



L RTP SUBCOMMITTEE MEETING NOTICE & AGENDA

Please be advised that the Volusia Transportation Planning Organization's (VTPO) LRTP Subcommittee will be meeting on:

DATE: Wednesday, November 17, 2010
TIME: 2:00 p.m.
PLACE: Volusia TPO (Board Conference Room)
2570 W. International Speedway Blvd., Suite 100
Daytona Beach, Florida

Mr. John Decarie, Chairman

AGENDA

- I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM**
- II. ACTION ITEMS**
 - A) REVIEW AND APPROVAL OF THE OCTOBER 20, 2010 MEETING SUMMARY**
(Contact: Lois Bollenback) (Enclosures, pages 2-8)
- III. PRESENTATION AND STATUS REPORTS**
 - A) DISCUSSION OF 2035 LRTP NEEDS PLAN** *(Contact: Karl Welzenbach) (Enclosure, page 9)*
 - B) DISCUSSION REGARDING THE WILLIAMSON BOULEVARD EXTENSION IN THE 2035 LRTP** *(Contact: Karl D. Welzenbach) (Enclosures, pages 10-13)*
- IV. STAFF COMMENTS/INFORMATION ITEMS** *(Enclosure, page 14)*
- V. LRTP SUBCOMMITTEE MEMBER COMMENTS** *(Enclosure, page 14)*
- VI. PRESS/CITIZEN COMMENTS** *(Enclosure, page 14)*
- VII. ADJOURNMENT** *(Enclosure, page 14)*

**MEETING SUMMARY
LRTP SUBCOMMITTEE
NOVEMBER 17, 2010**

II. ACTION ITEMS

A) REVIEW AND APPROVAL OF THE OCTOBER 20, 2010 MEETING SUMMARY

Background Information:

A meeting summary is prepared subsequent to each LRTP Subcommittee meeting to outline the key activities that took place. These summaries are provided as information to the Volusia Transportation Planning Organization (VTPO) Board as well as the other committees to keep them informed of LRTP subcommittee's activities.

Action Requested:

Motion to approve the October 20, 2010 LRTP Subcommittee meeting summary

**L RTP Subcommittee
Meeting Summary
October 20, 2010**

Members Present:

Mike Marcum
Barbara Goldstein
Ron Paradise
Blanche Hardy
Ferd Heeb
Gilles Blais
Wendy Hickey
John Decarie, Chairman
Bill McCord
Bobby Ball
Tomm Friend
A.J. Devies
Melissa Booker

Representing:

Daytona Beach
Disabled Citizens
Deltona
DeLand
Edgewater
Holly Hill
Orange City
Port Orange
Port Orange
Port Orange
Volusia County
Volusia County
VC Traffic Engineering

Members Absent:

County Chair Frank Bruno
Dan D'Antonio (excused)
Heather Blanck

Representing:

Volusia County
Volusia County
Votran

Others Present:

Pamela Blankenship
Lois Bollenback
Stephan Harris
Carole Hinkley
Bob Keeth
Jean Parlow
Melissa Wos
Steve Friedel
Noreen Brownson
Tom Brownson
Ella Jordan
Lorelle Friend

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
FDOT
Citizen (Turnbull Bay Community)
Citizen (Turnbull Bay Community)
Citizen (Turnbull Bay Community)
Citizen (Turnbull Bay Community)

**L RTP Subcommittee
Meeting Summary
October 20, 2010**

- Approved the September 15, 2010 L RTP Subcommittee meeting summary

- Discussed “needs” plan definition and preliminary criteria for assessing projects for inclusion as part of the 2035 L RTP

- Approved the preliminary screening criteria (attached herewith) and directed TPO staff to begin soliciting projects for consideration as part of the needs plan

- Agreed to bring the criteria before the TCC and CAC in November for their review

- Received comments from Lorelle Friend, a Turnbull Bay resident, regarding the 2035 L RTP local road project extending Williamson Boulevard as a four-lane road from Airport Road south to Pioneer Trail. Comments were in opposition to terminating the road at Pioneer Trail as a four-lane and waiting to extend the road further south to SR 44. (a written statement was submitted by Ms. Friend and is attached herewith)

- Requested the members review the final 2035 L RTP Summary for any corrections that may be needed prior to sending out for printing

******Next meeting of the L RTP Subcommittee will be November 17, 2010******

Williamson Blvd provides an alternative to I-95. The northern terminus of Williamson Blvd is State Road 40. The southern terminus of Williamson Blvd is 2+ miles south of Dunlawton Blvd.

The extension of Williamson Blvd to SR 44 is in the Volusia County Transportation Organizations Draft 2035 Long Range Transportation Plan, LRTP. Completing only 1/2 of the extension from the southern terminus to SR 44, as scheduled in the Draft 2035 LRTP, will over burden existing roadways and alter neighborhoods.

The purpose of the Williamson Blvd extension to SR 44 is as an alternative to I-95; from interchange to interchange. It is not an alternative to I-95 if 12 miles of Williamson Blvd dead-end into the semi rural, large lot residential equestrian neighborhood which surrounds Doris Leeper Spruce Creek Preserve.

Airport Road originates a quarter of a mile from the southern terminus of Williamson Blvd. Airport Road serves Port Oranges developments and the middle school. Airport Road is planned to be widened to 4 lanes to accomodate future growth. Airport Road then continues south to SR 44. Airport Road completes the current I-95 alternative to SR 44.

The Williamson Blvd extension was justified to the 2035 Draft LRTP subcommittee as an existing \$20 million Impact Fee Agreement. The requested copy of this Impact Fee Agreement has not been provided and appears not to exist.

Our requests did result in a copy of a \$9.3 million Transportation Revenue Bond Agreement, the 2005 ICI Agreement. This Agreement was championed by Mary Anne Connors, Deputy County Manager of Volusia County. It gives ICI the apparently non cancellable right to issue \$9.3 million of bonds in Volusia County's name, repayable by Volusia County over ten years. As the entire cost of repayment will be borne by the taxpayer, it is hard to discern a purpose other than to circumvent Public input on this road segment.

In a fair trade, both sides receive benefit. Here there is no benefit to the Public.

As presented in the 2035 Draft Plan, the Williamson Blvd extension will not result in an alternative to I-95 but will instead dead end into Pioneer Trail. It will be an additional 10- 14 years before the Funded Alternative to I-95 will be completed to State Road 44.

This is the third time the same residents are menaced by a staff initiated attempt to overburden facilities and infrastructure. Staff lacks concern for the consequences of this partial taking by Government, and has placed Volusia County in conflict with its citizens.

In 2005, Ms. Connors championed an ICI Agreement, VC-1131120703452, to dead-end a 4 lane South Williamson extension at Pioneer Trail. The following is a quote from her staff report;

“This road segment supports the function of Williamson Blvd. as an alternative to I-95 and the development of a future interchange at Pioneer Trail.”

There is no I-95 interchange planned at Pioneer Trail. There is no need or justification for an interchange at Pioneer Trail. There has been no TPO meetings inviting public input on an interchange at Pioneer Trail. 2009 Annual Average Daily Traffic counts for Pioneer Trail from Airport Road to Turnbull Bay Road came in at 2,860 cars. This number leaves adequate capacity for normal growth.

The ICI/Volusia County agreement is a Staff driven initiative.

Ms. Connors actions have placed Volusia County at odds with state statutes against promoting sprawl.

In the ICI Agreement, Williamson will only be extended 2 of 4.6 miles so that it will T-bone onto Pioneer Trail. This dead-ending will overburden Pioneer Trail. There is no reason or justification for this. It is only by completing the Williamson Blvd extension to SR 44 that Williamson can be an alternative to I-95.

To make matters worse, the 2 mile extension of Williamson Blvd is on the Draft LRTP as a 4 lane road instead of a 2 lane road. The justification for 4 lanes is the non-existent \$20 million Impact Fee Agreement.

In 2000, Ms. Connors championed a Williamson Blvd extension east of I-95 onto Pioneer Trail. When I protested, I was called to a meeting with Bill Gray, Jamie Seaman and Ms. Connors where she told me to, “butt out, this is a done deal!”

When she presented the staff report at the County Council meeting however, the Council voted unanimously against that extension of Williamson Blvd.

The city of Port Orange recently amended its Comprehensive Plan to lower the Level Of Service on its roads from 'C' to 'E'. The capacity of a 4 lane, Level Of Service 'E' Williamson Blvd extension would enable ICI to apply for dramatically increased commercial densities. This would have negative impacts on the new Pavilions to the north in Port Orange and on the planned Activity Center to the south in New Smyrna Beach.

The funding anticipated for this increase in commercial density comes from monies that would otherwise be due to the Public Purse through Impact Fees actually collected. It is almost as if staff was trying to create a defacto Impact Fee Agreement to give ICI a further \$10+ million **and** reduce their share of the burdens on Public Infrastructure that their development would cause.

There are 38 projects on the LRTP within 3 zones.
In FY 2015-20, Zone 2 has \$0 million in projects.
In FY 2020/-25, Zone 2 has \$0 million in projects.
Zone 2 has 4 projects on the LRTP versus 18 and 16 in the other 2 zones.
Two of the zone 2 projects are not scheduled until 2030-35, one of those projects is the 2 lane extension of Wiliamson Blvd from Pioneer Trail to SR 44. This is scheduled 10-14 years after the non-cost feasible 4 lane extension of Williamson dead-ends at Pioneer Trail. A bad plan.

The cost reduction of a 2 lane Williamson extension would keep the LRTP cost feasible. The additional \$10+ million included in the Draft Plan does not appear to have ever been approved by the County Council nor has public input on this expenditure ever been heard.

Identifying improvments to the 2035 Draft Plan is far less expensive than building to a flawed Plan.

A 2 lane Williamson Blvd extension from its southern terminus to State Road 44 as one project is the solution.

This is a request to the 2035 LRTP Subcommittee that the Draft Plan be corrected to reflect a cost feasible 2 lane Williamson Blvd extension to be constructed as one project from its southern terminus to State Road 44.

I am requesting your support.

October 19, 2010

Lorelle Friend 2929 Turnbull Bay Road, New Smyrna Beach, FL 32168

Volusia TPO 2035 LRTP Subcommittee Needs Plan Discussion

Three overlapping discussions are underway:

1. Definition of a NEED
2. Evaluation Criteria / Threshold
3. Projects for Consideration

Concepts that have been repeated:

- Maintain existing quality of system
- Curtailing sprawl
- Investing in built areas
- Ensure varied options

Defining the "NEED"

A project and/or system enhancement, currently unfunded, that addresses an unmet trip destination or transportation system provision that cannot reasonably be met within current plans and/or construction schedules and would improve the ability of the TPO and member local governments to meet or exceed the stated goals of the LRTP:

- 1. Considers the mobility needs of all user groups and is safe and secure**
 - Resolves mobility issues for all user groups (Does the project or a companion project address the mobility needs for all users?)
 - Enhances Safety (Does it minimize, remove or eliminate a safety concern? Does the project introduce any new concerns?)
- 2. Contributes to the economic vitality of the region and provides a sustainable solution**
 - Supports commercial or freight activity (part of a designated truck route)
 - Address existing issues before future
 - Traffic Operations/ITS vs. lane additions
 - Protects (or minimizes the impact to) the Environment
- 3. Preserves and enhances existing urban areas and anticipated future needs**
 - Project supports infill opportunities
 - Project is part of an approved/adopted plan
 - Serves existing urbanized/built areas
- 4. Promotes a wide range of transportation options integrated with the surrounding community**
 - Creates/promotes transportation choices
- 5. Effectively uses financial resources and improves the quality of life for residents**
 - Reduces congestion (increases mobility) on a facility operating at least 20% above capacity.
 - Offers a cost beneficial option to enhancing mobility
 - Supports development efforts of local community

**MEETING SUMMARY
LRTP SUBCOMMITTEE
NOVEMBER 17, 2010**

III. PRESENTATION AND STATUS REPORTS

A) DISCUSSION OF 2035 LRTP NEEDS PLAN

Background Information:

During the September and October meetings of the LRTP Subcommittee and Technical Coordinating Committee (TCC), members agreed to pursue the development of a "Needs" plan as part of the Volusia TPO 2035 LRTP. Committee members were asked to provide input regarding ways to define a transportation "need" and a preliminary definition and set of screening criteria was approved for identifying transportation needs for the VTPO planning area.

As part of the previous meeting summary, this agenda includes a copy of the preliminary screening criteria. A table including the projects submitted for consideration will be presented for discussion at the LRTP Subcommittee meeting.

Action Requested:

No action is required at this time unless otherwise directed by the Subcommittee

**MEETING SUMMARY
LRTP SUBCOMMITTEE
NOVEMBER 17, 2010**

III. PRESENTATION AND STATUS REPORTS

B) DISCUSSION REGARDING THE WILLIAMSON BOULEVARD EXTENSION IN THE 2035 LRTP

Background Information:

Citizen comment provided during the October 19, 2010 meeting of the VTPO Citizens' Advisory Committee (CAC), Technical Coordinating Committee meeting and LRTP Subcommittee raised questions regarding a project extending Williamson Boulevard, from Airport Road south, as a four-lane road terminating at Pioneer Trail and plans to extend as a two-lane road from Pioneer Trail to SR 44 in later years. The project is included as an element of the Volusia TPO 2035 Long Range Transportation Plan (LRTP) under the Volusia County local road listing. Information has been provided by Volusia County staff that will be presented to the LRTP Subcommittee regarding this matter.

Action Requested:

No action required unless otherwise directed by the Subcommittee

At last month's CAC meeting, discussion evolved regarding a letter read by Ms. Lorelle Friend. Of significance, the letter requested the removal of the Williamson Blvd four laning project between its terminus near Airport Road and Pioneer Trail. It also requested, in exchange, that Williamson Blvd be extended as only a two lane facility from the terminus all the way south to SR 44. In addition, since the Intervest Construction Incorporated (ICI) agreement depicted that the road would cost no more than \$9.3 Million to construct, the 2035 LRTP should be adjusted to reflect the correct cost.

The Williamson Blvd four laning was placed in the draft 2035 LRTP by County Staff, through the LRTP Subcommittee process, because it was part of the adopted County Road Program and also part of the draft Southeast Volusia Regional Transportation Plan's preferred alternative. It was further explained that projects that have valid development agreements (whether that means impact fee, proportionate share; etc.) and were part of approved development plans were placed on the LRTP local roads list because of their positive level of certainty. The LRTP Subcommittee was informed that the Williamson extension project to Pioneer Trail had a valid impact fee agreement when upon further research it was found that it did not; instead it had a \$9.3 M non-cancelable bond agreement. County staff has since apologized to the Friends for this misunderstanding.

The four-laning concept of Williamson Blvd between Airport Road and Pioneer Trail originated during the time of the development boom in the mid 2000's. For practicality, the County, in knowing the substantial Woodhaven Development plans in addition to the other developments planned within New Smyrna Beach and Port Orange, the County negotiated with the developer to construct not two, but four lanes. This was to avoid the need to go back within 10 years and construct an additional two lanes on a fairly new roadway. In addition, pursuing all four lanes simultaneously, while having the developer construct the roadway for a negotiated cost, was less costly to the public. At the time, the plans made sense.

To date, the Woodhaven development is not developed, nor are other areas once targeted with big development plans developed. And though this is the current situation, the legal agreement between ICI and the County remains valid. While it may be true that four laning may not be needed in the near future as it once was, the County still has a signed agreement with the developer to construct the roadway for \$9.3 Million, which at an average of \$4-5 Million per mile for this stretch of roadway consisting of 2.6 miles, is still a win for the County and the citizens it serves.

Another concern is that the four laning will disperse a high volume of traffic onto Pioneer Trail, an existing two lane roadway with a continuous center turn lane planned for the future, and that Pioneer Trail and nearby collector roads would not be able to handle the traffic. Further articulated was that the more logical end point for the Williamson Blvd extension would be at the SR 44/I-95 interchange so that Williamson Blvd could retain its integrity as an interstate alternative route. Although this is notable, the alignment issues between Pioneer Trail and SR

44 are still being worked out between the County and City of New Smyrna Beach's Utility Commission, thus pointing to the easier and more constructible portion being in the northern section.

Considering the concerns, county staff worked with Mr. and Mrs. Friend to develop a solution to this issue, which is as follows:

1) Revise the 2035 LRTP project cost amount to be consistent with the current County-ICI agreement costs and conditions – maximum \$9.3 M

2) Revise the 2035 LRTP timetable to include the following:

- 2020-2025 2L Williamson Bl (terminus to Pioneer Tr & Pioneer Tr to SR 44) (10 years);
or
- 2030-2035 4L Williamson Blvd (terminus to Pioneer Trail) and 2L Williamson Blvd (Pioneer Trail to SR 44) (20 years)

Agreement with Intervest Construction, Inc. (ICI) for Extension of S. Williamson Blvd to Pioneer Trail - Approved by County Council May 18, 2006 (agreement attached)

Background:

On December 8, 2005 County Council gave its approval of the terms of a conceptual agreement and directed staff to continue negotiations with Intervest Construction, Inc. (ICI) for a final agreement for the extension of South Williamson Boulevard in Port Orange. The proposed road through the Woodhaven development would begin just south of Airport Road and proceed south 2.6 miles to an intersection with Pioneer Trail. The road would be constructed as a 4 lane arterial with a landscaped median and include curbs and gutters, bike lanes, sidewalks and other improvements. The road length also includes reconstruction of the existing 2 lane road segment to the 4-lane standard.

Under the terms of the final agreement, ICI will construct the road based on plans to be approved by the County for a fixed price of \$8.8 million dollars. The Agreement also includes a provision which would allow for a price adjustment not to exceed \$500,000 for certain cost items set forth in the Agreement. ICI will be responsible for providing the County with documentation of the actual quantities or costs of each item subject to the price adjustment. Staff review of the road cost found it consistent with current and anticipated construction costs for a comparable road segment.

ICI will provide all right of way and fund design, permitting, mitigation and construction through Transportation Revenue Bonds to be repaid by the County over a 10 year period. The first three years of the Transportation Revenue Bonds would be interest only payments followed by seven years of principle and interest payments. This structure protects the funding committed to the Five Year Road Program by pushing significant financial impacts beyond the adopted Five Year Program where the impact can be programmed. The interest rate is set at 5.5 % per annum.

This extension of South Williamson Boulevard in conjunction with County's recently completed projects to 4-lane South Williamson north of Airport Road to Taylor Road will provide a continuous 4-lane arterial through an area of intense and continuing development. The construction of the extension as 4 lanes initially was deemed desirable since ICI was agreeable to make the upfront investment, the county's fixed construction price was favorable and will ultimately cost less to the County than to construct 2 lanes initially and add 2 additional lanes in the future when Williamson Blvd. is open to traffic.

**MEETING SUMMARY
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IV. STAFF COMMENTS/INFORMATION ITEMS

V. LRTP SUBCOMMITTEE MEMBER COMMENTS

VI. PRESS/CITIZEN COMMENTS

VII. ADJOURNMENT

Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VTPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, Florida 32114-8145; (386) 226-0422, extension 21, at least five (5) working days prior to the meeting date.