



## *Public Meeting*

# *Review of the 2040 Long Range Transportation Plan (Draft)*

## **INTRODUCTION**

We know the next 25 years will bring very real challenges for our communities, including an aging population, increasing concerns over urban sprawl, and a significantly less predictable energy, environmental and economic picture. By developing a long range transportation plan, the River to Sea Transportation Planning Organization (R2CTPO) and its members strive to identify the unmet needs in our area and work together to develop a strategic approach to planning for the future.

## **PURPOSE OF THE LONG RANGE TRANSPORTATION PLAN (LRTP)**

The 2040 LRTP takes a look 25 years into the future to identify strategies that will address the transportation needs of the R2CTPO Metropolitan Planning Area (MPA). This MPA encompasses all of Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell. The LRTP must provide a balanced approach to transportation by offering a variety of choices to address the diverse needs of our local communities.

The LRTP is the guiding document that identifies needed transportation projects and the anticipated federal and state funds that will support their development. Federal law requires the LRTP to be “**cost-feasible**” so the TPO forecasts federal, state, and local financial resources that will cover the costs of the proposed projects. This update must be adopted no later than September 30, 2015.

## **OVERVIEW OF LONG RANGE TRANSPORTATION PLANNING**

Federal law requires that each Transportation Planning Organization (TPO) develop an LRTP for their respective planning area that addresses, at a minimum, a 20-year planning horizon. The River to Sea TPO recognizes that this activity is much more than a federal mandate but rather an opportunity to develop a coordinated, long range approach for planning an effective transportation system.

Development of the LRTP began in the spring of 2014 and must be complete by September 2015. This planning effort provides an opportunity to:

- Take stock of our current resources and system limitations;
- Reach out to partner organizations, the business community and the public to identify future challenges and opportunities;
- Define our collective plans and desires for the future; and
- Prioritize efforts and to seek opportunities for a cohesive development strategy.

When completed, the 2040 LRTP will outline a strategic approach to developing a comprehensive system of transportation options.

## VISION STATEMENT & GOALS

Projects selected for inclusion in the 2040 LRTP are intended to reflect the Vision and Goals of the planning area and its member governments. This Vision states that:

*Our transportation system will provide a safe and accessible range of options that enhance existing communities while providing mobility in a fiscally responsible, energy efficient, and environmentally compatible manner. This integrated system will support economic development, allowing for the effective movement of all people, goods, and services necessary to maintain and enhance our quality of life.*

The vision is also supported by six goals, as indicated below:

- Goal 1:** Provide a Balanced and Efficient Multimodal Transportation System
- Goal 2:** Support Economic Development
- Goal 3:** Enhance Connectivity and Transportation Choices
- Goal 4:** Improve Safety and Security
- Goal 5:** Continue to Provide and Create New Quality Places
- Goal 6:** Provide Transportation Equity and Encourage Public Participation

## TRANSPORTATION PLAN SCENARIOS

In developing the LRTP and assessing the future transportation needs of the MPA, the River to Sea TPO used a comprehensive transportation forecasting model to analyze two future scenarios:

1. *Highway Only Scenario* – The intent of the scenario was to formulate a realistic population and employment projection for input to the transportation model to determine future transportation congestion based on current development trends. This effort was coordinated by the Long Range Transportation Plan Subcommittee, which used the projections to identify transportation projects that would promote or support these patterns.
2. *Alternative Land Use Scenario* – The goal of this scenario was to envision a future scenario where jobs and housing are located closer together so that a variety of transportation options, including transit, walking and cycling could help satisfy the demand for travel. In short, the goal was to organize land uses to improve the efficiency of the transportation networks and mobility options for the public in addition to road improvements alone. The scenario emphasized transit and pedestrian-supportive development and mid-range or larger multi-family projects along key corridors as well as the inclusion of a jobs-to-housing balance.

The intent was to formulate a realistic land use projection that demonstrated lower Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT), reduced suburban sprawl, and use of investment in transit to the best advantage.

## ENVIRONMENTAL JUSTICE

Transportation planning decisions both directly and indirectly influence the health of people and the environment. Decision-making and policy implementation affect air and water quality, noise, and inter/intra-neighborhood connections. An environmental justice approach to transportation planning and project development recognizes the fair treatment of all groups within the community. This includes ensuring the involvement of the entire community in public outreach and participation efforts.

The Environmental Justice element of the 2040 LRTP identified populations and their locations within the River to Sea TPO's Metropolitan Planning Area (MPA). Populations examined include low income, minority, elderly, zero-vehicle households, median household income, and employment density. The findings highlight critical areas within the River to Sea TPO MPA where environmental justice concerns should be considered before undertaking planning efforts.

## PUBLIC PARTICIPATION

The importance of public outreach as a means to inform, educate, and involve citizens in the transportation decision-making processes that impact their daily lives cannot be underestimated. During the development of the 2040 LRTP, a multi-level public involvement strategy was utilized to enhance public involvement in the decision-making process and maximize public input:

These efforts included:

- **R2CTPO Board Retreat** – On February 28, 2014 members of the TPO Board, as well as the Citizens’ Advisory Committee (CAC) and Technical Coordinating Committee (TCC), Bicycle/Pedestrian Advisory Committee (BPAC) and Transportation Disadvantaged Local Coordinating Board (TDLCB) met for their annual retreat. Additional staff from member jurisdictions and private sector planning professionals, as well as elected officials and staff from Flagler cities and County joined the TPO Board and committee members at the retreat. Over 50 individuals involved in transportation in Volusia and Flagler Counties participated. The objectives of the retreat were to review the purpose and organization of the LRTP and Unified Planning Work Program (UPWP); review updates on federal, state, and local transportation funding; develop a shared understanding of the vision and goals to be reflected in the LRTP; and identify potential strategies that could be employed in TPO activities and decision-making to achieve the vision and goals.
- **“Make Your Mark in 2040”** – This series of charrettes provided an interactive exercise to engage the public to provide input for anticipated population distribution over the next 25 years and for developing the necessary transportation infrastructure to support the identified distribution. Nine Make Your Mark sessions were held throughout the MPA in February and March 2014 with participation by over 170 individuals.
- **One on One Stakeholder Meetings** – Representatives for the River to Sea TPO held meetings with local area government officials and business leaders to discuss their future transportation needs and the 2040 LRTP. Ten such meetings occurred in March and April 2015.
- **Civic Presentations** – Representatives for the River to Sea TPO attended meetings at eight civic organizations in Volusia and Flagler County to deliver a presentation on the 2040 LRTP and to encourage participation in the process. Overall, nearly five-hundred persons were part of this outreach. These meetings occurred in February, March and April 2015.
- **LRTP Workshop** – Two public workshops were held for the benefit of TPO advisory committee members and TPO Board. The focus of these meetings was to review the purpose and approach for developing the LRTP and to provide input on various policy decisions that impact development of the plan.

- **Tell the TPO survey** – This survey was an independent work effort, completed in advance of the LRTP, to ascertain the transportation wants, needs, problems, preferences and suggestions from residents, business community, elected officials and other stakeholders. The survey was available as a hard copy and online, in both English and Spanish versions. The results were used to inform the LRTP work effort. There were 1,263 responses.
- **LRTP website** ([www.r2cmobility2040.com](http://www.r2cmobility2040.com)) – Information on scheduled and planned activities was provided to the public through this website, including the “Make Your Mark” sessions and the dates, times, and locations of the LRTP Subcommittee and Land Use Working Group meetings. Project documents were also posted for public access.

## FINANCIAL RESOURCES

Federal guidance requires that all long-range transportation plans be “cost-feasible.” Therefore, the TPO is required to identify the anticipated federal, state and local financial resources that will support completion of the projects proposed in the LRTP as well as to develop reasonable and reliable transportation project cost estimates.

The financial plan used for the 2040 LRTP update includes state and federal revenue estimates as provided by the Florida Department of Transportation (FDOT). These are indicated in Table 1, below. The revenue estimates have been provided in “year-of-expenditure” values, separated into five-year time frames over the planning horizon.

**Table 1 – Projected State & Federal Revenues for River to Sea TPO (\$ Millions)<sup>1</sup>**

Capacity Programs	2019-2020	2021-2025	2026-2030	2031-2040	Total (2040)
SIS Highway Construction & ROW	\$200.7	-	\$557.4	\$428.7	\$1,186.7
Arterial Construction & ROW	\$45.6	\$101.9	\$96.3	\$210.8	\$454.6
Transit	\$22.2	\$57.3	\$60.2	\$126.2	\$265.9
Total Capacity Program	\$268.4	\$159.2	\$713.9	\$765.7	\$1,907.2
TMA Funds	\$9.4	\$23.6	\$23.6	\$47.2	\$103.7

<sup>1</sup> Year of Expenditure or Future Year Dollars

Although Table 1 reflects capacity projects only, multimodal projects are also given consideration as important elements of the transportation system and are funded using a combination of sources. Transportation Management Area (TMA) funds are allocated on a 40/30/30 split to Intelligent Transportation System (ITS), Traffic Operations and Safety improvements, Bicycle and Pedestrian projects and Transit.

## DRAFT TRANSPORTATION PLAN

Requirements for a long range plan include identifying the **major capacity enhancing projects** and **projects of regional significance** within the planning area. Table 2 includes these projects as well as the present day project limits and costs. Maps of the draft cost-feasible projects are available separately as well as for the Existing + Committed Network (E+C) and Local Projects. Although capacity enhancing projects are important, a comprehensive solution to our future needs requires a variety of actions.

The R2CTPO has a long standing commitment to bicycle and pedestrian planning and project implementation and works closely with local, regional, and state stakeholders. Over the last several years, the R2CTPO has completed numerous bicycle and pedestrian feasibility studies and plans focused on school safety, as well as regional and local comprehensive and multimodal transportation plans. The R2CTPO has also recently completed a Regional Trails Corridor Assessment (RTCA) to identify the regional trail projects needed to complete the interconnected regional trails within the planning area. The completion of the RTCA, the continued allocation of TMA set-aside funding for Bicycle/Pedestrian projects (roughly \$31 million between 2019 and 2040) and the use of Transportation Alternatives Program (TAP) funding reaffirms the R2CTPO's commitment to the development of bicycle and pedestrian facilities and regional trail facilities that provide vital connections within the state and national trail and greenway network.

This Long Range Transportation Plan also reflects the R2CTPO's commitment to preserving and enhancing the existing transportation infrastructure by allocating funds to improve traffic operations and safety and to utilize new technology to improve the efficiency of our existing system. This plan sets-aside roughly \$41 million between 2019 and 2040 for projects that improve safety and efficiency.

The R2CTPO transportation plan also continues to provide support for local public transit service by reserving a portion of the TMA set-aside to provide funding of roughly \$31 million between 2019 and 2040. We recognize that this funding supports the continuation of existing service and the R2CTPO will continue to seek additional transportation funding strategies that will support the expanded transit needs of this planning area.

The 2040 LRTP also helps to create high quality transportation facilities by allocating approximately \$58 million (in present day dollars) in funding for Local Initiative projects. These include projects that address complete streets retrofits, roundabouts, major ITS improvements, climate change adaptation and other improvements (aesthetics and other improvements that support the goals of the plan).

Strategic Intermodal System (SIS) Projects			
Project	Limits (from - to)	Est. Cost (PDC) * (in millions)	Notes
<b>Draft Cost Feasible List</b>			
<b>I-4 - widen to 10 lanes (Managed Use Lanes) Part of the I-4 Beyond the Ultimate project</b>	Seminole County to SR 472	\$510.00	Add managed-use lanes - public private partnership
<b>SR 472 - widen from 4 to 6 lanes (including ramps)</b>	Graves Ave to Kentucky/MLK Blvd	\$26.20	Road/Intersection (I-4 Beyond the Ultimate)
<b>Saxon Blvd - ramp and roadway improvements</b>	I-4 to Normandy Blvd	\$33.50	Saxon Blvd widening to 3 lanes from EB ramps terminal to Normandy Blvd (I-4 Beyond the Ultimate)
<b>Rhode Island extension</b>	Veterans Memorial to Normandy Blvd	\$15.50	Extend 2 Lane with & overpass (I-4 Beyond the Ultimate)
<b>SR 15 (US 17) - widen to 4 lanes</b>	Ponce DeLeon Blvd to SR 40	\$39.40	Construction only & includes 12 foot multi-use trail
<b>SR 40 - widen to 6 lanes</b>	Williamson Blvd. to Breakaway Trails	\$30.42	(Note: Funded in Other Arterial Category) not in FDOT's SIS Cost Feasible. Includes 12 foot multi-use trails
<b>SR 40 - widen to 4 lanes</b>	Cone Road to SR 11	\$43.80	Includes 12 foot multi-use trail
<b>SR 40 - widen to 4 lanes</b>	SR 11 to SR 15 (US 17)	\$37.90	Includes 12 foot multi-use trail
<b>SR 15 (US 17) Preliminary Design and Engineering (PD&amp;E)</b>	SR 40 to Putnam Co. line	\$2.00	Safety study
<b>SR 100 - widen to 6 lanes</b>	Old Kings Road to Belle Terre Parkway	\$34.87	(Note: Funded in Other Arterial Category) not in FDOT's SIS Cost Feasible
<b>I-95 Interchange/Maytown Rd (Farmton Interchange)</b>	I-95 & Maytown Road	\$12.90	New interchange <b>(\$12.9 Developer funded)</b>
<b>SIS Needs</b>			
<b>I-95 Interchange /US 1 Interchange modifications</b>	at I-95 & SR 5 (US 1)	\$28.00	Interchange improvements/Safety & Capacity
<b>I-95 Interchange/LPGA interchange modifications</b>	Williamson Blvd to Tymber Creek Ext	\$20.00	Interchange improvements/Safety & Capacity
<b>I-95 Interchange/SR 44 interchange modifications</b>	at I-95 & SR 44	\$15.00	Interchange improvements/Safety & Capacity
<b>I-95 Interchange/Pioneer Trail new interchange</b>	at Pioneer Trail	\$22.00	Interchange Justification Report (JR) underway by FDOT

\* Present Day Costs

**Table 2 – R2CTPO 2040 LRTP Draft Project List as approved by the TPO Board (June 24, 2015)**  
**Strategic Intermodal System (SIS) Projects**

Other Arterial Projects List			
Project	Limits (from - to)	Est. Cost (PDC) * (in millions)	Total Funding Available
<b>On System (State Roadways) Projects</b>			
		\$249.20	Estimated Funding Available (Present Day Value): 80.01% of funding
<b>SR 40</b> - widen to 6 lanes	Williamson Blvd. to Breakaway Trails	\$30.42	<b>SIS project not currently funded in FDOT's Cost Feasible Plan (Includes 12 foot multi-use trail)</b>
<b>SR 100</b> - widen to 6 lanes	Old Kings Road to Belle Terre Parkway	\$34.87	<b>SIS project not currently funded in FDOT's Cost Feasible Plan</b>
<b>SR 483 (Clyde Morris Blvd)</b> - widen to 6 lanes	SR 400 (Beville Road) to US 92	\$30.60	Construction only
<b>SR 44</b> - Misc. upgrades to improve access to DeLand Sunrail	SR 15A to the DeLand SunRail Station	\$19.10	SR 44 Study completed
<b>US 92</b> - widen from 4 to 6 lanes	I-4 EB Ramps to CR 415 (Tomoka Farms Rd)	\$25.08	ROW/Construction only - design completed
SR 600/SR 15 ( <b>US 17/92</b> ) - <b>emerging SIS</b>	SR 472 to SR 15A (Taylor Road)	\$35.00	Intersection/corridor improvements
<b>SR 442</b> extend roadway (Edgewater to Deltona)	SR 442 to SR 415 - alignment not set	\$10.00	PD&E/PE
Local Corridor Initiatives	Total Estimated Costs (PDC) On System	\$185.07	
	Balance	\$58.14	Available for On System projects; including complete streets, roundabouts, major ITS projects to improve capacity and safety
<b>Off System Projects</b>			
		\$60.80	Estimated Funding Available (Present Day Value): 19.99% of funding
<b>Old Kings Rd</b> - widen from 2 to 4 lanes	Palm Coast Parkway to Forest Grove Dr.	\$14.85	Add 2 thru lanes
<b>Old Kings Rd</b> - extension roadway (Phase II)	Matanzas Woods Pkwy to Old Kings Rd	\$5.00	New 4-lane roadway/ROW programmed \$600,000
<b>Commerce Pkwy Connector Road</b> - new 2 lane roadway	SR 100 to SR 5 (US 1)	\$4.07	Construction only finding/ROW donated/60% plans completed
<b>Matanzas Woods Pkwy (west)</b> – widen to 4 lanes	SR 5 (US 1) to Southbound I-95 ramps	\$16.03	PE completed/Design funded FY 17/18
<b>LPGA</b> - widen to 3 lanes	Nova Road to US 1	\$9.90	Improve segment to three lane section with turn lanes, improved bike and pedestrian facilities
<b>Howland Blvd.</b> - widen to 4 lanes	Providence Blvd to Elkcam Blvd.	\$13.00	Add lanes
<b>North Entrance DeLand Airport</b> (Industrial Park)	Industrial Drive to SR 11	\$1.07	New 2 lane access road
	Total Estimated Costs (PDC) - Off System	\$63.92	
	Balance	-\$3.12	Available revenue TBD based on further cost estimates

\* Present Day Costs

**Table 2 (cont'd) – R2CTPO 2040 LRTP Draft Project List as approved by the TPO Board (June 24, 2015)**  
**Other Arterial Projects**

## CONGESTION MANAGEMENT PROCESS

The R2CTPO has developed a Congestion Management Process (CMP) as part of the 2040 Long Range Transportation Plan. Development and maintenance of a CMP is a requirement for all MPOs under Florida law and for all MPOs in Transportation Management Areas (TMAs) under federal law. But more importantly, the process provides strategies and performance measures to support and enhance the existing and future multimodal transportation system.

The CMP and the LRTP share the same goals and objectives but the CMP provides performance measures where applicable to measure the success of the CMP over time. Performance measures include elements that address safety, roadway improvements, public transit, bicycle/pedestrian/multi-use trail facilities, travel demand management (TDM) and movement of goods (freight).

Figure 1 illustrates the CMP process to evaluate and prioritize projects for evaluation and inclusion in the TIP, LRTP and other plans.

## FINAL COMMENT PERIOD

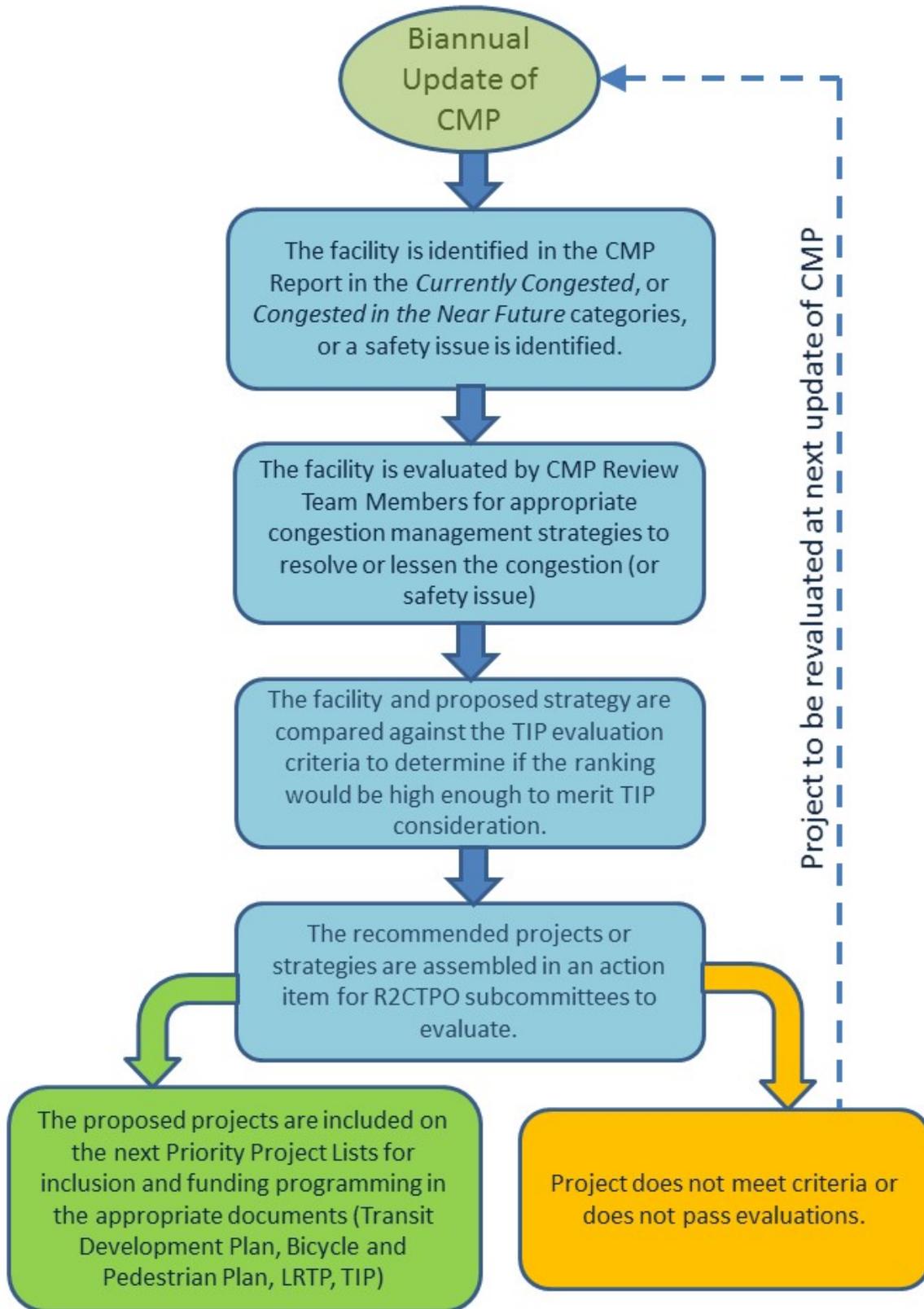
The River to Sea TPO is seeking additional and final public comment on the draft 2040 Long Range Transportation Plan through a series of public meetings, listed below:

- July 22, 2015 – Daytona State College, Daytona Beach, FL (4:00 pm – 6:00 pm)
- July 23, 2015 – Sanborn Center, DeLand, FL (5:00 pm – 7:00 pm)
- July 27, 2015 – Hilton Garden Inn, Palm Coast, FL (5:00 pm – 7:00 pm)

Comment cards are available and may be dropped off or mailed to:

River to Sea TPO  
2570 West International Speedway Boulevard, Suite 100  
Daytona Beach FL 32114  
Attention: Pamela Blankenship

Please submit comments by August 14, 2015.



**Figure 1 – CMP Project Evaluation Process**