

Minutes
Technical Coordinating Committee Meeting
2570 W. International Speedway Blvd., Suite 120
Daytona Beach, FL 32114-4185

Members Present:

Rich Walton
Arlene Smith
Stewart Cruz
Mike Holmes
A. Shawn Collins
Doug Gutierrez
Don Findell
Mark Rakowski
Jim Smith
Ric Goss
Jim Kerr
Mike Disher
John Dillard
Larry LaHue
Jon Cheney
Mary Schoelzel
Marian Ridgeway
Heather Blanck
Karl Welzenbach (non-voting)

Members Absent:

Darren Lear
Aref Joulani

Others Present:

Pamela Blankenship, Recording Secretary
Bob Keeth
Stephan Harris
Lois Bollenback
Melissa Booker
Gary Huttman

Representing:

Rep. Paul McKittrick/Daytona Beach
DB Int'l Airport
Daytona Beach Shores
DeLand
Deltona
Holly Hill
Lake Helen
New Smyrna Beach
Oak Hill
Ormond Beach
Orange City
Port Orange
South Daytona
VC EMS
VC Traffic Engineering
FDOT District V
VC School Board
Votran
MPO Staff

Representing:

Edgewater
Ponce Inlet

Representing:

MPO Staff
MPO Staff
MPO Staff
MPO Staff
VC Traffic Engineering
Burgess & Niple

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

The meeting of the Volusia County Metropolitan Planning Organization (MPO) Technical Coordinating Committee (TCC) was called to order at 3:05 p.m. by Chairman Doug Gutierrez. The roll was called and it was determined that a quorum was present.

II. Consent Agenda

A) Approval of August 18, 2009 TCC Meeting Minutes

Mr. Cheney noted that under the Volusia County Construction Report in the August minutes, the reference to Dunn Avenue should be Williamson Boulevard.

MOTION: *Mr. Cheney moved to approve the August 18, 2009 TCC meeting minutes with the above-noted correction. The motion was seconded by Mr. Holmes and carried unanimously.*

B) Approval of Resolution 2009-22 Amending the FY 2009-2010 Unified Planning Work Program

MOTION: *Mr. Disher moved to approve Resolution 2009-22 amending the FY 2009-2010 Unified Planning Work Program. The motion was seconded by Mr. Holmes and carried unanimously.*

III. Action Items

A) Review and Recommend Approval of Resolution 2009-23 Amending the FY 2008/09 – 2012/13 and 2009/10 - 2013/14 Transportation Improvement Programs (TIPs) to Replace the US 1 Sidewalk Project in Edgewater with the SR 40 Multi Use Trail Project in Ormond Beach

MOTION: *Mr. Cheney moved to recommend approval of Resolution 2009-23 amending the FY 2008/09 – 2012/13 and 2009/10 - 2013/14 Transportation Improvement Programs (TIPs) to replace the US 1 sidewalk project in Edgewater with the SR 40 Multi Use Trail project in Ormond Beach. Mr. Holmes seconded the motion and it carried unanimously.*

B) Review and Recommend Approval of Amended Resolution 2009-08 Including the Requirement of Local Matching Funds for Feasibility Studies

Mr. Welzenbach explained that each year the MPO sets aside \$100,000 for feasibility studies. In the past, those funds were treated like planning funds and the entire amount went towards funding the projects that were studied. Since that time, FHWA has clarified that those funds cannot be used as planning funds and a hard match must be applied: roughly 9% from the State and 9% from the local jurisdictions who are requesting the feasibility study. As a result of this, the MPO must now require a local match. From this point forward, when a local jurisdiction submits an application for a feasibility study, the MPO will get a consultant to provide an estimate and notify the local jurisdiction what their local match will be. At that time, the city can either agree to proceed or not. Average feasibility studies cost \$12,000, meaning the local match would generally be less than \$1,200.

MOTION: *Mr. Cheney moved to recommend the MPO use the 10% assessment fee paid by the local jurisdictions to pay the city portion of the local match for the feasibility studies. Because of the limited nature of assessment fees, the MPO should only be responsible to pay for two studies for each local jurisdiction; if there are more than two, the local jurisdiction is responsible to pay the local match. The motion was seconded by Mr. Collins.*

Mr. Welzenbach noted that the CAC members discussed having the local jurisdictions pay the local match unless they were fiscally distressed. They also discussed the moratorium which was placed on all feasibility studies last year. The requirement that a local government contribute helps to dissuade frivolous studies.

Mr. Cheney asked what the local jurisdictions get from paying their 10% MPO membership assessments. He added that his motion was intended to help support the smaller local governments that might have more difficulty in providing the match.

Mr. Welzenbach replied that the MPO assessment covers things that other funds cannot be used to pay such as workshops, conferences and seminars. The MPO receives about \$42,000 per year from these assessments. Currently, there are two feasibility studies underway.

Mr. Collins asked how the MPO can get commitments from the cities without doing feasibility studies.

Mr. Welzenbach explained the reason feasibility studies are done is to get an accurate assessment of the cost of the project. For the cities to commit to the projects ahead of time is difficult to ask.

Discussion continued.

Mr. Dillard asked if there was any way to tie the total 10% match and the 25% to make one amount not to exceed 25%, they pay a portion to get the project going but it never exceeds 25% of the total project cost. If communities buy into the project a little earlier, they would think about the project more thoroughly before they move forward.

Mr. Disher asked why this was becoming an issue now.

Mr. Welzenbach replied that in the past FDOT did not require a local match. About four years ago, FHWA did an audit and Florida was given a series of new requirements. Prior to this, FDOT was matching XU funds 75% to 25%, which FHWA said must be 80/20%. Secondly, FDOT was no longer permitted to provide a soft match. Mr. Welzenbach added that he had told the CAC members he would recommend to the

MPO Board that for the two ongoing studies, the match should still be paid for by the MPO.

A point of order was made that the original motion was not taking action on the resolution recommended by staff.

MOTION: *Mr. Cheney moved to amend his prior motion to not approve resolution 2009-08. Ms. Smith seconded the motion and the motion carried with Mr. Goss voting in opposition.*

MOTION: *Mr. Cheney moved to recommend the MPO pay the 9.035% local match for two feasibility studies each per local jurisdiction. Mr. Holmes seconded the motion.*

Discussion continued regarding the number of studies that may be requested and the limited amount of MPO funds.

MOTION: *Mr. Cheney moved to amend his motion have the MPO pay the local match for one feasibility study per local jurisdiction per year. Mr. Findell seconded the motion and the motion carried with Mr. Goss voting in opposition.*

C) Review and Recommend Approval of Volusia County Pavement Condition Survey PCI Index Ranking for Additional Stimulus Funding

MOTION: *Mr. Cheney moved to recommend approval of the Volusia County Pavement Condition Survey PCI Index Ranking for additional Stimulus funding. The motion was seconded by Mr. Collins and carried unanimously.*

D) Motion to Recommend Allocation of Remaining \$213,000 in ACSA Funds

Mr. Welzenbach stated that there is \$213,000 left in unobligated ACSA funds, which require a 25% local match. He distributed the list of prioritized projects adopted by the MPO in June of 2009. He explained that the County had done all of the LED signal replacements and is looking to partner with local governments but has not had a positive response. The CAC voted to put the \$213,000 towards the next project on the list, the Nova Road project with the stipulation that if the project exceeds \$213,000, the County will pick up the cost. If the cost is less than that, it will be the total project cost, less the 25%.

Discussion continued regarding the project listing.

MOTION: *Mr. Goss moved to recommend the allocation of the remaining \$213,000 in ACSA funds to the SR 5A (Nova Road) right turn lane project.*

Mr. Cheney stated that he would recommend doing Nova Road at US 92 to the CAC. He added that he would like more information from FDOT regarding these projects since they are on state roads.

Ms. Schoelzel stated that if the cost was more than the \$213,000 in ACSA funds remaining, the local governments would be obligated to fund the difference.

The motion was withdrawn.

MOTION: *Mr. Cheney moved to recommend funding Nova Road or SR A1A at Lyndhurst contingent on FDOT determining the budgets of those projects and choosing the project to fit their budget.*

Ms. Schoelzel noted that any cost overruns will be paid by the MPO with XU funds.

Mr. Welzenbach stated that FDOT would not be able to make that decision for XU funds.

Mr. Cheney withdrew his motion.

MOTION: *Mr. Cheney moved to continue this item until the October TCC meeting contingent upon receiving further information from FDOT. Mr. Findell seconded the motion and it carried unanimously.*

Mr. Cheney noted that project number 10, Orange Camp Road right turn lane, had been withdrawn.

E) Review and Recommend Selection of Preferred Land Use Scenario for Developing the Year 2035 Long Range Transportation Plan

Ms. Bollenback gave a PowerPoint presentation on the various land use scenarios the local jurisdictions have chosen to use. For the 2035 Long Range Transportation Plan, the MPO is trying to recognize the "How Shall We Grow?" vision, compare it to the existing long range plans and ask the communities if they want to consider making changes to the land use elements in order to lead and guide how the communities are going to grow.

Ms. Bollenback went over the cities that indicated they would like to use their adopted Comprehensive land use plans (FLUM) with corrections only:

DeBary	New Smyrna Beach
Lake Helen	Daytona Beach

Pierson
Ponce Inlet
Oak Hill

Holly Hill
South Daytona
Daytona Beach Shores

There are also some jurisdictions that acknowledge there are going to be changes or they want to explore changes from what is currently in their adopted comprehensive plan:

Edgewater
Deltona
Port Orange
Volusia County
Ormond Beach

Ms. Bollenback reviewed the individual city maps with land use accommodations.

MOTION: Mr. Cheney moved to recommend approval of the selection of preferred land use scenario for developing the 2035 Long Range Transportation Plan.

Mr. Walton asked about the timing of 2035 Long Range Transportation Plan.

Ms. Bollenback replied that public involvement will begin next month and continue over the next five to six months and we will also be developing a technical alternative. The public alternative will be developed and the two will be merged together and brought before the MPO Board for approval.

The motion was seconded by Mr. Collins.

Ms. Smith noted that Daytona Beach was missing from the future land use scenario.

Ms. Bollenback explained that Daytona Beach will be using their comprehensive plan.

Ms. Smith stated the Daytona Beach International Airport was included in part of the County's comprehensive plan and she wanted to make sure that the airport was covered.

Ms. Bollenback replied that the adopted comprehensive plan for Volusia County is what the MPO will use unless directed otherwise.

Mr. Kerr pointed out that Orange City was not on the first list.

Ms. Bollenback replied that Orange City should be on that list and it would be corrected.

The motion carried unanimously.

F) Discussion and Recommendation Regarding the MPO's Role in SB 360 Local Mobility Plans for TCEA's

Mr. Welzenbach stated that there are a number of things currently going on with SB 360. One of the ideas brought forth is that if mobility plans move forward, should the MPO play the role of coordinator and provide assistance where it is needed. He stated that he recently attended a meeting of the MPO Policy and Legislative Subcommittee. CUTR is looking at a two tier fee system; one is a regional fee and the other is a local fee. The total mobility fee is the sum of the two. There are no further details yet. If they come up with a mobility fee, then impact fees may be eliminated and he is wondering how to proceed at this point.

Mr. Cheney noted that he had heard the sum of mobility fees may be based on a needs based plan.

Discussion continued.

MOTION: *Mr. Collins moved to recommend the MPO move forward under the MPO Board and its Executive Director's direction regarding SB 360 and local mobility plans for TCEA's. The motion was seconded and carried unanimously.*

IV. Presentation and Status Reports

A) FDOT Report

Ms. Schoelzel gave an update on the Stimulus projects:

- SR 40 multi use trail from Tymber Creek to Breakaway Trail - City of Ormond Beach - bid opening 10/15/09 - agreement has not been executed
- 8th Street resurfacing from Carswell Avenue to Grove Avenue - City of Holly Hill - Bid opening 10/15/09 - agreement has been executed
- 8th Street from Ridgewood Avenue to Daytona Avenue - City of Holly Hill - bid opening 10/15/09 - agreement has been executed
- Riverside Drive resurfacing from Lytle Avenue to 6th Street - New Smyrna Beach funds allocated \$600,000, bid opening amount \$295,460 on 8/31/09, balance is \$304,540
- Canal View Boulevard resurfacing from Dunlawton Avenue - going back to City Council to see if they want to proceed \$-57,388 funds allocated \$51,425 - bid opening 108,813
- Dunn Avenue Extension - new roadway from Tomoka Farms Road to Williamson Boulevard - agreement not executed - waiting for FHWA approval / authorization - bid approval 12/17/09 - trying to have them move that up
- CR 4139 resurfacing -from Kicklighter Avenue to City limits - Volusia County for Lake Helen - bid opening 10/08/09

Ms. Schoelzel asked about the project that came back with bid opening amount of \$295,460; did the MPO want to have a 10% or 25% contingency left on it and put the money on another project?

Mr. Welzenbach explained that the amount programmed is \$600,000; the actual bid is \$295,000.

Ms. Schoelzel stated that FDOT did an evaluation and realized that if the process is not started before September 30, there is no way to do it.

Mr. Welzenbach noted that this project has been approved and is out for bid. It frees up \$305,000; there is a list of projects approved today for a case like this where we have more money.

Ms. Schoelzel explained that for the low bids that come in, and the contractors that are awarded the project, they cannot increase the cost.

Mr. Dillard stated that a 10% contingency should be sufficient.

Mr. Cheney asked if the cities on the second Stimulus list should be notified that they should get ready for the next round of funding.

Mr. Welzenbach stated that he would take these in the order they are ranked, adding that he would notify the top four on the second Stimulus list (Deltona, Daytona Beach, Ormond Beach and Volusia County).

Ms. Schoelzel asked if any of the jurisdictions had applied for TIGER grants (other than the SR 415 and Orange Avenue Bridge projects).

Mr. Disher replied that Port Orange had applied for the I-95 interchange rebuild at Dunlawton Avenue.

Mr. Welzenbach stated that South Daytona may have applied for US 1. He added that the second Stimulus list did not appear to be in any order.

Ms. Schoelzel asked Mr. Welzenbach to remind the jurisdictions that FDOT would not accept any projects if they did not have the plans, estimates and right of way certification.

B) Volusia County Construction Report

Mr. Cheney reported that the Rhode Island extension to the west of US 17/92 in the Orange City area will be opening on September 29th.

Ms. Schoelzel commended the MPO staff for their work on the submitting the TIGER grant application for SR 415. She noted that Ms. Parlow put a lot of work into the grant application.

Mr. Welzenbach thanked Volusia County, Economic Development, Traffic Engineering, Engineering, FDOT, Seminole County and MPO Staff. The TIGER grant application will be available on the MPO's website tomorrow.

V. Staff Comments/Information Items

Mr. Welzenbach stated that SR 15A has been designated a SIS facility in DeLand. An update has been provided on the East Central Regional Rail Trail in the agenda. The Spring to Spring Trail has been chosen as the showcase trail for Florida in October.

Mr. Welzenbach added that Metroplan has begun looking for alternative funding sources for transportation. The "region" was defined as the four counties that are involved in SunRail. He noted that impact fees are dramatically down and Volusia County has been impacted the worst. Gas tax revenues are down as well. The Committee wants to look regionally at alternative sources for funding. The next meeting will look at different sources of revenues, how well they work and their political feasibility.

VI. TCC Member Comments

There were no TCC member comments.

VII. Press/Citizen Comments

There were no press or citizen comments.

VIII. Adjournment

The meeting adjourned at 4:43 p.m.