS



Work Summary: SIDEWALK
From: Clyde Morris Blvd (SR 483)
To: Nova Rd (SR 5A)
Lead Agency: City of Daytona Beach

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CEI	LF	40,000	0	0	0	0	40,000
CEI	ACSU	3,000	0	0	0	0	3,000
CST	ACSU	282,562	0	0	0	0	282,562
Total		325,562	0	0	0	0	325,562

Prior Cost < 2016/17: 0

Future Cost > 2020/21: 0

Total Project Cost: 325,562

Project Description: Construct a new sidewalk along North Street from Clyde Morris Boulevard (SR 483) to Nova Road (SR 5A). (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 85, table 31 on pg. 73.)



Florida Department of Transportation

RICK SCOTT
GOVERNOR

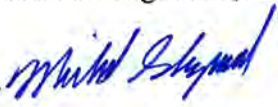
605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

ROADWAY DESIGN MEMORANDUM 16-02

DATE: August 4, 2016

TO: District Design Engineers, District Consultant Project Management Engineers,
District Roadway Design Engineers, District Traffic Operations Engineers,
District Safety Engineers

FROM: Michael Shepard, P.E., State Roadway Design Engineer 

COPIES: Tim Lattner, Gevin McDaniel, Humberto Castillero, Chester Henson,
Joe Santos, Daniel Scheer, Trey Tillander

SUBJECT: **Design Methodology for Intersection Lighting Retrofit Projects**

As part of the FDOT vision of achieving a fatality free transportation system, the Department has approved the allocation of \$100 million over the next five years for targeted State Highway System (SHS) Intersection Lighting Retrofits to improve night-time visibility of pedestrians.

The State Roadway Design Office has developed design criteria specific to Intersection Lighting Retrofit projects which is provided in the "Requirements" section. In the "Commentary" section, the State Roadway Design Office has provided guidance for designers and project managers for use in the development of project scope of services.

REQUIREMENTS

General

Convert existing and proposed lighting fixtures to LED fixtures for each Intersection Lighting Retrofit project. Use the polygon method for all photometric calculations.

Horizontal Illumination

Establish an independent analysis zone for each signalized intersection. The analysis zone for the signalized intersection is bounded by the back of sidewalks and the stop bars on each approach. Establish illumination points within the polygon at 5 foot intervals longitudinally and 5 foot transversely for each signalized intersection. The design for the signalized analysis zone must meet the horizontal illumination values in Table 1.

Table 1: Signalized Intersection Lighting Retrofits

ROADWAY CLASSIFICATIONS	ILLUMINATION LEVEL AVERAGE INITIAL HORIZONTAL FOOT CANDLE (H.F.C.)	ILLUMINATION UNIFORMITY RATIOS		VEILING LUMINANCE RATIO
		AVG./MIN.	MAX./MIN.	L _v (max)/L _{avg}
INTERSTATE, EXPRESSWAY, FREEWAY & MAJOR ARTERIALS	1.5	4:1 or Less	10:1 or Less	0.3:1 or Less
ALL OTHER ROADWAYS	1.0	4:1 or Less	10:1 or Less	0.3:1 or Less

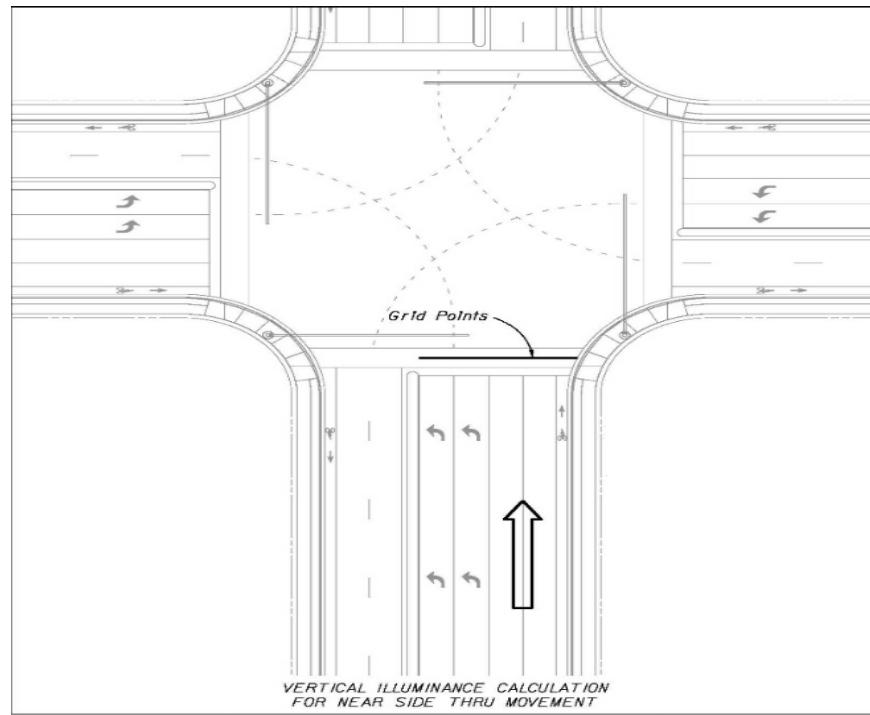
Vertical Illumination

The lighting design for all the near side approaches to the intersection must meet an average vertical illumination value of 1.5 foot candle. The vertical illuminance calculation method to be used at intersections will be the variable light meter aimed toward the driver’s location. This calculation provides the vertical illumination level of a pedestrian which the driver sees approaching the crosswalk, see Figure 1 below. This type of vertical illumination calculation is outlined in the *IESNA Design Guide for Roundabout Lighting (DG-19-08)*.

Establish the driver’s location from the center of the crosswalk using the stopping sight distance based on the posted speed of the near approach roadway.

Locate the vertical illuminance grid points on a line centered in the crosswalk with a horizontal spacing of 1.65 feet and a height of 5 feet above the pavement. The grid points are oriented toward the approaching driver, which is different from the vertical grids for sidewalks where the grids are parallel to the main pedestrian flow (See Figure 1).

Figure 1: Vertical Illuminance Calculation for Near Side Approach



COMMENTARY

The purpose of the Intersection Lighting Retrofit projects is to improve illumination levels at signalized intersections within corridors that have high frequency of nighttime pedestrian crashes. No non-lighting related improvements are to be included with these projects.

Anticipated scope of work may require installation of new poles, relocation of poles, installation of fixtures on existing poles, and ancillary work including installation of conduits, pull boxes, power connections, and minor sidewalk work. The estimated staff-hours for developing lighting calculations and reports for an intersection range from four to eight hours, according to the complexity of the intersection.

CONTACT

Gevin J. McDaniel, P.E.
Design Standards Administrator
Phone (850)-414-4284
gevin.mcdaniel@dot.state.fl.us

Humberto Castellero, P.E., PTOE
Roadway Design Engineer
Phone (850)-414-4667
humberto.castillero@dot.state.fl.us

**MEETING SUMMARY
TPO BOARD
NOVEMBER 23, 2016**

V. ACTION ITEMS

D. REVIEW AND APPROVAL OF RESOLUTION 2016-33 ADOPTING THE UPDATED RIVER TO SEA TPO PUBLIC PARTICIPATION PLAN (PPP)

Background Information:

The River to Sea TPO Public Participation Plan (PPP) outlines the various ways that people can participate in, and provide input into the transportation planning and decision-making of the organization. The plan also identifies how the TPO will promote and encourage public participation and how the organization will monitor these efforts. The draft PPP has been updated to more accurately reflect current outreach activities and make it more “user-friendly.” Changes to the PPP require a 45-day minimum public comment period which began on September 10, 2016 and runs through November 22, 2016.

During the public comment period, comments were received from Federal Highway Administration (FHWA) staff. These comments were incorporated into the updated draft Public Participation Plan which is available on the TPO's website for your review and approval:

<http://www.r2ctpo.org/agendasminutes/vtpo-board/agenda/>

The TDLCB, BPAC, CAC and TCC recommended approval of the updated Public Participation Plan.

ACTION REQUESTED:

MOTION TO APPROVE RESOLUTION 2016-33 ADOPTING THE UPDATED RIVER TO SEA TPO PUBLIC PARTICIPATION PLAN (PPP)

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2016-33

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
ADOPTING THE RIVER TO SEA TPO'S PUBLIC PARTICIPATION PLAN

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

WHEREAS, United States Code of Federal Regulations 23 U.S.C. 450.316 requires that the River to Sea Transportation Planning Organization develop a Public Participation Plan (PPP) that lays out the processes and protocols for engaging the general public in the plans and programs of the River to Sea TPO; and

WHEREAS, the River to Sea Transportation Planning Organization has developed a Public Participation Plan that has been provided for review by the general public during a 45-day period as required, the River to Sea TPO's Advisory Committees and the River to Sea TPO Board.

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

1. River to Sea TPO Board and advisory committees have reviewed and endorsed the draft Public Participation Plan; and the
2. River to Sea Transportation Planning Organization's Public Participation Plan is hereby endorsed and adopted; and the
3. Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to submit the Public Participation Plan to the:
 - a. Florida Department of Transportation; and
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 23rd day of November 2016.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

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

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on November 23, 2016.

ATTEST:

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

MEETING SUMMARY
TPO BOARD
NOVEMBER 23, 2016

VI. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF SR A1A STABILIZATION

Background Information:

State Route (SR) A1A experienced significant erosion recently as a result of Hurricane Matthew. Emergency funding has been allocated to make immediate repairs; however, a long term solution for sections of SR A1A that are close to the Atlantic shoreline is needed. Staff will discuss some of the challenges presented by this event and the future efforts to rebuild, preserve and protect SR A1A.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD

MEETING SUMMARY
TPO BOARD
NOVEMBER 23, 2016

VI. PRESENTATIONS AND DISCUSSION ITEMS

B. PRESENTATION AND DISCUSSION OF THE ACCESSIBLE PEDESTRIAN SIGNAL (APS) ACTION PLAN

Background Information:

The Accessible Pedestrian Signal (APS) Action Plan is one of the planning studies that the TPO will undertake in FY 2017. The plan aims to improve safety and accessibility for pedestrians and transportation disadvantaged transit system users, especially those with visual impairments.

The APS Action Plan identifies key critical locations that should have APS devices installed based on a cross-reference of the community's concerned locations, high pedestrian-related crash intersections, connection to the existing APS system and travel destinations. It will also consider FDOT's on-system list for near-term implementation.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD

Accessible Pedestrian Signal (APS) Action Plan

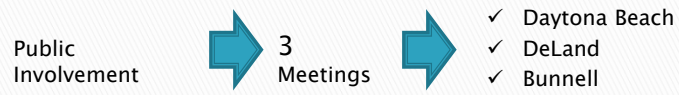
November, 2016



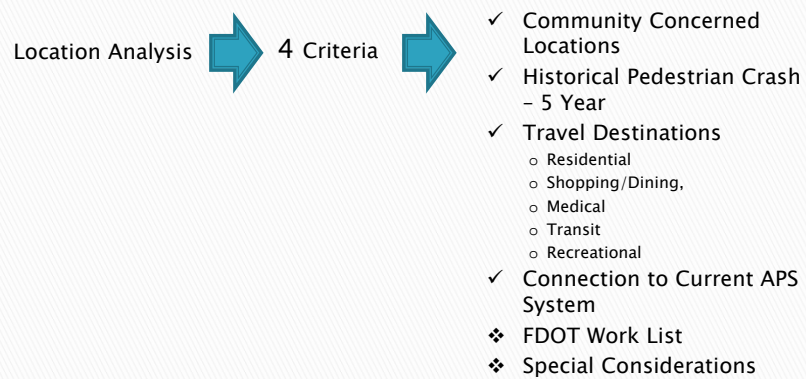
What is APS



Study Process



Study Process



Individual Site Analysis



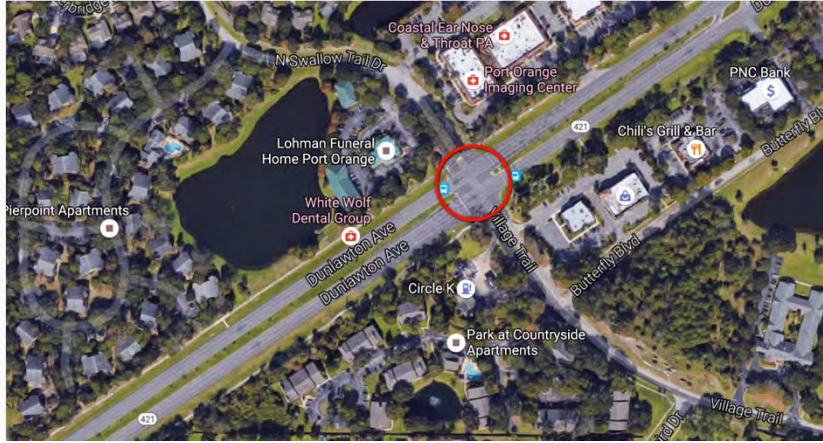
Examples

Williamson Blvd and LPGA Blvd



Examples

Dunlawton Avenue and Village Trail



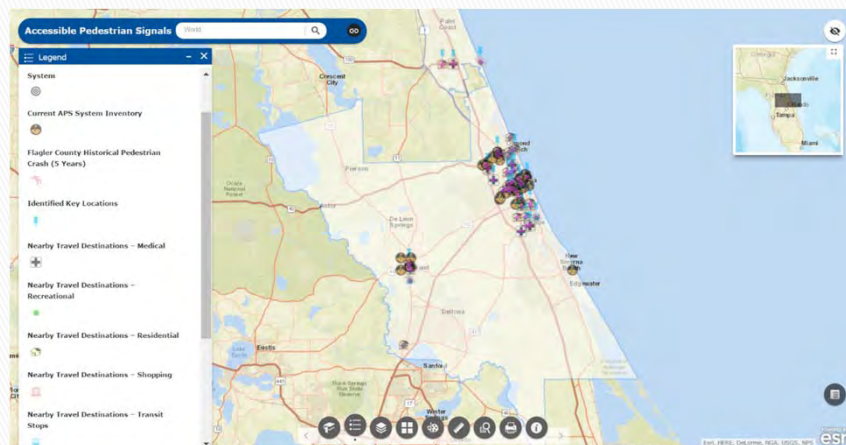
Examples

Belle Terre Pkwy and SR 100 (Moody Blvd)



Study Outcome

- ✓ 30 Preliminary Key Locations
- ✓ 1 Interactive Map



Recommendations

- The Key Locations List provides a list of intersections that will have the most significant impacts on pedestrian travel safety and mobility.
- Due to the installation difficult to fund certain intersections, the APS upgrade at the Key Locations may need to rely on the incorporation roadway improvement projects. Therefore, planners and engineers should consider the Key Locations List as they plan and design for roadway improvements.
- In order to meet the compliance with ADA requirements for accessible sidewalk and wheelchair ramp standard, installing an APS requires an upgrade of the entire intersection to ADA standards. The coordination with local ADA Coordinator should occur during specific site planning phase for the APS upgrade.

**MEETING SUMMARY
TPO BOARD
NOVEMBER 23, 2016**

VI. PRESENTATIONS AND DISCUSSION ITEMS

C. PRESENTATION AND DISCUSSION OF THE DRAFT APPLICATION AND RANKING PROCESS FOR THE 2017 CALL FOR PROJECTS AND LIST OF PRIORITY PROJECTS

Background Information:

Each year as the TPO completes another cycle of the project prioritization process, the TPO staff asks the Transportation Improvement Program (TIP) Subcommittee and the Bicycle/Pedestrian Project Review Subcommittee to evaluate the process, project applications and related documents, and recommend improvements for the next cycle. A summary of the recent TIP Subcommittee meeting is enclosed under the Consent Agenda. The Bicycle/Pedestrian Project Review Subcommittee met, but did not have a quorum; therefore, no action was taken and no meeting summary was prepared. However, the Bicycle/Pedestrian Advisory Committee (BPAC) did discuss the process and documents at their October 12, 2016 meeting, and provided comments on potential improvements.

The TPO staff will report on the deliberations of the TIP Subcommittee and the Bicycle/Pedestrian Advisory Committee and present the priority project applications and related resolutions reflecting their comments and recommendations (enclosed).

Final recommendations will be presented to the CAC, TCC, and TPO Board for review and approval in January.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2016-01

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO)
DEFINING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR
PROJECTS PRIORITIZED FOR FUNDING BY THE TPO**

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

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

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

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

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

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

1. Every governmental entity receiving state and/or federal transportation funds for a project on any of the following Priority Project Lists shall provide a local match at the ratio of 10% local funds to 90% state and/or federal funds:
 - a. Traffic Operations, Safety, and Local Initiatives Projects;
 - b. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects.

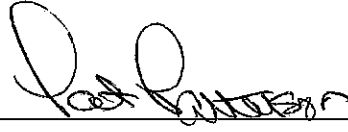
This match requirement shall not apply to projects on the State Highway System; and

2. Every governmental entity receiving state and/or federal transportation funds for a project on the TPO's Priority List of Transportation Planning Studies shall provide a local match at the ratio of 10% local funds to 90% state and/or federal funds; and

3. A local match shall not be required for any project on the TPO's Priority Lists of Strategic Intermodal System (SIS) Projects, Regionally-Significant, Non-SIS Roadway Projects, or Transit Projects, subject to the any other funding program requirements that may apply (e.g., Transportation Regional Incentive Program); and
4. the River to Sea TPO determines that "local match" shall be defined as non-state/non-federal cash match and/or in-kind services that advance the project in question; and
5. notwithstanding the terms prescribed in subparagraph 2, above, the required local match shall not exceed the ratio required in the current policy of the TPO Board at the time the governmental entity requesting the funds commits to its amount of local match for the project; and
6. the River to Sea TPO reserves the right to waive or adjust the local match requirements if the TPO Board deems there exists sufficient reason or circumstance; and
7. the River to Sea TPO also reaffirms its policy that any cost overruns encountered on a project funded with state and/or federal transportation funds will be the responsibility of the governmental entity identified as the project originator with the following exception: if the project is on the state highway system and the State DOT is the project manager of record then the state shall be responsible for any cost overruns utilizing state dollars; and
8. the River to Sea TPO Executive Director may authorize the use of state or federal funds to cover some or all of a cost overrun on any project phase up to and including 10% of the project cost estimate for that phase; and
9. the use of state or federal funds to cover cost overruns exceeding 10% of the project cost estimate for any phase may be authorized only by the River to Sea TPO Board; and
10. the River to Sea TPO deems that a cost overrun shall be the difference between the amount programmed on any project phase and the actual cost for that phase; and
11. the Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to submit this resolution to the:
 - a. Florida Department of Transportation;
 - b. Federal Transit Administration (through the Florida Department of Transportation);
 - c. Federal Highway Administration (through the Florida Department of Transportation); and
 - d. Councils, Commissions, and Managers of the TPO Member Local Governments.

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

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



**VOLUSIA COUNTY COUNCIL MEMBER, PAT PATTERSON
CHAIRMAN, RIVER TO SEA TPO**

CERTIFICATE:

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

ATTEST:


PAMELA C. BLANKENSHIP, RECORDING SECRETARY

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2016-02
(amended October 26, 2016)

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
REAFFIRMING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION
PRIORITY PROJECTS

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that every urbanized area with a population of 50,000 or more, as a condition to the receipt of federal capital or operating assistance, shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

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

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

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

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

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

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

1. The project application and evaluation criteria approved by the River to Sea TPO Board shall be used to solicit and evaluate projects for priority ranking in the transportation program categories listed below:
 - a. Florida Strategic Intermodal System (SIS) Projects;

- b. Regionally Significant, Non-SIS Roadway Projects and Major Bridge Projects;
 - c. Traffic Operations, Safety, and Local Initiatives Projects;
 - d. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects;
 - e. Public Transit Projects; and
 - f. Transportation Planning Studies.
2. River to Sea TPO projects that were previously ranked and have a Financial Management (FM) number and are in the Florida Department of Transportation Work Program will automatically be prioritized above projects that are not currently in the FDOT Five-Year Work Program;
 3. Projects which are ranked one through five on the Prioritized List of Florida Strategic Intermodal System (SIS) Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
 4. Projects which are ranked one through five on the Prioritized List of Regionally Significant, Non-SIS Roadway Projects and Major Bridge Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
 5. Projects which are ranked one through eight on Tier “B” of the Prioritized List of Traffic Operations, Safety, and Local Initiatives Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
 6. Projects which are ranked one through three on Tier “B” of the Prioritized List of Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
 7. If, at any time, two or more lists of prioritized projects are merged into a new list, every project that was protected prior to the merger shall retain its protected status, and no new or previously unprotected project shall be deemed to be protected unless and until it advances to the protected rank prescribed for the new, merged list.
 8. The River to Sea TPO will only re-prioritize or add projects when the TPO Board determines: a) unusual circumstances support such action, b) the circumstances are not of a recurring nature, c) the circumstances do not result from the actions of the project sponsor, and d) the proposed reprioritization or addition will not be contrary to the public interest;

9. Requests to change the priority or to add a project must include a statement of hardship by the requestor along with supporting documentation that includes detailed justification of need and an assessment of the impacts to the programming of prioritized projects;
10. It is the responsibility of the River to Sea TPO and FDOT staffs to provide the River to Sea TPO members with current information and data on project status and to assist the members in their efforts to make informed decisions regarding the prioritized projects lists;
11. The River to Sea TPO shall, in its discretion, make all decisions regarding the final prioritized project lists that are annually submitted to FDOT;
12. Once a project has attained protected status, it should be programmed within 3 years. If it has not been programmed during that time due to inactivity on the part of the project sponsor, then the project will be removed from the list of priority projects. The project sponsor may resubmit the project for open ranking on any subsequent call for projects.
13. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and
14. the Chairperson of the River to Sea TPO, (or his/her designee) is hereby authorized and directed to provide a copy of this resolution to the:
 - a. Florida Department of Transportation (FDOT);
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation)

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the 26th day of October 2016.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

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

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on October 26, 2016.

ATTEST:

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

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2016-03

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

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that every urbanized area with a population of 50,000 or more, as a condition to the receipt of federal capital or operating assistance, shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

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

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

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

WHEREAS, it is the responsibility of the River to Sea TPO to establish project priorities that are equitable for all areas within the River to Sea TPO's planning boundaries ~~that are equitable for all areas of Volusia County and the cities of Beverly Beach and Flagler Beach in Flagler County~~; and

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

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

1. Annual set-asides of the River to Sea TPO's total Surface Transportation Program (STP) Urban Attributable (SU) funding will be made in the following manner: 40%

of the total SU funds will be used for Traffic Operations, Safety, and Local Initiatives (traffic operations focused) Project Priorities, 30% of the total SU funds will be used for Transit Project Priorities, and 30% of the total SU funds will be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities;

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

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

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

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

- ~~3.5.~~ Resolution 2015-06 is hereby repealed and replaced by this resolution;
- ~~4.6.~~ The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and
- ~~5.7.~~ The Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to provide a copy of this resolution to the:
 - a. Florida Department of Transportation (FDOT);
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and

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

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the 25th
day of January ~~2016~~ 2017.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

~~VOLUSIA COUNTY COUNCIL MEMBER PAT PATTERSON~~
CITY OF FLAGLER BEACH COMMISSIONER MARSHALL SHUPE
CHAIRMAN, RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on 2016 2017.

ATTEST:

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



2016-2017 Application for Project Prioritization Traffic Operations, Safety, and Local Initiatives Projects

January 2016-2017

General Instructions:

For the 2016-2017 Call for Projects, the R2CTPO is accepting applications for Feasibility Studies and Project Implementation.

The R2CTPO has two different application forms for Traffic Operations, Safety, and Local Initiatives Projects. One is to be used when applying for a Feasibility Study; the other is to be used when applying for Project Implementation. When applying for Project Implementation, the applicant will also be required to submit a completed copy of FDOT's Project Information Application Form.

No project will advance beyond a Feasibility Study unless the R2CTPO receives an application for prioritization of the Project Implementation phase. Applications for prioritization of the Project Implementation phase will be accepted only if a Feasibility Study has already been completed or if the project does not require a Feasibility Study.

Applications will be ranked based on the information supplied in the application. The TPO is not obliged to consider information pertaining to the project request that is not included in the project application. However, applicants are encouraged to be present for the evaluation their applications to provide clarification, if needed.

Incomplete applications will not be accepted.

Project Qualification:

Except for certain improvements identified in 23 U.S.C. §133¹, only projects located on Federal-Aid Roads (roads on the National Highway System (NHS) or functionally classified as Urban Minor Collector or higher) may be funded through this program.

Only applications for traffic operations, intelligent transportation systems (ITS), safety, and local initiatives (traffic operations focused) projects will be considered. These projects are enhancements to improve the operational efficiency, reliability, and/or safety of the existing traffic circulation system. The following list of projects is representative of qualifying projects; however, it is not exhaustive:

1. Adding or extending left and/or right turn lanes;
2. improved signage or signalization;
3. targeted traffic enforcement;
4. limitation or prohibition of driveways, turning movements, truck traffic, and on-street parking;
5. modification of median openings;
6. replacement of standard intersections with traffic circles or roundabouts;
7. traffic incident response plans;
8. realignment of a road;
9. intelligent transportation systems (ITS) such as dynamic message signs and adaptive signal control systems;

¹ These exceptions include: carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways, modification of public sidewalks to comply with the Americans with Disabilities Act, highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.

10. traffic calming roadway designs or devices;
11. street lighting to improve traffic safety; and
12. other local initiatives which address complete streets retrofits, adaptation of transportation systems to climate change, and other improvements that directly support the goals of the TPO's Long Range Transportation Plan.

Award Limits:

There are no award limits for projects on the Traffic Operations, Safety, and Local Initiatives Projects list. Projects on this list may be funded with any combination of federal, state, and/or local funds.

Local Match Requirement:

R2CTPO Resolution 2016-01 provides that the governmental entity requesting state and or federal transportation funds for any project that is not on the State Highway System (SHS) shall be required to match those funds programmed on the project with local funds at the ratios of 10% local to 90% state and/or federal. The match shall be by project phase for each programmed phase including feasibility study. A local cash match is required for a feasibility study. For all other phases, the local match is defined as non-state/federal cash match and/or in-kind services that advance the project. This resolution also reaffirms the R2CTPO's policy that the applicant (project originator) shall be responsible for any cost overruns encountered on a project funded with state and/or federal funds unless the project is on the SHS, in which case, the State DOT shall be responsible for any cost overruns.

Electronic and "Hard Copy" Submittal Requirement:

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

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



2016-2017 Application for Project Prioritization – FEASIBILITY STUDY

Traffic Operations, Safety, and Local Initiatives Projects

Project Title: _____

Applicant (project sponsor): _____ Date: _____

Contact Person: _____ Job Title: _____

Address: _____

Phone: _____ FAX: _____

E-mail: _____

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

If not, what local government agency will perform the work on behalf of the Applying Agency?
[Attach a letter of intent from the agency that will perform the work.]

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

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

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

Project Description: _____

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

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

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

Project Purpose and Need Statement:

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

The Purpose is analogous to the problem. It should focus on particular issues regarding the transportation system (e.g.,

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

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

Commentary: _____

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

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

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

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

Commentary: _____

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

Commentary: _____

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

Commentary: _____



2016-2017 Application for Project Prioritization – **PROJECT IMPLEMENTATION**

Traffic Operations, Safety, and Local Initiatives Projects

Project Title: _____

Applicant (project sponsor): _____ **Date:** _____

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

Commentary: _____

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

Criteria #1 – Location (5 points max.)

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

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

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

Commentary: _____

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

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

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

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

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

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

Commentary: _____

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

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

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

Mobility and Operational Benefits				Points
Existing volume to capacity ratio (i.e., existing congestion severity) [Must be documented.]	Select only one	< 0.75	<input type="checkbox"/>	0
		0.75 to 0.99	<input type="checkbox"/>	3
		1.00 to 1.25	<input type="checkbox"/>	4
		>1.25 <u>and/or identified as congested in TPO's CMP/Performance Measures Report</u>	<input type="checkbox"/>	5
Mobility Enhancements (i.e., level of increased mobility that a project will provide)	Select all that apply	None	<input type="checkbox"/>	0
		Bike, Pedestrian, ADA or Transit	<input type="checkbox"/>	0 - 5
		Access Management, ITS, Critical Bridge, Intersection Improvement, or Traffic Signal Retiming ³	<input type="checkbox"/>	0 - 10
Approved signal warrant (new signals only), left turn phase warrant, left turn lane warrant, street light warrant, or widening justification ⁴ , <u>an FDOT approved roundabout geometric and operational analysis⁵</u> , or access management or ITS improvements ^{5,6}	Select only one	No	<input type="checkbox"/>	0
		Yes	<input type="checkbox"/>	0 - 5
Hurricane evacuation route upgrade including, but not limited to, converting traffic signal to mast arm or other operational improvements. ^{6,7}	Select only one	No	<input type="checkbox"/>	0
		Yes	<input type="checkbox"/>	0 - 5
Subtotal				0 - 30

³ Attach Traffic Signal Timing Study.

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

⁵ [Attach FDOT Step 3 Roundabout Summary Report.](#)

⁵⁶ Access management and ITS improvements include, but are not limited to, addition of non-traversable median greater than 50% project length, addition of curb/gutter at intersection or greater than 50% project length, closure of minor intersections or crossovers, reduction of the number of access points (driveways or driveway widths), elimination of existing at-grade RR crossing, elimination of existing on-street parking, provision of traffic signal preemption for emergency vehicles, connection of three or more traffic signals, and new connection of traffic signal system to computerized signal control.

⁶⁻⁷ The term “other operational improvements” includes any improvement that will likely result in a significant: a) increase in evacuating traffic capacity or b) reduction in the probable occurrence or severity of evacuating traffic delay and/or disruption from signal failure, lane blockage, etc.

Commentary: _____

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

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

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

Safety Benefits ⁷⁸			Points
The specific project location is on FDOT’s High Crash List or has otherwise been identified as having an overrepresentation of severe crashes? (Provide supporting documentation (e.g., intersection crashes per million entering vehicles ⁸⁹ , corridor crashes per million vehicle miles ⁸ , Community Traffic Safety Team report, etc.)	Select all that apply	<input type="checkbox"/>	0 – 5
The “problem” described on page 1 of this application is a safety issue that falls within one or more of the eight Emphasis Areas identified in the 2012 Florida Strategic Highway Safety Plan (i.e., distracted driving, vulnerable road users, intersection crashes, lane departure crashes, aging road users and teen drivers, impaired driving, and traffic records) or does contribute to the ability of emergency response vehicles to effectively respond to an incident.		<input type="checkbox"/>	0 – 5
The proposed project represents a strategy that is professionally recognized as being effective in reducing the frequency and/or severity of traffic accidents.		<input type="checkbox"/>	0 – 10
Subtotal			0 – 20

⁷⁸ If an application scores very high in this criterion, the R2CTPO may submit application to either the East or West Volusia Community Traffic Safety Team (CTST) for Safety Fund consideration.

⁸⁹ Applicant must use the following crash rate calculation formulas: Corridor Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 days/year x Number Years x Segment Length); Intersection Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 x Number of Years).

Commentary: _____

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

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

Temporary effects related to project construction, such as the employment of construction workers, will not be considered.

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

Commentary: _____

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

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

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

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

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

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

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

Commentary: _____

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

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

Is the Applicant committing to a local match greater than 10% of the estimated total project cost?	Check One	Max. Points
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2

15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10
Maximum Point Assessment		10

Commentary (if needed): _____



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

DATE:

1. Project Information:

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

From/At (South or West Termini):

To (North or East Termini):

County: -

Project Length (Miles):

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

2. Title of Project Priority List and Project Ranking:

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

3. Managing Agency Contact Information:

Applicant:

Contact Person:

Title:

Address:

Phone Number:

E-mail Address:

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

Study PD&E Design

Right-of-way Construction Other:

5. Project Description:

a. Project Scope/Description (please be as detailed as possible):

b. What fiscal year will this project be ready for production/construction:

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

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

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

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

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

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

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

h. Is this project within the Federal Aid system?
(If yes, FDOT staff needs to verify and check here)

6. Consistency with Local and MPO Plans

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

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

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

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

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

7. Other Information:

a. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process?

b. What year was the agency last certified?

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

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

Provide an estimate of the total cost of the project phase(s) and identify the proposed funding source. ~~attach~~ Attach supporting documents that supports the requested phase estimate (i.e. man-hour estimate and rates, equipment cost and right of way cost).

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

Work Type	Phase Complete? Yes/No/NA	Responsible Agency (Who performed or who will perform the work?)	Procurement Method? In-house/Advertise	Project Cost Estimate
Planning Development (Corridor or Feasibility Study)	-		-	\$
Project Development and Environment Study (PD&E)	-		-	\$
Design	-		-	\$
Right-of-way Acquisition	-		-	\$
Construction	-		-	\$
CEI	-		-	\$
Other:	-		-	\$
Total Project Cost Estimate:				\$0

- **Include a map showing location of the area of interest. Label important features, roadways, or additional description to help FDOT identify the location and understand the nature of the project.**
- **When requesting the Construction phase please include the following documents, if available:**
 - Signed and sealed plans
 - Engineer's estimate
 - Bid Documents and Specifications Package
 - Signed LAP Construction Checklist
 - Right of Way Certification
 - Environmental Certification
 - All necessary permits

EXHIBIT "A"

Preliminary Scope & Study Schedule - Phase 18 (Planning)

FPN (If Known): [redacted] FAN: TBD [redacted]

Name of Project: [redacted]

Local Agency Contact (Project Manager): [redacted]

Phone: [redacted] Email Address: [redacted]

Project Scope/Description, Termini, Project Length:
[redacted]

Procurement Method:
 Advertisement

Fee Estimate: \$0 [redacted] (include backup documentation)

Tentative Schedule (MMDDYY):

FDOT issues NTP for Study:

Advertise/Award/NTP for Study Services:

Begin Study:

Final Submittal:

Final Invoice:

Date Agreement needed:

Board Date:

EXHIBIT "A"

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

FPN (If Known): [redacted] FAN: [redacted]

Name of Project: [redacted]

Local Agency Contact (Project Manager): [redacted]

Phone: [redacted] Email Address: [redacted]

Project Scope/Description, Termini, Project Length:
[redacted]

Procurement Method:
 Advertisement

Fee Estimate: \$0 [redacted] (include backup documentation)

Tentative Schedule (MMDDYY):

FDOT issues NTP for Study:

Advertise/Award/NTP for Study Services:

Begin Study:

Final Submittal:

Final Invoice:

Date Agreement needed:

Board Date:

EXHIBIT "A"

Preliminary Scope & Study Schedule - Phase 38 (Design)

FPN (If Known): [redacted] FAN: [redacted]

Name of Project: [redacted]

Local Agency Contact (Project Manager): [redacted]

Phone: [redacted] Email Address: [redacted]

Project Scope/Description, Termini, Project Length:
[redacted]

Design Procurement Method:
 In-House Advertisement

Design Fee Estimate: \$0 [redacted] (include backup documentation)

Tentative Design Schedule (MMDDYY):

FDOT issues NTP for Design:
Advertise/Award/NTP for Design Services:
Begin Design:
60% Plans Submittal (including Reviews):
90% Plans Submittal (including Reviews):
Final Plans Submittal:
Final Invoice:
Date Agreement needed:
Board Date:

Construction Funded: Yes No Fiscal Year:

EXHIBIT "A"

Preliminary Scope & Study Schedule - Phase 58 (Construction)

FPN (If Known): FAN:

Name of Project:

Project Manager: Phone:

Email Address:

Project Scope/Description, Termini, Project Length:

CEI Procurement Method:

- In-House
- Advertisement

CEI Estimate (LAP Projects Only) (Attach supporting man-hours and rates)

Const Estimate (LAP Projects Only): (Attach engineer's estimate)

Tentative Construction Schedule (MMDDYY):

Ad Date:

Bid Opening Date:

Award Date:

Executed Contract Date:

Pre Construction Date:

NTP to Contractor Date:

Construction Duration :

Completion Date:

Final Acceptance Date:

Date Agreement Needed:

Board Date:



2017 DRAFT Application for Project Prioritization

Bicycle/Pedestrian and B/P Local Initiatives Projects

January 2017

General Instructions:

For the 2017 Call for Projects, the R2CTPO is accepting applications for Feasibility Studies and Project Implementation.

The R2CTPO has two different application forms for Bicycle/Pedestrian and B/P Local Initiatives Projects. One is to be used when applying for a Feasibility Study; the other is to be used when applying for Project Implementation. [Applications for feasibility studies will not be accepted for projects funded under the SUN Trail Program.](#) When applying for Project Implementation, the applicant will also be required to submit a completed copy of FDOT's Project Information Application Form. [For a given project, applications for Feasibility Study and Project Implementation must be submitted in different application cycles.](#) No project will advance beyond a Feasibility Study unless the R2CTPO receives an application for prioritization of the Project Implementation phase. Applications for prioritization of the Project Implementation phase will be accepted only if a Feasibility Study has already been completed or if the project does not require a Feasibility Study.

Applications will be ranked based on the information supplied in the application [accepted prior to the Call for Projects deadline.](#)

Incomplete applications will not be accepted.

Eligible Project Sponsors for Transportation Alternatives Funds

Transportation Alternatives funds can only be obligated for projects submitted by "eligible entities" defined in 23 U.S.C. 213(c)(4)(B) as follows:

- local governments;
- regional transportation authorities;
- transit agencies;
- natural resource or public land agencies;
- school districts, local education agencies, or schools;
- tribal governments; and
- any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible.

The following are the only activities related to surface transportation that can be funded with **Transportation Alternatives funds**¹:

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 1103):
 - a) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
 - b) Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - c) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
2. The recreational trails program under section 206 of title 23.
3. The safe routes to school program under section 1404 of the SAFETEA-LU.
 - a) Infrastructure-related projects. Planning, design and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
 - b) Non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.

All construction and pre-construction work phases will be administered by the Florida Department of Transportation (FDOT) or other Local Agency Program (LAP) certified local government. Reimbursements are distributed only to a LAP certified agency responsible for completing the tasks. FDOT assigns a LAP Design and LAP Construction Liaison for each project. Federal law requires that each project be administered under the rules and procedures governing federally funded transportation projects. Certified Local Agencies comply with all applicable Federal statutes, rules and regulations.

Initial Project Screening:

Any project submitted by a local government for consideration needs to meet the following screening criteria:

¹ It is the River to Sea TPO's intent to extend eligibility to all of the activities included within the meaning of the term "Transportation Alternatives" pursuant to 23 U.S.C. 101(a)(29) except the following:

1. Construction of turnouts, overlooks, and viewing areas;
2. Community improvement activities, including –
 - a. inventory, control, or removal of outdoor advertising;
 - b. historic preservation and rehabilitation of historic transportation facilities;
 - c. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - d. archaeological activities related to impacts from implementation of a transportation project eligible under title 23;
3. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to –
 - a. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - b. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
4. Safe Routes to School coordinator
5. Planning, designing, or construction boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

For any proposed facility to be considered eligible through the TPO process, the project must be included on the ***River to Sea TPO's Regional Trails Corridor Plan*** or an adopted ***Bicycle/Pedestrian Plan***.

Is this **Shared Use Path** project at least 12 feet wide?

- If **Yes** – the project is eligible.
- If **No** – justification is required to determine eligibility.

Is this **Sidewalk** project at least 5 feet wide?

- If **Yes** – the project is eligible.
- If **No** – the project application is not acceptable.

Is this an activity that can be funded with **Transportation Alternatives Funds**?

- If **Yes** – the project is eligible.
- If **No** – the project application is not acceptable.

Local Match Requirement:

R2CTPO Resolution 2016-## provides that the governmental entity requesting state and/or federal transportation funds shall be required to match those funds programmed on the project with local funds at the ratio of 10% local funds to 90% state and/or federal funds. The match shall be by project phase for each programmed phase including feasibility study. A non-federal cash match is required for a feasibility study. For all other phases, the local match is defined as non-federal cash match and/or in-kind services that advance the project. This resolution also reaffirms the R2CTPO's policy that the applicant (project originator) shall be responsible for any cost overruns encountered on a project funded with state and/or federal transportation funds unless the project is on the state highway system, in which case, the State DOT shall be responsible for any cost overruns.

Other Funding Requirements:

All project applications are subject to approval by the R2CTPO Board. Other funds (in addition to SU funds) may be used to fund project phases or overall costs.

Electronic and "Hard Copy" Submittal Requirements:

Any project submitted by a local government for consideration **MUST** include the following information/materials:

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

7. In addition to the digital submittal, we require one (1) complete paper copy of the application and all supporting documents. This must be identical to the digital submittal.
8. Submit any available right-of-way information.
9. **Each application MUST include a Project Map** that clearly identifies the termini of the project, Proximity to Community Assets and Network Connectivity through the use of a one (1) mile radius buffer for Shared Use Path projects and **Transportation Alternatives Activities** and a one-half (½) mile radius buffer for Sidewalk projects. Maximum map size is 11" x 17".
10. In addition, all maps MUST include a **Scale** (in subdivisions of a mile), **North Arrow, Title** and **Legend**. Photographs are optional.

Projects that contribute directly to the completion or enhancement of the following trail systems may be eligible for inclusion as Regional Trail Projects:

1. SunTrail Network
2. Priority and Opportunity Land Trails of the Florida Greenways and Trails System (FGTS) Plan

Will this proposed project contribute directly to the completion or enhancement of any of the aforementioned regional trail systems? Yes No

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



2017 DRAFT Application for Project Prioritization – FEASIBILITY STUDY Bicycle/Pedestrian and B/P Local Initiatives Projects

Project Title: _____

Applicant (project sponsor): _____ Date: _____

Contact Person: _____ Job Title: _____

Address: _____

Phone: _____ FAX: _____

E-mail: _____

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

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

Is the project sponsor Local Agency Program (LAP) Certified with FDOT? YES NO

If not, explain how the project sponsor intends to design and/or construct the project: _____

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

Project Description: _____

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

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

- the proposed improvement is located on the Federal-aid system;
- the proposed improvement is **not** located on the Federal-aid system, but qualifies as a type of improvement identified in 23 U.S.C. §133 that is not restricted to the Federal-aid system.

Project Purpose and Need Statement:

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

The purpose is analogous to the problem. It should focus on particular issues regarding the transportation system (e.g., mobility and/or safety). Other important issues to be addressed by the project should be identified as ancillary benefits. The purpose should be stated in one or two sentences as the positive outcome that is expected. For example, "The purpose is to provide a connection between a park and a school." It should avoid stating a solution as a purpose, such as: "The purpose of the project is to add a sidewalk." It should be stated broadly enough so that no valid solutions will be dismissed prematurely.

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

The Purpose and Need Statement should address all of the following Priority Criteria:

1. **Proximity to Community Assets:** this measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 20 points will be assessed.
2. **Connectivity and Accessibility:** this measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities. A maximum of 20 points will be assessed.
3. **Safety/Security:** this measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns. A maximum of 25 points will be assessed.
4. **Contribution to "Livability" and Sustainability in the Community:** this measure considers factors that have an impact on "livability" and sustainability in the community. A maximum of 10 points will be assessed.
5. **Enhancements to the Transportation System:** this measure considers the demonstrated and defensible relationship to surface transportation. A maximum of 10 points will be assessed.
6. **Public Support/Special Considerations:** describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria. A maximum of 5 points will be assessed.
7. **Local Matching Funds > 10%:** if local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail. A maximum of 10 points will be assessed.

Commentary:



2017 DRAFT Application for Project Prioritization – PROJECT IMPLEMENTATION

**Bicycle/Pedestrian and B/P Local Initiatives
Projects**

Project Title: _____

Applicant (project sponsor): _____ **Date:** _____

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

Commentary: _____

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

Criteria Summary:

Priority Criteria	Points
(1) Proximity to Community Assets	20
(2) Connectivity and Accessibility	20
(3) Safety/Security	20
(4) Contribution to “Livability” and Sustainability in the Community	10
(5) Enhancements to the Transportation System	10
(6) Project Readiness	5
(7) Public Support/Special Considerations	5
(8) Local Matching Funds > 10%	10
(9) Value-Added Tie Breaker (if necessary)	variable
Total (excluding Value-Added Tie Breaker)	100

Criterion #1 – Proximity to Community Assets (20 points maximum)

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths and **Transportation Alternatives Activities** or a one-half (½) mile radius for Sidewalks. A maximum of 20 points will be assessed overall, and individual point assignments will be limited as listed below.

List and describe how the facilities link directly to community assets and who is being served by the facility. Show each of the Community Assets on a Project Area Map through the use of a buffer and describe in the space provided.

Proximity to Community Assets	Check All that Apply	Max. Points
Residential developments, apartments, community housing	<input type="checkbox"/>	4
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers, trade/vocational schools, colleges, universities	<input type="checkbox"/>	4
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	4
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	4
School bus stop (K-12)	<input type="checkbox"/>	2
Schools (K-12)	<input type="checkbox"/>	2
Maximum Point Assessment		20

Criterion #1 Description (if needed): _____

Criterion #2 – Connectivity and Accessibility (20 points maximum)

This measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities. Does the project enhance mobility or accessibility for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled?

List and describe how this project fits into the local and regional bicycle/pedestrian networks and/or a transit facility. Depict this on the map and describe in the space provided.

Network Connectivity and Accessibility	Check All that Apply	Max. Points
Project provides access to a transit facility	<input type="checkbox"/>	5
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	5
Project has been identified as “needed” in an adopted document (e.g., comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	5
Maximum Point Assessment		20

Criterion #2 Description (if needed): _____

Criterion #3 – Safety/Security (20 points maximum)

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns.

List and describe whether the proposed facility is located within a “hazardous walk/bike zone” in the River to Sea TPO planning area and provide documentation that illustrates how bicycle or pedestrian safety could be enhanced by the construction of this facility.

For more information, contact Volusia or Flagler County School District Student Transportation Services and refer to Florida Statute 1006.23.

Safety/Security	Check All that Apply	Max. Points
The project is located in an area identified as a hazardous walk/bike zone by Volusia or Flagler County School District Student Transportation Services and within the River to Sea TPO planning area. If applicable, provide documentation.	<input type="checkbox"/>	10
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. The project eliminates or abates a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study. If applicable, provide documentation such as photos or video of current situation/site or any supportive statistics or studies.	<input type="checkbox"/>	10
Maximum Point Assessment		20

Criterion #3 Description (if needed): _____

Criterion #4 Contribution to “Livability” and Sustainability in the Community (10 points maximum)

This measure considers how the project positively impacts the “Livability” and Sustainability in the community that is being served by that facility. Depict assets on a project area map and describe in the space provided.

Contribution to “Livability” and Sustainability in the Community (Maximum 10 Points)

- Project includes traffic calming measures
- Project is located in a “gateway” or entrance corridor as identified in a local government applicant’s master plan, or other approved planning document
- Project removes barriers and/or bottlenecks for bicycle and/or pedestrian movements
- Project includes features which improve the comfort, safety, security, enjoyment or well-being for bicyclists, pedestrians, and/or transit users
- Project improves transfer between transportation modes
- Project supports infill and redevelopment consistent with transit-oriented design principals and strategies are in place making it reasonably certain that such infill and redevelopment will occur
- Project supports a comprehensive travel demand management strategy that will likely significantly advance one or more of the following objectives: 1) reduce average trip length, 2) reduce single occupancy motor vehicle trips, 3) increase transit and non-motorized trips, 4) reduce motorized vehicle parking, reduce personal injury and property damage resulting from vehicle crashes
- Project significantly enhances the travel experience via walking and biking

Criterion (4) Describe how this project contributes to the “Liveability” and Sustainability of the Community:

Criterion #5 Enhancements to the Transportation System (10 points maximum)

This measure considers the demonstrated and defensible relationship to surface transportation.

Describe how this project fits into the local and regional transportation system. Depict this on the map where applicable and describe in the space provided.

Enhancements to the Transportation System (Maximum 10 Points)

- Is the project included in an adopted plan?
- Does local government have Land Development Code requirements to construct sidewalks?
- Does the project relate to surface transportation?

- Does the project improve mobility between two or more different land use types located within 1/2 mile of each other, including residential and employment, retail or recreational areas?
- Does the project benefit transit riders by improving connectivity to existing or programmed pathways or transit facilities?
- Does the project conform to Transit Oriented Development principles?
- Is the project an extension or phased part of a larger redevelopment effort in the corridor/area?

Criterion #5 Describe how this project enhances the Transportation System:

Criterion #6 Project “Readiness” (5 Points maximum)

This measure considers the state of project readiness. Describe project readiness in the space provided.

Project Readiness (Maximum 5 Points)

- Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?
- Is the project completed through the design phase?
- Is right-of-way readily available and documented for the project?

Criterion #6 Describe the state of Project “Readiness”:

Criterion #7 – Public Support/Special Considerations (5 points maximum)

Describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria.

Special Considerations	Check All that Apply	Max. Points
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5
Maximum Point Assessment	<input type="checkbox"/>	5

Criterion #7 Description (if needed): _____

Criterion #8 – Local Matching Funds > 10% of Total Project Cost (10 points maximum)

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

	Check One	Max. Points
Is the Applicant committing to a local match greater than 10% of the estimated total project cost?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3

17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10
Maximum Point Assessment		10

Criterion #8 Description (if needed): _____

Criterion #9 – Value-Added Tie Breaker (if necessary) (variable points)

Projects with equal scores after evaluations using the eight Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.



2017 DRAFT Priority Process for Bicycle/Pedestrian and B/P Local initiatives Projects

Feasibility Studies

1. Local government submits project(s)
2. BPAC reviews and ranks projects for feasibility studies
3. The TPO Board will approve a final ranking of all projects
4. TPO requests a Fee Proposal from consultant to perform a feasibility study
5. TPO schedules a scoping meeting with the consultant, FDOT and local government(s)
6. Consultant provides Fee Proposal to TPO
7. Local government pays the 10% local match for the feasibility study based on the Fee Proposal. TPO pays the majority of the cost for a consultant to perform feasibility studies on the highest ranking projects. (Local governments can bypass the TPO Study if they pay for the feasibility study themselves.)
8. TPO gives the consultant a Notice to Proceed on the feasibility study
9. Draft feasibility study is reviewed and approved by the TPO, FDOT and local government(s)
10. Final feasibility study is completed

Project Implementation

1. Local government submits project(s) and an official letter agreeing to pay 10% of the programmed project implementation cost, and agreeing to pay for any cost overruns
2. BPAC reviews and ranks projects for project implementation
3. The TPO Board will approve a final ranking of all projects
4. TPO coordinates with FDOT to program the project in the next available fiscal year of the FDOT Work Program
5. Construction of top ranked project: 2-4 years

MEETING SUMMARY
TPO BOARD
NOVEMBER 23, 2016

VI. PRESENTATIONS AND DISCUSSION ITEMS

D. FDOT REPORT

Background Information:

Mr. Gene Ferguson, 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 is included for your information.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE TPO BOARD



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

Outside Consultant
In-House Construction
Maintenance

Project Status Report as of October 24, 2016

Volusia County						
I-95, I-4, US 92 SYSTEM TO SYSTEM INTERCHANGE						
FIN #	242715-2-52-01					
CONTRACT #	E5W26					
DESIGN BUILD						
PROJECT DESCRIPTION: Widening of I-95 from 4 to 6 lanes, complete reconstruction of the I-4/SR 400 and US 92 interchanges, reconstruction of Bellevue Bridge, improvements to SR 400, US 92, Bellevue Road and Tomoka Farms Road						
					TIME	COST
CONTRACTOR:	Archer Western Contractors LLC	LET DATE:	9/05/2014	ORIGINAL:	1,100	\$204,975,000.00
CCEI:	Jacobs Engineering Group	NTP:	11/25/2014	CURRENT:	1,230	\$204,975,000.00
FED. AID #:	0954-140-1	TIME BEGAN:	11/25/2014	ELAPSED:	692	\$103,284,252.70
FUND TYPE	Federal	WORK BEGAN:	11/25/2014	% ORIGINAL:	62.91%	50.39%
DBE Achieved	1.84%	EST. COMPLETION:	Spring 2018	% TO DATE:	56.26%	50.39%
Current CPPR:	100			LIQ. DAMAGES:	0	
CONTACT		PHONE			EMAIL	
CEI SENIOR PROJECT ADMINISTRATOR		Robert Parker	C: 904.449.0923 O: 386.333.9537		robert.parker@jacobs.com	
CEI PROJECT ADMINISTRATOR		David Bowden	C: 407.873.1905 O: 386.333.9538		dbowden@go-iei.com	
CONTRACT SUPPORT SPECIALIST (CSS)		Katie Abernethy	C: 407.335.6390 O: 386.333.9537		catherine.abernethy@jacobs.com	
CONTRACTOR'S PROJECT MANAGER:		Jeff Hutchinson, P.E.	C: 904.669.8931 O: 386.333.9575		jhutchinson@walshgroup.com	
CONTRACTOR'S ASST PROJECT MANAGER		Joshua McDermott	C: 772.263.3253 O: 386.333.9575		jmcdermott@walshgroup.com	
FDOT PROJECT MANAGER:		Bradley Bauknecht, P.E.	C: 386.290.6844 O: 386.740.3519		bradley_bauknecht@dot.state.fl.us	
SENIOR PROJECT ENGINEER:		Bruce Dinkheller, P.E.	C: 813.690.1580 O: 386.333.9537		bruce.dinkheller@jacobs.com	
SENIOR INSPECTOR:		Tony Phillips	C: 904.626.0076 O: 386.333.9537		tony.phillips@jacobs.com	
SENIOR INSPECTOR:		Jose Medina	C: 386.804.2403 O: 386.333.9537		jose.medina@jacobs.com	
MAINTENANCE CONTACT:		Jim Read	C: 386.801.5584 O: 386.740.3406		jim.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Jeff Hutchinson, P.E.	C: 904.669.8931 O: 386.333.9575		jhutchinson@walshgroup.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Jason Roberts	C: 386.916.4439 O: 386.333.9575		jroberts@walshgroup.com	
MEETING SCHEUDLE: Tuesday 9:30 a.m., Field Office, 735 Fentress Blvd.						

Volusia County						
I-4 WIDENING - SR 44 to East of I-95						
FIN #	408464-1-52-01					
CONTRACT #	E5R16					
DESIGN BUILD						
PROJECT DESCRIPTION: Interstate widening from four lanes to six lanes						
					TIME	COST
CONTRACTOR:	Condotte / DeMoya Group	LET DATE:	2/03/2012	ORIGINAL:	900	\$134,462,000.00
CCEI:	Parsons Brinkerhoff Inc.	NTP:	5/09/2012	CURRENT:	1,638	\$142,582,279.31
FED. AID #:	422501	TIME BEGAN:	09/5/2012	ELAPSED:	1,622	\$139,530,375.28
FUND TYPE	FAO	WORK BEGAN:	09/5/2012	% ORIGINAL:	180.22%	103.77%
DBE Achieved	10.57%	EST. COMPLETION:	Early 2017	% TO DATE:	99.02%	97.86%
Current CPPR:	96%			LIQ. DAMAGES:	0	
CONTACT		PHONE			EMAIL	
CEI SENIOR PROJECT ENGINEER		Steve Wigle, P.E.	C: 407.509.8541		wigle@pbworld.com	
CONTRACT SUPPORT SPECIALIST (CSS)		Mike Atkins	C: 407.406.1218		m Atkins@metriceng.com	
CEI PROJECT ADMINISTRATOR		Barry Johnson	C: 407.947.7426 O: 386.873.0772		johnsonba@pbworld.com	
CONTRACTOR'S SUPERINTENDENT:		Grant Cool	C: 305.322.5597 O: 386.873.0770		grant.cool@demoya.com	
FDOT PROJECT MANAGER:		Brad Bauknecht, P.E.	C: 386.846.4149 Alt: 386.748.6502		tyler.malmborg@dot.state.fl.us	
SENIOR ROADWAY INSPECTOR:		Jay Johnson	C: 321.229.9821			
SENIOR BRIDGE INSPECTOR:						
MAINTENANCE CONTACT:		Jim Read	C: 386.801.5584 O: 386.740.3406		jim.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Grant Cool	C: 305.322.5597 O: 386.873.0770		grant.cool@demoya.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:						
MEETING SCHEUDLE: Thursday 1:30 p.m. at the Field Office						

Project Status Report as of October 24, 2016

Volusia County						
SR 400 (I-4) RESURFACING ST. JOHN'S RIVER BRIDGE TO SAXON BOULEVARD						
FIN #	432455-1-52-01					
CONTRACT #	T5542					
LUMP SUM						
PROJECT DESCRIPTION: Milling and resurfacing of I-4 from east end of St. John's River Bridge to just west of Saxon Boulevard, including ramps at Exit 108						
					TIME	COST
CONTRACTOR:	Ranger Construction Industries	LET DATE:	10/28/2015	ORIGINAL:	260	\$6,389,000.00
CCEI:	Mehta and Associates Inc.	NTP:	12/29/2015	CURRENT:	286	\$6,539,355.50
FED. AID #:	0042 270 I	TIME BEGAN:	2/27/2016	ELAPSED:	234	\$4,830,809.14
FUND TYPE	CLS	WORK BEGAN:	2/27/2016	% ORIGINAL:	90.00%	75.61%
DBE Achieved	2.81%	EST. COMPLETION:	Early 2017	% TO DATE:	81.82%	73.87%
Current CPPR	96			LIQ. DAMAGES:		
CONTACT						
		PHONE		EMAIL		
CEI SENIOR PROJECT ADMINISTRATOR		Kerry Worrell, P.E.		O: 407.657.6662 C: 321.239.7308		kworrell@mehtaeng.com
CONTRACT SUPPORT SPECIALIST (CSS)		Chris Kochis		O: 407.754.6425 C: 386.690.9690		ckochis@mehtaeng.com
CONTRACTOR'S PROJECT MANAGER:		Juan Arce		C: 407.948.4553		juan.arce@rangerconstruction.com
CONTRACTOR'S SUPERINTENDENT:		Terry Overcash		C: 863.559.1206		terry.overcash@rangerconstruction.com
FDOT PROJECT MANAGER:		Glenn Raney		O: 386.740.3524 C: 386.846.4862		michael.raney@dot.state.fl.us
SENIOR PROJECT ENGINEER:		Anu Shah, P.E.		O: 407.657.8662 C: 850.341.6114		ashah@mehtaeng.com
SENIOR INSPECTOR:		Alan Forget		C: 321.377.5848		aforget@mehtaeng.com
RESIDENT ASPHALT SPECIALIST		Chris McKenzie		C: 386-290-9301		christopher.mckenzie@atkinsglobal.com
MAINTENANCE CONTACT:		Jim Read		C: 386.801.5584 O: 386.740.3406		jim.read@dot.state.fl.us
24 HR CONTRACTOR EMERGENCY CONTACT:		Juan Arce		C: 407.948.4553		juan.arce@rangerconstruction.com
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Trent Dion		C: 386.527.3436		trent.dion@rangerconstruction.com
MEETING SCHEDULE: Tuesdays 10:30 a.m., Mehta & Associates, 1 Purlieu Place, Suite 100, Winter Park						

VOLUSIA						
SR 44 - Grand Avenue Roundabout						
FIN #	439392-1-52-01					
CONTRACT #	E5Y49					
Construction Pay Item						
PROJECT DESCRIPTION: Design/build a roundabout at the intersection of SR 44 and Grand Avenue						
					TIME	COST
CONTRACTOR:	Atlantic Civil Constructors	LET DATE:	5/25/2016	ORIGINAL:	250	\$1,877,830.46
FED. AID #:		NTP:	6/27/2016	CURRENT:	251	\$1,877,830.46
FUND TYPE		TIME BEGAN:	6/27/2016	ELAPSED:	112	\$339,887.31
DBE Achieved	0.00%	WORK BEGAN:	6/27/2016	% ORIGINAL:	44.80%	18.10%
Current CPPR:	98	EST. COMPLETION:	3/04/2017	% TO DATE:	44.62%	18.10%
				LIQ. DAMAGES:	0	
CONTACT						
		PHONE		EMAIL		
PROJECT ADMINISTRATOR		Barry Johnson		C: 407.947.7426 O: 386.873.0772		johnsonba@pbworld.com
CONTRACT SUPPORT SPECIALIST (CSS)		Ernie Saltar		O: 386.740.3416		ernesto.saltar@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:		Roosevelt Civil		C: 407.432.5487 O: 407.277.8410		roosevelt.civil@atlantic-civil.com
CONTRACTOR'S SUPERINTENDENT:		Ryan Bigbie		C: 321.377.5130		ryan.bigbie@atlantic-civil.com
CONSTRUCTION ENGINEER		Al Neumann, P.E.		O: 386-740-3466		albert.neumann@dot.state.fl.us
FDOT PROJECT MANAGER		Jared Peltz		O: 386-943-5120		jared.peltz@dot.state.fl.us
SENIOR INSPECTOR		Walter Moore		C: 407.733.7539		
MAINTENANCE CONTACT:		Jim Read		C: 386.801.5584 O: 386.740.3406		james.read@dot.state.fl.us
24 HR CONTRACTOR EMERGENCY CONTACT:		Ryan Bigbie		C: 321.377.5130		ryan.bigbie@atlantic-civil.com
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Chris Morrison		C: 321.377.5159		chris.morrison@atlantic-civil.com
MEETING SCHEDULE: Wednesdays at 9:30 a.m.						



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of October 24, 2016

VOLUSIA						
SR 600 and SR 472 Resurfacing						
FIN #	432441-1-52-01 & 432441-2-52-01					
CONTRACT #	T5560					
Lump Sum						
PROJECT DESCRIPTION: SR 600/US 92 from Woodland to Alabama, reconstruct turn lanes, mill & resurface; SR 472 from MLK Jr. Beltway to Graves Avenue mill & resurface of travel lanes and ramps at I-4 interchange						
					TIME	COST
CONTRACTOR:	P&S Paving Inc.	LET DATE:	4/27/2016	ORIGINAL:	200	\$2,552,653.92
FED. AID #:	3441031P	NTP:	6/22/2016	CURRENT:	207	\$2,552,653.92
FUND TYPE	CLS	TIME BEGAN:	7/18/2016	ELAPSED:	91	\$1,380,066.95
DBE Achieved	1.17%	WORK BEGAN:	7/18/2016	% ORIGINAL:	45.50%	54.06%
Current CPPR:	98	EST. COMPLETION:	2/03/2017	% TO DATE:	43.96%	54.06%
				LIQ. DAMAGES:	0	
CONTACT		PHONE			EMAIL	
PROJECT ADMINISTRATOR		Glenn Raney			C:386.846.4862 O: 386.740.3524	
CONTRACT SUPPORT SPECIALIST (CSS)		Denise Druding			O: 386.740.3430	
CONTRACTOR'S PROJECT MANAGER:		Brian Davidson			C: 386.566.0551	
CONTRACTOR'S SUPERINTENDENT:		John Dunlap			C: 386.214.8896	
CONSTRUCTION ENGINEER		Al Neumann, P.E.			O: 386-740-3466	
SENIOR INSPECTOR:		Brian Moore			C: 239.634.2743	
ADD'L SENIOR INSPECTOR		Sheila Carter			C: 407.340.8526	
MAINTENANCE CONTACT:		Jim Read			C: 386.801.5584 O: 386.740.3406	
24 HR CONTRACTOR EMERGENCY CONTACT:		Scott Sheridan			C: 386.212.8555	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		John Dunlap			C: 386.214.8896	
MEETING SCHEDULE:						

VOLUSIA						
SR 5/US 1 Resurfacing Oak Hill-Edgewater						
FIN #	430678-1-52-01					
CONTRACT #	T5563					
Construction Line Item						
PROJECT DESCRIPTION: Resurfacing from South Street n Oak Hill to Magnolia Ave/Shangri-La Circle in Edgewater. Also includes new sidewalks, drainage and signal improvements.						
					TIME	COST
CONTRACTOR:	P&S Paving Inc.	LET DATE:	6/15/2016	ORIGINAL:	480	\$10,074,300.00
FED. AID #:	4857054P	NTP:	8/11/2016	CURRENT:	492	\$10,074,300.00
FUND TYPE		TIME BEGAN:	8/15/2016	ELAPSED:	65	\$1,427,392.15
DBE Achieved	0.23%	WORK BEGAN:	8/15/2016	% ORIGINAL:	13.54%	14.17%
Current CPPR:	100	EST. COMPLETION:	12/20/2017	% TO DATE:	13.21%	14.17%
				LIQ. DAMAGES:		
CONTACT		PHONE			EMAIL	
PROJECT ADMINISTRATOR		Ken Tomory			C: 386.846.4753 O: 386.740.3564	
CONTRACT SUPPORT SPECIALIST (CSS)		Ernie Saltar			O: 386.740.3416	
CONTRACTOR'S PROJECT MANAGER:		Brian Davidson			C: 386.566.0551	
CONTRACTOR'S SUPERINTENDENT:		John Dunlap			C: 386.214.8896	
CONSTRUCTION ENGINEER		Al Neumann, P.E.			O: 386-740-3466	
SENIOR INSPECTOR:		Jessy Hefin			C: 407.973.6510	
ADD'L SENIOR INSPECTOR		Kamlesh Suthar			C: 863.399.0304	
MAINTENANCE CONTACT:		Jim Read			C: 386.801.5584 O: 386.740.3406	
24 HR CONTRACTOR EMERGENCY CONTACT:		John Dunlap			C: 386.214.8896	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Brian Davidson			C: 386.566.0551	
MEETING SCHEDULE:						



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of October 24, 2016

VOLUSIA						
Bridge Repairs SR 40 and SR 5						
FIN #	437817-1-52-01					
CONTRACT #	E5Y38					
Construction Pay Item						
PROJECT DESCRIPTION: Bridge repairs on SR 40 at Bridge 730026 and on SR 5 (US1) at Bridge 790117. Includes desilting and applying gunite inside culverts.						
					TIME	COST
CONTRACTOR:	P & P Contracting Inc.	LET DATE:	6/07/2016	ORIGINAL:	86	\$293,265.00
FED. AID #:	N/A	NTP:	8/18/2016	CURRENT:	86	\$293,265.00
FUND TYPE		TIME BEGAN:	9/17/2016	ELAPSED:	31	\$59,000.00
DBE Achieved	0.00%	WORK BEGAN:	9/18/2016	% ORIGINAL:	36.05%	20.12%
Current CPPR:	98	EST. COMPLETION:	12/11/2016	% TO DATE:	36.05%	20.12%
					LIQ. DAMAGES:	
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR	Rick Coe	C: 386.527.3831 O: 386.740.3490		frederick.coe@dot.state.fl.us		
CONTRACT SUPPORT SPECIALIST (CSS)	Denise Druding	O: 386.740.3430		denise.druding@dot.state.fl.us		
CONTRACTOR'S PROJECT MANAGER:	Christian Villegas	C: 321.604.1371		christian@southernrb.com		
CONTRACTOR'S SUPERINTENDENT:	Jose Lopez	C: 786-259-7534		joselopez.ppcontractinginc@yahoo.com		
CONSTRUCTION ENGINEER	Al Neumann, P.E.	O: 386-740-3466		albert.neumann@dot.state.fl.us		
SENIOR INSPECTOR:	Willie Diaz	C: 407.453.7363		willie.diaz@rsandh.com		
ADD'L SENIOR INSPECTOR						
MAINTENANCE CONTACT:	Chris Eckert	O: 386.740.3463 C: 386.801.5505		chris.eckert@dot.state.fl.us		
24 HR CONTRACTOR EMERGENCY CONTACT:	Jose Lopez	C: 786-259-7534		joselopez.ppcontractinginc@yahoo.com		
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:	Christian Villegas	C: 321.604.1371		christian@southernrb.com		
MEETING SCHEDULE:						

VOLUSIA						
I-4/Saxon Boulevard Interchange Landscaping						
FIN #	435469-2-52-01					
CONTRACT #	E5Y26					
District Maintenance Contract						
PROJECT DESCRIPTION: Landscaping at the I-4 interchange with Saxon Boulevard						
					TIME	COST
CONTRACTOR:	Lafeur Nurseries and Garden Center, LLC	LET DATE:	5/03/2016	ORIGINAL:	930	\$827,000.00
FED. AID #:		NTP:	7/07/2016	CURRENT:	930	\$827,000.00
FUND TYPE	DMC	TIME BEGAN:	8/21/2016	ELAPSED:	57	\$0.00
DBE Achieved		WORK BEGAN:	8/21/2016	% ORIGINAL:	6.13%	0.00%
Current CFPR:	100	EST. COMPLETION:	1/23/2019	% TO DATE:	6.13%	0.00%
					LIQ. DAMAGES:	0
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR	Glenn Raney	C:386.846.4862 O: 386.740.3524		michael.raney@dot.state.fl.us		
CONTRACT SUPPORT SPECIALIST (CSS)	Denise Druding	O: 386.740.3430		denise.druding@dot.state.fl.us		
CONTRACTOR'S PROJECT MANAGER:	Michelle Lafleur	C: 407.956.8117		lafleunurseries@gmail.com		
CONTRACTOR'S SUPERINTENDENT:	Lance Lafleur	C: 407.340.6489		lafleunurseries@gmail.com		
CONSTRUCTION ENGINEER	Al Neumann, P.E.	O: 386-740-3466		albert.neumann@dot.state.fl.us		
SENIOR INSPECTOR:	Prince Dorvilus	C: 407.276.5810		pdorvilus@pics-llc.com		
ADD'L SENIOR INSPECTOR						
MAINTENANCE CONTACT:	Rick Snow	O: 386.740.3414		rick.snow@dot.state.fl.us		
24 HR CONTRACTOR EMERGENCY CONTACT:	Michelle Lafleur	C: 407.956.8117		lafleunurseries@gmail.com		
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:	Lance Lafleur	C: 407.340.6489		lafleunurseries@gmail.com		
MEETING SCHEDULE:						



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of October 24, 2016

VOLUSIA						
SR 44 / I-4 Interchange Landscaping						
FIN #	435469-3-52-01					
CONTRACT #	E5Y19					
Maintenance Lump Sum Contract						
PROJECT DESCRIPTION: Landscaping improvements at I-4/SR 44 interchange						
					TIME	COST
CONTRACTOR:	Arazoza Brothers Corporation	LET DATE:	4/05/2016	ORIGINAL:	865	\$744,827.50
FED. AID #:	N/A	NTP:	6/03/2016	CURRENT:	865	\$744,827.50
FUND TYPE		TIME BEGAN:	7/18/2016	ELAPSED:	83	\$532,675.80
DBE Achieved	0.00%	WORK BEGAN:	8/1/2016	% ORIGINAL:	9.60%	71.52%
Current CPPR:	94	EST. COMPLETION:	11/29/2016*	% TO DATE:	9.60%	71.52%
				LIQ. DAMAGES:	0	
<i>Estimated completion for installation only</i>						
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR	Rick Coe	C: 386.527.3831 O: 386.740.3490		frederick.coe@dot.state.fl.us		
CONTRACT SUPPORT SPECIALIST (CSS)	Denise Druding	O: 386.740.3430		denise.druding@dot.state.fl.us		
CONTRACTOR'S PROJECT MANAGER:	Omar Escauriza	C: 786.693.0229		oescauriza@arazozabrothers.com		
CONTRACTOR'S SUPERINTENDENT:	Felipe Mejia	C: 407.201.0183		fmejia@arazozabrothers.com		
CONSTRUCTION ENGINEER	Al Neumann, P.E.	O: 386-740-3466		albert.neumann@dot.state.fl.us		
SENIOR INSPECTOR:	Prince Dorvilus	C: 407.276.5810		pdorvilus@pics-llc.com		
ADD'L SENIOR INSPECTOR						
MAINTENANCE CONTACT:	Rick Snow	O: 386.740.3414		rick.snow@dot.state.fl.us		
24 HR CONTRACTOR EMERGENCY CONTACT:	Felipe Mejia	C: 407.201.0183				
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:	Omar Escauriza	C: 786.693.0229		oescauriza@arazozabrothers.com		
MEETING SCHEDULE:						

VOLUSIA						
SR 441 (S. Peninsula Drive) Pipe Lining and Repair						
FIN #	427986-1-72-10					
CONTRACT #	E5T55					
Maintenance Pay Item						
PROJECT DESCRIPTION: Desilt, video and line drainage pipes, repair concrete inlet caps, replace drainage pipe with reinforced concrete between US 92 and SR A1A						
					TIME	COST
CONTRACTOR:	Evans Contracting Services Inc.	LET DATE:	3/01/2016	ORIGINAL:	220	\$1,831,436.50
FED. AID #:		NTP:	5/10/2016	CURRENT:	228	\$1,831,436.50
FUND TYPE		TIME BEGAN:	5/24/2016	ELAPSED:	114	\$114,640.00
DBE Achieved	0%	WORK BEGAN:	5/24/2016	% ORIGINAL:	51.82%	6.26%
Current CFPR:		EST. COMPLETION:	1/1/2017	% TO DATE:	50.00%	6.26%
				LIQ. DAMAGES:		
<i>Maintenance Contract - Update as of September invoice</i>						
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR	Ernie Saltar	O: 386.740.3416		ernesto.saltar@dot.state.fl.us		
CONTRACT SUPPORT SPECIALIST	Denise Druding	O: 386.740.3430		denise.druding@dot.state.fl.us		
CONTRACTOR'S PROJECT MANAGER:	Clint McKee	C: 904.485.0158		clint.evanscontracting@gmail.com		
CONTRACTOR'S SUPERINTENDENT:	Geoff Perry	C: 904.588.4302		geoffperry1955@gmail.com		
CONSTRUCTION ENGINEER	Al Neumann, P.E.	O: 386-740-3466		albert.neumann@dot.state.fl.us		
SENIOR ROADWAY INSPECTOR:	Mallie Hunt	C: 407.509.2042		mhunt@pics-llc.com		
SENIOR BRIDGE INSPECTOR (if applicable):						
MAINTENANCE CONTACT:	Rick Snow	O: 386.740.3414		rick.snow@dot.state.fl.us		
24 HR CONTRACTOR EMERGENCY CONTACT:	Geoff Perry	C: 904.588.4302		geoffperry1955@gmail.com		
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:	Clint McKee	C: 904.485.0158		clint.evanscontracting@gmail.com		
MEETING SCHEDULE: Tuesdays as needed on site						



Outside Consultant
In-House Construction
Maintenance

**MEETING SUMMARY
TPO BOARD
NOVEMBER 23, 2016**

VII. EXECUTIVE DIRECTOR'S REPORT

- ® Update on I-4 Beyond the Ultimate
- ® Update on SunRail
- ® Florida Greenways and Trails Plan and Opportunity and Priority Maps

VIII. RIVER TO SEA TPO BOARD MEMBER COMMENTS

IX. INFORMATION ITEMS

- ® Citizens Advisory Committee Attendance Record – 2016
- ® Technical Coordinating Committee Attendance Record– 2016
- ® Bicycle/Pedestrian Advisory Committee Attendance Record – 2016
- ® October TPO Outreach and Activities
- ® 2017 TPO Committee Meeting Calendar

X. ADJOURNMENT

The next River to Sea TPO Board meeting will be January 25, 2017

CAC Attendance Record 2016

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

Vacancies
Bunnell
Beverly Beach
Daytona Beach Shores
Deland
Flagler Beach
Lake Helen
Oak Hill
Ormond Beach
Volusia County School Board
Volusia County District 5

TCC Attendance Record 2016

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

Vacancies

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

January - December 2016

BPAC Attendance Record 2016

Name	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	Oct	Nov	Notes
Holly Ryan/Doug Hall	x	x	x	x	x	x		exc	x	exc	x	Daytona Beach (appt. 3/12) (alt. appt. 02/14)
John Schmitz	exc	x	abs	exc	exc	abs		abs	exc	abs	abs	Daytona Beach Shores (appt. 8/12)
Jeff Hodge	abs	abs	x	abs	abs	abs		abs	abs	abs	abs	DeBary (appt. 3/15)
Ted Wendler	abs	x	exc	x	abs	exc		x	x	x	x	DeLand (appt. 05/11) (appt. 6/14)
Scott Leisen	x	x	x	x	x	x		exc	x	x	x	Deltona (appt. 12/12)
Paul Eik	x	x	x	x	x	x		x	x	x	x	Flagler Beach (appt. 7/14)
Dustin Savage (Chairman)/Larry Coletti(alt)	x	x	exc	x	x	x		x	x	exc	exc	Flagler County (appt 8/15)(alt. appt 02/16)
Jeff Martin									x	x	exc	Holly Hill (appt. 08/16)
Nic Mostert	x	x	x	x	x	x		x	x	x	x	New Smyrna Beach (appt. 03/15)
Bob Storke	x	x	x	x	x	x		x	x	x	x	Orange City (appt. 12/07)
Gayle Belin								exc	x	exc	exc	Ormond Beach (appt. 01/15 - 07/16)
Danielle Anderson		exc	x	x	x	abs		exc	x	abs	abs	Palm Coast (Appt. 02/16)
Phyllis Campbell	x	x	x	x	exc	x		x	x	abs	x	Ponce Inlet (appt. 11/06)
Colleen Nicoulin (Vice Chairman)	x	x	x	exc	x	x		x	x	x	x	Port Orange (appt. 7/11)
Christy Gillis		abs	abs	x	x	x		x	x	x	x	South Daytona (appt. 01/16)
Bill Pouzar	x	exc	x	abs	x	x		x	abs	abs	abs	Volusia County (appt. 12/10)
Patrick McCallister										exc	x	Volusia County District 1 (appt. 10/16)
Roy Walters/Jason Aufdenberg	x	x	x	x	x	x		exc	x	x	x	Volusia County At-Large (appt. 03/05) (alt. appt 07/12)
Patricia Lipovsky/Nancy Burgess-Hall	x	x	x	x	x	x		exc	exc	exc	x	Volusia County (app 2/14) D-2 (Wagner)(alt. appt 09/15)
Alice Haldeman	x	x	x	x	x	x		x	x	x	x	Volusia County (appt. 04/13) D-3 (Denys)
NON-VOTING MEMBERS												
Wendy Hickey	x	exc	x	x	exc	x		x	x	exc	x	Flagler County (appt. 12/15)
Heidi Petito/Bob Owens	abs	abs	abs	abs	abs	abs		abs	abs	abs	abs	Flagler County Transit (appt 9/14)
Gwen Perney	x	x	x	x	x	x		x	x	exc	x	Large City - Port Orange (appt. 10/13)
John Cotton/Edie Biro	exc	x	exc	x	x	exc		exc	abs	x	x	Votran (appt. 07/13)(alt. appt. 02/16)
Melissa Winsett/Terri Bergeron	x	x	exc	x	x	x		x	x	x	x	Volusia County (02/14) (alt. Appt. 09/16)
Rob Brinson	x	abs	abs	abs	abs	abs		abs	abs	abs	abs	Volusia County School Board (appt. 01/16)
Deborah Tyrone	x	exc	x	x	x	x		x	x	x	x	FDOT (appt 12/13)
QUORUM	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y	

Vacancies
Bunnell
Beverly Beach
Edgewater
Flagler County School Board
Lake Helen
Oak Hill
Pierson
Small City Alliance

January - December 2016

TPO Outreach & Activities Completed in October 2016

1 Port Orange Family Days Helmet Fitting

Date: Saturday, October 1, 2016

Location: Port Orange

Description: The TPO staff fitted and donated 240 bicycle helmets and promotional merchandise at the Port Orange Family Days event

2 FDOT Public Meeting on Nova Road Pedestrian Crossings

Date: Thursday, October 27, 2016

Location: Ormond Beach

Description: The TPO staff attended the FDOT public meeting on the Nova Road Pedestrian Crossings



3 White Cane/Pedestrian Safety Awareness Day Event

Date: Friday, October 28, 2016

Location: Daytona Beach

Description: The River to Sea TPO staff attended the annual White Cane/Pedestrian Safety Awareness Day event

4 TPO Presentation to the International Speedway Boulevard (ISB) Coalition

Date: Monday, October 31, 2016

Location: Daytona Beach

Description: The River to Sea TPO staff gave a presentation on transportation project development and funding to the ISB Coalition



November Events:

November 3 - Presentation to the Florida Greenways and Trails Foundation/Council, Titusville

November 5 – Mobility Week Event at the Halifax Art Festival, Daytona Beach

November 7 – Flagler Bicycle & Pedestrian School Safety Review Studies Stakeholder Meeting, Bunnell

November 9 – Transportation Disadvantaged Local Coordinating Board (TDLCB) Annual Public Hearing, Votran

November 9 – NOAA Green Infrastructure for Coastal Resiliency Workshop, Daytona Beach

November 16 – I-4 Beyond the Ultimate Public Meeting, Deltona

Other Upcoming Events:

December 6 – FDOT Work Program Public Hearing, River to Sea TPO

December 10 – Light-Up Midtown Health Fair Helmet Fitting, Daytona Beach

Ongoing Projects & Studies:

- Update of the TPO's Public Participation Plan (PPP)
- Update of the TPO's Citizens Guide
- Storm Surge Vulnerability Assessment
- Accessible Pedestrian Signal (APS) Action Plan
- 2017 River to Sea TPO Legislative Positions
- Flagler Bicycle/Pedestrian School Safety Review Studies
- Port Orange Sidewalk Gap Feasibility Study
- SR/CR A1A Pedestrian Safety & Mobility Study
- Thompson Creek Trail Feasibility Study
- Highbanks Road Sidewalk Feasibility Study
- SR 44/Mission Dr/Wallace Rd Alternative Intersection Design Study
- Dunlawton Ave/Nova Rd Intersection Improvement Feasibility Study
- Dunlawton Ave/Clyde Morris Blvd Intersection Improvement Feasibility Study
- Crash Analysis Report

2017 Meeting Schedule of the River to Sea TPO Board and Committees

	River to Sea TPO Board	Executive Committee	Technical Coordinating Committee (TCC)	Citizens Advisory Committee (CAC)	Bicycle/Pedestrian Advisory Committee (BPAC)	Trans. Disadvantaged Local Coordinating Board (TDLCB)
2017	4 th Wed. @9:00 a.m.	1 st Wed. @ 8:30 a.m.	3 rd Tues. @ 3:00 p.m.	3 rd Tues. @ 1:30 p.m.	2 nd Wed. @ 3:00 p.m.	2 nd Wed. every other month @ 11:00 a.m. **
January	January 25, 2017	January 4, 2017	January 17, 2017	January 17, 2017	January 11, 2017	January 11, 2017
February	February 22, 2017	February 1, 2017	February 21, 2017	February 21, 2017	February 8, 2017	
March	March 22, 2017	March 1, 2017	March 21, 2017	March 21, 2017	March 8, 2017	March 8, 2017
April	April 26, 2017	April 5, 2017	April 18, 2017	April 18, 2017	April 12, 2017	
May	May 24, 2017	May 3, 2017	May 16, 2017	May 16, 2017	May 10, 2017	May 10, 2017
June	June 28, 2017	June 7, 2017	June 20, 2017	June 20, 2017	June 14, 2017	
July	July 26, 2017*	July 5, 2017*	July 18, 2017*	July 18, 2017*	July 12, 2017*	July 12, 2017
August	August 23, 2017	August 2, 2017	August 15, 2017	August 15, 2017	August 9, 2017	
September	September 27, 2017	September 6, 2017	September 19, 2017	September 19, 2017	September 13, 2017	September 13, 2017
October	October 25, 2017	October 4, 2017	October 17, 2017	October 17, 2017	October 11, 2017	
November	November 22, 2017	November 1, 2017	November 21, 2017	November 21, 2017	November 8, 2017	November 8, 2017
December	December 27, 2017*	December 6, 2017*	December 19, 2017*	December 19, 2017*	December 13, 2017*	

* These meetings are typically cancelled

** TDLCB Meetings are at Votran