

**Technical Coordinating Committee (TCC)
Meeting Minutes
September 17, 2019**

TCC Members Present:

Andrew Holmes
Arlene Smith
Matt Boerger
Mike Holmes
Ron Paradise
Darren Lear
Brian Walker
Rebecca Witte
Becky Mendez, Vice Chairperson
Shawn Finley
Jose Papa, Chairperson
Mark Karet
Aref Joulani
Tim Burman
John Cotton
Larry LaHue
Eric Kozielski
Jon Cheney
Vickie Wyche (non-voting advisor)

TCC Members Absent:

Rodney Lucas
Stewart Cruz
Larry Newsom
Faith Alkhatib
Amye King (excused)
Brian Peek

Others Present:

Debbie Stewart, Recording Secretary
Colleen Nicoulin
Lois Bollenback
Crystal Mercedes
Stephan Harris
Pam Blankenship
Tony Nosse
Jim Wood

Representing:

Daytona Beach
Daytona Beach Int'l Airport
DeBary
DeLand
Deltona
Edgewater
Holly Hill
Lake Helen
Orange City
Ormond Beach
Palm Coast
Pierson
Ponce Inlet
Port Orange
Votran
V.C. Emergency Management
Volusia County School District
V.C. Traffic Engineering
FDOT District 5

Representing:

Bunnell
Daytona Beach Shores
Flagler Beach
F.C. Traffic Engineering
New Smyrna Beach
South Daytona

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
FDOT
Kimley-Horn, Inc.

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

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

II. Press/Citizen Comments

There were no press/citizen comments.

III. Action Items

A. Review and Approval of August 20, 2019 TCC Meeting Minutes

MOTION: *A motion was made by Mr. Lear to approve the August 20, 2019 TCC meeting minutes. The motion was seconded by Mr. Cheney and carried unanimously.*

B. Review and Recommend Approval of the 2045 Long Range Transportation Plan (LRTP) Public Involvement Plan (PIP)

(Handout)

Ms. Nicoulin stated the draft Public Involvement Plan (PIP) is a component of the 2045 Long Range Transportation Plan (LRTP) and the handouts include a table of targets for measuring effectiveness; freight coordination and the TPO's Annual Retreat were added to the activities. She introduced Mr. Jim Wood, Kimley-Horn and Associates, to give the presentation.

Mr. Wood stated the PIP is specific to the LRTP that is being developed over the next year and is consistent with the TPO's Public Participation Plan (PPP) which was adopted in June. The PIP is intended to define the overall process to ensure there is a meaningful effort for input into the LRTP. It is a balanced approach with both targeted and broad input. It includes measures of effectiveness with targets; there has been additional language added for freight coordination and the TPO's Annual Planning Retreat. There will be a specific website for the LRTP that will launch within the next few weeks and a specific survey will be conducted which will be an extension of the 2018 "Tell the TPO" survey. There will be focus groups, workshops, environmental justice workshops, a needs assessment and cost feasible plan. There will also be continuous social media and stakeholder outreach.

Mr. Cheney referred to Table 1, Targets for Measures of Effectiveness, and asked how often it would be updated.

Mr. Wood replied the original intent would be at the end of the process but maybe they could update it halfway through; some of the activities will be completed within a short period of time. They will be reporting progress to the 2045 Long Range Transportation Plan (LRTP) Subcommittee.

Ms. Nicoulin stated the TPO will be monitoring the progress throughout the process and reporting to the 2045 LRTP Subcommittee.

MOTION: *A motion was made by Mr. Cheney to recommend approval of the 2045 Long Range Transportation Plan (LRTP) Public Involvement Plan (PIP). The motion was seconded by Mr. Lear and passed unanimously.*

IV. Presentation Items

A. Presentation and Discussion of an Amendment to the 2040 Long Range Transportation Plan (LRTP)

(Handout)

Ms. Nicoulin stated it was discussed last month that the TPO would be amending the 2040 Long Range Transportation Plan (LRTP) and staff would be bringing back materials at this meeting and next month to ask for a recommendation of approval. Funding was recently programmed for right-of-way for two segments of the SR 40 widening project; one between US 17 and SR 11 and the other between SR 11 and Cone Road in Ormond Beach. As part of this amendment, the TPO will also be incorporating the I-95 and US 1 interchange improvement project; an interstate modification report is currently being conducted. Performance measures for bridge conditions, pavement conditions and travel time reliability are also being incorporated.

Mr. Cheney commented FDOT moved project #5, the US 17 widening project from Ponce de Leon Boulevard to SR 40, out of the Work Program yet it and the SR 40 widening project had been in the same timeline; however, although the US 17 project was funded for construction, the SR 40 projects advanced. He asked why those projects advanced over the US 17 project which has more of a regional benefit.

Ms. Wyche replied she would look into it.

Ms. Bollenback stated it could be the difference of \$5 million in right-of-way costs for the SR 40 projects versus \$55 million in construction for US 17; projects sometimes get advanced due to the availability of funding.

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

Ms. Blankenship gave a PowerPoint presentation of the draft Community Safety Action Plan (CSAP) and stated she will be asking for feedback at the end of the presentation. She reviewed the goals and objectives of the CSAP and stated this is to develop a work plan for TPO staff. She reviewed the five "Es" of safety and stated the CSAP will focus on all but engineering. She gave an overview of the data for all crashes in Volusia and Flagler Counties from 2014 to 2018 and stated speeding is a factor in 81% of the crashes.

Mr. Cheney asked for speeding to be defined.

Ms. Blankenship replied ticketing.

Mr. Cheney asked if the drivers were going at least 10 miles per hour over the posted speed limit.

Ms. Blankenship replied yes.

Ms. Smith asked if the data meant that 81% of the crashes involved speeding or were caused by speeding.

Ms. Blankenship replied they involved speeding. She reviewed the impaired, aggressive and distracted driving statistics, the data for bicycle and pedestrian deaths, and incapacitating injuries for the same time period. She stated the three main roadways for bicycle and pedestrian fatalities are US 1, US 17 and US 92.

Mr. Cheney referred to dark, unlighted conditions data and asked if a breakdown is available of whether those were in a city jurisdiction or a non-city jurisdiction.

Ms. Blankenship replied the information came from the TPO's Pedestrian Crash Location Report and it did not have that breakdown. She continued reviewing the statistics.

Mr. Karet asked if it was the driver or the pedestrians that were impaired.

Ms. Blankenship replied she did not have that information but would find it. She gave an overview of the current strategies and initiatives that are ongoing for FDOT and the TPO. She reviewed the conclusions reached at the stakeholder meeting and stated they focused on engineering solutions which is not where the this plan is going; we need more education and enforcement ideas. She asked members for suggestions on what the TPO can do to improve safety.

Mr. Holmes asked if lighting was considered an engineering solution.

Ms. Blankenship replied she believes so.

Ms. Smith asked if there were bike paths, trails or sidewalks where the bicycle/pedestrian crashes occurred.

Ms. Blankenship replied she would look into that and see if there are any differentiations.

Mr. Boerger asked if heat maps are available for the crash locations.

Ms. Blankenship replied not a heat map; maps for the bicycle/pedestrian crashes are in the TPO's Roadway Safety and Evaluation Study and the injuries and fatalities are in the 2017 Crash Analysis Study. Both of these reports are on the TPO's website.

Mr. Boerger asked if they showed any areas of clustering.

Ms. Blankenship replied yes; Daytona Beach and the larger cities with more populations showed more crashes.

Mr. Cheney asked what type of action plan the TPO is developing; one of goals and policies or specific issues that we will focus on to implement a solution.

Ms. Blankenship replied we will be looking at the specific issues and what the TPO can do to cause people to change their behavior.

Mr. Paradise stated we do need to focus on distracted driving; typically, these traffic incidents represent bad driving skills such as speeding and distracted driving. It is often not just one cause but a variety of issues.

C. Presentation and Discussion of Updated Transportation Regional Incentive Program (TRIP) List for R2CTPO

Ms. Nicoulin stated this item was discussed last month; after additional discussion and direction from FDOT, the TPO has confirmed the list does not need to be updated. They are requesting agreements from local governments with projects on the TRIP list to provide confirmation of the availability of matching funds so when TRIP funds become available they are able to be programmed. TPO staff is currently reaching out to local governments with projects on the TRIP list to confirm their commitment to the 50% match. The TPO is considering this as an annual requirement similar to the requirement that local governments submit a letter confirming their projects on the priority list.

Mr. Holmes asked what was needed for confirmation.

Ms. Nicoulin replied a letter from the one that has the authority to commit the matching funds.

D. Presentation and Discussion of the Walkability Action Plan and Complete Streets Policy Template

Mr. Harris stated that according to the Smart Growth National Complete Streets Coalition, complete streets are designed and operated to enable safe access for users including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. A Complete Streets Policy directs transportation planners and engineers to integrate a complete streets approach into their transportation practices, policies and decision making processes to improve the entire street network. The Complete Streets Subcommittee met on August 29, 2019 to review the draft policy and they had a few suggestions which are summarized on their meeting summary on page 36 of the agenda; he reviewed those suggestions. He asked for feedback and suggestions. TPO staff will continue to refine the draft policy and bring it back for adoption in October.

Mr. Paradise asked how this policy will be applied.

Mr. Harris replied the hope is to take the policy and use it as a guide for other changes that could be made for the project applications and Call for Projects. The applications received with complete streets projects will have the opportunity to gain additional points if the projects are consistent with the adopted policy.

Mr. Paradise asked if the idea is to encourage complete streets design.

Mr. Harris replied yes.

Mr. Paradise asked if the direction the TPO is going is to repurpose complete streets projects through traffic operations/safety applications.

Mr. Harris replied that is what we have now; the TPO wants to encourage more complete streets projects and that the project applications received are consistent with the policy.

Mr. Cheney stated since the Volusia County Council adopted the urban design guidelines in the mid 1990's, the county has been a strong proponent for complete streets. The county sent a list of 13 comments. In a certain section the policy states the local agency has the final authority as to what the complete street looks like; he asked why there is an appeal process and exceptions which seem like a disconnect. Does the appeal or exception go before the TPO Board and advisory committees?

Chairperson Papa requested that Volusia County's list of comments be distributed to the members.

Ms. Nicoulin replied she would send that to members via email.

Mr. Karet asked if there will be a street cross section of various corridors as to what would be ideal or should be in a complete street; he asked where this is going.

Mr. Harris replied that is not the direction the TPO is going to; that detail will be left to the local governments. This policy is regional in nature and is a template; it is something the TPO hopes the local governments that do not currently have a complete streets policy will use it draft one of their own. They can address details that the TPO cannot. The TPO is intentionally leaving the policy broad for local governments to use as a guide.

E. FDOT Report

Ms. Wyche announced the FDOT D-5 Work Program will have a virtual public hearing from October 21, 2019 through October 25, 2019; it will be available 24 hours per day at www.d5wpvh.com. There will be an informational outreach meeting on Thursday, October 24, 2019 from 4:30 pm to 6:30 pm at the D-5 office in DeLand.

Ms. Mendez asked if D-5 will release an updated draft Local Agency Program (LAP) before the workshop.

Ms. Wyche replied no; it will be updated after the workshop.

Mr. Cheney referred to the D-5 Secretary's presentation at last month's TPO Board meeting that mentioned there may be modifications to the I-4 Beyond the Ultimate project; instead of two toll lanes in each direction, there will be only one general purpose lane. The project included much needed arterial road improvements on the adjoining streets including the Rhode Island Avenue extension; this extension was to be a special toll access point. He asked if FDOT was still planning to do the extension if there will be no toll roads. There was also discussion that they would not have to take the general purpose lane so far north; he asked how far north it would be.

Ms. Wyche replied she would have to discuss it with Secretary Shannon.

Mr. Cheney stated he would like a more complete update on what the proposed revisions are. Volusia County agreed to an interim project from the St. Johns River Bridge to Saxon Boulevard; the money would have only gone to Dirkson Road unless they narrowed the median to take it all the way to Saxon Boulevard. He is curious as to what the intent and modifications are to the design scope.

Ms. Wyche replied she would get the information to Ms. Stewart to distribute.

F. Volusia and Flagler County Construction Reports

Mr. Cheney stated the bids have opened for the Coast to Coast Trail Wayfinding Signage and Emergency Location Markers project and they have advertised for construction for the Williamson Boulevard project from LPGA Boulevard to Strickland Range Road. There are additional updates under Design Projects; the report was provided in the agenda.

The Flagler County Construction Report was provided in the agenda.

V. Staff Comments

→ Update on SU Funding/Work Program

Ms. Nicoulin stated TPO staff is currently working with FDOT to provide information for projects to be funded. There is approximately \$1.2 million in the current fiscal year available in the bicycle/pedestrian box and \$1 million in the traffic operations box. Staff will be contacting project sponsors for information to provide to FDOT. There is also some funding available in years two, three, four and five but the priority is to get the current year funding allocated.

Ms. Nicoulin stated an email was sent to members regarding a workshop FDOT is holding for a program called "GAP"; this is supposed to replace the LAPPIT program and take projects from an initial application through to final completion. It is not only for Local Agency Program (LAP) projects but also for Safe Routes to School projects, beautification projects, and TRIP projects. It is supposed to be more user friendly in terms of uploading documents. There is a web-based training seminar on September 26, 2019 at 10:00 am. They are initially rolling this program out and it is her understanding that the Safe Routes to School and beautification projects that come through FDOT are being data tested through this process. A link to register for the training was included in the email.

VI. TCC Member Comments

Mr. Cheney stated he wanted to ensure members are aware and had received Volusia County's Comprehensive Plan Transportation Element Map additions and deletions. The county does not have enough money so based on the criteria of a thoroughfare road, which is the interconnecting of two or more jurisdictions of design speed that is high and whether it is serving a regional nature; those roads that do not meet that criteria they are looking to remove from the county's thoroughfare network which is a higher class of roads and the county gives impact fee credits for them. There are certain roads that are tied to strategic initiatives; they have rescinded the Developments of Regional Impacts (DRI) for the southwest activity center. Those roads should not be included in the comprehensive plan. They anticipate the roads to be maintained by the county and retain their federal functional classification. The county is receiving comments from the local jurisdictions; they will address the comments.

Mr. Holmes asked when the deadline for comments is.

Mr. Cheney replied a week from Friday.

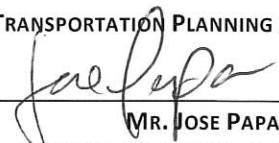
VII. Information Items

- CAC & TCC Attendance Records
- August 28, 2019 River to Sea TPO Board Meeting Summary
- August 2019 TPO Outreach and Events

VIII. Adjournment

There being no further business, the TCC meeting adjourned at 3:54 p.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION


MR. JOSE PAPA, CHAIRPERSON
TECHNICAL COORDINATING COMMITTEE (TCC)

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of the minutes of the September 17, 2019 regular meeting of the Technical Coordinating Committee (TCC), approved and duly signed this 15th day of October 2019.



DEBBIE STEWART, RECORDING SECRETARY

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

The consultation period will take place after the LRTP Needs Assessment is conducted and will consist of direct solicitation of input from the applicable agencies to develop the discussion. The consultation process will be documented in a separate Environmental Mitigation Consultation report.

4.7 Freight Coordination

The River to Sea TPO is focused on providing effective supporting infrastructure for trade and industry. This includes supporting existing activity as well as new freight dependent commercial interests. The TPO will engage the freight community, including the FDOT Freight Coordinator and local organizations such as TEAM Volusia to identify possible needs in the planning area.

4.8 River to Sea TPO Annual Planning Retreat

The River to Sea TPO annually hosts a Planning Retreat which focusses on current issues affecting the TPO. The retreat is attended by TPO Board and Committee members, the public, media, special interest groups, and consultants. The topic of this year's retreat, which is typically held in March, will be of the 2045 LRTP.

4.7.4.9 River to Sea TPO Board and Committee Coordination

A significant amount of public notice, representation and review for the development of the 2045 LRTP will also occur as part of the regular meetings of the River to Sea TPO Board, Advisory Committees and the LRTP Subcommittee. These groups include citizen representatives, elected officials, local government staff and special interest advocates representing segments throughout the larger planning area. In addition, public notice will be provided for each of the meetings in accordance with Florida Statutes and the adopted bylaws of the organization.

4.7.14.9.1 TPO Board

The River to Sea TPO Board membership consists of elected officials representing local governments in the planning area, including municipal and county entities. The TPO Board is comprised of 19 voting members. In addition, there are six non-voting members that represent the Technical Coordinating Committee, Citizen's Advisory Committee, Bicycle/Pedestrian Advisory Committee, FDOT District 5 Office and Volusia and Flagler County School Boards. These members are appointed primarily to provide information and recommendations to the River to Sea TPO Board.

The River to Sea TPO Board typically meets on the fourth Wednesday of each month at 9:00 a.m., and meetings are properly noticed and open to the public. An agenda is developed in advance of the meetings and, in accordance with the adopted Bylaws of the TPO, each meeting agenda includes an opportunity for "citizens to comment or be heard on any matter pertinent to the urban transportation planning process." As appropriate, 2045 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the TPO Board where the public will be provided an opportunity for comment.

4.7.24.9.2 Technical Coordinating Committee

The Technical Coordinating Committee (TCC) membership consists of professional transportation planning and engineering staff as appointed by each of the TPO Board members. The TCC uses their professional education and experience to review transportation related studies and information and provide recommendations to the TPO Board.

Table 1. Public Involvement Targets for Measures of Effectiveness

Activity	Schedule	Target
4.1 LRTP Website and Social Media	Website will go-live by September 30, 2019 and remain active through September 30, 2020. The website will be updated with current information throughout the course of the project. Analytics collected through September 30, 2020 will be included in the final report documentation.	<ul style="list-style-type: none"> • 1,000 unique visitors to website • 150 likes on LRTP specific Facebook posts • 5,000 Twitter impressions on LRTP specific tweets
4.2 LRTP Survey	Survey will be launched and available on LRTP website no later than October 30, 2019 and will remain open for 60 days.	<ul style="list-style-type: none"> • 750 survey respondents
4.3 Focus Group Workshops	Six (6) workshops to be held in October-November 2019 in geographically dispersed areas throughout the TPO planning area.	<ul style="list-style-type: none"> • 100 combined attendees across all workshops
4.4 Public Workshops	Three (3) Needs Assessment Public Workshops will be held in January 2020 in geographically dispersed locations AND three (3) Cost Feasible Plan Public Workshops will be held in April 2020 in geographically dispersed locations.	<ul style="list-style-type: none"> • 100 combined attendees across all Needs Assessment Public Workshops • 100 combined attendees across all Cost Feasible Plan Public Workshops
4.5 Environmental Justice Workshops	Two (2) Environmental Justice Workshops will be held no later than February 28, 2020 in appropriate locations.	<ul style="list-style-type: none"> • Input received from at least 25 stakeholders who represent the needs of traditionally underserved and underrepresented populations.
4.6 Environmental Mitigation Consultation	Input will be solicited from the applicable Federal and State land management, wildlife and regulatory agencies no later than February 28, 2020.	<ul style="list-style-type: none"> • Contact and communication with at least the seven (7) applicable Federal and State agencies identified in Section 4.6.
4.7 Freight Coordination	Input will be solicited from the freight and freight related community no later than February 28, 2020.	<ul style="list-style-type: none"> • Contact and communication with 5 freight related entities
4.8 River to Sea TPO Annual Retreat	The 2045 LRTP will be the topic of the TPO's Annual Planning Retreat to be held in March of 2020.	<ul style="list-style-type: none"> • 75 attendees
4.11 Media and Stakeholder Outreach	Presentation will be made to various interest groups to promote the LRTP as an ongoing effort throughout the development of the LRTP	<ul style="list-style-type: none"> • 300 combined attendees across all presentations



Appendix N

INCORPORATING FAST ACT REQUIREMENTS INTO THE LONG RANGE TRANSPORTATION PLAN



Background of the Transportation Planning Rule

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation (FAST) Act enacted in 2015, state Departments of Transportation (DOTs) and Metropolitan/Transportation Planning Organizations (M/TPOs) must incorporate certain planning activities into the planning processes of the organization and they must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan/Metropolitan Transportation Planning Final Rule (The Planning Rule). This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the incorporation of new planning factors, planning activities and transportation performance management provisions. Additional guidance has been provided by the FHWA Florida Division and the Florida DOT Office of Policy Planning.

Long Range Planning Activities

During development of the 2040 LRTP, the River to Sea TPO considered eight planning factors as established by federal requirements. Goals established in the plan were linked to these planning factors (*See Chapter 2 – Table 2, Page 13*). At that time, the new planning rules had been established, however, guidance had not been provided regarding the implementation of these new requirements. The new planning factors include:

- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance travel and tourism

Additional planning activities are also required by the new planning rule. These include:

- Incorporating intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers.
- Including public ports and intercity bus operators, and employer-based commuting programs, such as carpool or vanpool programs, transit benefit programs, parking cash-out programs, shuttle programs, or telework programs, to the list of interested parties for the MPO's Public Participation Plan.
- Add tourism and natural disaster risk reduction agencies to the list of agencies the MPO should consult with when developing the LRTP and TIP.

The following few sections of this appendix address the planning factors, as well as the additional planning considerations as they've been incorporated into the planning activities of the River to Sea TPO.

Improving Resiliency and Reliability

The River to Sea TPO planning area is shaped by the presence of water; the Atlantic Ocean, Intracoastal Waterway, St. Johns River and numerous canals, springs and lakes weave through our communities. Proximity to these beautiful waterways is what attracts many of us to live here and encourages so many others to visit. In planning for our communities, it's important that we monitor, predict, plan for, and live with the water that surrounds us.

In October 2016, the coastal area was hit by Hurricane Matthew. The resulting storm surge caused significant damage to SR A1A in Flagler County and northern Volusia County, which left the road impassable in many locations. Emergency management organizations responded immediately to secure the area. FDOT also worked quickly to stabilize the shoreline, construct temporary travel lanes and re-open the road in record time. The damage caused by Hurricane Matthew and the subsequent response provide a valuable example of effective cooperation, communication and action.

Severe weather events are predicted to become more commonplace in future years. If these predictions are correct, the strength and success of our community will be defined by our ability to respond effectively to unpredictable and potentially disruptive events. Severe weather events include flooding from rising tides and extreme rainfall, significant fluctuations in temperature, high winds, heatwaves, droughts and windstorms (including tornadoes and tropical storms). The consequences of these events can include damage and deterioration of existing infrastructure, interference with evacuation plans, reduced effectiveness of storm water systems, limited access to property and reduced bridge clearances for vessels. Preparing for future events will require adaptation and resiliency. Adaptation involves changing or modifying our community to suit new conditions in order to reduce potential negative effects. Resiliency is the ability to anticipate, prepare for, and withstand changing conditions and recover rapidly from disruptions.

Creating more adaptive and resilient communities will require a variety of actions involving planning efforts, infrastructure changes, operations and response activities, and proactive governance. The River to Sea TPO has been proactive in addressing issues of transportation resiliency and reliability including the following activities:

- **Project Ranking Criteria in the 2040 LRTP (January 2016)** – Emergency evacuation in response to crisis events has been an emphasis area for the River to Sea TPO for many years. In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for improvements to evacuation routes identified by local emergency agencies (see Chapter 6, Table 21 and Appendix I).
- **2016 Sea Level Rise Vulnerability Assessment (August 2016)** – In partnership with the East Central Florida Regional Planning Council, the River to Sea TPO completed an initial and conservative assessment of the potential vulnerabilities of the planning area for issues associated with sea level rise.
- **River to Sea TPO Fiscal Year 2015/16 Annual Report (December 2016)** – In a follow-up to coastal damage resulting from flooding and storm surge, the annual report was used as a mechanism to promote awareness of resiliency and system reliability.
- **River to Sea TPO Annual Planning Retreat (March 3, 2017)** - In partnership with Volusia/Flagler Association for Responsible Development (V/FCARD), the River to Sea TPO held a planning workshop to discuss transportation issues associated with sea level rise.
- **2017 Resilient Volusia County Assessment (September 2017)** - In partnership with the East Central Florida Regional Planning Council, the River to Sea TPO analyzed impact areas resulting from 100-year coastal flooding levels inclusive of storm surge based on sea level rise projections from the Sea Level Scenario Sketch Planning Tool, identified a resiliency stakeholder working group, and identified implementation strategies and educational materials to enhance community resiliency.
- **2018 Resilient Flagler County Assessment (September 2018)** - In partnership with the Northeast Florida Regional Council, the River to Sea TPO analyzed impact areas resulting from 100-year coastal

flooding levels inclusive of storm surge based on sea level rise projections from the Sea Level Scenario Sketch Planning Tool, identified a resiliency stakeholder working group, and identified implementation strategies and educational materials to enhance community resiliency.

- **Interagency Partnering (Ongoing)** – The River to Sea TPO continues to partner with local Emergency Management agencies/departments, local governments, regional planning councils, and other agencies that meet periodically to review and assess resiliency efforts.
- **Incorporation of Resiliency in Project Ranking Criteria (January 2019)** – In updates currently being considered by the TPO transportation improvement projects that address resiliency have been added to the project application criteria used to rank projects during the annual call for projects.

Enhancing Travel and Tourism

Tourism represents a significant portion of the local and state economy. The River to Sea TPO has considered tourism as an integral part of the transportation planning efforts of the organization and actively partners with local tourism agencies during the development of the LRTP. The following activities represent the efforts of the River to Sea TPO to ensure transportation matters involving travel and tourism are considered in the transportation planning activities of the TPO:

- Considerations in the 2040 LRTP (January 2016)
 - Project Ranking Criteria for access and connectivity to Activity Centers has been an emphasis area for the River to Sea TPO for many years. In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for multimodal improvements to corridors providing access to designated activity centers.
 - Presentations and Stakeholder involvement for agencies directly related to tourism such as the Convention and Visitors Bureau and the Lodging & Hospitality Association.
- Partnering with the Lodging & Hospitality Association in the dissemination of the “Tell the TPO Survey”
- Presentations regarding Tourism in Transportation to the River to Sea TPO Board and the International Speedway Boulevard Coalition
- Participation and support in various events such as: the Annual Tourism and Travel Recognition Celebration and the Annual Bike Florida Tour event.
- Participation in the Central Florida Regional Visitor Study (estimated completion Spring 2019)

Additional Planning Considerations

The River to Sea TPO recognizes the value of integrating additional planning considerations into the planning activities of the organization. The following information outlines the planning activities pursued by the River to Sea TPO with regards to the planning considerations.

Incorporating Intermodal Facilities

Intercity Bus, Intercity/Commuter Rail and Commuter Vanpools are important elements in supporting a healthy transportation system. These services provide important intercity travel choices for residents and visitors. They also help play a role in reducing congestion, pollution, and energy consumption through automobile vehicle trip reductions, fuel savings and lower emissions. Identifying intermodal facilities that support intercity transportation, including intercity buses, intercity bus facilities and commuter vanpool

providers can be important to the long term success of these services. The River to Sea TPO has been engaged in efforts to support these services as follows:

- **Participation in the Intermodal Transit Station Study (March 2014)** – Completed by Florida Department of Transportation (FDOT) in collaboration with Votran, the City of Daytona Beach, Volusia County, International Speedway Boulevard (ISB) Coalition and other stakeholders to support the development of an integrated multimodal transportation system which is economically efficient and safely moves people and goods in an energy-efficient manner.
- **Considerations were included in the 2040 LRTP (January 2016)** - In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for projects that improved access and connectivity to the Designated Intermodal Terminal.
- **Partnering with ReThink Your Commute (Ongoing)** – The River to Sea TPO collaborates with reThink Your Commute to promote ridesharing transportation solutions and to incorporate ride sharing into the planning processes of the TPO.
- **Participation in the Volusia County Transit Connector Study (February 2017)** - Completed by FDOT in collaboration with Votran, Volusia County, and other stakeholders to evaluate the potential for developing a premium transit connection between SunRail and Daytona Beach (including a multimodal hub).
- **Outreach to various providers (Ongoing)** – The R2CTPO maintains an open dialogue with existing service providers such as SunRail, Greyhound, and Daytona Beach International Airport as well as potential service providers such as Brightline.

Expanding the Stakeholders in Public Participation

Additional planning considerations include involving intercity bus operators and commuting programs such as carpool or vanpool programs in the planning activities of the TPO and adding them to the list of interested parties as part of the TPO's Public Participation Plan. Public outreach requirements also include adding tourism and natural disaster risk reduction agencies to the list of agencies the MPO should consult with when developing the LRTP.

As stated previously, the River to Sea TPO has routinely collaborated with reThink Your Commute, with the Lodging & Hospitality Association and with the Convention and Visitors Bureau on planning activities, including the development of the 2040 LRTP. These activities are documented in Chapter 5 of the 2040 LRTP titled "Public Outreach" and in Appendix E. As a key component of the local economy, tourism activities (including the employees who support the industry) are central to many of the transportation considerations in the planning area. The TPO has also worked with emergency management teams from Volusia and Flagler Counties as part of resiliency planning efforts. Members of emergency management are also represented on the Technical Coordinating Committee, an advisory committee of the TPO board. The TPO has had limited communication with intercity bus providers who often communicate with FDOT Central Office staff regarding state-wide planning needs and capital funding opportunities.

Long range transportation planning activities will begin in 2019 as the River to Sea TPO updates the metropolitan transportation plan and extends the planning horizon to the year 2045. The update will continue to build on previous practices of the TPO in considering the added planning factors of resiliency and tourism. In keeping with the spirit and intent of the FAST Act, the public outreach activities will be expanded and more clearly documented to demonstrate the inclusion of interested parties such as intercity bus operators, commuter program managers, tourism agencies and natural disaster risk reduction agencies.

Transportation Performance Management

Performance Management is a strategic approach to connect investment and policy decisions in order to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) required State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to national goals including:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own.

There are several milestones related to the required content of the System Performance Report:

- In any LRTP adopted on or after May 27, 2018, the System Performance Report must reflect Highway Safety (PM1) measures;
- In any LRTP adopted on or after October 1, 2018, the System Performance Report must reflect Transit Asset Management measures
- In any LRTP adopted on or after May 20, 2019, the System Performance Report must reflect the Bridge Condition Measures and Pavement Condition Measures (PM-2) and the System Performance Measures (travel time reliability, PM-3)

The River to Sea TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including:

- **Project Ranking Criteria in the 2040 LRTP (January 2016)** – Improving transportation safety has been an emphasis area for the River to Sea TPO for many years. In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for improvements that address safety concerns on the transportation network (see Chapter 2 and 6 of the 2040LRTP).
- **Incorporation of Measures in Project Ranking Criteria (Ongoing)** – The TPO has a long history of emphasizing safety in the prioritization of transportation projects as a weighted factor in the criteria used to rank projects during the annual call for projects.
- **Interagency Partnering (Ongoing)** – For many years, the River to Sea TPO has participated in various partnerships to promote safety awareness and to identify and address safety concerns throughout the community. This includes involvement in the Community Traffic Safety Teams and Safe Kids Coalition.

- **Congestion Management Process and Plan (October 2018)** - The congestion management process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs. In addition to congestion resulting from traffic volume, this report incorporated additional transportation measures used in performance management.
- **Roadway Safety Evaluation & Improvement Study (September 2018)** – Building upon a crash analysis performed in 2017, this study developed a process to identify and mitigate the causes of crashes at high crash locations throughout the planning area.

Safety Performance Measures (PM-1)

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100M VMT.

The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) Annual Report documents the statewide interim performance measures that move the state toward the vision of zero deaths. The River to Sea Transportation Planning Organization has had a longstanding commitment to improving transportation safety, which is demonstrated through planning and programming activities. Activities included in the Unified Planning Work Program (UPWP), such as the completion of school safety studies for all elementary and middle schools within the planning area, pedestrian law enforcement training and exercises, health and safety partnerships with local agencies, participation on the Community Traffic Safety Teams and helmet distribution programs, have led to increased safety awareness and project specific recommendations to reduce injuries and fatalities throughout the planning area.

In January 2018, the River to Sea TPO adopted safety performance targets in support of FDOT's 2018 safety targets. The TPO targets include a decrease in each of the safety measurements of 2% per year. In order to achieve the reduction established by the safety targets, the TPO has evaluated projects that fall into specific investment categories established by the TPO in the project application, evaluation, and ranking process. The River to Sea TPO recognizes the limitations of their role in affecting transportation safety. At this point, the TPO has not set long range targets for crash reduction, but has signaled support for the FDOT goal of zero.

The TPO has long utilized an annual project ranking criteria that identifies and prioritizes projects aimed at improving transportation safety. The ranking criteria are updated annually and are included in the appendices of the TIP. Going forward, the project evaluation and prioritization processes used in the LRTP and the TIP will continue to use a data-driven strategy that considers stakeholder input to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes. The following information reflects the data and goals approved by the River to Sea TPO in January 2018.

Fatalities: This target reflects a two percent (2%) annual reduction in the number of fatalities from the year 2016. This sets a target of reducing the annual fatalities to 136 with a resulting five-year rolling average of 123.3 in 2018.

Number: 136

5-Year Rolling Average: 123.3

Serious Injuries: This target reflects a two percent (2%) annual reduction in the number of serious injuries from the year 2016. This sets a target of reducing the annual serious injuries to 743 with a five-year rolling average of 722.0 in 2018.

Number: 743

5-Year Rolling Average: 722.0

Fatalities Rate*: This target reflects a two percent (2%) annual reduction in the fatalities rate from the year 2016. This sets a target of reducing the fatality rate to 1.929 with a five-year rolling average of 1.783 in 2018.

Number: 1.929

5-Year Rolling Average: 1.783

Serious Injuries Rate*: This target reflects a two percent (2%) annual reduction in the serious injuries rate from the year 2016. This sets a target of reducing the serious injuries rate to 10.343 with a five-year rolling average of 10.256 in 2018.

Number: 10.343

5-Year Rolling Average: 10.256

Non-Motorized Serious Injuries and Fatalities: This target reflects a two percent (2%) annual reduction in the number of non-motorized serious injuries and fatalities from the year 2016. This sets a target of reducing the non-motorized serious injuries and fatalities to 108 with a five-year rolling average of 102.9 in 2018.

Number: 108

5-Year Rolling Average: 102.9

**VMT specific to the planning area is not currently available, which includes all of Volusia County and a portion of Flagler County. As such, the fatalities rate was calculated using the data available for the entirety of Volusia and Flagler County, pending the provision of data at the planning area level.*

The TPO's goal of reducing fatal and serious injury crashes is linked to the LRTP and the TIP and the process used in prioritizing the projects is consistent with federal requirements.

Transit Asset Performance Measures

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and sub-recipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement Transit Asset Management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories as shown in the following table. The rule became effective on October 1, 2018.

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

To support progress towards TAM performance targets, transit investment and maintenance funding in the River to Sea TPO 2040 LRTP totals \$265.9 million, approximately 14 percent of total LRTP funding. In addition, the TPO allocates 30% of the Transportation Management Area (TMA) funding or roughly \$31 million to assist local transit agencies in meeting their State of Good Repair (SGR) goals.

TAM Plans and Targets

The Transit Asset Management (TAM) rule requires that every transit provider receiving federal financial assistance under 49 U.S.C. Chapter 53 develop a TAM plan or be a part of a group TAM plan prepared by a sponsor (i.e. FDOT). As part of the TAM plan, public transportation agencies are required to set and report transit targets annually. Transit providers or their sponsors must also share these targets with each M/TPO in which the transit provider’s projects and services are programmed in the M/TPOs TIP. M/TPOs can either agree to support the TAM targets, or set their own separate regional TAM targets for the M/TPOs planning area.

The River to Sea TPO planning area is served by three (3) transit service providers: Flagler County Public Transportation (FCPT), Votran, and SunRail. Votran and SunRail are considered Tier I providers and, as such, each must develop a TAM Plan. FCPT is considered a Tier II provider and thus is included in a group TAM plan developed by the FDOT Public Transit Office in Tallahassee.

The River to Sea TPO will continue to collaborate in transit planning activities and provide support to transit providers including continued inclusion in long range planning activities and transit asset management. The following tables represent the transit data reported by each transit agency for each of the applicable Asset Categories along with the 2019 targets.

FDOT - Statewide Tier II Group Report

Flagler County Public Transportation – Bus Service

Asset Category Performance Measure	Asset Class	Asset Class Condition	2019 Target	2020 Target
Rolling Stock				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	55%	55%	45%
	Bus	15%	15%	13%
	Cutaway Bus	28%	28%	28%
	Mini-Bus	31%	31%	28%
	Mini-Van	13%	13%	11%
	SUV	0%	0%	0%
	Van	47%	47%	34%
Equipment				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	67%	67%	67%
	Trucks and other Rubber Tire Vehicles	50%	50%	40%
	Maintenance Equipment	50%	50%	50%
	Route & Scheduling Software	100%	100%	100%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	0%	9%
	Maintenance	6%	6%	12%

NOTE: FCPT inventory includes one revenue service vehicle in poor condition (an automobile)

Votran – Bus Service

Asset Category Performance Measure	Asset Class	Asset Class Condition	2019 Target	2020 Target
Rolling Stock				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus	28%	23%	20%
	Cutaway Bus	32%	23%	20%
	Mini-Van	0%	1%	1%
Equipment				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	100%	10%	10%
	Trucks and other Rubber Tire Vehicles	100%	10%	1%
	Route & Scheduling Software	86%	15%	15%
	Maintenance Equipment/Hardware	92%	20%	20%
	Security	100%	20%	20%
Facilities*				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	4.0	10%	10%
	Maintenance	2.1	10%	10%
	Parking Structures	3.3	10%	10%
	Passenger Facilities	3.6	10%	10%
	Administration/Maintenance	3.0	10%	5%
	Storage	3.5	10%	2%

*The Votran TAM plan lists the Transit Economic Requirements Model (TERM) rating but not the % at or above the target

SunRail - Fixed Guideway

Asset Category Performance Measure	Asset Class	Useful Life Benchmark	Asset Class Condition	2019 Target
Rolling Stock				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Locomotives	43 years	23 years	0%
	Coach Cars	39 years	3 years	0%
	Cab Cars	39 years	3 years	0%
Equipment*				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	n/a	n/a	n/a
	Trucks & Other Rubber Tire Vehicles	n/a	n/a	n/a
Infrastructure				
% of track segments with performance restrictions (as applicable)	Rail fixed guideway track	n/a	2% DRM with speed restriction**	< 3% DRM with speed restriction
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	n/a	n/a	n/a
	Maintenance & Operating Center	> 3 on TERM Scale	New	100% ≥ 3
	Maintenance (VSLMF)***	> 3 on TERM Scale	New	100% ≥ 3
	Stations	> 3 on TERM Scale	New	100% ≥ 3
	Park & Ride Lots	> 3 on TERM Scale	New	100% ≥ 3

*Equipment is provided through the operations contract and is not reported as a federally funded asset.

**DRM is Directional Route Miles

***VSMLF is the Vehicle Storage & Light Maintenance Facility

In support of the transit providers, the River to Sea TPO adopted these targets on October 24, 2018. Adoption of the transit asset targets represents an agreement by the TPO to plan and program projects in the LRTP and the TIP that will, once implemented, make progress toward achieving the transit provider targets.

The TPO's goal of supporting local transit providers to achieve transit asset condition targets is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

Bridge and Pavement Condition Measures (PM-2)

The bridge and pavement condition performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). On October 24, 2018 the River to Sea TPO approved measures and targets associated with these facilities utilizing data provided by the FDOT. The data and targets are reflected in the following tables.

Bridge Performance Measures and Targets

Performance Measure	# of Bridges	Total Deck Area	% Deck Area	2-year Target	4-year Target
% of NHS bridges classified as in <i>Good</i> condition by deck area	58	1,199,517	52%	≥ 50%	≥ 50%
% of NHS bridges classified as in <i>Poor</i> condition by deck area	1	1,742.5	0.08%	≤ 10%	≤ 10%

Pavement Performance Measures and Targets

Performance Measure	% of Pavement	2-year Target	4-year Target
% of <i>Interstate</i> pavements in <i>Good</i> condition*	100%	Not Required	≥ 60%
% of <i>Interstate</i> pavements in <i>Poor</i> condition*	0%	Not Required	≤ 5%
% of <i>non-Interstate NHS</i> pavements in <i>Good</i> condition	100%	≥ 40%	≥ 40%
% of <i>non-Interstate NHS</i> pavements in <i>Poor</i> condition	0%	≤ 5%	≤ 5%

NOTE: 25% of the Interstate system was not measured due to ongoing construction projects.

Ratings categorized as "GOOD" suggest that no major investment is needed. Facilities rated as "POOR" indicate that major investments are needed.

System Performance Management Measures (PM-3)

The third category of performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). Air quality in the River to Sea TPO planning area is above thresholds required for the CMAQ program and therefore monitoring and reporting is not required.

On October 24, 2018 the River to Sea TPO approved measures and targets associated with these facilities utilizing data provided by the FDOT. The data and targets are reflected in the following table.

System Performance Management Measures and Targets

Performance Measure	Current TTR	2-year Target	4-year Target
% of person-miles traveled on the Interstate that are reliable	100%	≥ 75%	≥ 70%
% of person-miles traveled on the non-Interstate NHS that are reliable	51%	Not Required	≥ 50%
Truck travel time reliability ratio (TTR) on the Interstate	1.12	≤ 2.0	≤ 1.75

Travel time reliability seeks to assess how reliable the highway network is by creating a ratio (called level of travel time reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. It does not mean that there is not congestion on the road. It means that the amount of time a trip will take is predictable. This calculation is completed for the Interstate system, the National Highway System (NHS) and for Freight traffic utilizing the Interstate system.

Closing Statements

The River to Sea TPO recognizes that ongoing efforts must be made to continue incorporating new planning requirements and transportation system performance into the institutional decision-making and documents of the organization. This includes expanding stakeholder involvement, documenting the added planning factors of resiliency and tourism, and further incorporating transportation performance management. The TPO will continue to coordinate with FHWA, FTA, FDOT, and area transit providers to take the actions to further incorporate performance measures as they are established and are more fully understood. As further guidance is provided and transportation data reports are developed, the TPO expects to continue expanding its planning and public outreach activities and strengthening the connection between project programming and improved performance of the transportation system as required.



Chapter 7

COST FEASIBLE PLAN



2040 Long Range Transportation Plan

Table 28 – 2040 LRTP SIS Cost Feasible Projects List (State/Federal Funding)

Map No.	Facility	From	To	Source	ROW Cost ¹ (PDC)		CST Cost ¹ (PDC)		2019-2020 ²		2021-2025 ²		2026-2030 ²		2031-2040 ³		Y.O.E. Project Cost Total ²
					(PDC)		(PDC)		ROW	CST	ROW	CST	ROW	CST	ROW	CST	
1	I-4 widen to 10 Lanes (I-4 Beyond the Ultimate) ³	Seminole County	SR 472	SIS	\$46.36		\$372.07						\$71.39	\$572.99			\$644.38
2	SR 472 widen from 4 to 6 lanes ³	Graves Ave	Kentucky/MLK Blvd	SIS			\$40.48 ⁴							\$62.34			\$62.34
3	Saxon Blvd Ramp/Roadway ⁴	I-4	Normandy Blvd	SIS			\$35.38 ⁴							\$54.49			\$54.49
4	Rhode Island Extension ³	Veterans Memorial	Normandy Blvd	SIS			\$34.87 ⁴							\$53.70			\$53.70
5	SR 15 (US 17) widen to 4 lanes	Ponce De Leon Blvd	SR 40	SIS			\$39.40										\$77.62
6	SR 40 - widen to 6 lanes	Williamson Blvd	Breakaway Trails	SIS	\$7.43		\$22.99								\$14.64	\$45.29	\$59.93
7	SR 40 - widen to 4 lanes	Cone Rd	SR 11	SIS	\$2.30		\$41.50			\$2.00				\$84.70	\$4.39	\$79.27	\$83.66 86.70
8	SR 40 - widen to 4 lanes	SR 11	SR 15 (US 17)	SIS	\$7.50		\$30.40			\$2.85				\$72.50	\$14.33	\$58.06	\$72.39 75.75
9	SR 100 - widen to 6 lanes	Old Kings Rd	Belle Terre Parkway	SIS	\$3.17		\$31.70								\$6.05	\$60.55	\$66.60
10	I-95 Interchange (Farmiton Interchange) ⁵	At Maytown Rd		SIS													
11	I-95/PGA Blvd Interchange Modifications	Williamson Blvd	Tymber Creek Ext.	SIS			\$20.00									\$32.50	\$32.50
12	I-95/Pioneer Trail New Interchange	At Pioneer Trail		SIS			\$18.50									\$30.06	\$30.06
13	I-95/US 1 Interchange Modifications	At US 1		SIS			\$32.20									\$59.20	\$59.20
Notes:																	
¹ In millions, shown in present day costs (PDC)/constant "2013, 2014 or 2015 dollars (Added projects 11 & 12 are in 2017 dollars)																	
² In millions, inflated to year of expenditure (YOE) dollars per Revenue Forecast Handbook																	
³ Part of the I-4 Beyond the Ultimate Project																	
⁴ Cost estimates were sourced from the FDOT SR 400 (I-4) PD&E Study, Preliminary Engineering Report for I-4 Beyond the Ultimate, Segment 4 (December 2014)																	
⁵ Developer Funded - \$12.9 million (informational purposes)																	
Amendment 1: Per Resolution 2019-01, the 2040 LRTP was amended by the River to Sea TPO Board on January 23, 2019, moving two projects, # 11 and 12, from the Unfunded Needs List (Table 32) to the SIS Cost-Feasible Projects List (above)																	
Amendment 2: Per Resolution 2019-##, the 2040 LRTP was amended by the River to Sea TPO Board on XX, 2019, for two projects, #7 and 8, advancing ROW funding from years 2031-40 to years 2026-30, and moving project #13 from the Unfunded Needs List (Table 32) to the SIS Cost-Feasible Projects List (above)																	
Total By Period					\$0.00		\$0.00		\$0.00		\$0.00		\$743.51		\$422.76		\$1,303.27
					\$0.00		\$0.00		\$0.00		\$0.00		\$71.39		\$39.41		\$1,337.67

2040 Long Range Transportation Plan

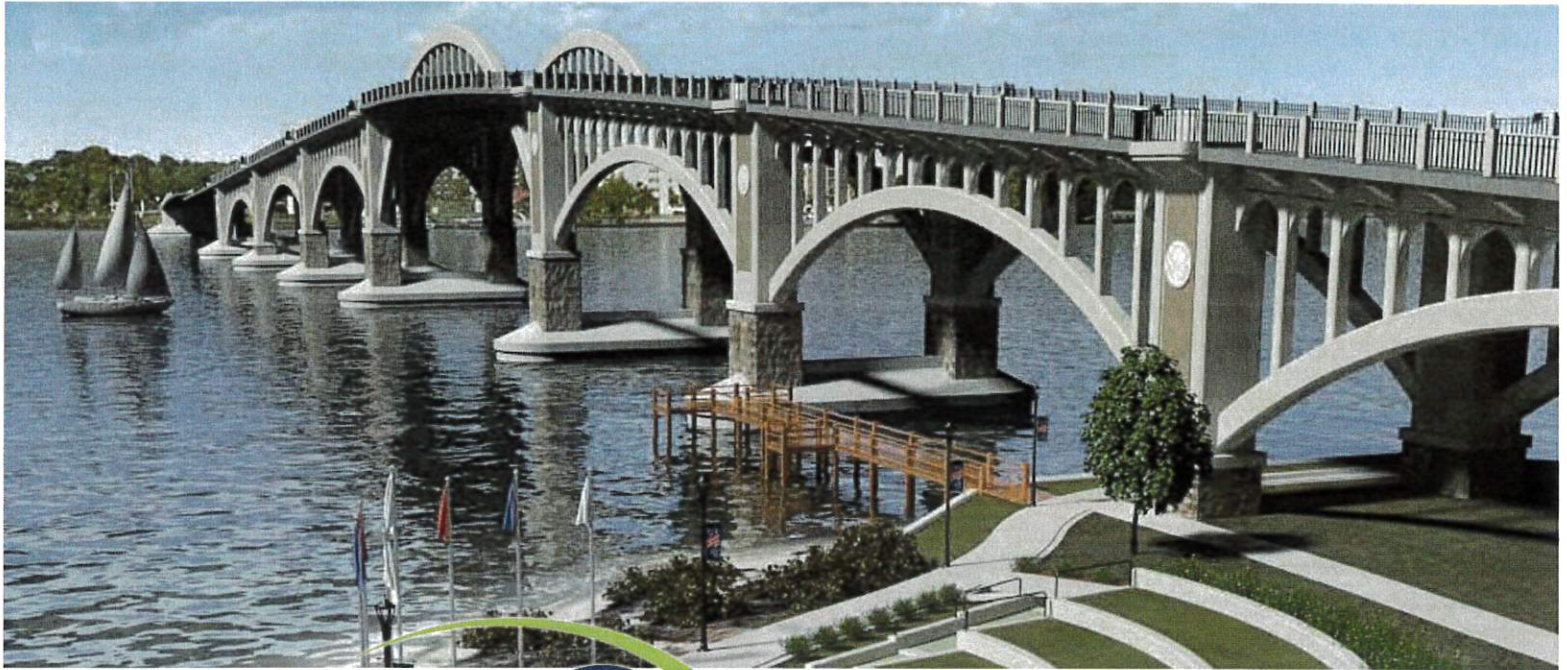
Table 32 – SIS Needs Projects¹

Project	Limits	Est. Present Day Cost (in millions)	Notes
SR 15 (US 17) Preliminary Design and Engineering (PD&E)	SR 40 to Putnam Co. Line	\$2.00	Safety Study
I-95/US 1 Interchange Modifications	At I-95 & SR 5 (US 1)	\$28.00	Interchange Improvements/Safety & Capacity
I-95/SR 44 Interchange Modifications	At I-95 & SR 44	\$15.00	Interchange Improvements/Safety & Capacity

¹ Unfunded

Amendment 1: Per Resolution 2019-01, the 2040 LRTP was amended by the River to Sea TPO Board on January 23, 2019, moving two projects, I-95 Interchange at LPGA and I-95 interchange @ Pioneer Trail, from the Unfunded Needs List (above) to the SIS Cost-Feasible Projects List (Table 28).

Amendment 2: Per Resolution 2019-##, the 2040 LRTP was amended by the River to Sea TPO Board on XX, 2019, moving the I-95/US 1 Interchange modifications project from the Unfunded Needs List (above) to the SIS Cost-Feasible Projects List (Table 28)



RIVER TO SEA
Transportation Planning Organization
VISION - PLAN - IMPLEMENT



2040 Long Range Transportation Plan

Jean Parlow, Project Manager
River to Sea TPO

Martha L. Moore, P.E., Project Manager
Ghyabi & Associates, Inc.



SUMMARY



Table 2 – 2040 LRTP SIS Cost Feasible Project List

Map No.	Funding Period	Facility	From	To	Total ¹ Cost
1	2026-30	I-4 widen to 10 lanes (I-4 Beyond the Ultimate) ²	Seminole County	SR 472	\$644.38
2	2026-30	SR 472 widen from 4 to 6 lanes ²	Graves Ave	Kentucky/ MLK Blvd	\$62.34
3	2026-30	Saxon Blvd Ramp/Roadway ²	I-4	Normandy Blvd	\$54.49
4	2026-30	Rhode Island Extension ²	Veterans Memorial	Normandy Blvd	\$53.70
5	2031-40	SR 15 (US 17) widen to 4 lanes	Ponce De Leon Blvd	SR 40	\$77.62
6*	2031-40	SR 40 – widen to 6 lanes	Williamson Blvd	Breakaway Trails	\$59.93
7	2031-40 <u>2026-30</u>	SR 40 – widen to 4 lanes	Cone Rd	SR 11	\$83.66 <u>\$86.70</u>
8	2031-40 <u>2026-30</u>	SR 40 – widen to 4 lanes	SR 11	SR 15 (US 17)	\$72.39 <u>\$75.75</u>
9*	2031-40	SR 100 – widen to 6 lanes	Old Kings Rd	Belle Terre Parkway	\$66.60
10	2031-40	I-95 Interchange (Farmton) ³	@ Maytown Rd		
11	2031-40	I-95 Interchange/LPGA Blvd Modifications	Williamson Blvd	Tymber Creek Ext.	\$32.50
12	2031-40	I-95 /Pioneer Trail New Interchange	@ Pioneer Trail		\$30.06
<u>13</u>	<u>2031-40</u>	<u>I-95/US 1 Interchange Modifications</u>	<u>@ US 1</u>		<u>\$59.20</u>
TOTAL BY YEAR OF EXPENDITURE (YOE)					\$1,237.67 <u>\$1,303.27</u>

Abbreviations: PE/PD&E (Preliminary Engineering/Project Development and Environment); ROW (right of way); CST (construction); YOE (year of expenditure)

Notes:

¹ In millions; inflated from Present Day Costs (PDC) to year of expenditure (YOE) dollars per Revenue Forecast Handbook

² Part of the I-4 Beyond the Ultimate Project

³ Developer Funded - \$12.9 million (provided for informational purposes)

* Funded in Other Arterial Category, not in FDOT's SIS Cost Feasible

Amendment 1: Per Resolution 2019-01, the 2040 LRTP was amended by the River to Sea TPO Board on January 23, 2019, moving two projects, #11 and 12, from the Unfunded Needs List (Table 3) to the SIS Cost-Feasible Projects List (above)

Amendment 2: Per Resolution 2019-##, the 2040 LRTP was amended by the River to Sea TPO Board on XX, 2019, advancing funding for two projects, #7 and 8, from years 2031-40 to years 2026-30; and moving project #13 from the Unfunded Needs List (Table 3) to the SIS Cost-Feasible Projects List (above)

Table 3 – SIS Needs Projects

Project	Limits	Est. Present Day Cost (in millions)	Notes
SR 15 (US 17) Preliminary Design and Engineering (PD&E)	SR 40 to Putnam Co. Line	\$2.00	Safety Study
I-95/US 1 Interchange Modifications	At I-95 & SR 5 (US 1)	\$28.00	Interchange Improvements (Safety & Capacity)
I-95/SR 44 Interchange Modifications	At I-95 & SR 44	\$15.00	Interchange Improvements (Safety & Capacity)

Amendment 1: Per Resolution 2019-01, the 2040 LRTP was amended by the River to Sea TPO Board on January 23, 2019, moving two projects, I-95 @ LPGA and I-95 @ Pioneer Trail, from the Unfunded Needs List (above) to the SIS Cost-Feasible Projects List (Table 2)

Amendment 2: Per Resolution 2019-##, the 2040 LRTP was amended by the River to Sea TPO Board on XX, 2019, moving the I-95/US 1 Interchange modifications project from the Unfunded Needs List (above) to the SIS Cost-Feasible Projects List (Table 2)

August 2019 TPO Outreach & Activities

1 Orange City Skate Park Opening Helmet Fitting

Date: Saturday, August 10, 2019

Location: Coleman Park, Orange City

Description: TPO staff set up a display table and distributed promotional items as well as fitting and donating 52 bicycle helmets to children and adults



2 Presentation to BPAC by Sheriff Chitwood

Date: Wednesday, August 14, 2019

Location: TPO Office

Description: Sheriff Chitwood gave a presentation to the BPAC on Volusia County Sheriff's Office efforts to increase bicycle and pedestrian safety

3 US 1 Coalition Meeting

Date: Tuesday, August 13, 2019

Location: Ormond Beach

Description: TPO staff attended the US 1 Coalition meeting

4 TPO Presentation to SR 44 Business Owners & Residents

Date: Tuesday, August 22, 2019

Location: New Smyrna Beach

Description: TPO staff gave a presentation on the TPO and local projects to the SR 44 Business Owners and residents

SEPTEMBER EVENTS:

- 9: Roundtable of Volusia County Elected Officials Meeting, Daytona Beach Int'l Airport
- 12: Palm Coast/FCARD Development Meeting
- 16: Florida Public Transit Association (FPTA) & Commission for the Trans. Disadvantaged (CTD) Annual Conference, Orlando
- 20: DeBary Wellness & Safety Fair, DeBary
- 28: Port Orange Family Days Helmet Fitting

OTHER UPCOMING EVENTS:

- Oct 2: International Walk to School Day, multiple locations
- Oct 11: CFMPOA Meeting, MetroPlan
- Oct 23: VCARD Icebreaker, Daytona Beach
- Oct 24: FDOT Work Program Public Hearing
- Oct 25-Nov 1: Central Florida Mobility Week
- Oct 29: MPO Advisory Council Meeting, Orlando
- Oct 31: Central Florida Commuter Rail Commission

ONGOING PROJECTS & STUDIES:

- Walkability Action Institute Grant Project & Complete Streets Policy & Implementation Plan
- Review of Votran's Annual Operating Report (AOR)
- Central Florida Regional Planning Model Update
- Development of FY 2018/19 Public Outreach Summary and Evaluation Matrix
- Development of FY 2018/19 Annual Report
- Development of 2045 LRTP Public Involvement Plan & Data Collection
- Amendment to the 2040 LRTP
- Development of Community Safety Action Plan
- FY 2018/19 TPO Audit
- State of the System Updates
- Regional Resiliency Action Plan Implementation

Join Us For
The Seventh Annual

DELICIOUS
FOOD COURT GRILL
featuring M&E BBQ

FREE KIDZONE
with games & crafts

US FORESTRY TEAM &
Smokey Bear

Bring your ax for the
FREE PICKING CIRCLE!
and join the fun!

"CRANKIN A's"
Car Show

DELEON SPRINGS
AUTUMN IN THE OAKS



FESTIVAL
Saturday, October 19th
9:00am-3:00 pm
5030 Highway 17 North
DeLeon Springs

ART AND CRAFTS
SHOW & SALE

FREE PARKING

Locally crafted
honey & jams,
soaps & lotions,
woodworking and more

One of a kind treasures for
purchase

Nature, Environmental
and Historic Exhibits
Native Plant Sale

LIVE ROCK, OLD TYME AND BLUEGRASS MUSIC
on stage through the day
featuring:
SANDY'S BACK PORCH BAND
WIRELESS
THE MOMENTS

Hosted by The DeLeon Springs Community Association, Inc.
a 501(c)(3) organization

"Making DeLeon Springs a Better Place to Live, Work and Play"

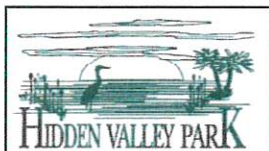
E-mail: dscainc@bellsouth.net Event Address: 5030 N. Hwy 17

Mailing Address: P.O. Box 271, DeLeon Springs, FL 32130

For an Exhibitor Application or more information visit: www.deleonspringscommunityassociation.com
and click on the 'Events' tab

All proceeds benefit the community of DeLeon Springs

SPONSORED BY:



David and Fran Strawn

Jacob Heating and Air

Linaje Escogido Ministries

Vo-LaSalle Farms