RIVER TO SEA TPO
Transportation Planning Organization
VISION - PLAN - IMPLEMENT

2040 Long Range Transportation Plan

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SUMMARY

This report was financed, in part, by the U.S. Department of Transportation and the Florida Department of Transportation.

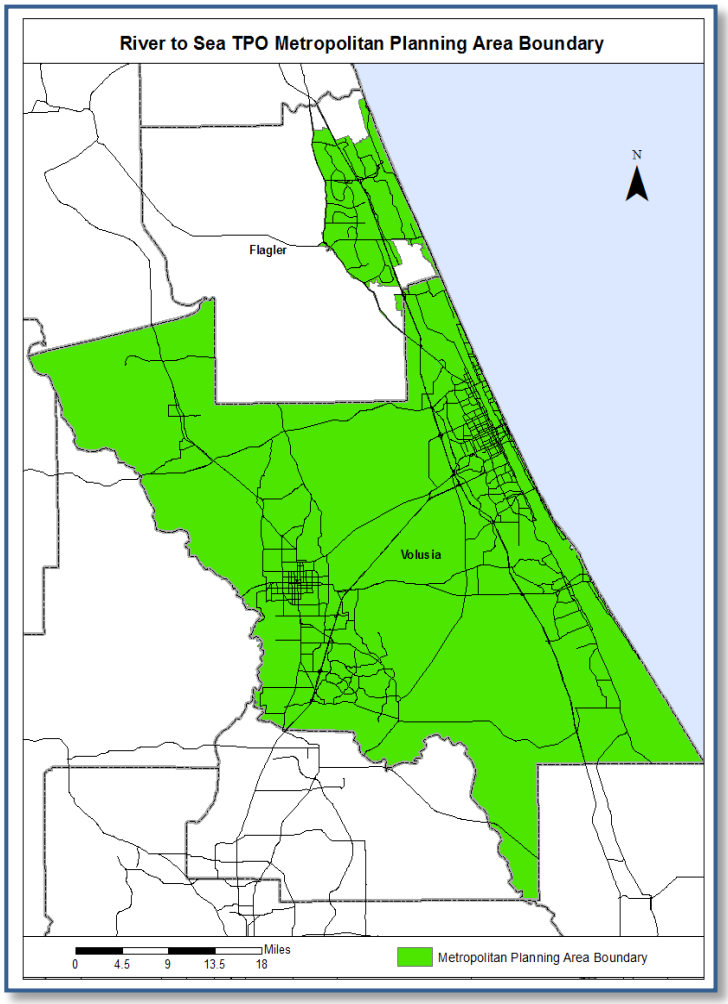
Special recognition and appreciation is extended to the following members of the River to Sea TPO 2040 LRTP Subcommittee. These individuals spent many hours directing and overseeing the work required to complete this effort.

LRTP Subcommittee Members:

- Jon Cheney, TCC, **LRTP Subcommittee Chair**
- Tom Harowski, TCC, **LRTP Subcommittee Vice Chair**
- Patricia Antol, TDLCB
- Bobby Ball, CAC
- Gilles Blais, CAC
- Heather Blanck, TCC
- Judy Craig, CAC
- Wendy Hickey, BPAC
- Bliss Jamison, CAC
- Elizabeth Lendian, CAC
- Colleen Nicoulin, BPAC
- Mary Ellen Ottman, TDLCB
- Gene Ferguson, FDOT (Advisory)
- Jean Parlow, Project Manager, R2CTPO

THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

The River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the designated Metropolitan Planning Area (MPA). The River to Sea TPO's MPA includes Volusia County, Beverly Beach, Flagler Beach and portions of the cities of Palm Coast and Bunnell, as well as portions of unincorporated Flagler County.



The River to Sea TPO Board consists of elected officials from the member local governments. These dedicated individuals are responsible for working together to improve the safety and efficiency of the transportation system in the area served by the River to Sea TPO. The Board is supported by a Technical Coordinating Committee (TCC), a Citizens' Advisory Committee (CAC), a Bicycle/Pedestrian Advisory Committee (BPAC), and a Transportation Disadvantaged Local Coordinating Board (TDLCB). These committees are composed of technical staff from local government organizations, citizen representatives appointed by elected officials and community organizations created to advocate on behalf of disadvantaged citizens.

The River to Sea TPO Board and standing committees meet monthly to review and direct the development of the area's transportation system, with the exception of TDLCB which meets every other month. Members review local, regional and statewide transportation issues and work cooperatively to determine appropriate policies and programs to address transportation needs.

River to Sea TPO Board members, at the time of adoption of this plan, are listed as follows:

Council Member Pat Patterson, *Volusia County*, ***River to Sea TPO Chairman***

Commissioner Marshall Shupe, *Flagler Beach*, ***River to Sea TPO 1st Vice Chairman***

Council Member Deb Denys, *Volusia County*, ***River to Sea TPO 2nd Vice Chairperson***

Mayor Steve Emmett, *Beverly Beach*

Vice Mayor John Rogers, *Bunnell*

Commissioner Robert Gilliland, *Daytona Beach*

Mayor Harry Jennings, *Daytona Beach Shores*

Council Member Lita Handy-Peters, *Debary*

Vice Mayor Leigh Matusick, *DeLand*

Mayor John Masiarczyk, *Deltona*

Councilman Gary Conroy, *Edgewater*

Commissioner Barbara Revels, *Flagler County*

Commissioner Penny Currie, *Holly Hill*

Commissioner Vernon Burton, *Lake Helen*

Commissioner Jason McGuirk, *New Smyrna Beach*

Mayor Doug Gibson, *Oak Hill*

Commissioner Ron Saylor, *Orange City*

Commissioner James Stowers, *Ormond Beach*

Council Member Jason DeLorenzo, *Palm Coast*

Council Member Joe Perrone, *Ponce Inlet*

Mayor James Sowell, *Pierson*

Council Member Bob Ford, *Port Orange*

Councilwoman Nancy Long, *South Daytona*

Council Member Fred Lowry, *Volusia County*

Council Member Joyce Cusack, *Volusia County*

Council Member Joshua Wagner, *Volusia County*

Heather Blanck, *TCC Chairperson*

Judy Craig, *CAC Chairperson*

Dustin Savage, *BPAC Chairman*

Linda Costello, *Volusia County School Board*

Gene Ferguson, *FDOT District 5*

INTRODUCTION

The next 25 years will bring very real challenges for local communities, including an aging population, increasing concerns over urban sprawl, and a significantly less predictable energy, environmental and economic picture. In addition, the introduction of new transportation technologies has the potential to create a very different future for the traveling public. By developing a long range transportation plan, the River to Sea TPO and its members strive to identify the mobility needs in the 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 River to Sea TPO Metropolitan Planning Area (MPA). An effective plan provides a balanced approach to transportation by offering a variety of choices that will meet 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"** which means that the TPO must identify the federal, state, and local financial resources that will cover the costs of the proposed projects.

OVERVIEW OF LONG RANGE TRANSPORTATION PLANNING

Federal law requires that each 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 is a lengthy and complex process that involves a variety of technical analyses and includes significant input from the public and partner governments. The development of the 2040 LRTP began in the spring of 2014 and spanned a two-year period. Throughout this time, the LRTP planning effort has provided an opportunity to:

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

The completed 2040 LRTP outlines 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, which reflect MAP-21 goal areas as well as the goals and objectives of the Florida Transportation Plan.

Goal 1: Provide a Balanced and Efficient Multimodal Transportation System

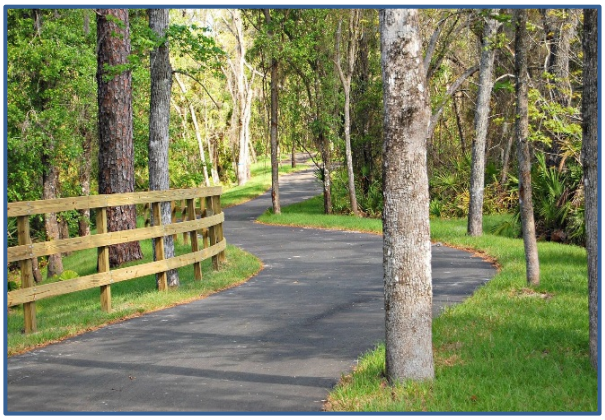
Goal 2: Support Economic Development

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



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.

An LRTP is required to identify capacity enhancing projects that will be funded during the planning period. Projects that enhance roadway capacity primarily consist of adding lanes to existing roads or building new roads.

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The R2CTPO recognizes, however, that other types of projects are equally important elements of the overall transportation system. These other projects include Intelligent Transportation System (ITS) technologies, Traffic Operations and Safety improvements, Bicycle and Pedestrian projects, multi-use Trails and Transit. In this LRTP, the R2CTPO sets-aside its entire allocation of Transportation Management Area (TMA) funds (totaling $103.7 million between 2019 and 2040) to support these types of transportation improvements. In addition, the 2040 LRTP has allocated approximately $38 million in Capacity Program funding between 2019 and 2040 for Local Initiative projects, which include complete streets retrofits, roundabouts, major ITS technology improvements, climate change adaptation, aesthetic and other improvements that support the goals of the plan.

Table 1 – Projected State & Federal Revenues for River to Sea TPO ($ Millions) [1]

Capacity Programs	Time Period (by Fiscal Year)				
	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

Abbreviations: Strategic Intermodal System (SIS); Right of Way (ROW); Transportation Management Area (TMA)

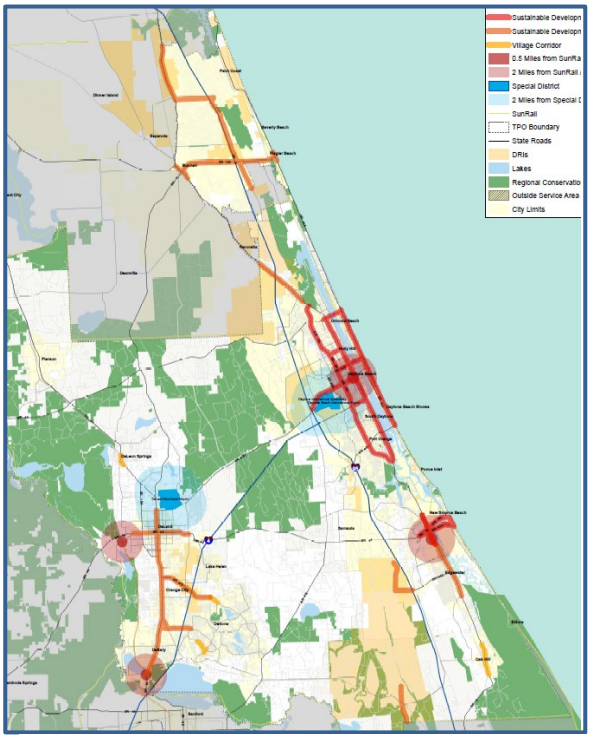
[1] Year of Expenditure or Future Year Dollars

TRANSPORTATION PLAN SCENARIOS

Long range planning requires forecasting the future travel demand based on growth trends, primarily using changes in population and employment. Between now and the year 2040, the population of Volusia and Flagler Counties combined is expected to increase by roughly 190,000 persons (source: *Projections of Florida Population by County, 2015–2040,* Bureau of Economic and Business Research, April 2014). Employment is also expected to increase by 100,000 persons over this same time period. In developing the LRTP, detailed employment and population data were input into a comprehensive transportation-forecasting model to assess the future transportation needs of the MPA. Two future scenarios were analyzed:

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 driving behavior, growth and land development trends. This scenario focused on improving the roadway network to meet future travel demands if past practices were continued. 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 provide additional mobility options for the public. 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 of considering two different scenarios was to investigate whether a realistic land use projection could be developed that demonstrated lower Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT), reduced suburban sprawl, and used the investment in transit to the best advantage. The outcomes of these forecasting efforts helped to inform the decision-making process.



This map depicts the characterization areas identified under the Alternative Land Use Scenario.

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 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:

River to Sea TPO 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 elected officials and staff from member jurisdictions, as well as private sector planning professionals, also attended. In all, over 50 individuals with an interest in transportation 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 LRTP vision and goals.

"Make Your Mark in 2040" – This series of charrettes provided an interactive exercise which engaged participants to consider changes in the anticipated population distribution over the next 25 years and to envision the transportation infrastructure needed to support it. Nine Make Your Mark sessions were held throughout the MPA in February and March.

2040 Make Your Mark Workshop with participation by over 170 individuals.

One-on-One Stakeholder Meetings – Representatives of 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 of the River to Sea TPO attended meetings at eight civic organizations in Volusia and Flagler Counties 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 Workshops – Two public workshops were held for the benefit of the TPO advisory committee members and the 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, the 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) – 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.

Public Meetings – Three public meetings were held throughout the MPA to present information and gather input from the public.

- July 22, 2015 at Daytona State College in Daytona Beach, FL with 32 attendees
- July 23, 2015 at the Sanborn Center in DeLand, FL with 25 attendees
- July 27, 2015 at the Hilton Garden Inn in Palm Coast, FL with 25 attendees

The public meeting information was posted on the LRTP website and on the River to Sea TPO's Facebook page. The Facebook posting reached 128 people.

The meetings were also advertised in the Daytona Beach News-Journal and the Palm Coast Tribune. The Flagler County Chamber of Commerce and the DeLand Area Chamber of Commerce both posted information about the public meetings to their websites.

The Executive Director of the River to Sea TPO was also a guest on 93.5 FM/1150 AM WNDB on July 23, 2015 to discuss the public meetings and the LRTP.

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. Projects were selected which support the vision and goals of the long range plan, and include factors such as future trip demand, economic development, safety, land use, connectivity and importance to freight movement.

The projects are divided into three categories based on their funding source: Strategic Intermodal System (SIS) projects, Other Arterial projects and Local projects. Table 2 and Figure 1 illustrate the draft SIS cost feasible project list. Table 4 and Figure 1 illustrate the draft Other Arterial cost feasible project list which includes projects both on and off the state road system. Table 5 and Figure 2 illustrate the Local projects as provided by Volusia County. This local project list is included for informational purposes only. No locally funded project list for Flagler County was provided for inclusion in the long range plan.

Table 3 lists the SIS Needs projects, which are not mapped. These projects are important to the MPA but there is no funding currently available for their implementation.

Although capacity enhancing projects are important, a comprehensive solution to our future needs requires a variety of actions. These include multimodal transportation options, such as sidewalks, bike lanes, trails and transit, as well as the use of technology to maximize the existing transportation system.

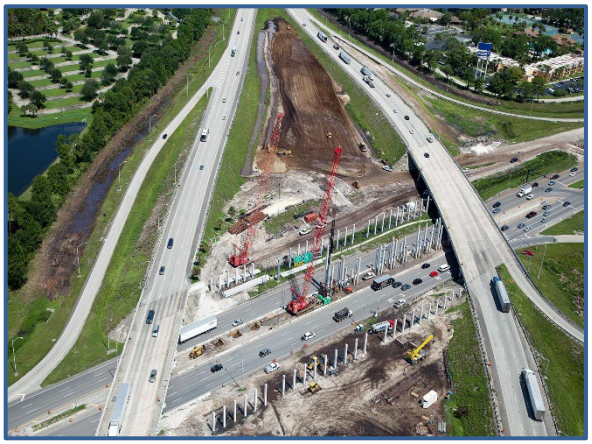


Table 2 – 2040 LRTP SIS Cost Feasible Project List

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	**SR 40 – widen to 4 lanes**	Cone Rd	SR 11	**$83.66**
8	2031-40	**SR 40 – widen to 4 lanes**	SR 11	SR 15 (US 17)	**$72.39**
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**
TOTAL BY YEAR OF EXPENDITURE (YOE)					**$1,237.67**

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)

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)

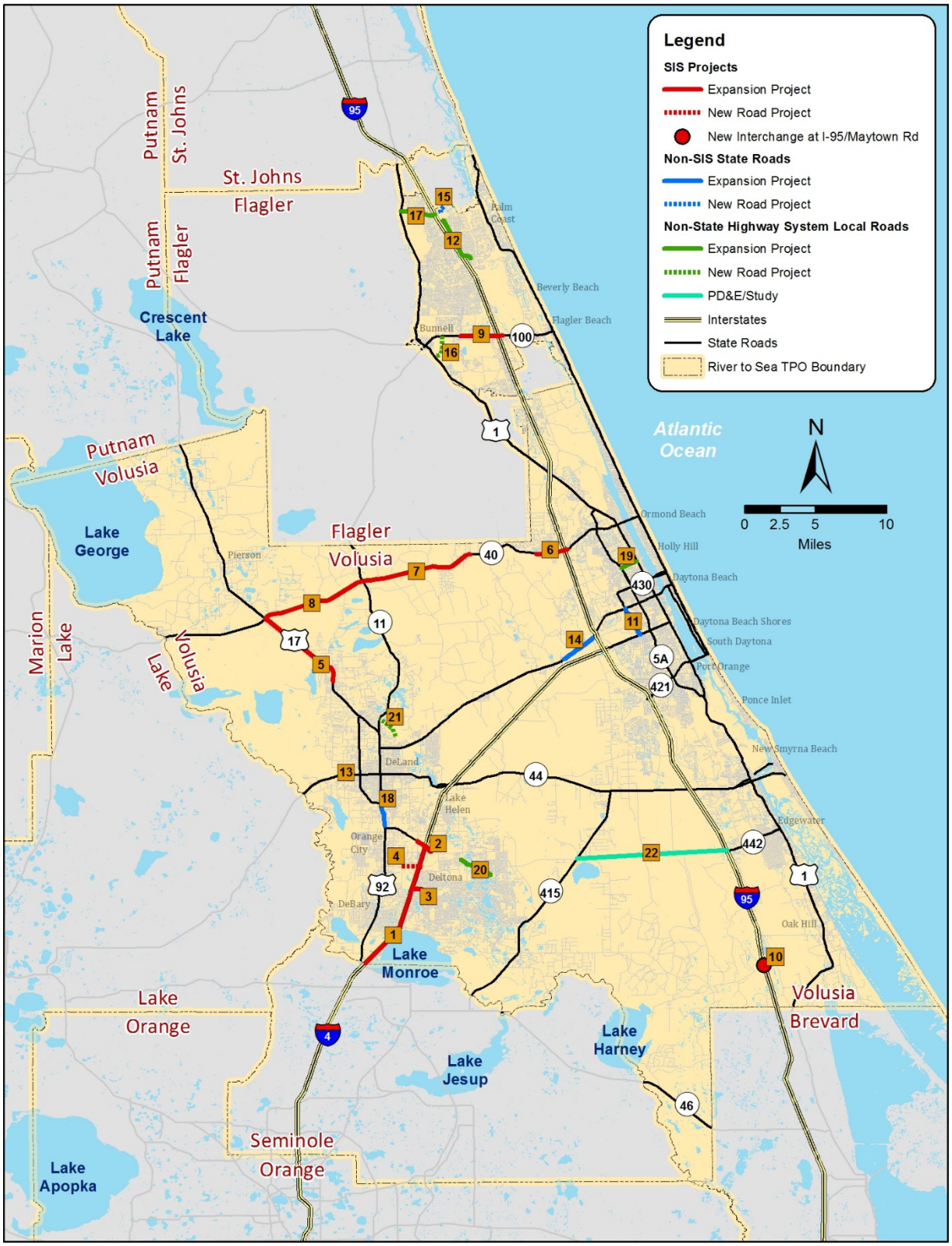
Map No.	Funding Period	Facility	From	To	Total[1] Cost
11	2021-25	**SR 483(Clyde Morris Blvd) widen to 6 lanes**	Beville Rd	US 92	**$38.86**
12	2019-20	**Old Kings Rd widen from 2 to 4 lanes**	Palm Coast Pkwy	Forest Grove Dr	**$17.37**
13	2019-25	**SR 44 – Misc. upgrades to improve access to DeLand SunRail**	SR 15A	DeLand SunRail Station	**$24.03**
14	2026-30	**US 92 widen from 4 to 6 lanes**	I-4 EB Ramps	CR 415 (Tomoka Farms Rd)	**$40.43**
15	2021-25	**Old Kings Rd – extension roadway (Phase II)**	Matanzas Woods Pkwy	Old Kings Rd	**$6.35**
16	2021-25	**Commerce Pkwy Connector Rd – new 2-lane roadway**	SR 100	SR 5 (US 1)	**$4.48**
17	2019-25	**Matanzas Woods Pkwy (west) widen to 4 lanes**	SR 5 (US 1)	SB I-95 ramps	**$18.48**
18	2026-40	**SR 600/SR 15 (US 17/92) – emerging SIS**	SR 472	SR 15A (Taylor Rd)	**$56.07**
19	2026-30	**LPGA Blvd – widen to 3 lanes**	Nova Rd	SR 5 (US 1)	**$18.75**
20	2026-30	**Howland Blvd widen to 4 lanes**	Providence Blvd	Elkcam Blvd	**$21.48**
21	2026-30	**North Entrance DeLand Airport (Industrial Park)**	Industrial Dr	SR 11	**$1.46**
6*	2031-40	**SR 40 widen to 6 lanes**	Williamson Blvd	Breakaway Trails	**$59.93**
9*	2031-40	**SR 100 widen to 6 lanes**	Old Kings Rd	Belle Terre Pkwy	**$66.60**
22	2031-40	**SR 442 – extend roadway (Edgewater or Deltona)**	SR 442	SR 415 (alignment not set)	**$19.10**
TOTAL PROJECT COSTS					**$393.38**
2040 REVENUE FORECAST					**$431.80**
LOCAL CORRIDOR INITIATIVES					**$38.42**

Table 4 – 2040 LRTP Other Arterial Cost Feasible Project List

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

State Roads are shown in Green



* SIS project not currently funded in FDOT's Cost Feasible Plan

Figure 1 – Major Capacity Enhancing Projects

Table 5 – Local (Volusia County) Projects[1]

Map No.	Project	Limits	Capital Cost (in millions)
1	Tymber Creek Rd – widen to 4 lanes	Peruvian Ln to Airport Rd	$8.0
2	Tymber Creek Rd – extend as 2 lane road	South of SR 40 to LPGA Blvd	$15.5
3	Dunn Ave – widening to 4 lanes	Williamson Blvd to SR 483/Clyde Morris Blvd	$15.0
4	Williamson Blvd – widen to 4 lanes	LPGA Blvd to Hand Ave	$13.5
5	Williamson Blvd – widen to 4 lanes	SR 400/Beville Rd to Summertree Rd	$30.6
6	Josephine St – widen to 4 lanes	Old Mission Rd to Tatum St	$4.5
7	Pioneer Trail – widen to 4 lanes	Airport Rd to I-95	$12.5
8	I-95 & Pioneer Trail Interchange	Williamson Blvd to Turnbull Bay Rd	$22.0
9	Park Ave – add bi-directional turn lanes & paved shoulder	Old Mission Rd to Massey Ranch Rd	$3.9
10	W. Volusia Beltway (Kentucky Ave) – widen to 4 lanes and realign facility	SR 472 to Harley Strickland	$24.2
11	Doyle Rd – widen to 4 lanes	Providence Blvd to Saxon Blvd	$11.1
12	Westside Pkwy - extend road	French Ave to Rhode Island Ave	$7.8
13	Howland Blvd – widen to 4 lanes	Providence Blvd to Elkcam Blvd	$13.0
14	Rhode Island Extension with I-4 overpass – extend as 2-lane road	Veterans Memorial Pkwy to Normandy Blvd	$15.5
15	W. Volusia Beltway (Kepler Rd) – widen to 4 lanes	US 92 to Beresford Ave Extension	$21.1
16	W. Volusia Beltway (Dr. MLK Jr) – widen to 4 lanes	Taylor Rd to Orange Camp Rd	$6.2
17	Beresford Ave – extend road	Blue Lake Ave to SR 44	$10.8
18	Old New York Ave – safety & paved shoulders	SR 44 to DeLand SunRail Station	$4.0

[1]List provided by Volusia County staff

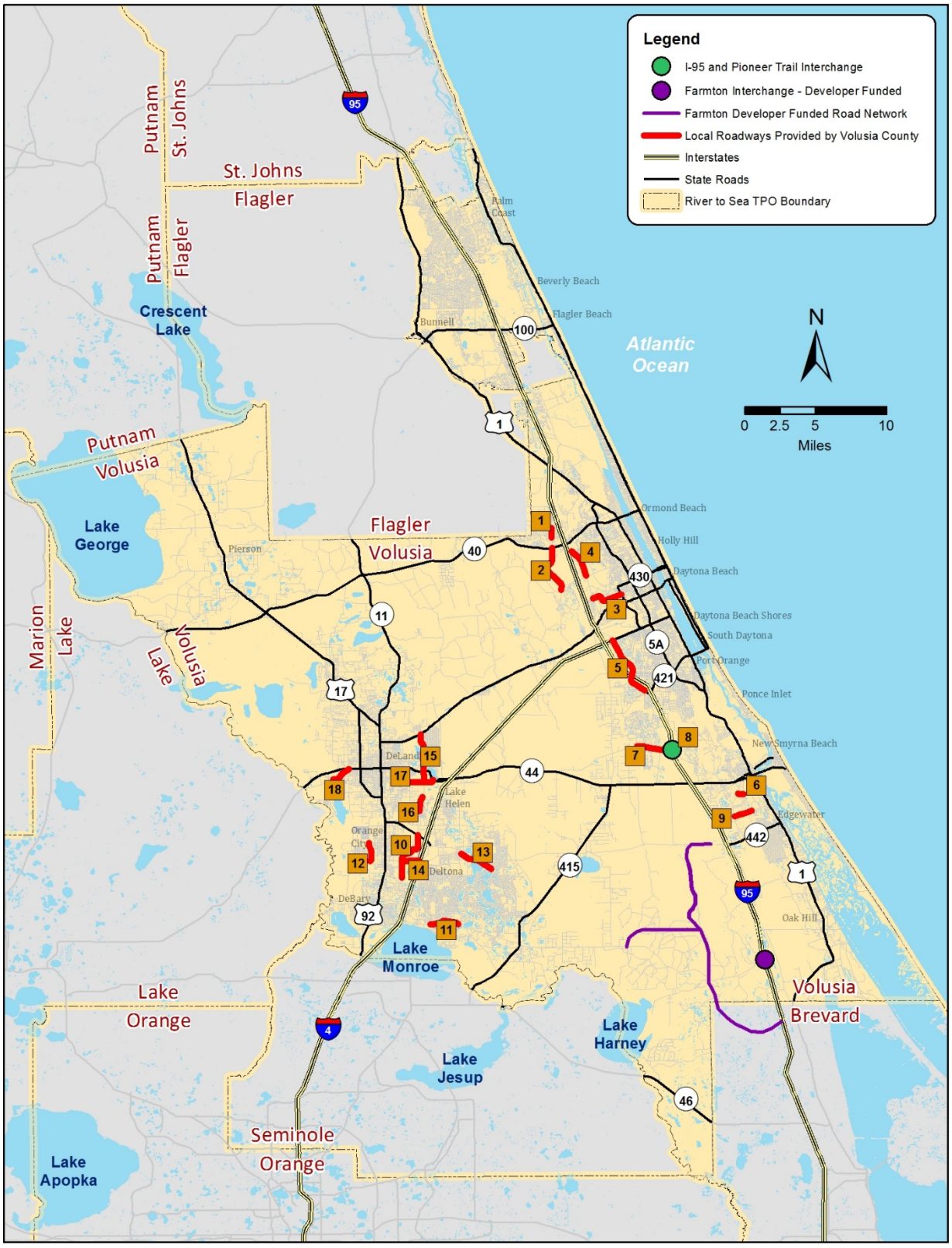


Figure 2 – Volusia County Local Road Projects

TMA SET ASIDE FUNDS

To support mobility and safety options, the TPO sets aside 30% of its Transportation Management Area (TMA) funds for bicycle and pedestrian projects, 30% for public transit, and 40% to traffic operations and safety projects. The R2CTPO has an annual call for projects to identify and update the projects under these categories. The bicycle and pedestrian projects and transit projects support mobility options. The traffic operations and safety projects are enhancements to improve the operational efficiency, reliability, and/or safety of the existing traffic circulation system.

The TPO visions, plans, funds, and implements improvements to walking and bicycling networks, including linkages to transit within the service area. Pedestrian and bicycle facilities expand the travel opportunities for residents who, either by choice or by circumstance, do not use an automobile. Each year during the annual call for projects process, the project lists are updated accordingly.

Bicycle and Pedestrian Planning

The River to Sea TPO 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 River to Sea TPO 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 River to Sea TPO has 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 and pedestrian projects (roughly $31 million between 2019 and 2040) and the use of Transportation Alternatives Program (TAP) funding reaffirms the River to Sea TPO'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.

Public Transit Planning

The River to Sea TPO transportation plan 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. Recognizing that this funding is limited to supporting only the continuation of existing service, the River to Sea TPO will continue to support the efforts of Flagler and Volusia Counties in seeking additional transportation

funding strategies that will support the expanded transit needs of this planning area. The long range planning efforts of the TPO also recognize the need to continue the implementation of SunRail service. Phase II, north from the DeBary station to the DeLand Amtrak station, is anticipated to be funded within the initial five-year period. Although other studies have been completed and are underway to consider future transit expansion, the results of these efforts are not yet ready to be included in the cost feasible transportation plan.

Traffic Operations and System Safety Planning

This Long Range Transportation Plan also reflects the River to Sea TPO'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.

LOCAL INITIATIVES

The 2040 LRTP also helps to create high quality transportation facilities by allocating approximately $38 million in funding between 2019 and 2040 for Local Initiative projects. These include projects that address complete streets retrofits, roundabouts, major technology improvements, climate change adaptation aesthetics and other improvements that support the goals of the plan.

CONGESTION MANAGEMENT PROCESS

The River to Sea TPO developed a Congestion Management Process (CMP) in concert with the 2040 LRTP. The CMP was adopted by the TPO Board on August 26, 2015 by Resolution 2015-16 and is included by reference in the adopted 2040 LRTP.

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. A CMP is of great benefit to the community because it provides a systematic, transparent and continuous method to identify congestion and to prioritize improvements that alleviate it.

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).

RIVER TO SEA TPO
Transportation Planning Organization
VISION - PLAN - IMPLEMENT

2040 Long Range Transportation Plan

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SUMMARY